**OREGON AVIATION HISTORICAL SOCIETY**

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

July 2016

**Help Bring The Whiffle Hen Back to Oregon!**

What is a “Whiffle Hen?” It is an inexpensive, ultralight two-place monoplane. It is also the name of a cartoon bird from around 1910 (you received good luck if you rubbed its head).

Lee Eyerly built the “Whiffle Hen” at the Salem Airport in 1931 with some of his flight school students. Although he built two Whiffle Hens only one still exists and it deserves to find a final home in the state of its birth.

The first Whiffle Hen was powered by a 30 hp “L” head Szekely engine, with a hand-carved, metal tipped cherry wood prop from Les Long. The second Whiffle Hen used a 37 hp Continental engine, had dihedral, and the fuel tank was moved from aft of the cabin to just behind the firewall. Both planes had performance similar to other Oregon-built aircraft like the Cloudbuster, Walt Rupert’s Parasol, and aircraft designed by Les Long.

This is an important piece of Oregon’s aviation heritage and really deserves to be housed in Oregon. The OAHS has made a deposit for this aircraft, but we need another $4,400 to bring it home. A generous donor has offered to match all other donations, so your help will go twice as far! Please help - your donation will bring us one step closer to securing this important artifact.

For details, contact Tim Talen at 541-968-1273. You can also send your gift directly to us (put “Whiffle Hen” in the memo space) at OAHS at PO Box 553, Cottage Grove, OR 97424.
Evelyn Burleson  
1908-1986

Evelyn was one of the Northwest’s best known female aviators. She logged more than 23,700 hours of flying time and received national recognition for her aviation contributions.

She was born in Nebraska in 1908 and began flying twenty years later in a surplus World War I open cockpit biplane. She became the second woman in the country to earn an instructor’s rating, and she put that rating to good use at the Albany, Oregon airport. Not only was she the flight instructor at that airport, she and her husband were the airport managers from 1937 to 1941. To your left you see Evelyn and some of her flight students (1941).

She is best known for flying non-stop from Vancouver, B.C. to Tijuana, Mexico on October 1, 1941. Flying her single-engine Taylorcraft, named “Miss Liberty” (below), she made the trip in 16.5 hours, which set both speed and distance records for light airplanes. She flew for 58 years, and in her 47 years as flight instructor, she trained thousands of pilots. When civilian pilots west of the Cascades were grounded during World War II, she trained military pilots in Alturas, California.

We have a Taylorcraft project that has been donated to the OAHS, with plans to restore the aircraft to Evelyn’s “Miss Liberty” specs. The Oregon Pines Chapter of the 99s has expressed interest in being heavily involved in this project, for which we are very grateful. As the project moves forward, we plan to share information on the progress on the website, our Facebook page, and, of course, in the newsletter.

RV Project Underway

There is another off-site restoration project in the works this summer, this time in Creswell. EAA Chapter 31 is restoring an RV3 for static display at the OAHS in honor of Dick Van Grunsven. Thanks to Chapter 31 for all of their hard work and enthusiasm.

Tim Talen is designing the display stand to show this aircraft off to its best advantage once we have it onsite. Keep an eye out for the unveiling ceremony announcement.
Oregon Women in Aviation
Picking up where we left off last time....

EDITH FOLTZ: 1900-1956. Raised in Texas, Edith became involved in aviation after marrying WW I aviator Joseph Foltz, Jr. (from Milwaukie, OR), who had a small barnstorming operation at Swan Island. She learned to fly in Oregon, and soloed in 1928. In 1929 she flew in the Powder Puff Derby and took second place for her efforts. Edith was a charter member of The Ninety-Nines and the first woman in the Northwest (and the fifth woman nationwide) to earn a commercial pilot’s license, which she put to use as a co-pilot on West Coast Air Transport. When not flying, she gave lectures on the new aviation industry. In 1931 she became the first woman to hold the post of Oregon Governor for the National Aeronautics Assn.

As the clouds of war loomed on the horizon, Edith taught reserve cadets at Swan Island and soon applied for the British Air Transport Auxiliary, a group of civilian pilots who ferried aircraft to free up military pilots for combat duty. When she applied she held a Commercial license with a flight instructor's rating and had logged over 4000 hours flight time. She was part of the fourth group of American women arriving in England in June 1942. She served with the ATA until June of 1945. Upon her return to the U. S. she continued flying, racing, and teaching.

SUSAN HELMS: 1958-present. Born in North Carolina, Susan considers Portland to be her hometown. She graduated from Parkrose Senior HS, Portland, in ‘76; earned a B.S. in Aeronautical Engineering from the U.S.A.F. Academy in ‘80 and a M.S. in Aeronautics/Astronautics from Stanford in ‘85. In ‘87, she attended the Air Force Test Pilot School at Edwards AFB, CA and was selected for the space program in ‘90. As a Flight Test Engineer, Helms flew in 30 different types of U.S. and Canadian military aircraft.

After a 12-year NASA career that included 211 days in space, she returned to the U.S. Air Force in July 2002 to take a position at HQ U.S. Air Force Space Command. In June of 2006, she was appointed a Brigadier General and became Commander of the 45th Space Wing and Director, Eastern Range, Patrick AFB, FL.

Helms became an astronaut in July 1991. She flew on STS-54 Endeavor (1993), STS-64 Discovery (1994), STS-78 Columbia (1996), STS-101 Atlantis (2000) and served aboard the Int’l Space Station as a member of the Expedition 2 crew, and the first female space station expedition crew member (2001). She lived and worked aboard the Int’l Space Station as a member of the second crew to inhabit ISS Alpha. During her stay onboard the station, she installed the airlock using the SSRMS. On March 11, she performed a world record 8 hour, 56 minute spacewalk to install hardware to the external body of the laboratory module. She spent a total of 163 days aboard the space station. She returned to Earth with the STS-105 crew aboard Discovery on August 22, 2001.

A veteran of five spaceflights, Helms logged 5,064 hours in space. She was inducted into the Astronaut Hall of Fame in 2011. By the time she retired in 2014, Helms had reached the rank of Lt. General in the US Air Force and had received several major awards and honors.
RANDOM FLIGHT,
by President Doug Kindred

SUMMER IS HERE!!! This year’s Wings & Wheels event was the best yet. The weather was fantastic - just the right temperature and a little bit of breeze. We had some really great autos and aircraft show up. Of course Ron England and his absolutely pristine Fleet 2 won People’s Choice for Favorite Aircraft. It seems the people also loved George Potter’s 1937 Packard limousine. According to accounts it was previously owned by Italian royalty.

There are still some great events to come this summer. July 9th is the Oregon Antique and Classic Aircraft Club annual fly-in and meeting, with Rick Brown speaking on aerial photography. On Sunday the 10th they leave on the 2016 Oregon Air Tour. The next weekend, the 16th of July, the Northwest Swift Fly-in pilots will spend the weekend with us. Ahh, but we’re not done yet. Three weeks later the big boys arrive with their beautiful round-engine-powered Stearman Bi-planes. Saturday August 6th is the best day to spend with us and see some really nice machines. Looking ahead to fall, we now have heat in the hangar. I’m looking forward to planning some events to be held this fall and maybe even during the winter. I’m thinking “Movie Nights” and maybe some elementary/middle school field trips. At this point I’m looking for ideas. Stay tuned and don’t forget to check the web site.

WISH LIST

As we work on the media center, we find there are some things we could really use. Like sound-proofing for the interior walls (carpeting would work well), seating for the media center (old airline seats would be fantastic), and something to help us clean the upper reaches of the display area (there are spots that we simply cannot reach). Maybe a telescoping thingy?

If you have ideas or can help, please let us know. Thanks!

SUMMER EVENTS

The Oregon Antique & Classic Aircraft Club Air Tour started on July 10 here at the OAHS. Rick Brown of RAB Imaging talked about aerial photography at their annual meeting.

The Swift Pilots had their biannual fly-in here on July 15-17. It was great to see those all metal clad aircraft lined up on the tarmac once again.

Our Stinson pilot is unable to attend any of the off-site events this summer, so we decided to keep the aircraft here as a static display for 2016. We know some of the event planners had hoped we’d bring it down but it isn’t meant to be for this year. So sorry.

Of course, we have the 38th Annual Jim Wright Memorial Stearman Fly-in August 5-7. The pilots arrive throughout the day on the 5th and leave on the 7th, so the best day to come out and see the biplanes is Saturday, August 6.

PLEASE no dogs: the blacktop is really hot, we have a lot of children on site, and it is best if you leave them at home. Thank you.