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

In Memory Page 1
Interpretive Center Page 2
Interpretive, cont Page 3
Random Flight Page 3
Summer Event Rpt Page 4
New Member Form Page 4

Hal Skinner 1932-2015

As many of you know, Hal Skinner and his grandson Milo were killed in an aircraft crash on September 7, 2015 at the Creswell Airport.

Hal was a founding member of the OAHS (member #3) and a long time supporter of aviation history. Hal learned to fly in 1980, in a Cessna 152 at the Creswell Airport. He later went on to own a 1941 Interstate Cadet S1A, a lovely aircraft that was restored by Tim Talen and delivered to the Skinners in 1985. He and Carol flew that aircraft all over for many years. After selling the Interstate he briefly owned a Pober Pixie before purchasing the Luscombe that Milo was piloting on September 7th. Hal and Carol were married for sixty-four years.

Hal was an accountant by trade, specializing in tax preparation and retirement planning, and was involved in his church, the Boy Scouts of America, and Rotary International. He was a trustee/director of the OAHS on and off from its early days in 1983 until 2011, at which time he retired from the board. He was a regular presence at OAHS events and he never failed to volunteer to help out in any way that he could. He will most definitely be missed.

Milo Skinner 1980-2015

Milo Skinner, grandson of Hal Skinner, was a pilot and a supporter of the OAHS. He graciously created our first brochure and first website and was very helpful in moving the website from its original host to its current location and format. Milo loved to play in his grandparents’ airplanes, and from the time he was a child Hal would talk to him about flying. He rode with Hal on many flights and finally began to take lessons from instructor Holly Robinson (shown with Milo and Hal in the photo above). Milo soloed shortly after his sixteenth birthday, the day before he obtained his driver’s license. Milo and his wife Carri had been married for 11 years.

Our thoughts are with Carol, Carri and all of the family during this time.

Have you moved? Make sure we have your latest mailing address! Drop us a line at OAHS, PO Box 553, Cottage Grove, OR 97424 or send us an email at oregonaviation.org@gmail.com.
Hopes for an Interpretive Center and Our 25th Anniversary

Let’s take another trip in the way-back machine and visit 2007-2009. There was quite a bit of restoration activity in 2007: Al Sherman began working on the Springfield Cadet/Baby Fleet; Tim Talen cleaned, painted, and reassembled the Great Lakes fuselage; and the Wimpy ribs were constructed by Bill Austin. 2007 also saw the OAHS looking forward to a possible second building—the Interpretive Center—and how funding for such a building might be obtained. A committee was formed to review designs and explore the feasibility of such a venture. As you know, that dream has not yet been accomplished, but it is one we all hold dear.

The year had its sorrows, too, as we lost board member Bill Austin to cancer. Bill was actively involved in the Oregon Antique & Classic Aircraft Club and was a founding member of EAA Chapter 495 in Roseburg. As previously noted, he was building the wing ribs for the Wimpy and had spent many hours in the archives transferring to DVD the interviews with Oregon aviation pioneers conducted by John Patton. He and Dorothy even donated the proceeds from the sale of their 1949 Luscombe to the Society. He has definitely been missed.

In 2008 the OAHS celebrated its 25th anniversary at the annual meeting in March. The OAHS was the brainchild of Tim Talen, Tom Cochran, Walt Dunden, and Bill Kloos (see photo left), all of whom attended the meeting. Tim Talen spoke about the origins of the Society and the relationship with the OACAC. Carol Skinner shared examples of documents and artifacts from the archives. She also created a set of photo displays highlighting various facets of the Society’s history. Jan Hedberg spoke about the people and their aircraft, noting especially the role of his father, Elwood, in the Society’s development. Roger Starr shared information on the background of the History Center and the plans for the new building. He also talked about the Oregon 150 year celebration effort and the OAHS’s role in a video of Oregon aviation history.

That same year we held our one and only “Swing Canteen” fundraiser in June. We advertised the event in part with a float in the Friday Night parade. Catherine Heath and Joy Yarbrough rode on the float wearing vintage WASP uniforms and waving to the crowd. Over 100 people attended the event that featured The Jewel Tones and Blue Skies Big Band crooning the sounds of the thirties and forties.

2008 also saw the induction of Ray Costello (left) and Phil Boyer (right) into the Oregon Aviation Hall of Fame. At the September ceremony we welcomed these two general aviation advocates to our growing roster of inductees. Ray is a decorated pilot, retired USAF Lt. Colonel, and a general aviation planner. He also happens to still be a member of the OAHS board. Phil has over 8,500 hours of flight time in a wide variety of aircraft, and at the time of his induction had been the president of the Aircraft Owner’s and Pilot’s Association for 17 years. He directed the organization through passage of federal legislation benefiting general aviation and protecting it from legislative challenges.

Continued page 3
Interpretive, continued

In April of 2009, Lorraine Troh Gabel presented a wonderful program on her father, Henry “Hank” Troh, at the Annual Meeting. Lorraine, who had just finished a book about her dad, shared information on Hank’s aviation career from the late 1920s through 1960, with references to many of the people and planes from that time period. Also at that meeting artist John Trtek unveiled his iconic painting of Tex’s Great Lakes, which currently hangs in the Hedberg Aviation Resource Library. That same year we received a small grant from the Ford Family Foundation, which was used to hire a trained facilitator to help develop and confirm the organization’s governance structure, prioritize its future direction, and create a realistic action plan. There was a special meeting of the board in June for this very purpose. Much of the year was spent planning, discussing, and researching funding options for the new building. In August a letter of agreement was entered into with a fundraising expert for a feasibility study regarding a major capital campaign for the new building. However, it became clear late in the year that due to the regional financial environment at the time, further study into a capital campaign (and the campaign itself) would not be of benefit to the Society.

In other news, John Patton visited the History Center to continue the digitization work that Bill Austin had been doing on the aviation pioneer recordings. He also posted the Beaverton Outlaws videos on a YouTube channel in June of 2009, and since that time many people have accessed those clips via our website and by direct internet search. We’ll pick up with 2010 in our next issue!

From the Archives

Did you know?
The numbering system for pilot registrations (and aircraft license plates) reset each January, so a pilot might have several different registration numbers during his flying career. Shown here are the registrations for Myron Buswell (1940) and Eugene Cooper (1939).

Random Flight, by Doug Kindred

The season of fly-ins is over and now we look to the fall and holiday season. Probably the biggest irritation this summer was the LifeFlight helicopter parked where it created noise and graced us with the lingering aroma of jet fuel. They were very accommodating when we needed it moved for events but it still was a small irritant. By the time you read this it should have found its way to its permanent home next to the hospital.

Membership renewal is fast approaching and I’d like to take a moment to thank all the board members and volunteers who gave of their time and energy this past season. The one I’ll truly miss is Hal Skinner. Even though he had retired from the Board, he and Carol were always ready to lend their help and support.

I certainly enjoyed my time acting as a docent this summer, and want to send out a big Thank You to the other docents for giving up a few of their Saturdays. They are: Tom Cunningham (4 Saturdays), Wilbur Heath (4 Saturdays), Brad Chapman (2 Saturdays), and Mark Baxter (3 Saturdays). Your dedication is appreciated.
**Summer Event Report**

First off, we’d like to again express our gratitude to our docents. Your willingness to volunteer is why we can be open to the public. We know your time is valuable and we really appreciate your efforts. To everyone who helped at an event in any way—THANK YOU! Your help meant more than you know.

We had a very busy summer planned, but you know what they say about the best laid plans. We took the Stinson to events in Florence, Roseburg, Independence, and Hood River, and everywhere she went she drew a big crowd. Unfortunately, we had a fuel flow problem that prevented us from attending the event in Albany as planned, and the weather was just too stormy to take off for the Madras event.

The turnout for the 2nd Annual Wings & Wheels was good, considering the heat, and everyone who made the effort to come out had a good time. The Oregon Antique & Classic Aircraft Club annual meeting included a very interesting presentation and was quite a success. However, the forest fires and the heat worked against us for the 37th Annual Jim Wright Memorial Stearman Fly-In. Several of our regular pilots found the conditions too harsh to fly in and the heat of the day was pretty uncomfortable, but again, the people who did show up had a good time. That’s summer in Oregon these days: forest fires and weird weather.

We did get some good comments at the various events, however, including a suggestion that we create a QR code to include on our signboards. A QR code is a type of scanning code that has more info than the standard UPC barcode. Smart phones have built-in decoding software that takes the data in the QR code and directs the user to the website for the company or product in question. Several people at the off-site events asked if we had such a code so they could upload it into their smart phones. We don’t have one yet, but we’re working on it! There are several types of QR codes and by next summer we’ll have one on all of our printed materials.

* a sample QR code

---

**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.