AWARDS CEREMONY – OREGON AVIATION HALL OF FAME
By Annette Buswell Whittington

“Focusing on General Aviation” was the theme as two very worthy individuals were inducted into the Oregon Aviation Hall of Fame at an awards luncheon held on August 8, 2008 at the Village Green in Cottage Grove. The Hall of Fame was established in 1998 in order to enshrine and honor those Oregonians who have achieved prominence in Oregon and national aviation history. Since that time, twelve special aviators have been chosen for induction and hold a place of honor in the entrance to the Oregon Aviation History Center.

The latest inductees, Phil Boyer and Ray Costello share the distinction of being successful advocates for general aviation over a period of many years. The program consisted of a biography on each and a few highlights are presented here.

Phil Boyer, born in 1940, is proficient in aircraft ranging from the open cockpit of his Waco to AOPA’s Cessna CJ3. He is an Oregon native with 8,500 hours of flight time and an Atlantic crossing in his logbook. Phil has been president of the Aircraft Owner’s and Pilot’s Association for 17 years. He directed the 415,000 member organization through passage of federal legislation benefitting general aviation and protecting it from countless legislative challenges.

Raymond E. Costello, born in 1920, retired from the US Air Force as a Lt. Col. and is a decorated pilot and general aviation planner. He is also a member of the Hall of Honor at Evergreen Museum. Ray saw combat in World War II, the Korean conflict and Viet Nam and also flew in the Berlin Airlift. A visionary in aviation planning, Ray led the Oregon Aeronautics Division in establishing a general aviation systems plan that became the model funded and implemented by the FAA.

Additional details may be found on the AOPA website. Stay tuned for future events as we honor deserving Oregon aviators.
RANDOM FLIGHT
By Roger Starr

When I look through this Newsletter and our website and listen to the discussions at our board meetings, it is abundantly clear that this year is the most event packed year I have experienced in 15 years. One would think that celebrating our 25th anniversary at the April annual membership meeting was enough excitement, and it was, but wait there is more!

We again hosted three group meetings/fly-ins at the History Center this summer and participated in a night parade in Cottage Grove, followed by a good old fashioned USO dance. But wait, there is more! We had extended hours during the US Olympic trials in Eugene, June 27th through July 6th, in order to give the thousands of visitors to Lane County another attraction to visit. A very special Hall of Fame induction occurred in early August that took a lot of work and patience to organize. Just look at the honorees and you can better understand what a scheduling challenge it was.

And did I mention that our 25th year is being celebrated all year long? Well it is and well it should. This activity level was only a dream back in 1983.

All of these events do not just appear from over the horizon. Oh no, it takes a lot of dedication from a few. I have mentioned in at least one previous column how fortunate we are to have the few we have. I am simply in awe every time I see what is accomplished. When I remarked how much work it takes to accomplish all the tasks, one very active volunteer responded, “I wouldn’t have it any other way. It is so much fun”.

Once again I urge you to check in with us to see what may be of interest to you in the way of a volunteer effort. Our needs always outstrip our volunteer hours. One very real need is help with this Newsletter. Do you like to research and/or write articles relating to aviation history? How about some desktop publishing skills? How about editing? Call or write me. Thanks for your consideration.

Thanks to all our great volunteers!

OUR THANKS TO YOU!

As with all non-profit organizations, the Oregon Aviation Historical Society is funded by your memberships, donations and grants. We are very grateful to those individuals, companies and foundations that choose to financially support the preservation work of OAHS. Recent significant contributions have been received from the following.

Jeannette B. Hofer (in memory of Robert Hofer)
The John C. Dimmer Foundation
Wilbur and Catherine Heath
The Oregon Community Foundation (Dorothy Hester Fund)
Tom Bedell
Starfire Lumber Company
Hal and Carol Skinner
John A. Eney
Several ‘in-kind’ donations

Thank you all very much.

For membership information, please go to our website: www.oregonaviation.org
OREGON AVIATION HISTORICAL SOCIETY
25TH ANNIVERSARY ANNUAL MEETING
by Tom Bedell

On April 19, 2008 at the Village Green restaurant in Cottage Grove, the Oregon Aviation Historical Society (OAHS) annual meeting featured celebration of the first 25 years of the organization. OAHS was the brainchild of Tim Talen, Walt Dunden, Tom Cochran and Bill Kloos who all were in attendance and recognized for their initial work. Some 45 members and guests participated in a fine buffet luncheon.

President Roger Starr presided at the display of historic photos and captions prepared by archivist Carol Skinner that attracted a great deal of attention.

Cottage Grove Mayor Gary Williams was introduced. Mayor Williams read a proclamation from the city regarding their support of OAHS. Roger reviewed highlights of 2007 that included the Stearman Fly In, Luscombe Fly In, Oregon Antique and Classic Aircraft Club Fly In, Lane County Fair Exhibit, NWAAC display at McMinnville, plane restoration progress and articles by Carol Skinner published in the Oregon Pilots Association newsletter PropWash.

The programs consisted of four parts, all presented with enthusiasm and much thought in their preparation:

1) **Tim Talen** reviewed the beginnings of the Society and the Oregon Antique and Classic Aircraft Club. Tim was working at Lane Community College starting in 1978 and recognized the need for such organizations as no one was paying attention to Oregon aviation history at the time. As is now known, several museums have developed since then. Tim sketched an outline of what he believed was needed but determined he needed some others to share his effort. In 1980, Tim was the driving force to form the Oregon Antique and Classic Aircraft Club and served as its first president for five years. The club was important but Tim recognized more was needed. To that end, he met with Walt, Bill and Tom and together they formed the Society in 1983. The club served as a support group with a similar but separate mission. Tim reviewed the acquisitions of several of the planes OAHS now owns and is restoring. He believes there still are planes “out there” that OAHS should make an effort to acquire, or at a minimum, develop a history on them. Tim challenges all to keep making a difference for Oregon aviation history.

2) **Carol Skinner**, our Archivist, traced some of her background of early involvement with aviation and how she developed her passion for history. She had the opportunity to host Dorothy Hester at an early 1980s Creswell Air Fair and got hooked. Carol shared many examples of the archive collections OAHS has and encouraged those present to continue to donate memorabilia, noting that one member in the audience had brought a box of material that she can’t wait to look at.

3) **Jan Hedberg** related some stories of people and their airplanes noting especially the involvement of his father, Elwood, in the development of the Society and building of the History Center. Jan presented a thoughtful representation of early aviation pioneers leading to the current efforts being made to preserve aviation history. He emphasized these current efforts, as they will relate to history for future generations.

4) **Roger Starr** showed the background for the Society’s efforts to date regarding the History Center development and then announced plans underway for a second building. He asked all present to be supportive of this new effort as he outlined his thoughts for the future. Roger also spoke of the Oregon 150-year celebration effort and OAHS’s role in a video of Oregon aviation history.
1983 – 2008: Twenty-Five Years of O.A.H.S.
By Hal Skinner

Has it really been that long? Have we moved along in the direction our early founders anticipated or hoped for? In the last issue (March 2008) we considered those questions as we looked at the development and growth of the then Oregon Aviation Museum during the terms of our first leaders. Beginning with founder Tim Talen, then Chairman Walter Dunden and finally President Carol Skinner, that seven-year period was one of birthing an idea to formal organization of the search for position and identity. It was a time of challenge, with some confusion and turmoil. Our collection was growing and needed a place to be preserved and displayed. The location was a major concern. We had a study that concluded location was the one determining factor in our success as a destination attraction. Of course the building itself was a decision that needed careful study. Then there was another aviation museum forming within our immediate area. The names of the two institutions were nearly identical. In fact, the initials were exactly the same. Colors selected for use on advertising, both blue and white. Here were two entities with confusing titles and an apparent mission that was parallel to each other. The Oregon Air Museum at Eugene became the Oregon Air and Space Museum. Still, the community could not make the distinction. When support and grants were solicited, we were all advised to come together and present a united effort. However, that proved to be much easier said, than done.

It was into this period of uncertainly that Wilbur Heath agreed to lead the organization. He faced that problem head on, but first we had our own work to do. A primary concern of our fledgling organization was to preserve and house the aviation artifacts and documents that were beginning to come to us. We needed a storage facility. Still, the problem of two aviation museums plagued our presence. After much work and compromise over a three-year period, a joint venture as agreed upon. We were to become the parent organization with the combined display to be at the museum building in Eugene. The Oregon Air and Space Museum was organized, but unfortunately, the difference in goals doomed the effort from the start. Despite a valiant effort by both parties, the merger was short lived and we eventually agreed to return to our separate entities. Our concern returned to planning for the construction of a building and the Cottage Grove Airport became the primary location choice.

We accepted the contribution of our first flying aircraft that had significant Oregon history. Floyd Felt of Roseburg purchased his brother George’s Super V from the estate and gave it to our organization. The gift fulfilled George’s desire that it go to us and Floyd’s wish that it be shown throughout Oregon. At this time, the museum began to have a statewide presence. A book signing by renown aviation author Barrett Tillman combined with premier aviation artist William S. Phillips and a display of his work was held at the Medford Airport in Jack Erickson’s facility. An aviation display at the North Bend airport and presence at the Newberg Vintage Festival helped to make people aware of our organization. Important decisions were made: agreeing to Rex Hume’s request to be allowed to start the restoration of the Museum’s Stinson SR-5E; to locate our new home on the state-owned Cottage Grove Airport. The building began as Elwood Hedberg cleared the permit process and spearheaded the annexation of the property into the City of Cottage Grove.

It was also during Wilbur’s tenure that the identifying factor of our collection was determined. A reunion of the aviators associated with Bernard Field at Beaverton brought together pioneers of the Oregon homebuilding scene with a memorable reconnection of pilots sharing their adventures again. From that time, OAHS added to its replica Anzani Longster with homebuilts from the “Beaverton Outlaw” era. Our collection preserves the history and tells that story today. It was a aviation period that is unique to Oregon and told nowhere else. We currently celebrate it with a display of aircraft in the hangar and pilots who are honored in the Oregon Aviation Hall of Fame.

Roger Starr accepted the responsibility of leadership in March of 1995 and skillfully guided us through our next level of continued growth and presence. It was not a project that came with ease. The concept of taking the museum to the people intensified with Cottage Grove, Tillamook and Eugene all hosting the Super V for display. Artifacts were regularly shown at the Evergreen/McMinnville Fly-in and the Oregon Air Fairs in Portland and Albany. A significant part of the “100 Years of Aviation” presentation by the Southern Oregon Historical Society included OAHS artifacts. Other interesting items from our collection were loaned to the Museum of the Oregon Territory in Oregon City for an impressive display of nearly every
facet of Oregon aviation history. However, it was time for serious consideration of building the storage and restoration hangar. After a member survey concluded that Cottage Grove was the ideal for our location that was our focus. Land was leased from the Oregon Aviation Division and annexed to the City. Plans progressed for the construction of a 4000 sq. ft. building. A groundbreaking ceremony was held March 14, 1998 and the excitement and hard work was beginning. Roger later termed the facility a “habitat for artifacts”.

A busy year in 1998 included the creation of the Oregon Aviation Hall of Fame and inducted John G. (Tex) Rankin as its first honoree. The direction of our organization as the principal repository for our state’s flying past brought forth the consideration of a name change and the Oregon Aviation Museum became the Oregon Aviation Historical Society. It separated us from other ‘museums’ and the change was adopted at the January 1999 meeting of the board of directors. Just two months later we were able to hold our first meeting of the board in the new building, named the Oregon Aviation History Center. Mention must be made of the monumental contribution of those members carrying the project. As previously stated, Elwood Hedberg cleared the way through negotiations with the various agencies and their permit process. Rex Hume practically lived at the site during his project manager duties. Wilbur Heath was the man on the job at all times and Doug Yarbrough added much in securing donated material and supplies. It was during Roger’s tenure that the airways beacon tower was erected over the cement daylight directional arrow painted and numbered as they appeared on the navigation system of the 1920s and 1930s. Artifacts continued to be acquired, the library was completed and dedicated to Elwood and Betty Hedberg, and a climate-controlled archival storage room was added. We participated in the production of a documentary aired on public television stations throughout the country and supplied information for an Oregon story in the Smithsonian Air and Space magazine. We launched a website, developed a brochure and produced an 18 minute DVD, all telling the Oregon Aviation Historical Society story.

Plans continue for a major display hangar adjacent to the History Center. Summer 2008 events included a fund-raising big-band swing canteen hangar dance, a float in the Gold Dust Electric Parade and a Hall of Fame induction ceremony. President Starr invites you to be a part of the continuing excitement.

From the Website –

A great contact came to the OAHS through the “contact us” link on our www.oregonaviation.org website. The progress on our Tex Tankin/Dorothy Hester Great Lakes 315Y attracted John Eney to e-mail us from his home in Lusby, Maryland. John is an aviation author published in Skyways magazine. Interesting enough, but also, he witnessed the crash of the airplane in Pennsylvania! He refers to it as a national treasure, and of course, it is just that. John said that he had stock cowling pieces from a Great Lakes trainer as ours originally was and that he believed we should have them. They are in like new condition, removed and stored for many years. Director Tim Talen, who is heading up our restoration, phoned to check on them and John said he wished to donate the parts, along with another full set of drawings and some stress analysis records to the Society. OUTSTANDING! THANKS, JOHN! Additionally he paid for the shipping out to the West Coast. Your generosity amazes us all.

A little of John’s background includes employment as an aeronautical engineer for the Glenn L. Martin Aircraft Co., civilian aeronautical engineer for the U.S. Navy, aircraft restorer, licensed A&P mechanic, pilot and manager of the Chesapeake Ranch Airport. A copy of “BLACK CATS AND OUTSIDE LOOPS” by Walt Bohrer was sent to John to add to his library.

Capt. Jeffery Nettles, USAF, from Seymour Johnson AFB, North Carolina, e-mailed a request for information about the logo on Tex Rankin’s 1927 New York to Spokane National Air Race aircraft. Capt. Nettles is the Information Officer for the 4th Training Squadron, which continues from the Rankin Aeronautical Academy at Tulare, California. They use the nickname “Black Cats” and it was his Commanders wish that insignia be designed that would recognize Tex. What information we had was sent along with a copy of “BLACK CATS AND OUTSIDE LOOPS” for the Squadron. The emblem has been completed and Capt. Nettles forwarded two of them to us for archiving.
**CANTENE SWINGS AT THE HISTORY CENTER**

It was July 6, 2008, but with the brass sounds of the 17-piece big band and the smooth voices of the Jewel Tones trio, it could have been 1942 with the Andrews Sisters and the Tommy Dorsey band. Well over one hundred people attended the three-hour hangar dance and remembered and enjoyed the swing music of the thirties and forties. Many came to sharpen their dancing skills and some just wanted to sit and listen to that great music.

Inside, the band played in front a parachute background. Outside round tables and white tablecloths with candle centerpieces filled the tarmac in front of the open hangar doors. Lights between three antique aircraft surrounded the whole area providing a festive atmosphere.

The event was the premier activity of the three community events scheduled in Cottage Grove during the U.S. Olympic Trials held at Hayward Field in Eugene. OAHS is grateful to Starfire Lumber Co. who sponsored the band and the City of Cottage Grove who provided both supplies and assistance. Director Annette Buswell Whittington coordinated the very successful fundraiser.

**GOLD DUST ELECTRIC PARADE DRAWS THRONG TO DOWNTOWN**

Then, too, as if the Swing Canteen wasn’t enough, OAHS participated in the Friday Night parade with a float. The portable airway beacon was sending it’s beam around in circles and banners advertised the coming dance at the OAHS History Center hangar. Models Catherine Heath on the left is wearing the dress uniform of the Women Airforce Service Pilots and Joy Yarbrough displays the WASP flying suit. Citizens lined both side of Main Street while visiting the open shops, enjoying the restaurants and viewing the event.

**OAHS ON THE ROAD**

This time it was the Medford Air Festival over the weekend of June 7th and 8th. The festival is a fundraiser event sponsored by ‘Code 4’ who provide mercy flights for the area. Board member Doug Kindred staffed the OAHS information booth there for his second year. Our presence in 2008 focused on the Historical Society itself with membership brochures and newsletters given out to interested passers by. Some merchandise was available and photo albums were guest came really early

Trials held at Hayward Field in Eugene. OAHS is grateful to Starfire Lumber Co. who sponsored the band and the City of Cottage Grove who provided both supplies and assistance. Director Annette Buswell Whittington coordinated the very successful fundraiser.
displayed to explain the restoration progress of the SR-5E and the Great Lakes. Hal and Carol Skinner helped Doug, and a companion information booth of the O.A.C.A.C. staffed by Marilyn Husser and Dorothy Austin attracted a lot of people to our joint effort.

**OAHS AT HOME**

The 30th annual Stearman Flyin, dedicated to the memory of Cottage Grove airman Jim Wright, was hosted at the Center hangar by the Society. Some 19 biplanes consisting of various types exposed the crowds of the flying of long ago. Three of the intrepid airmen came from the California bay area to perform precision flight over the town. The group enjoyed the presence of a newly restored 1927 C3B Stearman on it’s premier cross country flight.

In case you have been wondering how **Addison Pemberton and the Boeing 40** are doing on his trip back to New York to start the re-creation of the NY to SanFrancisco mail route, here’s a few photos to tell the story. Oh, he won the Antique “Lindy” at Oshkosh too. see [www.airspacemag.com](http://www.airspacemag.com)

[Addy giving rides in the Boeing 40C](image)

[Larry Tobin’s 1927 Stearman C3B](image)

[A Pemberton Formation, Jay & Addison](image)

[An overhead of AAA Fly-in at Blakesburg, IA](image)

[The Big award at AAA goes to Addy.](image)
Join the OAHS!

If you’re not yet a member, we invite you to join the Society in its efforts to preserve and celebrate Oregon Aviation History. Fill in the blanks and return to: OR Aviation Historical Society
PO Box 553 • Cottage Grove, OR 97424

Contributor - $100  Sustaining - $50  Family - $35  Associate - $25

Name ____________________________________________ Date _______________
Address _______________________________________ Home Phone (____)---- - ______
City__________________________________________ State____ Zip ____________

Current/Former Occupation_____________________________________________________

I am Interested in Volunteering_______________________________________________

Skills and Interests ___________________________________________________________________