If you haven’t been here in a while, you are really missing out! In preparation for the summer visitor season, we’ve embarked on an interior upgrade to really brighten the place up and make it easier to navigate during busy periods (like the Wings & Wheels event). As of the publication date of this newsletter we are still a work in progress, but we anticipate finishing the projects before the summer event season.

We’ve painted the ground floor interior a nice, bright blue and replaced the old Hall of Fame photo rails with new tracks that provide enough room for many more photos in the future. Art that had been stored upstairs in the archive room has been brought down to be enjoyed, and we’ve rearranged much of the art that had been on display to give it a more cohesive look.

Finally, we are building a media center in the northeast corner of the main hangar. We’ve been talking about doing this for a long time and the painting project sparked the creative drive to get this done. We don’t have a specific timeline, but we work on it on most Fridays. If you want to help out please let us know and we’ll get you connected.

SUMMER EVENTS

The 3rd Annual Cottage Grove Wings & Wheels is Saturday, June 25. To display your car or aircraft, please contact us ASAP. Call us at 541-767-0244 or email us at oregonaviation.org@gmail.com. Gate opens at 11:00 am and admission is $5 for adults aged 16 & up, with young ones admitted FREE.

Florence Wings & Wheels on July 2nd gives us a chance to fly the Stinson to the coast.

The Oregon Antique & Classic Aircraft Club Air Tour starts on July 10 here at the OAHS. We plan to take the Stinson on the tour this year to really show it off.

The Swift Pilots are having their biannual fly-in here on July 15-17. No details are available at press time, but you are welcome to come out and see these interesting aircraft at no cost. Saturday is probably the best day to plan on visiting.

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.

Note: our participation in non-OAHS events is not confirmed as of press time.
RUTH LAW first rode in a plane July 1, 1912, soloed in August of that year, and got her license in November. She saw Harriet Quimby’s fatal flight, but was determined to fly anyway. She got a Curtiss pusher “Loop Model” and started performing aerobatics at Daytona Beach. On November 19 & 20, 1915, she broke three records all in a single 590 mile flight from Chicago to New York: the U.S. non-stop cross country record; the world’s non-stop cross-country flight for women; and the world’s second best non-stop cross country flight.

In 1917, after the U.S. entry into WWI, she fought for women to pilot aircraft in battle. That did not go over well in Washington, but they did recognize the value of having a female pilot in uniform at recruitment drives and bond sales. She flew exhibition flights to raise money and draw attention to the war effort, and at one of these events she broke another record by flying to an altitude of 14,700 feet.

BLANCHE STUART SCOTT learned to fly from Glenn Curtiss, builder of the Curtiss Pusher aircraft. He thought flying was something that only men could be good at, but he didn’t want a poorly trained woman to crash one of his planes and make him look bad. So in 1910, at Curtiss Field on Long Island, Blanche Scott learned to fly.

While training with Curtiss she couldn’t get the aircraft to do more than short hops above the ground. One day while inspecting the aircraft without Curtiss present, she spied a small piece of wood wedged under the throttle level. She thought that would impede the lever’s range of motion and limit the flying ability of the aircraft. She removed the wood, started the plane, and after roaring down the runway she was aloft! Though in the air just a short time, she had earned her spot in history as the first American woman to solo in a heavier-than-air machine.

She teamed up with exhibition fliers and toured the country for six years. A daredevil, she liked to fly upside down beneath bridges and do a “Death Dive,” where she zoomed toward earth from 4,000 feet and only leveled off at 200 feet above the ground. It must have been exhilarating to see.

She kept flying until 1916. While recuperating from an accident, she thought about her flying career and decided to retire. She saw many of her pilot friends die over the years and her early retirement from the sport is likely why she was able to live to the age of 81. Oh, one other thing: she was the first woman to drive an auto across the United States (there were less than 300 miles of paved road in the entire country at the time). She never let the socially imposed limitations on her gender, or the expectations of other people, prevent her from doing the things she wanted to do.