

WINGS OF OREGON

OASM

Oregon Air and Space Museum

90377 Boeing Dr., Eugene, OR 97402

FALL 2012

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From the Prez:

Sheri and I just returned from vacation (first one in a few years) where we were lucky enough to see the B-1 Bomber fuselage that was headed to Seattle to the Boeing Museum of Flight. It was parked at a weigh station in Washington about 20 miles south of McChord AFB. They travel late at night, or should I say early in the morning hours when traffic is lighter.

I want to extend a big thank you to all that helped with Air Fair. It was a great success and brought in much needed funding for the museum. It was good to see many of you there. The variety of aircraft on display was very diverse as well as the number of Race cars and special interest vehicles. The crowd seemed to like the variety and quality of the show.

By the time you read this the F-86 will have been returned to Clackamas and the Oregon Military Museum. It's hard to believe that it was about 18 years ago that they called and offered it to us on a short-term loan until they could secure an indoor space to display their aircraft.



We had acquired their L-19 Bird Dog 2 years earlier even though we had to store it in one of **George Lamont's** hangars until we opened our first building in 1991. I personally transported the L-19 from Clackamas to Eugene. Sherman Brothers Trucking was good enough to bring the Sabre. **Wilbur Ikenburg** and his crew of retired Oregon Air Guard mechanics reassembled the F-86 once it got here. The L-19 went back about 10 years ago. Who knew that a short term loan would end up being 18 years?

Also by the time you read this newsletter our new Globe Swift should be at the Museum. It should be arriving around mid-September. I do not have a lot of information on it yet but we will have more info in the next newsletter. I will tell you that long time Museum member **Ed Neves** is responsible for helping us acquire this vintage aircraft (Ed is one of the original members who helped us get things going back in the 1980s. The donor is **Steve Jones**... a new members of OASM.



(Stock photo - our Swift is not quite this shiny...yet)

We have several new members/volunteers who joined us at Air Fair and to them I would like to say welcome. As I said in my last column things are changing at the museum and I sincerely hope that you will come out and be part of that change.

Bruce Lamont - President, OASM

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Curator's Corner:

A large display featuring U.S. Navy WWII aviation has been assembled, and is appropriately located with the Naval half of the Oregon Aces display. In addition to many framed pictures, one display case includes several 1/32 scale models of fighter aircraft built by member **Forrest Beattie**, and a wide variety of 1/700 scale ship models built by **Dave Galbraith**. Another case features models and dioramas built by **Steve Schneider**.

Vince Neuman and **Mel Marcum** did much of the work setting up the display, that also includes several large flying models hanging from brackets installed by Vince. The display is especially popular with Naval reunion groups, like the recent USS Bon Homme Richard veterans who visited us.

The restored and working 4360 engine display created by **Bob Post** has become a star attraction. Next to the engine itself is a story board showing a cutaway drawing of 4360 and the various aircraft that were powered by it. Perhaps in the future we can move the 1800 and 2800 engines next to it; thus we'd have a single, a double and a four row radial engine display in a row.

While looking through a large box of papers and magazines that founding member **Bob Furrer** had accumulated years ago, a promotional poster for the single-seat "Hobby Copter" we have on display was discovered, and is now displayed next to the helicopter itself. The poster touts the Hobby Copter as "The first helicopter designed to be built from a kit", and includes many penciled notes by the builder. It was designed to be powered by a Triumph motorcycle engine, which the builder used in construction of the chopper.

David Galbraith, Director and Curator



Publisher's note: The Museum's "Hobby Copter", while unique and strangely fascinating to observe, has a very brief operating history, according to our Board President, and was probably flown only twice. The original builder flew it once... with ZERO "time in type", and with near-tragic results. When the rotor blades came within inches of the man's house, a quick-thinking neighbor, at great risk to himself, dashed over and managed to manually guide the craft... which was hovering at an altitude of 36 inches AGL... away from the building and also shut off the engine. This resulted in what could only be described as a "hard landing"... as evidenced by the slightly bent port side skid member on the craft. The builder's spouse declared "Your chopper career is over! And if that thing is still here tomorrow afternoon, so is our (bleep) marriage."

After the Museum acquired it, a curious member expressed the insane notion that he might like to check it out. One of our founders... to remain nameless... said "Go ahead... take it home for a few days." The second flight reportedly took the craft to an altitude of 70' or 80' AGL and landed "successfully". When he returned it to the Museum he declared "I thought I was going to die! I thought the vibration was going to tear that thing to bits... with me on it! I was terrified!" There's not a single inch of safety wire anywhere on this rig.

Anyone with a casual knowledge of British vehicles... including motorcycles... knows that reliability was never a hallmark of the Brits. Why the Hobby Copter designer built this kit around a British motorcycle engine may be one of the great unsolved mysteries of aviation. This writer once owned an MGB roadster... it was a mid-life crisis thing. Shortly after experiencing British automotive reliability, I commissioned the design and printing of a bumper sticker which I affixed to the rear deck of the "B". It read "Every part that falls off this car is a product of Britain's finest engineering". One last note on helicopters in general... Another esteemed OASM director... who flew RF-8 Crusaders for the US Marine Corps in the 1960s has a theory that "helicopters don't actually fly at all" and will admit, when pressed to explain it... "The Earth just rejects them because they're so ugly".

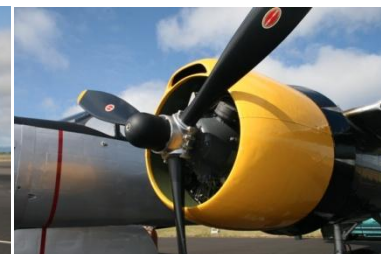
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Air Fair - 2012:

An outstanding event for us! We had wonderful participation from our neighbors at the airport including the Civil Air Patrol, LCC Aviation Academy, Industrial Finishes. We were also strongly supported by the Eugene Airport Administration and Atlantic Aviation. Of course the superstar participant was the United States Air Force, 138th Fighter Wing, 125th Fighter Squadron... the Tulsa Vipers who flew in with three F-16C Fighting Falcons. Two arrived Thursday afternoon and the third arrived Friday. **Matt Masterman**, an OASM volunteer and former USAF F-16 avionics technician and **Colonel Joe Abbott**, USAF (Ret.) "caught" the Falcons and performed the ground support functions necessary to secure the aircraft prior to shutdown. Joe was also the prime mover in getting the Air Force to commit the jets and crews to our event.



Other aircraft in attendance were also a big hit with the crowd of visitors. A Douglas A-26 Invader from The Classic Aircraft Aviation Museum in Hillsboro, OR piloted by **Scott Powell** also arrived Friday. The Invader saw service in WWII, Korea and in Vietnam. This light bomber, powered by two giant Pratt & Whitney 2800 radial engines performed a high speed low pass over the runway before landing and parking on the LCC ramp for the weekend.



Richard Slaney displayed his gorgeous Shorts Tucano T1 for the weekend. We also had a Fairchild 24, a Globe Swift, a beautiful **John Stahr**-painted Lancair, an over-the-top restored 1979 C-182, a C-180 Skywagon, **George and Bruce Lamont's** award-winning T-34 Mentor, a C-120 and other birds that were on display for all or part of the event.



A 1929 New Standard biplane, piloted by **Maj. Mike Carpentiero**, USAF (Ret.), provided visitors with a chance to ride "open-cockpit style" in groups of four. A US Coast Guard helicopter was scheduled to provide us with a search and rescue demonstration of Saturday, but it was socked in with fog at North Bend, OR.



Parked on the South Hanger aprons was more eye candy for our visitors. **Stu Barr's** Pilatus was pulled out of the hangar and opened up for visitors to inspect throughout. The CAP had their C-172 in front of their hangar as well.



The stars of the apron displays, however were the many classic, exotic and race cars brought in by various clubs. **Dan Mullin's** SCCA (Sports Car Club of America) put 5 wonderful race cars on display.



Exotic cars on display included **Bob Cochran's** SLS gull-wing Mercedes shown parked with the race cars. (**Stu Barr** displayed his SLS also... also red. I was told that there are only 3 of these in Oregon... and 2 of them were at Air Fair). **Kris Ferry** displayed his beautiful Maseratti and **David ("Doc") Nichols** displayed his Ferrari F430.



Stu Barr also rolled out his SLK, a beautifully restored MG TF-1500 and some military vehicles, much to the enjoyment of the crowd.



Other car clubs present were the British Motor Club of Oregon, The Emerald Empire Vintage Auto Club along with various individuals and members of OASM.



The Eugene R/C Aeronauts club was on hand with a great collection of aircraft ranging from warbirds to high-tech helicopters that are capable of flying inverted. Food service was provided by **the Winn family**. Press coverage included KEZI, KMTR and Eugene Magazine.



On Sunday, a special treat was provided by the US Navy. An EP-3 ARIES Orion patrol plane... painted with 1950s "retro" navy and white... performed "touch & gos" for about two hours on runway 16R. The aircraft is assigned to VQ-2 (squadron nickname "Batman") based at Whidbey Island WA.



Air Fair 2012 was made possible with the generous sponsorship of Guaranty Chevrolet in Junction City. **Shannon Nill** also provided us with 2 new RVs for use as lounges by our pilots and volunteers. Other critical support for the event came from Lane Aviation Academy who not only put some great aircraft on display, but cleared their 112,000 square foot flight ramp for us to use for our visiting aircraft. The Civil Air Patrol cadets... about a dozen of them, worked tirelessly for us for 2 days. They watched our perimeter security; they moved aircraft as needed and they walked down the ramp looking for FOD (Foreign Object Debris) that could harm jet engines if ingested. The CAP lifted a huge burden from us with these important contributions and we owe them special thanks.

Atlantic Aviation was helpful also. They fueled the jets and provided a GPU (Ground Power Unit) to start the Tucano and the A-26 on Sunday afternoon. As usual, OASM directors and volunteers worked long hours throughout the weekend keeping little glitches from becoming big problems. We all had sunburned faces and sore feet... but it was well worth it. Many thanks to all who helped and all who attended. We hope you enjoyed Air Fair 2012 as much as we did.



The OASM web site contains YouTube links containing the departure videos of the F-16s and the A-26. Check them out at OASM.info.



Civil Air Patrol Cadets - Newest OASM Members!

The OASM board unanimously approved the award of complimentary memberships to the CAP cadets in Eugene. Recently **Steve Roberts** notified **Roxanne Cole**, CAP Commander, that the cadets are welcome to visit us anytime by just showing their CAP member credential. They may also bring a friend to visit. We are excited to have this group of community-minded young adults associated with OASM. We also look forward to working with them on projects of mutual interest. Good neighbors support each other, CAP demonstrated this value "loud and clear" when they helped us at Air Fair 2012. We're fortunate to have them next door! Welcome aboard!

Fall Big Band Event:

Mark your calendars now! Blue Skies, our 20-piece orchestra, will play danceable tunes from 2PM till 4PM on Sunday, November 11, 2012. Admission is \$8/person. As usual, coffee, pop and cake will be provided with donation greatly appreciated. Souvenir photo prints are also available on the same basis. Please come join us. It's always a fun event.



DID YOU KNOW that your OASM membership credential is honored for free admission to the Pearson Air Museum (Vancouver, WA) and the Boeing Museum of Flight (Seattle, WA)?

OASM members win "Honor Flight" to D.C.

For the past several years a charitable organization has been operating nationally. "Honor Flight" was established to recognize those of the "Greatest Generation" and provide surviving WWII veterans with an expenses-paid trip to Washington D.C to visit the war memorials... including the WWI memorial. This October, two of our museum volunteers will be so honored.

Vince Neuman, an OASM director and volunteer, and **Gene Troyer**, another volunteer will fly from Portland to D.C. on October 12th for the visit. Vince served in the US Navy as an aviator. Gene Troyer was an aviation mechanic and flight engineer with the US Army Air Corps during the war.



Gene (L) and Vince (R)

Vince was working for AT&T when the war began. In October of 1942 he requested and was granted a leave of absence and joined the Navy. He spent 3 months at St. Olaf College in Northfield, MN... which had been taken over by the Navy... with ground school and physical training... the on to Minot, ND flying Piper Cubs and doing more physical training. From there Vince went to Iowa City where more ground school and physical training was obtained. He was then transferred to Ottumwa, IA for

training in the Boeing Stearman and from there to Pensacola, FL for advanced flight and instrument training.



Piper Cub



Boeing Stearman

Vince got his Navy wings on July 18, 1944, was married the following day and moved to Jacksonville, FL for SBD dive bomber training. From there he went to Glenview, IL for carrier landing training on the USS Wolverine on Lake Michigan.



SBD Dauntless Dive Bomber



North American SNJ Texan

Following his carrier landing training Vince got orders to Atlanta, GA for Instrument Flight Instructor school (IFIS) after which he returned to Pensacola (Whiting Field) where he spent the rest of the war as an instrument flight instructor. Vince accumulated 1,000 hours as an instructor in the North American SNJ advanced trainer. He was discharged from the Navy in 1946 and returned to AT&T.

Gene Troyer went a different path. In 1942, after graduating from high school, Gene enlisted in the Army Air Corps at Ft. Lewis, WA. He got orders to report to the Spartan School of Aeronautics in Tulsa, OK for training as an aircraft mechanic. From there Gene went to Oklahoma City for Flight Engineer School graduating in December of 1942. At one point he found himself to be the only aircraft mechanic and squadron line chief at Tinker AFB at the age of 19, and quickly promoted to Tech Sgt.. He was responsible for 53 aircraft and 35 Army airmen. During his 2 years at Tinker Gene worked in the Supply And Repair squadron (Air Service Command) supporting the B-29 program throughout the country making daily freight runs in the C-47 "Skytrain" to B-29 fields... many times landing at 6 or 7 different airfields in a single day. The Air Service Command had a shortage of pilots. Consequently flight engineers often performed their duties in the right seat. During the 2 years Gene was assigned to that unit, he logged 1200 hours of stick time in the C-47.



C-47 Skytrain



B-29 Superfortress



B-26 Marauder

Gene got orders to attend B-26 school in Baltimore, MD in late 1944, followed by orders to San Antonio, TX and San Marcus for further transfer to Chungking, China. That assignment was cancelled as the war was winding down. Gene then was assigned to the Army Airways Communication System Headquarters in Dallas, TX. He was discharged from the army in December, 1945.



DID YOU KNOW that your OASM membership gives you a 10% discount in our gift shop... and Museum library borrowing privileges? The library is filled with aviation-related books and VHS tapes.

New and renewing members:

Forrest Beattie (ren)	Charalyn Glade (N)	George Reddick (ren)
Arvon Force (N)	Larry Jensen (N)	Rick Thom (N)
B. William Henry (N)	Leighton Littlejohn (N)	Allen Jacobs (ren)
Michael Garner (N)	Coy Pfaff (N)	Steve Boulton (ren)
Rich Gilbert (ren)		



Projects in the Works:

• **Ordinary Heroes Documentary DVD**

No further progress to report. Our volunteer film-maker has had a busy summer visiting with new grandchildren and family around the country. If you have not yet seen the great YouTube trailer for this work in progress, please visit oasm.info and click on the "News" Itab.

• **Hangar lighting replacement...Once again...**

Qualified lighting contractors who might be interested in helping us upgrade the lighting in our 2 hangars are urged to contact **Bruce Lamont** at 541-465-8174, or emailing Steve at OASM@comcast.net.

• **Roofing repairs needed...**

Repairs attempted during the past 2 or 3 years have not been successful. We're going to have to seal the entire roof surface this summer and could really use some help with that.

• **MiG 17 restoration...**

This project is on hold. Lack of funding is just one issue... another is a lack of consensus on the OASM board regarding the wisdom of such a project. As it currently sits, the MiG has a great story to tell. Making a purely cosmetic repair would "gloss over" that story. Structurally, the aircraft is not repairable unless the rear 1/3 of the plane is completely replaced.

Speaking of the MiG... we recently found a YouTube clip of Bill Reesman, the air show pilot who donated the plane to us, being interviewed at an air show. The MiG in the clip is "our" plane... with the distinctive black and red paint scheme. The video was shot mere weeks before the fire incident which destroyed the tail of the plane. We will post that video on the OASM web site pronto.



Volunteer News:

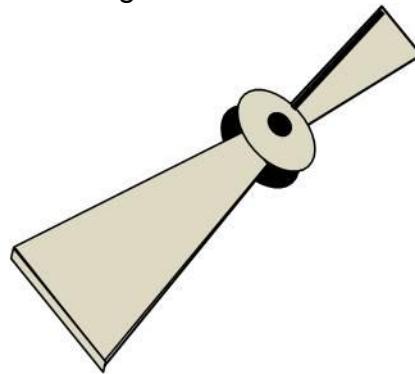
Newest recruits:

Charalyn Glade joined the docent crew during Air Fair. She is a former flight attendant with Military Airlift Command (Vietnam era) and has degrees in Tourism and recreation management.

The Europeans, particularly the French, set about to upstage the Wright's achievements. While the Euros "flailed about" creating one mediocre flying machine after another, Orville and Wilbur quietly planned their entry into the "commercial aircraft" business. They knew that the airplane had the potential to aid military operations. They knew that what they had created on their drawing boards (and in their wind tunnel!) was solid science and cutting edge technology. In 1908 they made their move. The Wrights packed up the flyer and traveled to Paris for a "competitive commercial demonstration". French aircraft builders demonstrated their finest flying machines. They were slow, tentative and their maneuvers were completely lacking in crispness and authority.



The Wrights' turn came and their flight demonstration earned them enthusiastic applause from all spectators... including their French competitors. The Wright Flyer flew faster, with crisp, well-controlled banks and turns... with steep climbs and tight, precise maneuvers. They had superior power on demand... yet their power plants were no more stout than the others being demonstrated. The Wright brothers had not merely created a flying machine... they had invented "aviation" and the keen science of airfoil propulsion. The "jewel" of the Wright's genius invention was the modern propeller. These "bicycle builders" learned early on that the tilted blade, like that on a ceiling fan, will move air, but it is very inefficient at producing thrust.

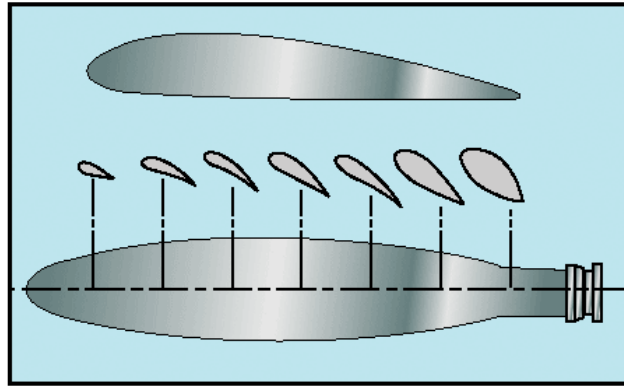


With their early wind tunnel tests they proved that the most efficient prop is one designed as a rotating airfoil. Indeed the Wright's prop design in 1908 achieved efficiency in the vicinity of 70%. By comparison, the most efficient props in use today achieve about 85%.



As the prop spins the air moving over it varies in speed from the center of the prop to the outer tips. Prop design must account for this speed variance. Producing "lift" at slow speeds requires steeper

"angle of attack" than at high speeds. Thus, the prop blade is "twisted" along its length. At the tip of the blade, the pitch is nearly flat.



We owe these early twentieth century "bicycle builders" a substantial ration of respect and gratitude for their persistence and creativity. They didn't just make a historic flight, they made flight possible.

The wild, whacky and wonderful world of Aviation... Name that craft.



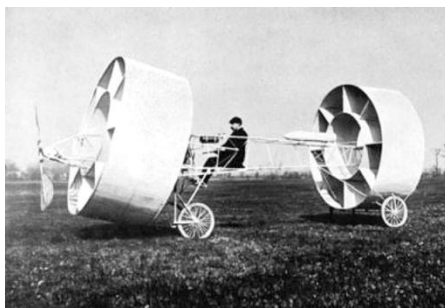
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B



C



D



E

Answers on last page

OASM admission rates for non-members:	
Adults (18-61yrs)	\$7
Senior (62yrs+)	\$6
Kids (6-17yrs)	\$3
Kids (under 6yrs)	free

OASM tour rates (10 or more - scheduled in advance)	
Adults	\$6
Seniors (62yrs+)	\$5
Student	\$3
Adults (on student tours)	\$4

Museum hours - Summer (April thru October)
 Wednesday thru Sunday - Noon till 4:00pm
 Closed on some major holidays, so call ahead. **Closed Sundays (November thru March)**

Most Memberships expiring 12/31/12!
 Renewal notices will be mailed out on December 1st. Expired memberships will be kept on the roster for a maximum of 90 days thereafter (till March 31st). After that date the roster will be purged of expired memberships.
 Renewal and new members application forms below. Museum members receive a 10% discount in our gift shop!

Please use the form below to renew your membership.
 You can mail your renewal to the Museum with your personal check (no cash, please) or bring it in during regular hours and pay by check, cash or credit card (M/C, Visa, Discover).
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OASM Membership Renewal

Today's Date: _____	Type of Renewal	<input type="checkbox"/> \$60 Sustaining <input type="checkbox"/> \$45 Family <input type="checkbox"/> \$35 Individual <input type="checkbox"/> \$35 Senior Family (2 individuals over 60)
Name: _____		
Address: _____ _____	Type of Payment	<input type="checkbox"/> Cash <input type="checkbox"/> Check# _____ <input type="checkbox"/> Credit Card
Phone#: _____		
E-mail address: _____ (necessary to receive our quarterly newsletter)		Today's Date: _____

(If Family membership renewal, please list first names of all family members)
 _____; _____; _____

(use back of form if more space is required)

Consider an OASM membership as a gift for your aviation-loving family members and friends!

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**YOU ARE CORDIALLY INVITED TO JOIN WITH OTHER MEMBERS OF THE
OREGON AIR & SPACE MUSEUM**

The Oregon Air & Space Museum opened in August of 1991. It is dedicated to the acquisition and display of various aircraft and artifacts depicting the history of aviation and space technology for the education of all who visit.

MEMBERSHIPS: Several categories of memberships allow families and individuals to play a key role in preserving our aviation heritage. In addition, members receive the Museum's newsletter "Wings of Oregon", free admission to the museum, invitations to special events, and access to the museum library and videotape collection. The member(s) also receive free admission to Pearson Airpark Museum, in Vancouver, WA, and The Museum of Flight in Seattle, WA.

The Oregon Air & Space Museum is a non-profit, tax-exempt corporation. All memberships and contributions are tax deductible to the extent allowed by law.

Please print legibly

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ E-MAIL _____

MONTH OF BIRTH _____

- Current annual membership dues are:
- \$60 Sustaining
 - \$45 Family
 - \$35 Individual
 - \$35 Seniors Family (2 individuals over 60)

PLEASE INDICATE IF YOU ARE AVAILABLE TO VOLUNTEER AT THE MUSEUM ON WEEKENDS: Yes _____ No _____ WEEKDAYS: Yes _____ No _____

Referred by: _____

For more information call the museum at 461-1101. We welcome your participation.

Mail to: OREGON AIR & SPACE MUSEUM
90377 Boeing Drive
Eugene, OR 97402

Today's Date _____

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"Name that Craft"

- A - VC-1 Volocopter
- B - Wolke-7
- C - SB-380 "Smart-bus" - Consortium product from Airbus and Smart Car
- D - Givaud - Yes... it's a real aircraft... sort of
- E - Ding Shilu - Chinese homebuilt... using recycled stuff - cost about \$395 + funeral expenses