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
Name________________________ Date __________________
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City _______________________ State _____  Zip ____________
Occupation_____________________ Email _______________________
I am Interested in Volunteering ____________________________
Skills and Interests _______________________________________

If you are already a member and you aren’t sure whether or not you’ve paid your annual membership dues, email DJ at oregonaviation.org@gmail.com. We’ll check the records and let you know before you send out a potential duplicate payment.

The Stinson Restoration is Complete!

We are delighted to announce that we have completed the restoration on our 1935 Stinson SR5E! She’s already flown to both the Florence Wings & Wheels and the Roseburg Wings & Wheels events, where she received LOTS of attention. While nothing is yet confirmed, we hope to have her up in the air several more times this summer, including the Airshow of the Cascades in Madras (August 23 & 24), the Albany Air & Art Festival during the same weekend, and the Western Antique Aeroplane & Automobile Museum’s Fly-In September 6-8.

We have to give a great big shout-out to the Oregon Antique & Classic Aircraft Club for their support with this restoration project over the years. No review of the project would be complete without mention of the time and effort put into the project by the late Rex Hume, who devoted untold hours over a 15 year period to this restoration. Thanks, Rex!

Top right photo: at the OAHS hangar getting ready to take off. Center photo: Director Dorothy Austin at the Roseburg event. Bottom right photo: Member Hal Skinner at the Roseburg Event.
Pilot Report

OAHS Stinson SR5-E

By Eric Baldwin, SR5-E Pilot & Mechanic

Fortunately, there’s nothing but good news to report to you on the status of the Stinson Reliant. Not knowing for sure just when the restoration process actually began years ago, the evidence is indisputable. The foresight and vision combined with the financial investment by the society and most especially the expertise and dogged determination by Rex Hume and others to return the Stinson to the Oregon skies has finally paid off.

After final FAA paperwork issues and inspections were complete, aircraft insurance along with final airworthiness issues resolved, Tim Talen and I test flew the Stinson on June 27 for exactly one hour. On that test flight, Tim and I made several landings at Daniels Field and back at home base. As expected, only minor discrepancies were noted with rigging and oil leaks. These items were quickly corrected and the big, beautiful Reliant returned to the skies like a reluctant debutant on July 6th for the Florence and Roseburg airport events respectively.

At Florence the Reliant was center stage and stole the show. Everyone I talked to loved her lines and opulent size. All who watched our flybys loved the roar of the Lycoming Ham Standard chorus of radial engine harmony as we made our passes. At Roseburg, Doug and Mike were busy talking to the hundreds of spectators awed by the big Stinson’s presence. Addison Pemberton, who was flying his Boeing 40, paid a visit and commented that it was one of the finest Stinsons of the Reliant series he had ever seen. Returning to home base the old bird ran great and never once acted like a homesick angel.

Purely from a pilot’s perspective, the Stinson is a joy to fly. Easy to handle, powerful and responsive but a little heavy on the controls as any pilot would expect from an aircraft with its considerable weight and wing area. Back seat passengers have comfort and leg room like a Packard sedan. The awesome Oregon Aero custom interior truly reduces sound levels while providing everyone aboard real comfort and convenience.

All in all, I am very happy to report that the Stinson shines like a new penny and is ready for service. Her presence at the history center can only serve to promote immeasurably the mission of the Oregon Aviation Historical Society now and for the future.

Nice Job Rex!
parachute jump by Dorothy Barden; Acrobatics in a Taylor Cub Monoplane; Arrival of the United Air Lines Mainliner; Crazy Flying Comedy by Al Lary; a Flying Demonstration by Ralph Johnson; Thrilling Aerial Acrobatics by Bernadine Lewis King; Speed Dash and Acrobatics by Arthur Whitaker; Speed Dash by Harry Coffey; Speed Dashes and Test Flight Routine by George Armistead; Delayed Parachute Jump by George Cook; Daring Stunts by Tex Rankin, World’s Champion Acrobatic Flier; and the Grand Finale of Famous International Stunt Stars (Tex, Bernadine Lewis King, and Al Lary).

The 1939 Air Tour featured “Tex Rankin and His Hollywood Aces.” The tour began with a 2½ hour air show. Tex performed for a total of 60 minutes, flying part of the time in a Ryan STA monoplane (in which he won the 1937 World Aerobatic Championship) and part of the time in the Great Lakes that is housed at the Oregon Aviation History Center. The tour had 70 planes on the ground by noon on August 5 and expected more to come. They visited eight towns in nine days, and the pilots dealt with conditions such as dust, forest-fire smoke, rattlesnakes, and fog, but there were no accidents.

The Air Tour tradition has been carried on by groups all across the country, including the Oregon Antique and Classic Aircraft Club, the Puget Sound Antique Aircraft Club, and many others. The Oregon Aviation Historical Society is proud to have in its collection a number of photos, air tour berets, and other artifacts from air tours of yesteryear, and we whole-heartedly support the education, camaraderie, and just plain fun that the air tours embody.

Back cover of the 1937 Oregon Air Tour and Sky Circus Souvenir Program

The weather has turned to summer and activity around the airport is a little busier now. The good news is: THE STINSON IS FLYING and has given the Society a leg up with newfound visibility. Kudos to KEZI Channel 9 for the news story on June 29th. Stacy Kafka, the reporter from Channel 9 was gracious enough to spend most of her day with us while Eric, Mike, Wilbur and I put the finishing touches on N-14585. Plans were made to appear in Florence on Saturday morning, July 6 and after a couple of high speed passes down the runway, Eric set her down gently and the people gathered around for pictures, questions and words of appreciation.

Around 12:30 we taxied out and departed for Roseburg. The wind was picking up by then but the flight was smooth and 50 minutes later we touched down at our destination. Again, many people visited the Grand Lady and comments on the restoration were positive. The results were everything I hoped they would be. She flies as nice as she looks. I’m sure Rex is smiling down on us. As of this writing, there are a few events that we hope to fly to, including the Airshow of the Cascades in Madras in August and the Western Antique Aeroplane and Automobile fly-in in Hood River in September. Nothing is certain yet, but keep an eye on the website for updates!

Some other activities ahead that we need help with and volunteers for are: The 35th Annual Stearman Fly-In on August 3rd; The Albany Air & Art Festival August 23rd - 25th (Friday evening to set up, Saturday and Sunday to man the booth, and tear down on Sunday). Also, there is a need for Saturday Docents at the History Center.

On a sad note, Doug Yarbrough went west June 24th. He was a good friend and huge supporter of the Society. Doug spent many hours here and I enjoyed flying with him. He knew Bonanzas’ about as well as anyone.

Blue Skies and Fair Winds.

The 1937 Oregon Air Tour and Sky Circus Souvenir Program

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Puget Sound Antique Aircraft Club Visit to the OAHS

On July 18, members of the Puget Sound Antique Aircraft Club landed at the Cottage Grove airport for the penultimate stop in their 2013 Air Tour. We were lucky enough to have them stay the night for their banquet, which gave us plenty of time to admire their aircraft and visit a bit. The field was dotted with 31 airplanes, including (but not limited to) a number of Cessnas, two Fairchilds, one RV, a Taylorcraft, a Navion, an Interstate, a Starduster, some Stearmans, a Beech, and a Monocoupe. Two of the planes (the Monocoupe and one of the Cessnas) were not part of the air tour but came in about the same time and added to the variety of planes on the field.

The fly-in members visited the History Center and went on to discover the history and beauty to be found in Cottage Grove. Our thanks to the Puget Sound Antique Aircraft Club for making us a stop in their air tour and helping to get the word out!

On the Subject of Air Tours...

By DJ Amick-Elder

As you are all aware, air tours are nothing new. According to the information in the OAHS archives, provided by Dorothy Hester Stenzel, the First Annual Northwest Air Tour took place July 29 through August 8, 1930 (that’s 83 years ago for those of you who are counting). The tour began with a three hour airshow at Pearson Field, after which the roughly 35 participating airplanes left for a 12 day tour of 22 cities, covering 1,765 miles. Some of the planes involved included a Great Lakes, a Student Prince, a Curtis Robbin, a Stinson Junior, a Lion, and an Aeronca powered glider, which weighed 315 pounds and, equipped with a 30 hp motor, had a cruising speed of 65 mph.

The second annual tour, in 1931, had 87 aircraft registered to participate. Some of the participant names will be very familiar to our readers: Al Greenwood, Dick Rankin, Tex Rankin, Dorothy Hester, Lee Eyerly, Cecil J. Pounder, Edith Foltz, B. B. Smith, Robert Hofer, Cy Perkins, and Charles Langmack, just to name a few.

According to the official program for the air tour, “The Pacific Northwest States Air Tour is the only organization of its kind in the United States.” While there were other air tour organizations throughout the country, apparently the Pacific Northwest States Air Tour was the only one to include all of the features that the various other organizations had, plus some that were unique to this tour. Tex Rankin performed at the Bell “A” Ranch in Harney County, Oregon (Burns), and

The official broadcaster for the Pacific Northwest States Air Tour was the show announcer.

In 1937, the Air Tour visited ten cities in ten days, and included a “Sky Circus” consisting of a 14 event program on the final day in Portland. Featured events included: an exhibition of modern aircraft; a speed dash by Capt. Warren Carrey; a delayed