



Oregon Aviation Historical Society

Newsletter

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Oregon Aviation Hall of Fame Inducts Marion Carl

The late Major General Marion E. Carl, USMC (Ret.) became a member of the Oregon Aviation Hall of Fame on June 12 at a special induction ceremony in Roseburg. Mrs. Edna Carl was a special guest.

General Carl was born in Hubbard, Oregon on November 1, 1915 and graduated from Oregon State College in 1938 with a B.S. in Mechanical Engineering, Aero Option. He received his Naval Aviation Wings and was commissioned a 2nd Lt. December 1, 1939. He saw combat duty during World War II, Vietnam, post war Korea, and made photo-recon flights over Red China in 1955. He commanded two fighter squadrons, a photo-recon squadron, an aircraft group, a wing and a brigade.

On August 26, 1942 Marion became the first Marine Corps Fighter ace and earned two Navy Crosses. He participated in the battles of Midway and Guadalcanal. In 1946 he was the first Marine to be designated a helicopter pilot and the first Marine to take a jet aboard an aircraft carrier. He led the first jet aerobatic team in the U.S. in 1948.

General Carl spent five and one-half years as a test pilot, four of which was chief test pilot for all carrier type aircraft. He was the first military pilot to wear a full pressure suit and set a world altitude record of 83,235 ft. in a Douglas Sky-

rocket on August 21, 1953. He flew 260 different types and models of aircraft and 30 different experimental aircraft.



Major General Marion E. Carl, USMC (Ret.)

General Carl retired June 1, 1973 with 14,000 hours of flight time. He was credited with 18 1/2 enemy aircraft destroyed and was awarded two Navy Crosses, five DFC, four Legion of Merit, 14 Air Medals, and the Octave Chanute Award for notable contributions to the aeronautical sciences. He was the first living Marine to be enshrined in the Naval Aviation Hall of Honor in 1985, and the first Marine to be enshrined in the Navy Carrier Aviation Test Pilots Hall of Honor on October 10, 1987.

General Carl lived with his wife Edna in Roseburg for many years where he was honored with a special dedication of the Roseburg Airport. Following his death protecting his wife and home from an intruder, The Marion Carl Education Center

was established and over 6000 students have received direct instruction by many well known speakers.



Cottage Grove, OR, 1989



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Newsletter Editor:
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<http://oregonaviation.org>

Random Flight

by Roger Starr

In reading the president's column from a "back east" aviation museum newsletter, I thought he was plagiarizing my comments from December's Random Flight. He addressed the same issues for organizations such as ours of financial support and volunteer contributions. I was alarmed, however, to read that this very worthwhile museum was apparently having some major difficulty in attracting volunteer support. To the extent that the writer asked for suggestions from the members for enhancing their volunteer recruitment. Is OAHS immune to this concern? Certainly not! As mentioned in that president's message, volunteers are a pillar of strength for all non-profit organizations. Your Society is most fortunate to be able to draw strength from our "pillars". Could we use more help? Certainly. An army may move on its stomach and the Society can only achieve what volunteers allow.



I am very pleased to welcome a new board member. Bill Austin of Roseburg is the immediate past president of the Oregon Antique & Classic Aircraft Club, rancher and active Oregon Farm Bureau member. He and his wife Dorothy enjoy flying a very nice Luscombe. Both are avid photographers. The Antique Club has been the beneficiary of their fine photographic skills in documenting several of the recent Oregon Air Tours. Bill has just completed a nearly two-year project of scanning a collection of approximately 2,500 slide pictures for the Society to CD media. His many hours of dedicated work means that future generations will be able to enjoy some rare pictures of early aviation in Oregon. Bill's efforts came just in time for some of the slides, as they were beginning to show signs of deterioration. Thanks, and welcome, Bill.

Join the OAHS!

If you're not yet 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 _____

Current/Former Occupation _____

I am Interested in Volunteering _____

Skills and Interests _____

Annual Meeting Report

by Roger Starr

A good crowd was on hand for our 2004 annual meeting, April 24 at the History Center in Cottage Grove. Members of the Oregon Antique & Classic Aircraft Club joined Society members for a no-host luncheon prior to the meeting and program. President Roger Starr recapped the activities of the past year, highlighting the ongoing projects of cataloging our archives and restoration of both the Hester/Rankin Great Lakes and Stinson airplanes.

We were very fortunate to have Scott Douglas of Ashland as our program speaker. In addition to being an avid collector of pre-WWII air race memorabilia, Scot is the owner of Douglas Air Services, offering primary, instrument and multi-engine flight training in the Medford/Ashland area. He is also a pilot for Mercy Flight in Medford.

His program was titled “The Spokane Air Circus of 1925”. The central figure, and winner of the Spokane Chronicle trophy was Lt. Schuyler D. Priestly of Portland. Scot related the very interesting tale of how, after being delayed from Saturday to Sunday, a local minister tries to scuttle the races since they were to be held on the Sabbath. But, go on they did. Lt. Schuyler won the DeHaviland speed dash but lost his life in the crash of a Curtiss Jenny during a balloon-breaking event that same day.



Scott Douglas, owner of Douglas Air Services

Airway Beacon Tower

editorial

The 1920's airway beacon tower, removed from Creswell Butte in 1989 and placed in storage is well on the way to becoming a visual recognition point for those driving by the History Center. A dedicated group of volunteers has sand blasted, primed and painted the tower returning it to its original colors. Now, the base section has been placed in concrete pillars at the northwest corner of the building. Awaiting a compliant wind shear and earthquake engineering study and Lane County approval, placement of the two remaining sections and beacon will bring it to over 40 feet in height!



OAHS presents...

OAHS president Roger Starr was honored to present a program for the combined Mt. Hood Chapter 902, EAA and Mulino OPA chapter Christmas dinner. The event was held December 17, 2003 at the Museum of the Oregon Territory in Oregon City. Since many in attendance are involved in the homebuilt aircraft movement, it was very fitting that the program included the showing of the Society's documentary video of the early homebuilding activities at Beaverton's Bernard Field prior to and just after WWII.

BT-13 Wreckage Recovered from WWII Crash Site

by Ron Bartley

On July 7, 1944, Paula Loop, a Women Airforce Service Pilot (WASP), was ferrying a Vultee BT-13 to Seattle. She landed at the Medford Army Air Field for fuel. A short time later she departed northbound.

Later that afternoon, Lowell Ash, a U.S. Forest Service employee, noticed a fire in the Richter Mountain area, and promptly headed for the area with a small crew. He discovered Paula Loop's burning aircraft with the pilot deceased.

The aircraft had hit several tall trees and a wing had been sheared off, still containing fuel. Army Air Force personnel investigated, but were not able to determine the cause of the crash, but suspected down-slope winds as a possible factor.

The WASP, and the Paula Loop crash are significant examples of Oregon aviation history. The OAHS therefore obtained a permit from the U.S. Forest Service to recover the two remaining pieces of the aircraft, engine and a tubular section of the fuselage. All the rest has disappeared from the 59 year old crash.

Late in 2003, several interested individuals "volunteered" to help with the recovery project. A sled was built to help move the two pieces up a hill, through the brush, and around several trees. A variety of ropes, chains, pulleys and cable come-alongs were available. Finally a winch was used to drag the wreckage up a steep road bank.

The engine and fuselage are currently stored at the History Center. When time and funds are available, we plan to create an informational display that will honor Paula Loop and the contributions made by the members of the WASP.

Paula Loop was born in the family farm home near Manchester, Grant County, Oklahoma in 1916. The eldest of four children, she attended a rural one-room grade school and later graduated from the Oklahoma Women's College in Chickasha, Oklahoma. She was an accomplished musician and taught several subjects in the Arnett Public Schools.

In 1939, she worked as a secretary in Ponca City, Oklahoma. Paula took flying lessons there and soloed on September 2, 1940. By 1942 she was a Link Trainer instructor for British Cadets. She enrolled in the WASP program in December, 1942 and received her silver wings at Avenger Field, Texas, on May 28, 1943. During April and May of 1944 she attended the WASP training course at Orlando, Florida, and was then transferred to the 3rd Ferry Group in Kansas.

Paula Loop had approximately 1,000 hours of solo time and had flown in every state and parts of Canada. She was 27 years old when she died. WASP Jerry Hardman escorted her body to her home in Oklahoma where she was buried. Her silver wings were embedded in her granite tombstone with the words, "Into The Mosaic Of Victory, This Priceless Piece Was Set".

The WASP organization was founded in 1942 to perform non-combat duties that were being held by men who could then be released for overseas assignment. The WASP performed flight duties such as target towing, ferrying and flight testing. They flew all types of aircraft in the military inventory. To become a WASP, the women needed to hold a private pilot's license, and pass rigorous ground and flight training. More than 1,000 WASP earned their wings. Thirty-eight lost their lives while performing flight duties. The organization was disbanded in December, 1944. Unfortunately, when the women returned to civilian life they received no military status or compensatory benefits.

New Website for OAHS

editorial

With the assistance of a Lane County Tourism grant, an attractive and informative website has been developed by OAHS. Events, acquisitions and current collections information will be updated periodically to add to news about our organization. Check out this address: <http://www.oregonaviation.org> It's great!

Betty Hedberg

by Roger Starr

With great sadness and fond memories, I must report the passing of Betty Hedberg of Portland. Betty suffered a massive stroke on May 23 at her home. Services were held at her church, St. Stephen's Parish, Episcopal Diocese, on June 6th. Betty's husband, Elwood was the long-term secretary for your society until he succumbed to cancer five years ago. Betty carried on the family's tradition of generous support to OAHS. We will miss her broad smile and positive words. The Society offers its sincere sympathy to the family.



Photo courtesy of Hedberg Family

Wright Field Dedication

by Roger Starr

December 17 was celebrated in Cottage Grove in a unique manner from other events marking the 100th anniversary of man's powered flight. That day was chosen to officially dedicate the Cottage Grove Airport in honor of Jim Wright. Jim died this past August while returning in his replica H-1 Hughes Racer from the EAA AirVenture event at Oshkosh, WI. Jim and his wife Betty have been ardent supporters of the Society for many years. At the urging of the Oregon Aviation Historical Society and the City of Cottage Grove, the Oregon State Board of Aviation voted to honor Jim's memory at their September 2003 meeting. OAHS Vice President Wil Heath and member Orley Kingzett, both of Cottage Grove,

presented remarks at that meeting. Two signs have been placed on the airport, one is adjacent to the History Center on a plot recently leased by OAHS for a memorial park.



Great Lakes Update

by Ron Bartley

The Great Lakes project is advancing on three "fronts". Mike Brown of Rogue River has built a new landing gear that will be heat treated in Portland. He has also mounted the original style wheels, tires and tubes. He is currently making the elevator control mechanism, which also provides trim in flight. In addition, he has made the aileron actuator.

Some work continues at the History Center on the fuselage turtledeck. It is ready for the firewall along with the installation of tabs to attach wood stringers prior to covering. Tim Talen is in charge of these projects and only needs volunteers for Saturday work parties. Contact him if you wish to help.

I have completed construction of the four wing panels and they have been transferred to the Ragwood Refactory where a dedicated group of volunteers have been covering them. Both lower panels are through silver and are currently stored at the Center.

Finally, we do still need a ground-adjustable propeller and a 10-spline hub. Oh yes, donations of money will certainly be accepted.



The Society is in need of these items.

Small Milling Machine
Metal Brake/Shear
Die Grinder
English Wheel
Variable-speed Band Saw
Solvent Spray Gun
6' Rollaway Toolbox
Drop Work Lights
Shop Cabinets
Metal Shelving
Mannequins
CD Player
Digital Camera
DVD Player
InFocus-type Projector

*Please remember OAHS if you have a surplus
of any item on the list.*

Quote:

E..E. Moulton, Supervising Inspector of the Aeronautics Branch, US Dept. of Commerce reports that “Oregon, under it's aircraft statutes, licenses planes and pilots regardless of their Federal standing. Should this policy be continued, the state would eventually become the dumping ground for all unlicensed planes and fliers”.

Aero Digest - December, 1929

**Oregon Aviation Historical Society
PO Box 553
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