

Work on the Wimpy Progresses

On Friday, October 17, Tim Talen, Ben Farringer, and Kyle Bushman placed the left wing on the Wimpy to see how well it fit with the fuselage. For the last several weeks Ben has been working on the wings, and we can hardly wait to see it all finished!



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 _____

Address _____ Home Phone _____

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 us at oregonaviation.org@gmail.com. We'll check the records and let you know *before* you send out a potential duplicate payment.



OREGON AVIATION HISTORICAL SOCIETY

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

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The Way We Were and Will Be

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.

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The Oregon Aviation Historical Society is undergoing some growing pains, and it has made us a tad nostalgic for simpler times. Over the course of the next few months the newsletter will share highlights and photos of the early days of the society, tracing our history and illustrating just how far we have come from inception to today.



Our longtime members might remember that the very first newsletter (June, 1988) featured a story about the Longster on the cover, accompanied by this photo. Which brings us to one of the changes:

the newsletter. In the past, it has always been a multi-page hard copy piece but those days are slowly coming to an end.

The old format is unwieldy, time consuming, and expensive to produce, and we think you deserve better. In order to get news out to you sooner and more easily, we will be creating shorter newsletters that are sent out more often. And it will become a predominately electronic newsletter as well. This new format will be a much more responsible use of our donor's dollars.

If you have already given us your email address you are set to go. If you have changed your email address lately or haven't given it to us, you can include it with your annual renewal or you can go to our website (www.oregonaviation.org) and click the link on the "Contact Us" page to go straight to the newsletter sign up page. If you do not want to receive your newsletter via email, you can unsubscribe at any time using the link on the bottom of the newsletter and we'll send you a hardcopy instead (or just don't give us your email if we don't already have it). We do not want to send you anything that you don't want to receive, so please stay in touch and let us know your thoughts on these changes. It should go without saying, but we will never share your email address with anyone at any time for any reason.

The Way We Were, continued

We hope to send out short newsletters every other month, with periodic “special” editions for events, the Annual Meeting, etc. Your annual renewals and your ballots for Board of Directors members will still be sent via regular mail but can be paid online using PayPal. Your feedback is important to us, so please let us know what you think about the new format and what kind of information you would like to receive. Interim items of interest will also be posted to the Facebook page and the blog, which also happens to be the front page of our website.

It's Renewal Time!

Associate, Family, Sustaining, and Contributing members who have not already paid their 2015 membership dues will find a renewal slip with this newsletter. If you are an Honorary or Lifetime member, you will find a donation slip to use if you wish to make a year-end donation to the OAHS. Memberships can be paid with check or by using the “Donate” button on any page of the OAHS website, which will take you to our PayPal page. Simply indicate in the memo section what your payment is for (membership, one of the restoration funds, etc.) in order for your payment to be correctly processed. If you have any questions, just drop DJ a line at oregonaviation.org@gmail.com and she'll help you sort it out. Thanks, and have a great holiday season!

Random Flight By President Doug Kindred

Another season is almost over. What a great year! The “FIRST ANNUAL WINGS & WHEELS” was a great success and we're already planning for next year. The Stearman Fly-in was not as big as previous years but Larry Tobin is optimistic next year will be better. Work has been ongoing nearly every Friday on Tex Rankins' Great Lakes and the Wimpy. We still don't have heat in the main hangar so once the weather turns cold we'll be limited to the activities that can be done. I would like to take this opportunity to thank all the folks who volunteered to spend their Saturdays as a docent, the board members for their service and last but certainly not least, DJ for keeping the organization running like a Swiss watch. Let's plan to make next year an even better one.

Doug



Stinson Update

The Stinson repair is moving right along. The engine has been installed and the majority of the work is done. We'll share photos once all of the finishing work is completed and she's ready to fly again.

Where It All Began

Over the next several newsletters we'll be sharing the history of the OAHS, in the words of those who were there. In the second newsletter, published November 1988, Elwood Hedberg shared the origins of the museum:

On a sunny summer day in 1983, some members of the Oregon Antique & Classic Aircraft Club (OACAC) decided it was time to do something to preserve the aircraft, history, and artifacts of Oregon's aviation heritage. From that initial discussion, the Oregon Aviation Museum was formed as a non-profit corporation in Oregon to: ...”establish facilities to collect, preserve, restore, and provide for the public exhibition of Oregon aviation artifacts and related objects, and establish a resource center for Oregon aviation historical research.”

From those humble beginnings, the organization grew to a ten-member Board of Directors with a membership of 107 at the time of Elwood's column. A Realty Board Task Force was created to look for land, the museum had the support of the Governor and the Oregon Aeronautics Division, members were establishing contacts with other museums throughout the United States, and the affiliate museum status with the Oregon Historical Society was in progress.



In July 1989 the airway beacon tower was moved from Creswell butte to the Cottage Grove airport for painting prior to installation. Thanks once again to Jack Erickson of Erickson Air Crane for giving us a “lift” as shown in the photo at left. It was a nice reminder that yes, eventually a building will be in place. The summer of '89 was a busy one, with participation by the Museum at air shows, fairs, parades, and the Cottage Grove Airport and Museum Day.

The 1980s were a time of organization, growth, acquisition, and development for the Oregon Aviation Museum. And all of this was accomplished through the dedication of the Museum's volunteers. While it is impossible to list every volunteer, the early days of the OAM owe a great deal of gratitude to the following individuals (in no particular order): Tim Talen, Hal and Carol Skinner, Wilbur Heath, Al Alsing, Malcom Buffum, Ray Costello, Walt Dunden, Al Grell, Elwood Hedberg, Lloyd Williams, Pam Farris, Ron Bartley, Doug Yarbrough, Royce Beatty, Tom Cochran, and Louise Wicks. If I've left anyone off of this list, I apologize profusely. Sometimes volunteers aren't included in written documentation, but their efforts are always greatly appreciated.