

## Projects

With the help of the Richard and Diane Van Grunsven Family Foundation, we have put a down payment on the Whiffle Hen to secure its future as part of our collection. We are all very excited to see this aircraft arrive in Oregon!



We picked up a Salmson 9AD (serial #105050) engine that is just like the one Walt Rupert had in the Rupert Special. Tim Talen is building a display stand so it can be shown off as it truly deserves. It is a wonderful radial engine and we hope one day soon to trade it for the actual Rupert Special engine. The Wimpy is coming along nicely as well; the ailerons have been constructed and the leading and trailing edge materials have been obtained. We'll have more info at the annual meeting.

### Random Flight, by President Doug Kindred



Greetings from the history center. What a great year is shaping up. The first bit of incoming mail we received in 2016 was a true delight: three grants from the Richard and Diane Van Grunsven Family Foundation for the Great Lakes, Wimpy and Whiffle Hen, and the Murphy Rebel has found a good home in Vernonia. I have to admit, I'll miss tripping over it out in the display area. Many thanks to Tim Bero for buying the Rebel, which was donated by Ray Costello for the OAHS to use as a general fundraising vehicle.

Now the upcoming schedule: The 3rd annual Wings & Wheels will again be June 25th and we are tentatively scheduling the installation of Dick Van Grunsven's RV-3 display for that weekend. The fellas up the road at EAA Chapter 31 are doing the work on this project (Thanks, guys!) and you should keep your eye on the newsletter for updates. Next up is the Oregon Antique and Classic Aircraft Club's annual meeting on July 9<sup>th</sup>, with the bi-annual Oregon Air Tour kicking off the next morning. At this time the route hasn't been released but as soon as we know it we will include it in our announcements. The next weekend, July 15, 16, & 17, the Globe Swift club will settle in to show off their beautiful planes. They were here a couple of years ago and had a great time. August 5 & 6 will see the 38<sup>th</sup> Jim Wright Memorial Stearman Fly-In. It's shaping up to be a great summer. I can hardly wait! The Stinson will be making appearances at the various events around the state and maybe, just maybe, the Great Lakes will be flying as well. I've got my fingers crossed.

I'd like to take a moment to thank the membership for renewing for another year. Your support is really appreciated. We try to keep the web site as current as possible so remember to check there for the latest info on events and news. Also volunteers are always welcome. Come spend a Saturday as a Host and Docent. In between visitors you can check out our library or videos or even work on a super easy volunteer project for DJ (drop her an email and she'll be happy to give you the details).

Look for your Board of Directors ballots and Annual Meeting RSVP slips in the March edition of the newsletter!

Doug Kindred



Volume 25, Issue 1

### 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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### Have you moved?

Make sure we have your current mailing address!

Write us at OAHS, PO Box 553, Cottage Grove, OR 97424

or send us an email at [oregonaviation.org@gmail.com](mailto:oregonaviation.org@gmail.com)

# OREGON AVIATION HISTORICAL SOCIETY

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

January 2016

## One Chapter Ends, Another Begins

We find ourselves reviewing the last written chapter of our story and anticipating the chapters to come. As you know by now, the OAHS presents an annual exhibit at the Cottage Grove Library. These are often very informational but not always "kid friendly," as many of our



*OK, so Mike isn't one of the "younger set," but folks of all ages enjoyed their chance to sit in the Mini Coupe.*

artifacts are a little too technical for the younger set. Well, the display in 2013 certainly broke that mold! With the help of the library staff, workers from the City of Cottage Grove, and some of our own members, we set the Mini Coupe (sans wings) up in the library and it was a real hit. It did take a fair amount of maneuvering to get it into the library but it was well worth the time. To allow visitors to sit in the aircraft we put a step ladder and built a handrail for safety. To this day we have people ask when we will repeat that display.

2013 also saw the OAHS join the good folks at Travel Lane County as a way to help get the word out about the museum and all we have to offer. Inclusion in their event listings and a presence on their website is a great way to reach people who might not otherwise find us.

The United Flying Octogenarians graced us with a visit in March. This fun group of pilots over the age of 80 seemed to really enjoy themselves. Their visit was bittersweet, for it reminded us of the recent passing of Oregon aviation pioneer Ken Jernstedt just the month before.

The Stinson restoration project was finally completed in 2013 and we were able to show this beauty off at two events during that summer. To the right is a photo from the Roseburg Wings & Wheels event, where the Stinson received lots of attention.



## One Chapter Ends, Another Begins, continued



The Stinson did have a little ground accident mid-summer, which cut short the offsite events we could go to for the year (but it's ok, she's all better now). Another group to visit the OAHS this year was the Puget Sound Antique Aircraft Club, who stopped by on July 18. They brought a nice array of aircraft to the field and it was a delight to see something new (*well, new to your editor, that is*). Unfortunately, summer also brought news of Doug Yarbrough's passing. Doug was a long time member of the OAHS and had worked tirelessly on the building during its construction. We close our look at 2013 with a big "Thank You" to Walt Dunden, who donated his hangar to the OAHS for use as a restoration facility. It has really made a big difference having that extra space in which to work, and we can't say "thanks" enough.

We inducted James "Les" Meadows into the Oregon Aviation Hall of Fame in April of 2014. Les was a native Oregonian who graduated from North Bend High School in 1925 and worked at the Tex Rankin School of Flying in Portland for a while. He underwent pilot training as a Flying Cadet in San Antonio (1927) and received his commercial pilot's license in 1929. In December 1930 he was commissioned a Second Lieutenant in the Army Air Corps Reserve and received his pilot's wings that same month. Les went on to have a stellar career in military aviation, and after leaving active service was the manager of the municipal airport in North Bend for a year before moving to Portland where he served as the Executive Secretary of the Aviation Commission for the City of Portland. It was an honor to induct him into the Hall of Fame.



Doug and DJ had the chance to dig around in the archives at the Oregon Department of Aviation in February, and they found some very cool stuff. Early license certificates, original pilot license applications, department board minutes referring to the "Beaverton problem," and other odds and ends were all scanned and brought back for our archives. We hope to repeat that activity down the road with an eye to discovering as much about early airport history as we can.

June brought the 1st Annual Cottage Grove Wings & Wheels event, which was quite successful for a first time event (particularly since the time from initial concept to event day was less than a month). We hope you will all plan to attend the 3rd Annual Cottage Grove Wings & Wheels this year on June 25.

The restoration projects continued, with the Wimpy moving down to the Walt Dunden Restoration Facility and regular Friday work days becoming the norm. We still do that, by the way, so if you want to help out let us know and we'll put you in touch with the work crew to determine the best use of your skills. We started the migration to a mostly digital newsletter in late 2014 and continued that progression in 2015, with shorter newsletters coming out every other month. This way we can stay in touch more often without incurring massive printing expenses associated with a paper-only newsletter.

2015 saw the resignation of our Treasurer, Gretchen Bencene. Gretchen had been in that post for several years and it was time for her to let go of those responsibilities and focus on her health. The Treasurer position is still vacant and we would love to find someone to fill that role who lives close enough to the History Center that regular visits would be possible. If you are interested, please contact DJ at the History Center or any of the board members.



We inducted James Carle "Jimmy" Rinehart into the Oregon Aviation Hall of Fame at the 2015 Annual Meeting. Jimmy was born in Portland in 1909, built his own plane in 1926 and learned to fly immediately thereafter. He was an endurance flight record holder, the youngest licensed transport pilot in the country (issued at age 18), became a flight instructor at Tex Rankin's Flying School in Portland, started the Columbia Gorge Air Service, and taught at Ryan Airfield in Hemet, CA for the Army Air Corps. He was an ambitious and determined aviation pioneer and learning about his life and aviation experiences was quite interesting.

We took the Stinson to several events during the summer of 2015, and everywhere she went she drew a lot of oohs and ahhs. The 2nd Annual Cottage Grove Wings & Wheels and the 37th Annual Jim Wright Memorial Stearman Fly-In were both hampered by excessive heat and forest fire smoke, which was unfortunate but those who did make the effort to come to the events really enjoyed themselves. Let's hope for better weather this year!

We added something new to our gift shop offerings in 2015: tee shirts and posters showing John Trtek's wonderful painting of the Great Lakes. The shirts are SportTek fabric which keeps the wearer much cooler than regular cotton tees (and it feels great on your skin). If you haven't picked one up yet, let DJ know and we can ship you a shirt to wear as you visit fly-ins and air shows this summer.



We lost Hal Skinner and his grandson Milo on September 7 when their aircraft crashed at Creswell airport. Hal was active on the board from its early days until 2011, and on the facilities committee until 2013. Hal's loss has been deeply felt by many OAHS regulars and will be for some time. Milo was a pilot and a good friend to the society. He built the original website for the OAHS and was instrumental in giving the society a professional internet presence. He, too, will be missed.

That brings us to today and the start of a new chapter. The next newsletter will have board election and annual meeting info, but I guess I'll have to find a new topic for July! Any suggestions?

Thank you to our major donors:

Roger Starr, Tim Talen, Jan Hedberg, Carolyn Rankin Doerty, and the Richard and Diane Van Grunsven Family Foundation, which granted us \$1,000 to help with the Wimpy, \$1,000 to help with the Great Lakes, and \$500 to help with the Whiffle Hen.

*It is the policy of the OAHS not to publicly disclose the dollar amount given to us by private individuals without their express permission.*