



Volume 24, Issue 3

# OREGON AVIATION HISTORICAL SOCIETY

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

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## 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.

## What's Inside

Wings & Wheels	Page 1
Random Flight	Page 1
A New Building	Page 2
A New Building cont	Page 3
Stinson Update	Page 3
Summer Calendar	Page 3
Baby Fleet Update	Page 4
New Member form	Page 4

## *The 2<sup>nd</sup> Annual Cottage Grove Wings & Wheels is Almost Here!*

We are so excited to announce that the 2<sup>nd</sup> Annual Wings & Wheels event will be Saturday, June 27<sup>th</sup> at the OAHS. We had a great turn out last year and as we go to press we have several confirmed exhibitors and sponsors. If you want to display your car, truck, motorcycle, or airplane and you have not yet submitted a registration form, hop to it! We have a limited number of prime exhibit spots; late registrants can still participate but they'll have to park on the grass (and we may not be able to print information signs for them).



We'll need bodies on the ground to help during the event, so if you'd like to volunteer (and get in for free!) let DJ know. And we'd like to say *Thanks!* to the sponsors we have so far: Artwork sponsored by **This and Them**; corporate sponsor **Brad's Cottage Grove Chevrolet**; and sponsors **Cascade Home Center** and **Welt & Welt, Inc.** Registration and sponsorship forms are on the Events page of the website. And of course there is the Stearman Fly-In on August 1 (more about that in July).



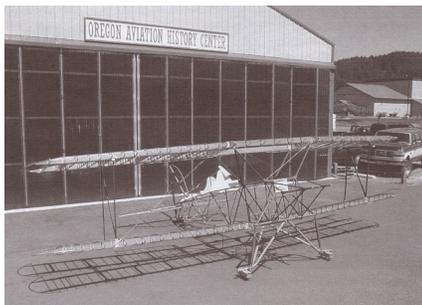
## **Random Flight**

*By Doug Kindred*

The season is fast approaching!! I hope you're as excited as I am. The 2<sup>nd</sup> Annual Wings and Wheels on June 27<sup>th</sup> is coming together and I'm hoping it will be as good as or better than last year. We have a couple of prizes for the People's Choice aircraft and auto, as well as a raffle for a \$250 complete auto detail at Brad's Chevrolet. The Stinson SR-5E is ready and willing to fly and we've scheduled several events at which to show her off. The History Center was open for the first time this season on Saturday, May 2<sup>nd</sup> with Tom Cunningham as your friendly host. Thanks Tom. Watch our web site for all the coming events.

## ***A New Building for a New Century***

In our last issue, we reminisced about building the History Center. With a building of our own, we were now able to start gathering up all the artifacts and documents that our members had collected over the years to house them in a more responsible manner. We were also able to engage in more “awareness raising” activities, such as building a website, attending off site fairs, and hosting events at the History Center to bring in visitors. In 2001, we participated in the Aviation Day event at the State Capitol. Our participation was a joint effort with the Oregon Antique & Classic Aircraft Club. By all accounts, our presence at the event opened a lot of eyes to the richness of Oregon’s aviation history. We also participated in the 2001 Air Fair at the Linn County Expo



Center, where we not only spread the word about the OAHS but also inducted Lee Eyerly into the Hall of Fame. 2001 also saw the beginning of the never ending process of cataloging our collections. This herculean task was started by Dale Archivald, Yvonne Buermann, Catherine Heath, Carol Skinner, and Jack Coshow. Great job, guys! It also brought the opportunity to display some of our artifacts at the Lenhardt Interpretive Center at Lenhardt’s Airpark. A place of our own also allowed for work to begin on the various restoration projects on our list. As indicated in the

September 2002 newsletter, the Great Lakes was no longer in pieces, but was a fully formed skeleton awaiting vital organs and a little skin (*as you can see above left*).

In 2002 the OAHS loaned several artifacts to the Museum of the Oregon Territory in Oregon City for their exhibit “Aviation: The Coming of the Birdman.” This was one of the first off site loans of Oregon aviation artifacts that the Historical Society has been able to provide over the years. That same year, John Patton spoke at the annual meeting. John spent many hours interviewing pilots who flew out of Beaverton during its heyday, and he donated those tapes and photos to us for our use. To hear him speak about his visits with those aviation pioneers must have been very interesting indeed. We also participated in the 2002 Air Fair, and obtained the Menasco engine for the Great Lakes project. In 2003 we brought the B. B. Smith Derby Racer, built by the Pacific School of Engineering, back to Oregon. We also helped in the production of “A Brief Flight: Hazel Ying Lee and the Women Who Flew Pursuit,” by providing documentation and photos to the film maker. The project ultimately aired on PBS and over the years has been cited in many stories on the role of women and of Chinese Americans in aviation.



2003 also saw the first stages of restoration activity on the Rupert Special, with Dave McEwen starting in on preparing the fuselage for cover, and we inducted Myron Buswell and Ken Jernstedt into the Hall of Fame. The big thing to happen at the History Center was the placement of the beacon tower. The tower was sand blasted, primed, and painted in the original colors, and the base section was placed in concrete pillars at the northwest corner of the History Center. Additional work was completed on the other

*Continued on page 3*

## ***A New Building, continued***

two sections of the tower and GEOMAX Engineering donated their efforts to make certain that the tower would meet Federal earthquake and wind shear standards. All we needed now was the County use permit, which we finally received in 2005. The beacon tower was raised on a rainy spring day in 2005 with the help of many volunteers.

This was also the year when the Anzani Longster returned from her long visit at the Lenhardt Interpretive Center. Apparently the airport lacked the proper zoning for such an exhibit, so the aircraft was transferred home, where it remains to this day.

### ***Stinson Update***

*By Eric Baldwin*

I am extremely excited to report to you that our Stinson was test flown on Friday, May 1<sup>st</sup> and performed flawlessly. Tim Talen and Kyle Bushman were on board as we logged just over an hour of flight time making several landings checking all systems for function and safety. Our pride and joy has never performed better.

The prospects for an eventful and productive season are now on the horizon. Several people who were at the museum commented that the sound of the radial engine echoing off the hills was truly awesome. I agreed; from inside it was sweet music to our ears!

## **Summer Event Calendar**

May 28, 11:00 - 1:00 Free admission  
 Capitol Building, Salem  
7<sup>th</sup> Annual Preservation Month Fair:  
 If you are in Salem, stop by and say "Hi" to Doug and DJ.

June 27, 11:00 - 4:00 \$5 adults; kids 16 and under are free  
 OAHS, Cottage Grove  
2<sup>nd</sup> Annual Wings & Wheels:  
 See story on Page 1 for details.

July 4, 10:00 - 3:00 Suggested donation \$2 per carload  
 Florence Municipal Airport, Florence  
Annual Wings & Wheels  
 This is a great chance for our friends along the coast to come out and see the Stinson in person. Learn more at <http://www.florencechamber.com/chamber/5th-annual-wings-wheels>.

July 17, 1:00 - 5:00 Free admission  
 OAHS, Cottage Grove  
OACAC Annual Fly-In  
 After a short meeting that begins at 3:00, Robin Reid will talk about some of his test flights in this public presentation, and there is a pizza feed at 5:30! For more, see their web page at <http://oacac.net/>

July 18, 9:00 - 5:00 Free admission  
 Roseburg Municipal Airport, Roseburg  
Roseburg Wings & Wheels  
 Here's another opportunity for you to stop by and see the Stinson in all her restored glory!

August 1, 10:00 - 5:00 Free admission  
 OAHS, Cottage Grove  
37<sup>th</sup> Annual Jim Wright Memorial Stearman Fly-In  
 If the roar of a radial engine stirs your blood, you don't want to miss out on our annual gathering of Stearman WW II trainers.

August 28-29, 9:00 am - 10:00 pm, \$15 admission for ages 13+  
 Madras Municipal Airport, Madras  
Airshow of the Cascades  
 The Stinson will have a chance to show her stuff at this well-known event. [www.cascadesairshow.com](http://www.cascadesairshow.com).

Sept. 12 & 13, 8:00 - 5:00 \$5 for kids 5-18; \$10 for age 18+  
 WAAAM, Hood River  
WAAAM Fly-In  
 Our last visit off-site with the Stinson for the season. Come on up to Hood River and spend the day enjoying the view, the planes, the cars, and the people watching! [www.waaamuseum.org](http://www.waaamuseum.org).

NOTE: aircraft attending fly-ins may come and go at any time, so there is no guarantee that any particular plane will be on site when you arrive. Times and schedules are subject to change.

## Baby Fleet News



One of our restoration projects that hasn't received a lot of press lately is the Baby Fleet. Originally called the "City of Springfield" when it was first built in 1931, the name was later changed to the "Springfield Cadet," and then in 1934 C. R. Saville renamed it "Baby Fleet." Built by Jim M<sup>c</sup>Maniman in his hangar at the Springfield Airport, it had a 37 hp Continental A-37 engine that kept blowing head gaskets. The Eugene Vocational School at the Eugene Airport (18th & Chambers) rebuilt and remodeled the engine into a Model A40 (according to Continental instructions, of course), which fixed that nasty gasket problem. In 1934 M<sup>c</sup>Maniman needed a car and offered to trade the Springfield Cadet to C. R. Saville for a 1931 Studebaker and \$300. Saville renamed the plane

"Baby Fleet" because it had the appearance of a miniature Fleet aircraft. In 1945 the A40 engine was replaced with an A65, which is currently in the aircraft. The plane made its way to the OAHS in 2003 when it was purchased at auction and brought to the History Center for some tender loving care.

As reported at the annual meeting, the top wing on the Baby Fleet has been covered and stitched and the finish tapes are being applied. We'd really like to see more progress on this project, but we need more help for that to happen. The wing is in the restoration shop and Ben Farringer would be delighted to show volunteers what to do next!

*An early license plate for the Baby Fleet*



### 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](mailto:oregonaviation.org@gmail.com). We'll check the records and let you know *before* you send out a potential duplicate payment.