



Volume 19, Issue 3

# OREGON AVIATION HISTORICAL SOCIETY

P.O. Box 553, Cottage Grove, OR 97424

November 2010

## DISPLAY AT THE COTTAGE GROVE LIBRARY

By Carol Skinner

### Our Mission

The Oregon Aviation Historical Society was incorporated in June 1983 through the efforts of a group of aviation enthusiasts who recognized the need to preserve Oregon's rich aviation heritage for the benefit and enjoyment of future generations.

Its purposes are to collect, preserve, restore and exhibit aviation artifacts; to develop facilities for the restoration and preservation of artifacts, public viewing and exhibition of the collection; to establish and maintain an Oregon Aviation Hall of Fame; establish a resource center for Oregon aviation historical research and to disseminate information about Oregon aviation history.

OAHS was a participant in the "Partners in History" project sponsored by the City of Cottage Grove at the local library. Other participants were the Cottage Grove Historical Society, the Cottage Grove Museum, the Bohemia Gold Mining Museum and the Cottage Grove Genealogical Society.

Board members Wilbur Heath and Hal Skinner were joined by OAHS members Mike Flint and Lee Keller in transporting Oregon aviation history items to the Library where they were on display during the months of September and October. Library personnel reported the aviation artifacts were very popular and brought visitors to the library, including three classes of students from local elementary schools.

A mannequin in a WASP uniform greeted visitors beginning with a brief history of OAHS and of Bernard Field, home of the Beaverton Outlaws. Next, was a fine collection of Jim Wright's Hughes Racer memorabilia. Other items included a George Yates geodetic fuselage, various aircraft models, a propeller carved by Les Long, several photos and paintings and pilot and aircraft registrations from the old Cottage Grove airport beginning in 1927.



Thanks to Archivist Carol Skinner for the masterful creation of the Cottage Grove Library Display.

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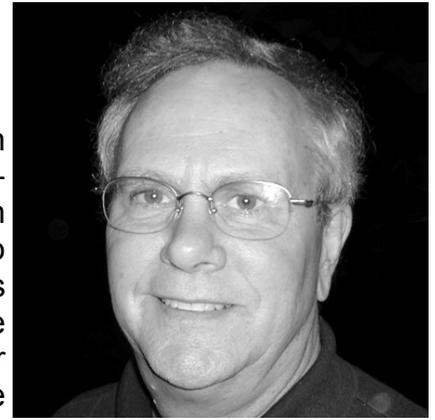
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*The OAHS Newsletter is published by the Society (PO Box 553, Cottage Grove, OR 97424) and edited by Tom Bedell and Gretchen Bencene for the benefit of the members. Member contributions are encouraged but should relate to Oregon Aviation history. Contents © 2010 OAHS*

## RANDOM FLIGHT

By Roger Starr



As you will see from the article in this issue of our Newsletter, the Society took advantage of the invitation from the Cottage Grove Library to present a major exhibit of Oregon's aviation heritage in their facility. The invitation was originally slated for only the month of September. Due to the tremendous response, we

were asked to extend the display through October. Our archivist Carol Skinner headed up our volunteer force and those from the library in the transport, set up and dismantling of the exhibit. Thanks to Carol and company!

Your Society is fortunate to have support from our small cadre of volunteers. As important as that element is, we would not be able to carry out our mission to collect, preserve and exhibit Oregon's rich aviation history without financial support. Because I believe we fulfill an important cultural service to our state, I am not hesitant to ask for your support. With 2010 coming to a close in a few short weeks, I ask you to consider OAHS in your year end charitable gifting.

Another often overlooked opportunity to double your gift giving at less than one-half the price is through the program offered by the Oregon Cultural Trust. The Trust was authorized by the Legislature in 1999 to build a permanent endowment fund and to issue grants on an annual basis. The appeal of their program centers on the fact that contributions to the Trust are eligible for a 100% credit against your Oregon tax, up to a limit depending upon your filing status.

In order to claim the credit you must make an equal or greater donation to a nonprofit, such as Oregon Aviation Historical Society. So it is entirely possible that your donation to the Oregon Cultural Trust will be completely offset by the Oregon tax credit. The donation to OAHS is eligible for charitable contribution deduction on your Oregon return. Further, both donations are eligible for a charitable contribution deduction on your federal return.

I would encourage you to consult with your income tax professional regarding how this program may be of benefit in your income tax planning. More information is available at the Oregon Cultural Trust: [www.culturaltrust.org](http://www.culturaltrust.org). (Continued on page 9)

## DOROTHY HESTER

By Carol Skinner

(Editor: Carol presented this for the Women In Aviation Program at the Evergreen Aviation Museum, McMinnville, OR March 20, 2010)

The June 12, 1931 front page of the Portland MORNING REGISTER carried a story headlined “Thousands Cheer Dorothy Hester at Reception Honoring Aviatrrix”. The story said the reception was to show appreciation for Dorothy’s skill and daring as an acrobatic flier and the fame she has brought to herself and to Portland. The event was attended by more than 500 of Dorothy’s friends and admirers while another 500 watched and cheered from the balconies of the flying field at the Swan Island airport. The reception was arranged by the National Women’s Aeronautic Association and was held in the new administration building at Swan Island.

Dorothy Hester was born September 14, 1910 in Ardenwald, north of Milwaukie, Oregon just seven years after the Wright brothers flew their first airplane. Who could guess that the fourth daughter of an Irish house painter, within a few short years, would play a significant role in what became known as the “Golden Age of Aviation.” Dorothy’s mother Margaret died when Dorothy was nine years old, leaving her father, William J. Hester, to care for five rambunctious daughters, the youngest still a baby. Mr. Hester had built a small house on a piece of land with some fruit trees where the family could have a cow. Entertainment for the children was hearing their father play musical instruments, and Dorothy decided she wanted to be a dancer and travel with a troupe of entertainers. Dorothy and her sisters persisted in running off every housekeeper their father brought home. But, events far beyond Ardenwald were already shaping Dorothy’s future. Who would guess that, while still a teenager, William Hester’s fourth daughter would be known as “Queen of the Clouds”, “Sally of Sky Alley”, “Queen of Thrills”, “Aviation’s Sweetheart”, “Miss Silvertown”, as well as “Princess Kick-a-Hole-in-the-Sky.” Before the age of 21, Dorothy Hester would be recognized as one of the top aerobatic pilots in the world.

Charles Lindbergh had visited Portland in 1927 arousing the interest in the practical use of aviation. Portland’ first direct airmail service to the east was begun by Varney Airlines, a northwest airline, in September 1929, advertising a promised 36-hour service to New York. Cross country races and transoceanic flights inevitably led to a record breaking 1931 around the world flight in eight days, 15 hours, and 51 minutes by Wiley Post in the Winnie Mae.

In 1926, Dorothy Hester had yet to see an airplane. Then one day, when she was 16, a balloon passed low over Ardenwald headed north toward Portland. Dorothy ran after the balloon yelling, “Gimme a ride! Gimme a ride!” Soon she learned that there was an airport in Portland where she could pay some money and go for an airplane ride. But, such a ride would cost money that Dorothy didn’t have. So she devised a few unorthodox fundraising schemes, mostly at the expense of her three older sisters. Her sisters liked to go to dances and didn’t like returning to their bed in the cold upstairs bedroom. So, enterprising young lady that she was, Dorothy offered to sleep in their bed so it was be warm



Dorothy Hester display—Cottage Grove Library

when they came home, for a fee, of course. Then she would return to her own cold bed. She also discovered that her sisters liked to wear one of her bracelets, and that cost them, too. However, her largest source of income was smelling their breath before they set off on important dates.

Eventually, sufficient finances were accumulated for her long awaited airplane ride. On October 9, 1927 Dorothy set out alone on the street car for Portland and rode to the end of the line. She got off the streetcar and saw airplanes flying. She started running, afraid they would all crack up or run out of gas before she got her ride, none of which happened, so she got her airplane ride. When the plane landed, a salesman approached her. She said, "If I were a boy, I would certainly learn to fly." The salesman assured her that if she wanted to learn to fly, the Rankin School of Flying would gladly teach her. The fact that she was a girl, barely 17, with no money didn't slow Dorothy up for long. A month later, November 1927, she enrolled in ground school. She dropped out of her senior year of high school for another kind of education. To pay the \$250 fee for ground school, Dorothy went to work at the Oregon Woolen Mills as a spinner, earning 63 cents an hour. At a time when butter cost 15 cents a pound and no one had much money, earning funds to pay for learning to fly seemed impossible. Dorothy's father thought the idea would be short lived and her sisters bet her \$10 that she would never solo. During the fall, winter, and spring, Dorothy worked all day at the woolen mill and then rode the streetcar to ground school, which lasted three hours.

In 1927, the Rankin School of Flying at Portland's Swan Island had over 400 students, some sources say over 600, making it the largest in the country. Before any student was allowed into an airplane, a ground course was required. Subjects consisted of aviation history, theory of flight, lectures on practical flight, cross country flying, structures and rigging, aircraft engines, navigation, meteorology, air commerce law and business aspects of aviation. The ground school was held continuously but lack of funds hampered Dorothy's progress. Then she learned that at the American Legion convention in Medford, \$100 was being offered to anyone interested in making an exhibition parachute jump. With a borrowed parachute, Dorothy and her sister, Helen, set off by bus for Medford in August 1928. The last attraction of the day was to be Dorothy's parachute jump. The airplane was an OX5 powered Eaglerock. When the airplane got to the altitude for her to jump, Dorothy made her way out on the wing, and then froze. As she remembered it, the pilot circled and circled all the while yelling, "Jump! Jump!" In her words, she was scared spitless. Finally, the pilot hit her on the hand with a fire extinguisher so she would let go. Well, she loved the jump and said she felt "on top of the world." She landed in a prune orchard, collected her \$100 and became the first woman in the Pacific Northwest to make a parachute jump. Following that successful jump, Tex Rankin decided to use Dorothy to draw crowds to the weekly air show at Swan Island on Sunday. So she made four more jumps at \$100. The money not only paid for ground school but also for flying time at \$25 per hour. Tex gave the graduates from ground school a pep talk and encouraged them to continue with a career in aviation. He told the boys about opportunities flying mail (there was no passenger service at that time) and when he noticed Dorothy, the only girl in the class, he said, "And the girls can work in the office." Then and there, Dorothy vowed to make him eat his words.

Dorothy accumulated 8 1/2 hours of dual instruction and then was soloed in a Waco 10 by Rankin instructor Elrey Jeppesen on September 27, 1928. She was the fourth woman in the state of Oregon to solo. Elrey Jeppesen grew up in Hood River, Oregon, learned to fly at the Rankin School of Flying where he also instructed, later became an airmail pilot and founded a company that produced Jeppesen aviation charts still used by pilots worldwide.

Dorothy's sisters never paid their \$10 bet but her father did suggest she purchase a \$1,000 life insurance policy.

Before a student soloed, a list of maneuvers they had to be familiar with included banks and turns, landings and take offs, stalls, spins, cross wind landings, dead motor landings, and finally solo flying. Solo flights cost \$10 an hour. Said Dorothy, "I had cardboard in the bottom of my shoes. I just had an expensive appetite, and that was to learn to fly." The Rankin School taught flying from daylight to dark. The instructors wouldn't even shut off an airplane's engine...one student would hop out and another crawl in. The instructor would take your ticket and ask which lesson this was and what you had done. Mr. Rankin would only fly with students who had six or eight hours solo time, and only by appointment on Sunday. Unknown to Dorothy, Elrey Jeppesen had told Tex that Dorothy was a natural pilot and that he should fly with her. Finally, gathering her courage, Dorothy made an appointment with Tex Rankin, known locally and nationally as "Mr. Aviation."

Tex began the flight with Dorothy by asking her to perform basic maneuvers. Dorothy said, "He asked me to do this and that and the first thing I knew he was showing me how to make an inside loop. They were up for 45 minutes leaving Dorothy "financially embarrassed." Tex wanted her to come and fly with him every day. He would teach her to do aerobatics if she would put on shows on Sundays to help attract people to learn to fly. Tex knew that seeing an 18-year old girl stunt pilot could convince them that aviation was for everyone—not just men. He paid Dorothy what he considered a supreme compliment when he told her, "You fly like a boy." Dorothy considered that the highest praise and she decided life was not worth living if she couldn't fly. Newspapers soon began to advertise that Dorothy would fly on Sunday and what maneuvers she would attempt. One afternoon as crowds looked on, Tex Rankin announced that Dorothy would do a "whip-stall." The plane must be put into a stalled position with the nose pointing steeply upward. The tail whips up during the fall, and when the pilot's controls become effective again, the nose is pointed steeply downward. She couldn't get the plane to stall and after she landed Tex pretended there was something wrong with the airplane and raised the engine cowling. He told Dorothy to get back up there, which she did. He said she just hadn't held the nose up long enough. She had never done a whipstall before and without the weight of another person and parachute, she had to work harder to get the plane to stall. That was the only time Tex ever had to cover for Dorothy.

On June 30, 1930, Dorothy did the first outside loop ever performed by a woman. She was 19-years old and had been flying for less than a year. At sunset, climbing to 6,000 feet, the plane started at the top of the circle and began diving forward; at the bottom of the circle the plane, in an inverted position, then was pulled up to complete the circle, returning to an upright position. It is at the bottom of the loop, when pulling up, that the pilot and the plane feel the greatest strain. On her first attempt the dive was too short and she fell off into a spin before she could reach the top. The second attempt was successful; followed by an unsuccessful attempt, and then she made two perfect outside loops. It was obvious how successful Tex Rankin had been in using Dorothy Hester to interest the public in aviation. And, there is no doubt that Dorothy had escaped Ardenwald and was loving every minute of her new freedom.

In July 1930, Dorothy joined 34 other pilots in a three hour air show at Pearson Field in Vancouver, Washington, the beginning of a 10-day Northwest Air Tour, that visited 22 cities, performed two airshows daily and flew 1,765 miles. Over the next few years, barnstorming with the Great Lakes airplane was to become a way of life. With virtually no other women doing aerobatics, most

of the records Dorothy broke would be her own. At the age of 19, Dorothy was awarded membership in the Women's International Association of Aeronautics and was given a silver bracelet by Lady Drummond-Hay, English aviatrix and the first woman to cross the Atlantic in a dirigible. To Dorothy's dismay, she lost that bracelet.

A letter from the public relations department of Curtiss-Wright Flying Service to Tex Rankin in February 1931, inquired if Dorothy Hester really could perform the following maneuvers: outside loops, upside down spins, upside down spirals, upside down figure eights, upside down barrel rolls, upside down Immelmans and upside down falling leaf. Plans were being made for Dorothy to be the star attraction at the Los Angeles Air Show as "the newspapers are getting a little tired of the local girls." Dorothy gave the Los Angeles newspapers something to write about a few weeks later. Forty thousand viewers got their full share of thrills when Dorothy Hester, age 19, of Portland, made 23 outside loops, shattering her record of five, made the previous week. Dorothy performed 43 stunts at the Los Angeles Air Show. Tex Rankin set an outside loop record of 78 in March at Glendale, California, thus staying well ahead of his student.

At the Omaha Air Races on May 15, 1931, Dorothy Hester set a record for both men and women by doing 56 inverted snap rolls, a record that has never been broken. On May 17 she took off at 12:30 pm and landed two hours and six minutes later after completing 69 outside loops, of which 62 were certified as perfect by three observers from the National Aeronautical Association. Also at the Omaha Races, in recognition of her achievements, The Great Lakes Aircraft Corporation and the Cirrus Motor Company presented Dorothy with a brand new \$3,500 ship. Cliff Henderson, National Air Race Director, invited her to return to Cleveland in August where she would become the first woman whose name appeared alone on the National Air Race Program. Dorothy was too young to be the official owner of the airplane so it was placed in Tex's name until she came of age to become the official owner.

In the early summer of 1931, Tex and Dorothy performed aerobatics at the Detroit Air Show. More than 90,000 spectators attended the nine-day event. The National Air Races began in Cleveland in August 1931. Dorothy, the only woman aerobatic pilot, was a star attraction on the program. Other women pilots specializing in cross country and air race competition were Blanche Noyes, Ruth Nichols, Amelia Earhart, Phoebe Omlie, Betty Lund, and Pancho Barnes. Those fliers gathered at Cleveland in 1931 were the royalty of the Golden Age of Aviation.

In the *Washington Daily News* Ernie Pyle wrote, "Dorothy now does practically every stunt known. What tickles me is that here is a girl, in a 90 hp. airplane, doing with ease what the great men have been doing in great, powerful airplanes. I have a sneaking suspicion that the great men made so much noise and went so fast just to make it look hard." Al Williams paid tribute in a radio broadcast, "There's a mere slip of a girl doing stunts that chiefs of the Army and Navy units of the nation said could not be done a year ago and the maneuvers the greatest fliers in the world would not have attempted three years ago. And, she is doing it in a light, cheap airplane with a four cylinder engine at only 90 horsepower."

The next big airshow for Tex and Dorothy was in Charlotte, North Carolina in October 1931. As the result of a friendly challenge from Wiley Post, he took Dorothy up in the Winnie Mae for her first speed run. Hitting 250 mph in a closed cockpit from which she could not see out, she admitted a few anxious moments, saying "I grabbed the seats so hard my fingernails broke."

Revenge was hers the following day when she took Post up for his first outside loop. She com-

pleted the stunt and was preparing to do more, when Post motioned her to land. He had had enough and on landing promptly went behind a hangar and threw up.

In 1931, Dorothy and Tex performed aerobatic exhibitions in 38 states in a three-month period. Barely 20 years old, Dorothy Hester's personality and confidence did much to promote public interest in flying. She not only proved it was possible for women to pursue a career in aviation, but her records became a challenge to pilots worldwide. Back home in Portland, *The Oregon Journal* arranged an airshow to promote a new serial story, "Salley of Sky Alley", based on some of Dorothy's feats in the air. The serial ran in 1932, the same year she qualified for a transport license, enabling her to carry passengers and to instruct. She was 21 years old when she achieved the highest rating for pilots in the United States. Tex wrote the following to Dorothy as they flew over Arizona, "Congratulations, Dorothy. I was so excited back there in Tucson that I forgot to congratulate you. Captain Pettis said your written work and flying test were both far above the average. You have a right to be proud of your success, for no one has ever kept their mind on their flying career as much as you have. Now that you have reached the top of the ladder, you will have to fight hard to stay there, or else someone will force you to climb down a few steps. Don't rest on the laurels you have already won because you will not be the world's greatest woman pilot if you stop your progress. It is the goal of every woman pilot now to duplicate what you have already accomplished. When they get to the rung on the ladder of success that you now stand on, you want to have finished building several new rungs and be on top of the highest one. I personally believe you have a wonderful career ahead of you. The future, like this great cactus covered desert we are flying over, is a mysterious something that none of us know anything about. Like the desert, it stretches away over a horizon beyond which we cannot see. We can only prepare ourselves to meet the situations that lie beyond the horizon as they present themselves. Although you have an unusually fine flying ability, I do not believe that ability has been so much responsible for your success as has been your character. That is the one thing anyone must have to be a lasting success. Guard it well, Dorothy. It is your greatest asset, far greater than your flying ability, and that is saying a lot. If you follow my advice you won't get off the course of life very many degrees. I want you to seek happiness, but in doing so, be sure that it is really happiness and is not an illusion. Out in the years to come, there is a world full of happiness for you and believe me, you deserve it all." Wise words from a great man to his star pupil.

Perhaps Tex couldn't see over the horizon, but his concern for Dorothy's future indicated some course changes. A young man had entered the scene.

Dorothy Hester opened her own flying school at Swan Island airport in 1932 with nine students. In 1934 she married that young man, Robert Hofer. But, shortly after their marriage, Robert discovered that he had an advanced case of tuberculosis. Dorothy traded the challenge of her aviation career for the challenge of nursing her husband back to health-the challenge of commitment to another person. Precision aerobatic flying was not the sort of career one could safely do part time and Dorothy wanted a family. With the deepening depression, civilian aviation was headed to leaner times and within a few years, the Rankin School of Flying closed. The Golden Age of Aviation was over but Dorothy was not quite finished with her contribution to aviation.

While the guest of Rear Admiral J.W. Reeves, Jr., Commandant of the Naval Air Training Command, Pensacola, Florida, Dorothy volunteered to be the first woman to take the 'G' test. A reading of six was considered rough by test pilots, but on November 10, 1948, she accomplished 6.3 without a pressure suit and 8.6 with a suit. She was then 38 years old and the mother of two

daughters.

Dorothy worried more about the punishment her airplane had suffered than the stress on her own body. To her, it was as though the Great Lakes was a living, feeling thing. The special feeling that some pilots have for their airplane is crucial to precision aerobatic flying.

Dorothy's world record of 56 inverted snap rolls has never been challenged by anyone, man or woman. Her record of 62 outside loops stood until July 13, 1989, when it was broken by professional stunt pilot, Joanne Osterud, at the North Bend, Oregon air show where she set a new women's record of 208 loops. The difference was that Osterud was flying her highly modified, high performance biplane, while Dorothy flew stock, open cockpit Great Lakes using a wobble pump to keep the fuel flowing while flying the loops. Although Dorothy believed it was well past the time for her record to be broken, to my way of thinking, Dorothy's record, set at age 19, in a stock Great Lakes, is more impressive. I was at North Bend when Osterud broke Dorothy's record.

Dorothy's Great Lakes, 315Y, flew for nearly 50 years after she sold it, some of those years by Tex Rankin in his airshows. Damaged and apparently improperly repaired, perhaps handled roughly, the airplane suffered structural failure. The pilot flying the airplane, not Tex, was killed and Dorothy thought her Great Lakes was destroyed. Dorothy died in the Bend, Oregon hospital in 1991 at the age of 81, without knowing that her beloved airplane would come back to Oregon. In 1998, Tim Talen, OAHS founder and national award winning antique aircraft restorer, saw an ad in *Trade-a-Plane* that said Tex Rankin's 1930 Great Lakes was for sale in Pennsylvania. Tim immediately followed up on the ad and satisfied that it really was Dorothy and Tex's Great Lakes, OAHS board member Wilbur Heath and his wife, Catherine, set out from Cottage Grove for Pennsylvania in a pickup with a trailer to bring a very special airplane back to Oregon. That plane is now at the Oregon Aviation History Center where, under Tim's direction, it is well on the way to a complete restoration to the configuration it was when Tex flew it in his airshows, down to the hard to find Menasco engine like Tex had installed. The search is on for some hard to find components to complete the restoration after which it will be a flying exhibit.

I learned to fly at Hobby Field in Creswell and soon became involved in the organization that presented the Creswell Air Show. I met Dorothy in 1984 when she was the guest of honor and I had the happy responsibility of taking her to the previously arranged radio and television interviews. I was completely overwhelmed when I heard Dorothy's flying history and after hearing her story I was impressed that that history could not be lost. It must be preserved! That led to my involvement with the Oregon Aviation Historical Society and a friendship with Dorothy that lasted until her death.

In 2004 my husband and I had the great privilege of going to Oshkosh, Wisconsin where, on behalf of her family, I accepted the trophy in recognition of Dorothy's induction into the INTERNATIONAL AEROBATIC CLUB HALL OF FAME. One of my table companions at the dinner preceding the inductions was the Chairman of the Hall of Fame selection committee. He had been instructed to review all the previous nominations and in so doing, found Dorothy's nomination, made several years earlier. The first letter of nomination for this prestigious honor came from one of her instructors at Swan Island, Elrey Jeppesen. That, and the other letters of nomination, was enough to convince the selection committee that Dorothy was worthy of induction. Dorothy's family has chosen to have the trophy on display at the Oregon Aviation History Center as well as a large collection of Dorothy's memorabilia.

The Aviation History Center is the home of the Oregon Aviation Hall of Fame. Preceded by only Tex Rankin, in 1999, Dorothy was inducted into our own state's Aviation Hall of Fame. Dorothy was honored with a joint resolution by the 1985 Oregon Legislature for her courage, her determination and her achievements in aviation. The Seattle Museum of Flight inducted her into the Pathfinder Hall of Fame in 1989 and the OX5 Aviation Pioneers recognized Dorothy's achievements in 1980 by inducting her into the OX5 Aviation Hall of Fame.

Dorothy Hester was not only my friend, she was a heroine to me. I hope you have enjoyed learning about this great Oregon woman and what she accomplished as an early woman in aviation.

### WING ON DISPLAY

(Random Flight continued from Page 2)

Please take time now to continue your membership for 2011 by completing the enclosed renewal form. This will help the board of directors in preparing the budget for next year. A gift membership can also be a meaningful way to introduce someone to the Society. Just provide the recipient's information along with your check and we will recognize you as the giver in our welcome packet to the new member.

Thanks for your consideration of support of the Society in what ever amount and manner is best for you. I wish everyone a safe and enjoyable 2011.

By Carol Skinner

A 28 foot geodetic wing designed and built by George Yates at Bernard Field sometime in the 1930s, is now on display at the Oregon Aviation History Center. The wing has been stored in Albany on the property of the late OAHS board member Al Grell for several years while the interior walls of the History Center were being completed. As can be seen in the photograph, it has been hung behind the fuselage that it may have been built for and makes an interesting exhibit for visitors to see.

A huge thank you goes to OAHS member Jim Davis for supplying the truck and trailer used to move the wing to the History Center. Also involved in the move were OAHS members Mike Flint and Hal Skinner.



## ITEMS FOR SALE AT THE HISTORY CENTER

**All prices include postage and handling**

### Books

**BARNSTORMING MUSTANGER** by Ted Barber. \$10.00

The story of how Mr. Barber started the first flight service in the Bend, Oregon area and later rounded up wild horses in southeastern Oregon with an airplane.

**BLACK CATS AND OUTSIDE LOOPS** by Walt Bohrer. \$28.00

Mr. Bohrer started taking flying lessons at the Rankin School of flying at Swan Island while still in high school. He continued his association with Tex Rankin and the book relates many stories about Tex and others who learned to fly and taught "the Rankin Way" during the 1920s and early 1930s.

**TROH'S AIR TAXI** by Lorraine Troh Gabel, Ph.D. \$23.00

Written by Hank Troh's daughter, this book relates how her father developed airports in the Portland area in the 1930s and her experiences growing up during that time.

**UNDER THE STARS-The Story of Tom Tepper** by Nancy J. Bringhurst. \$20.00

Mr. Tepper was an instructor at the Rankin Aeronautical Academy, a crop duster, rode in rodeos, was a wood carver and herded cattle. He lived most of his life in southern Oregon.

### DVD

**FLIGHT OF FANCY** -\$18.00

This DVD related how Silas Christofferson flew his homebuilt airplane off the top of Portland's Multnomah Hotel in 1912.

**ATTACK ON YAMAMOTO** - \$28.00

This is an excellent account of how Oregonian Rex Barber, flying a P-38, shot down the airplane carrying Japanese Admiral Yamamoto and changed the direction of World War II in the Pacific.

### Tee-Shirts

Oregon Aviation Historical Society - \$15.00

Oregon Aviation Pioneers - \$18.00

George Yates

Walt Rupert (2 large and 1 medium remain)

The Racer - \$13.00

The remaining t-shirts, pins and Smithsonian Air & Space magazine containing an article on the late Jim Wright and the replica of Howard Hughes H-1 aircraft have been given to OAHS to sell. Many have been sold and a limited number remain. Five dollars of the sale price goes to the Jim Wright Foundation at Lane Community College in Eugene, Oregon where Jim received his A&P license.

**OREGON AVIATION HISTORICAL SOCIETY  
ORDER FORM**

<b>BOOKS</b>	<b>Quantity</b>	<b>Each</b>	<b>Amount</b>
Barnstorming Mustanger by Ted Barber	_____	\$10	_____
Black Cats and Outside Loops by Walt Boher	_____	\$28	_____
Troh's Air Taxi by Lorraine Troh Gabel, Ph.	_____	\$23	_____
Under The Stars by Nancy J. Bringhurst	_____	\$20	_____
 <b>DVDs</b>			
Flight Of Fancy	_____	\$18	_____
Attack On Yamamoto	_____	\$28	_____
 <b>TEE SHIRTS</b>			
Oregon Aviation Historical Society	_____	\$15	_____
Oregon Aviation Pioneers George Yates	_____	\$18	_____
Walt Rupert	_____	\$18	_____
The Racer	_____	\$13	_____
	<b>Total</b>		_____

Send check or money order to: OAHS, PO Box 553, Cottage Grove, OR 97424

Please allow 10 to 15 days for delivery.

**Join the OAHS!**

If you're not 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:

**Oregon Aviation Historical Society, PO Box 553, Cottage Grove, OR 97424**

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

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