The second special need this year is the Eyerly Whiffle Hen. As of the writing of this newsletter we do not yet own the Whiffle Hen, but we are in communication with the current owner and need your help to bring this iconic Oregon aircraft back to the state of its birth. Lee Eyerly and his flight school students built this aircraft at the Salem airport in 1931, and it has been out of state for many years. This project has an initial estimated cost of $5,000. Here you see Lee with the Whiffle Hen at his Salem airport hangar. You can also see the Whiffle Hen during one of our regular Friday work sessions last year. We estimate a need of around $10,000 to get this ship airworthy and could really use your help.

This year we have three very special projects for your consideration. The first is the final push to complete the Great Lakes biplane, owned by Dorothy Hester and Tex Rankin, in time for it to fly in the Oregon Antique and Classic Aircraft Club’s 2016 Air Tour. The OACAC gave the project fund a little boost earlier this year in anticipation of that event. Here you see Tim Talen working on the aircraft during one of our regular Friday work sessions last year. We estimate the wings are almost finished and ready to cover. The OACAC gives the project a little boost earlier this year in anticipation of that event. The engine is also being worked on by Ben Farringer. Ben has both been active in the restoration world and has been our Vice President since April 2011.

And last but certainly not least is the Wimpy project, which we are all eager to see completed. Many thanks to Dana Ralston McCullough and the OACAC for their generous support of this project in years past. We estimate the need of an additional $5,000, depending on prop and engine costs, to finalize this project. Ben Farringer is working diligently on the aircraft, and reports that the ailerons have been built and the wings are almost finished and ready to cover.

Did you know that we are an Oregon Cultural Trust cultural nonprofit? Donors who contribute to Oregon cultural nonprofits, including ours, who then make a matching donation to the Cultural Trust, can receive a 100% state tax credit on the Cultural Trust donation, up to $500 per individual, $1,000 per household and $2,500 per Class-C Corporation.

The more donations Oregonians make this year, the more dance and theatre productions, museum exhibitions, preservation projects, in-school writing programs, summer arts and philosophy camps, community concerts and festivals our state will be able to fund next fall. Thank you for your support, and when you make your gift to the OAHS please consider a gift to the Cultural Trust as well. For more info, visit the Oregon Cultural Trust website at culturaltrust.org.
A Change is in the Air, continued

2010 saw our first participation in the Partners in History display at the Cottage Grove Library, and we’ve participated every since. That first display included info on Bernard Field, Jim Wright’s Hughes Racer, a George Yates geodetic fuselage, a Les Long hand-carved propeller, aircraft models (a perennial hit) and a variety of photos and paintings. Finally, in November we purchased the “annex” hangar at the Cottage Grove Airport. It has become a vital part of our ongoing restoration process and a good storage facility.

Elrey Jeppesen and Rex Barber were the Hall of Fame inductees for 2011. Jeppesen is of course known for creating the Jeppesen Airway Manuals that have been so very helpful to pilots over the years. He started by making notes in a notebook in the winter of 1930-31. He made notes while in the air and on his off days would climb hills, smokestacks, and water towers with an altimeter to record accurate elevations. Word got around and by 1933 he had a brisk side business selling his little black books. His attention to detail was a real lifesaver and ensured his place in aviation history.

Rex Barber had an impressive World War II record that included 138 combat missions. One of those missions was the flight to shoot down the aircraft that was carrying Admiral Yamamoto, Commander in Chief of the Japanese Combined Fleet. Barber was awarded the Navy Cross for his role in that mission.

2011 brought a new member to the OAHS in the form of Administrative Assistant Davena Amick-Elder (DJ). We gained a Facebook page (have you “Liked” us yet?), a LinkedIn page, a PayPal account so our members can renew online (you knew that, right?), and an Amazon.com “Wish List,” where donors can purchase items we need and support the society in that way.

The History Center got new exterior signs and we started gathering up artifacts from some of our more far-flung locations, such as the Grell Ranch and the Heath “Moosum,” and housing them in our annex. Exterior maintenance work on the History Center was completed by a very dedicated facilities crew, and the beacon tower was given a fresh coat of paint.

We welcomed Henry “Hank” Troh to the Hall of Fame in April 2012. Hank was a pioneer aviation enthusiast, instructor, and aviation business man in the Portland area from 1934 until his passing in 1968. He developed and operated three airports west of Gresham, and in 1944 he partnered with Harold Wagner to build and develop Troh’s Skyport.

Continued next

A Change is in the Air, continued

His Air Taxi services included a flight school, Piper aircraft sales, aerial photography, charter flights, lighted aircraft/banner towing advertising, ambulance flights, and flight training as a purchase benefit (offered six years before aircraft companies got the same idea). By his death, he had amassed an estimated 25,000+ of air time. Hank’s daughter Lorraine presented her father’s story at the Annual Meeting, and later in the year donated a large supply of aviation education materials to the OAHS library.

The University of Oregon Law School Non-Profit Clinic met with the board in February and provided a wealth of information and suggestions on best practices regarding policies, committees, and board governance. It was a long day but very informative and well worth the time. We updated several policies and created a few new ones we hadn’t thought of including back in the day. That spring also saw the beginning of our relationship with Rick Brown, who is currently finishing up his research for his book on Oregon Aviation history. We can’t wait to carry his book in our gift shop!

Speaking of books, DJ got all of the books, videos, and DVDs that we had at the time entered into the PastPerfect archive database in 2011. She also created searchable PDFs for those three categories and posted them on the website to give folks an idea of what we have in our library. Updating those PDFs is scheduled for December of this year.

Tom Bedell resigned from the board in 2012. Serving as Secretary from 2004 to 2012, his attention to detail was invaluable to the society. Tom lost his battle with cancer that summer and with his passing the society lost a staunch friend and supporter. Brad Chapman assumed the mantle of Secretary a little later in the year and continues in that role today.

Next time we will end our journey through the past as we look at the years 2013-2015. See you then!

Random Flight, by President Doug Kindred

The holiday season is fast approaching, and I want to take the opportunity to wish every one the merriest of holiday seasons and the hope for a bright and prosperous new year. Also, it’s membership renewal time and we really appreciate your continued support.

On November 6th I attended a conference of aviation museum directors held at the Erickson Aircraft Collection in Madras. Part of the day we were allowed to wander through the museum and view their collection, which is very good. Especially if you like war birds. A tour of the restoration hangar included the progress on a Messerschmitt ME-109 and the annual inspection of a B-25.

Speaking of collections, we are working on a new display: a static display clone of Dick Van Grunsven’s original RV-3. EAA Chapter 31 in Creswell is supplying the volunteers and Van’s Aircraft is helping out with materials. Watch the web site for an announcement on the unveiling. Interesting side note: Chapter 31 is one of the oldest in the state. Founded in 1957, Dick is one of the original founding charter members and used to fly his Aeronca Champ from Banks, Oregon to Springfield for the monthly meetings.

Again, thanks for your continued support.