

The Oregon Antiquer



Meeting—April 28, 2012 Roseburg —Hangar 2785—12 Noon-Lunch

NOTE FROM THE PREZ

Jon Husser

Well, as an old major league baseball manager once said, “This seems like déjà vu all over again!” I am proud to fill out the rest of Dave Olson’s term as President of OACAC. Dave stepped in when we were in desperate need of a Vice President in 2009. He then moved up to the Presidency and was on his second term when he found it necessary to resign due to personal reasons. Dave brought high energy and a lot of good ideas to the club. I know we all wish him well in his future endeavors.

We will be using Dave’s idea of starting the 2012 Air Tour on Friday afternoon, July 6th, so that more working members will be able to participate without missing many days of work. However, that means we will not be having our annual meeting prior to the Air Tour, but afterwards on the originally scheduled date of **Saturday, July 21st in Cottage Grove**. Please mark your calendars and join us on that date for lunch/meeting and a surprise presentation. Catered lunch at noon, followed by a 1pm meeting.

The Air Tour Itinerary, with motel details is located on page 7 of this newsletter.

April 28th Quarterly Meeting will be held in Roseburg at Dan Sprague’s Hangar- #2785 on the north end of airport. Lunch will be served by Roseburg’s EAA Chapter at noon and the meeting will begin at 1 pm. John Patton will be giving a presentation on the Beaverton Outlaws.

OACAC President Resigns

After receiving a brief e-mail resignation from Dave Olson, President of OACAC, a board meeting was called

to order at Marilyn and Jon Husser’s home. All current board members were in attendance.

David Thiel opened the meeting and, after a brief discussion, Jon Husser was enthusiastically appointed and voted in to serve the remainder of Dave’s OACAC Presidential term, ending December 2013.

The position as Board Member previously held by Jon Husser was then filled by Gary Ludeke through appointment and unanimous vote of the Board. The new “Board” then proceeded to have an in-depth discussion on the 2012 Air Tour. It was very informative and productive; outcome will be presented to the general membership at the April 28, 2012 meeting in Roseburg.

—submitted by Jeanne Wildman, OACAC Secretary

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Website: www.oacac.net

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John Patton -Presenter for April 28th

First, I need to say that I am not related to any of the Beaverton pilots. I did, however, become good friends with several and had great respect for most. It was sad that many of the men I interviewed passed away within five years. I am very glad that I had taken the time to record their stories. This is a description of the Beaverton project:

In 1975 I was an avionics tech working for Logan and Reavis, a Fixed Base Operator at the Medford Airport in southern Oregon. It is shocking how times have changed, but at that time a Cherokee 140 rented to the general public for \$17 an hour. Because I was an employee, I rented it for \$8.50 an hour. I simply couldn't pass up this opportunity to learn to fly.

My first student cross-country flight was to Lakeview in eastern Oregon. My flight instructor, George DeMartini, warned me that the airport operator was an old-time pilot, and that he would insist on signing my log. Sure enough, he did.

In the time of getting gas and preparing for the return trip, Myron Buswell told me incredible stories about flying in Beaverton Oregon in the 1930s. He told of independent, self-sufficient men who were building their own airplanes and fighting government control every step of the way. This was the largest and most active group of home-builders that finally convinced the government, after World War II, to establish the Experimental category of aircraft so that a person could legally build his own aircraft.

It was a story that needed to be recorded, so in 1978 and 1979 I located 34 pilots and others who were part of the Beaverton story. I captured their stories on cassette tape and made more than 2,000 photo copies from their albums. Soon after, these materials were donated

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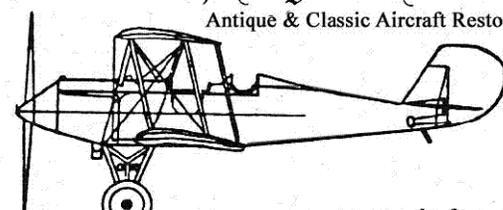
<http://www.oacac.net>

*to Tim Talen and the Oregon Antique and Classic Aircraft Club and later made available to the Oregon Aviation Historical Society. ***

As the world changes and technology advances, the Beaverton pilots become increasing remarkable.

****Currently housed in the Archives at the Oregon Aviation History Center at the Cottage Grove Airport. (ed.)**

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First Day of Spring & Other Things By David Thiel

According to my calendar, the first day of Spring was Tuesday, March 20th. 'guess that makes the snow we enjoyed on Thursday, March 22nd, the "First Snow of Spring". I don't know about you, but I'm ready for a little more flying weather. Don't get me wrong, I love our year-round beautiful scenery, have webbed feet, and moss growing in places I'd rather not mention, but I always look forward to Summer. This year I'm especially anxious.



My friend Earl Allen stopped by a few months ago and asked how I was progressing on the wing recovering project for my Stinson. After I shuffled my feet for a

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back. We hung the wings, tweaked the washout slightly after a couple of test flights, and N9329K is back in the air! Now I'm anxious to fly down to Allen Field so we can change the "sooo '70s" paint scheme to something a little more traditional. 29K was one of a few 108-2 models to leave the factory with a "Stinson Sand with Blue Trim" paint job. Nobody seems to know exactly what Stinson Sand looks like, but we'll probably be on the same side of the color wheel anyway.

Now the Commonwealth and Stinson will both be vying for my attention, and I'm sure they'll both want to go on the Air Tour. If everything goes according to plan, it'll be nice to have a fresh new paint job for the trip. During a recent board meeting, there was a discussion



regarding where the dividing line between "antique" and "classic" is located. By definition of the Vintage Aircraft Association, of the EAA, an Antique aircraft is defined as constructed by the original manufacturer (or licensee) on or prior to August 31, 1945. Classic aircraft were constructed from September 1, 1945 through 1955, while Contemporary aircraft now include those built from 1956 through 1970. If that definition carries through for pilots, that makes me an Antique Pilot flying Classic Aircraft! I felt much younger, before I learned that!!

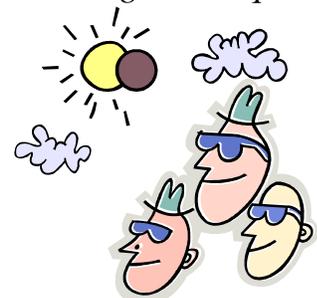
Antiquely yours, Dave

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7S5 Center of Darkness Aug. 21, 2017-10:17 AM



Astronomer in charge of the McMath Solar Telescope at Kitt Peak, AZ, reports that there will be a TOTAL Solar Eclipse beginning 9:05 AM PDT on August 21, 2017. It will be centered over 7S5 and will last 2.5 hours, with two full minutes of absolute darkness starting at 10:17 AM, as the main event. This very spiritual event draws devotees from around the world. Such a rare occurrence deserves a fly-in, drive-in, walk-in, clear skies, and many visitors.

4th Quarter Treasurer's Report

Beginning Balance:	\$ 4423.39
Total Receipts:	1789.00
Total Expenses:	1158.00
Ending Balance:	\$ 5054.31

CENTENNIAL DAY FLIGHT (ed. 12-17-2003) By Daniel Cathey

At the Oregon Antique and Classic Aircraft Club quarterly meeting in October, Hal Skinner suggested that all members make every effort to fly on 17 December, the centenary of powered flight. He later presented the same proposal to the Eugene, EAA Chapter 31 at their meeting in November. The idea grew and it was decided to get as many planes as possible in the air in the 10:30 time frame to be as close as possible (local time, since it would still be dark if we corrected to EST) to the original Wright Brothers flight. And instead of just flying, the whole group would fly a circuit in-trail over many of the cities and towns in the area to remind the people therein of the anniversary. I thought it was a great idea and notified several of the SWPC Columbia River Chapter members to attend the proposed event if at all possible.

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<http://www.oacac.net>

The weather around Cottage Grove and in the Southern part of the Willamette (pronounced willAMit DAM-MIT) Valley during the first part of December consisted of low clouds, snow, rain, or fog almost every day. It finally cleared a bit, but was still raining with heavy fog hanging over the rivers on Tuesday the 16th. I had almost given up on flying on the day of the centennial, but when I arose at about 6:30 Wednesday morning the sky was mostly clear with a few wispy fog clouds scattered randomly at about 1500 feet above the valley floor.

I drove to Walker Airport and pulled N5817H from the hanger at about 8:30. There was a light wind from the North and the temperature was up to about 38 degrees. This was good since it meant I would not have to taxi to the North end of the runway. All the recent rains covered that end of the strip with about three inches of water and limited the normal 1750' runway to about 1400'.

The walk around, fuel and oil check, getting in, and firing up the O-235 didn't take long. N5817H is a PA-16 Clipper, S/N 434, which indicates it was built about the middle of the run of 732 Clippers made in 1949. I always say the hardest part of flying it is getting in and getting out; of course being a big old fat man about twenty years older than the plane doesn't make that part of it any easier. It did take me quite a while to get all of the inside moisture off the windshield, but since the plane hadn't been up in about three weeks, I wanted to do a good warm up before taking off anyway.

The Clipper lifted easily from the soggy grass runway and after reaching 400' I lowered the nose a bit and let the speed climb from 65 to 80 mph. I then eased over to the west far enough to keep out of Creswell's Hobby Field pattern and climbed to 1500'. Considering the weather we had had in the last few weeks I was surprised at how smooth the air was. As I came over the radio towers to the northwest of Hobby field I could see a fog bank that ran east and west over the Eugene/Springfield area and covered the whole valley to the north. It appeared to be solid from the ground up to about 2000'.

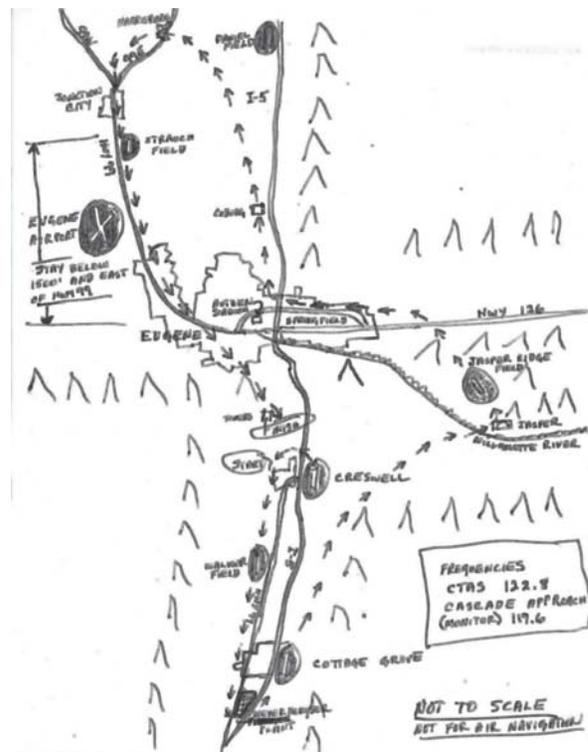
There was quite a bit of radio traffic, so I called in and turned back south and entered the downwind for Hobby. I usually prefer to use grass strips, but during the rainy season it's nice to set down on good asphalt where there is minimum water and no grass or mud for the tires to sling onto the tail or the undersides of the wings.

Luckily this turned into a good landing since there were about twenty planes, twice that many people, and three TV cameras from the local stations already on the ramp.

I taxied past them all and went to the new parking area just south of the Chapter 31 EAA building that the club had built this last year.

Doug Kindred, who hangers his Stits Sky Coupe at the Eugene airport met me as I did the contortions required to get my bulk past the sticks and back out of the plane. He told me Eugene and all airports north to Salem were socked in and that many planes and people who had planned on coming would not be able to or would be late due to the fog. Since I was alone, I told him he would be welcome to join me in the Clipper.

Hal Skinner had arranged for coffee and doughnuts for everyone along with a pilot briefing scheduled for 9:45. The TV and newspaper people were busy all around the flight line and clubhouse with their interviews and taping, but Hal managed to get the group together on time. He requested all the pilots to sign in and gave out copies of projected route maps. The route to be taken was a Creswell-Cottage Grove-Jasper Ridge-Springfield-Coburg-Harrisburg-Junction City-Eugene-Creswell round robin. Since many had driven in due to various reasons, Hal arranged for pilots with empty seats to carry those in need; even the TV crews with their cameras were fitted into some of the larger planes. I had removed my back seat, so with Doug, I was full. He also advised us the maximum altitude between Harrisburg and Eugene would be 1500 feet and that we should remain just east of highway 99 since during that time we would be in the Eugene control zone.



Quarterly Meeting Minutes 1-28-12 Independence, Oregon

Vice-President David Thiel opened the meeting at 1:00pm.

There was a motion to accept and second the minutes of the October meeting. They were approved as published.

Bev Clark gave a fourth quarter treasurer report. If you are interested in knowing more detail of the fourth quarter finances, please contact Bev. There was a motion to accept and second the report. The treasurer report was accepted as reported.

Marilyn Husser reported membership to be 127. Paid members are 73. Unpaid members will be dropped on March 31.

Dorothy Austin reported on the variety of hats, polo shirts, tote bags, prop sleeves and 2010 air tour DVDs that we have in our merchandise inventory. Dorothy is also exploring the purchase of hats for this year's air tour. She has offered something new in the form of a "sun/fishing" hat. A vote of hands was used to show members' interest in baseball hats, and/or the nylon, "sun" hat. The interest was pretty much equal. Dorothy will let us know in April what will be offered for the air tour.

Marilyn Husser reported that the "Antiquer" is now online for your viewing at www.oacac.net. The website has a link to the Oregon Aviation Historical Society. We believe our presence on the Internet is a positive action for recruiting new members.

Old Business

Jon Husser reported on progress being made on the planning of the 2012 Air Tour. Jon's location is Hermiston and he has made several contacts in regards to hotels, transportation and dinner.

This year's air tour planning is happening "behind the scenes" by those members who have agreed to arrange hotels, meals at tour sites. More will be forthcoming at our April meeting.

Dave thanked everyone for their reports.

New Business

There was no new business to discuss.

Raffle tickets were drawn and the lucky winners were Gary Ludeke, Bruce Harrington and Dorothy Austin.

Dave Thiel, adjourned the meeting; then introduced our guest speaker, Bob Elliot.

Bob Elliot presented "The Last Great Race" as a slide show. Bob has participated and flown with the Iditarod Air Force for 16 years. The Iditarod Air Force is a huge contributing factor during the Iditarod Dog Race. Volunteers cover 1049 miles supporting the variety of needs of the people and dogs in the race. We learned the history of the Iditarod Dog Race dating back to the Gold Rush era in Anchorage.

The Iditarod Air Force operates with 29 pilots and their airplanes. They deliver a tremendous amount of supplies to the different checkpoints throughout the racecourse. The pilots move personnel such as, vets and communication people, dog handlers, photographers and judges. Of course, there are all types of weather encountered and long hours, but very gratifying to those who choose to participate.

We thank Bob for a most interesting and enjoyable presentation about the Iditarod Air Force!



WHERE WERE WE?

Jan. 2012 *OR Antiquer* pictures were all taken on previous OR Air Tours.

1. Hoopa, CA 2006
2. Alturas, CA 2002
3. Joseph 1998
4. Council, ID 2008
5. Joseph 2008
6. Baker City 2004
7. Chiloquin 2008
8. Westport, WA 2010
9. Seaside 2006

WHERE WERE WE?

This was taken setting up for final to one of our Air Tour stops. Where were we? Extra credit if you can remember the year?



(cont. from p. 4)

It turned out there were 23 planes on site and ready to go: three Piper PA-28s, two Cessna 172s, two Ercoupe/Aircoupe, two Taylorcraft BC-12s, two Aeronca Champions, and one each Cessna 180, Cessna 182, Pitts S-2, Interstate Cadet, Zlin Z.242, Luscombe Silvaire, Piper J-3, Grumman American AA-1, Aeronca Defender, Aeronca Sedan, Aviat Husky, and my Piper PA-16. I was sorry none of the other short wingers from the Columbia Chapter had been able to make it.

Hal then arranged the flight to take off depending on speeds with the faster planes taking off first. That put me in about the middle of the pack since I chose to fly with the 100 mph group. Takeoffs were scheduled to start at 10:30 with a minimum of 15 seconds between planes.

After the coffee, both Doug and I did our visit to the mens room and then wriggled into the Clipper and got the shoulder belts, headsets and GPS cords all straightened out. It was tight, but once settled in we were fairly comfortable. The Clipper was parked near the south end of the taxiway so after the startup we eased out on the packed gravel taxiway ramp so we could see the planes as they came by to the run up area at the south end of the field. Just after our startup, Shelley, the Hobby Field FBO, came on the radio and gave us the squawk code Eugene control had requested all on the flight who had xponders to use them.

The first plane to go was a PA-28 with a 220hp upgrade that had one of the news cameramen in the back seat. We counted the planes as they went by and finally eased

into line behind a square tailed 172. Neither of us was certain this was the correct spot since there had been some confusion in getting the planes aligned correctly before sending them down the taxiway, but it seemed about right.

The pilot of each plane was doing their run-up checks while in line on the taxiway so there was no delay at the run-up ramp and the planes proceeded to take off with each following the one in front of it at the proscribed 15 second interval. When the 172 in front of me started his roll, I counted a slow 15, saw he was committed, rolled out to the numbers, lined up and let the O-235 do its job. *(to be continued in the next edition)*

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2012 BIENNIAL AIR TOUR ITINERARY & REGISTRATION

This year's Air Tour begins on Friday, July 6 and goes to Wednesday, July 11th. The complete itinerary with motels and phone numbers is included on page 7. We have made a couple of changes, since publishing the planned route in the January *Antiquer*. We will begin in Roseburg so that we can take part in their Airport Day and Grafitti Days (7/6-7/7); then fly to Myrtle Creek for breakfast (15sm) and on to Brookings (80sm) for an overnight stop (7/8); east to Christmas Valley (127sm) for the night (7/9); and north to Hermiston (196sm) for the final dinner and overnight (7/10). The focus of this year's Air Tour is on supporting and promoting aviation at each of the airports. We'll be spending a lot of time talking airplanes with the locals and will publicize each stop in the community newspapers and on the radio.

You will notice on the enclosed Registration Form that this year's fee has been reduced to \$50 and that the Poker Run will again be offered at \$8 per hand. We hope you will decide to make this Air Tour your #1 priority for the summer's flying. Come and enjoy the camaraderie, adventures and new friends we meet along the way. Make your motel reservations ASAP, rooms will be released earlier than usual this year.

2012 Oregon Air Tour Itinerary– What we know at this Time!

(Keep this for future reference)

DATE	SITE	SITE CONT.	ACCOM. (# rms held)	ACTIVITIES
7/6-7/7 F&Sa	Roseburg – RON*	Dorothy Austin 541-679-7276	Windmill Inn Motel 541-673-0901 – \$82+tax for either king or 2 queens. Complimentary breakfast plus shuttle to & from airport. 20 rooms held until Camping on field , restrooms & water in FBO	-Kick-off dinner for Air Tour Fri - 5 PM -Aircraft static display - Sat 9-5 -Go to town & join in Graffiti Days activities -Shuttle will be running non-stop to and from airport to event areas
7/8 Su	Myrtle Creek Brookings -- RON	Brian & Kaaren McGlynn 541-726-4088	Wild Rivers Motor Lodge 541-469-5361 \$74 for any type of room. 20 rooms being held until 6/8/12	-Myrtle Creek Breakfast - \$5 – put on by Airport Support Group -Meet & greet locals, talk about planes & OACAC
7/9 M	Christmas Valley–RON	John Sedey 503-838-2699	Lakeside Terrace Motel 541-576-2510 or 541-420-0828 (cell) Rooms/houses held: 10 (8 ns) w/2 dbl beds \$53.50 1-2 bdr/1 bth, sleeps 6 \$125.00 1-2 bdr/2 bth, sleeps 4-5 \$110.00 (mobile) 1-2 story 4 bdr/2 bth, sleeps 10-12 \$225 for 10, \$275 for 12 Camping available in RV area with restrooms, showers, laundry \$12.50 for 2 people Christmas Valley Desert Inn Motel 541-576-2262 Holding 5 rooms until 6/1. 1-2 bed for \$50 4-1 bed for \$40	-Meet & greet locals, talk about planes & OACAC -Meals at Lakeside Terrace
7/10 Tu	Hermiston-- RON	Jon & Marilyn Husser 503-910-7238	-Oak Tree Inn 541-567-2330 \$82.83 for King or 2 queens; 5 rooms being held until 6/15 . No food service. Shuttle to & from airport when available. -Oxford Suites 888-545-7848 7 studio kings for \$109 & 7 Studio dbl queen for \$115 (complete hot breakfasts served for all residents plus manager’s social with munchies & a drink on Tues evening. 14 rms held until 6/10 -Camping under trees by FBO Restrooms & water available	-Lunch of cold cuts available at 12:30 pm in FBO -BBQ Dinner under the trees with local speaker -Breakfast on own
7/11 W	Depart for home or other adventures			

*Remain Over Night Make your own motel reservations ASAP and tell them you are with the OACAC Air Tour.

