



OREGON
DEPARTMENT OF
AVIATION

Flightlines

Airport Funding Made Easier with Changes to Financial Aid to Municipalities (FAM) Grant Program

Oregon Department of Aviation's FAM (Financial Aid to Municipalities) Grant Program is, without doubt, one of the agency's best long-term success stories.

This financial assistance program for airports has grown exponentially from its origins in 1957, when it began as a mere seal coating program funded at less than \$25,000 a year. The program continued through the years, as funds were available. Then, in the 1997-1999 biennium, the FAM Grant Program received what was at that time an unprecedented allocation of \$100,000 for two years. It also became an ODA priority. The program continued to grow in the years that followed.

The 2003 Oregon Legislature approved an allocation of \$650,000 over two years for the FAM Grant Program in ODA's 2003-2005 biennial budget. This was more than double the \$300,000 2001-2003 allocation.

Increased funding in this proportion immediately set wheels in motion for the State Aviation Board to review old program parameters and create formal policies for the FAM Grant Program in the form of Oregon Administrative Rules.

The good news for Oregon public use airport sponsors is that the newly adopted Administrative Rules actually make FAM Grant Program funds easier to access - not more difficult.

OAR 738-125 embodies the law newly adopted by the State Aviation Board at their regularly scheduled meeting on May 19, 2004, at Gleneden Beach.

Among the changes garnering the most excitement from Oregon communities are the broadening of permissible uses for the funds, the increase in the maximum grant amount from \$10,000 to \$25,000, and key changes to the local match requirements that will enable more communities to participate. The match is now directly linked to the designated airport category, with

Category I airports (commercial service airports such as Portland International) providing a 50 percent match, while Category 5 airports (low activity airports like Monument) will provide 5 percent.

Public use airport sponsors are eligible to apply for FAM Grant funding from Department of Aviation. This year's application deadline is 5 p.m. on July 12, 2004.

Teddie Baker, ODA Aviation Programs Specialist, manages the FAM Grant Program. Contact her with questions, by telephone at 800.874.0102 ext. 234 or at teddie.a.baker@state.or.us. ■

Exciting Book Project Focuses on Northwest Women in Aviation

Anthony Culanag, a Northwest photographer from Tacoma, is working on a photo essay book project that highlights women in aviation. The book is entitled *An Aviation Life, Pacific Northwest Women in Aviation*.

With the project now nearly three years underway, Anthony continues to seek women in aviation from Washington, Oregon, Idaho, Alaska and British Columbia - from pilots to business owners to administrators. A diverse company of women will ultimately be selected to appear in the book. Since women have traditionally represented only a small percentage of those in the field of aviation, this book will focus on how significant their role has truly been. In addition to the photo essay piece of the project, Culanag will prepare a DVD compilation of videotaped interviews with the selected women.

Interested? Contact Anthony Culanag, whether you would like to personally be screened for a photo essay layout or whether you'd like to suggest someone you know who would be perfect for the project. Anthony may be reached by telephone at 253.431.5443 or by e-mail at aculanag@usa.net. ■

Flightlines is an official publication of the Oregon Department of Aviation. The intent of *Flightlines* is to keep the aviation community and others informed of developments in aviation, as well as aviation events across Oregon. Circulation is 7,000 copies.

Oregon Department of Aviation was founded in 1921 as the first government aviation agency in the United States. The Department is dedicated to developing and improving Oregon's aviation system. ODA's goals include:

- developing aviation as an integral part of Oregon's transportation network,
- creating and implementing strategies to protect and improve Oregon's aviation system,
- encouraging aviation-related economic development,
- supporting aviation safety and education, and
- increasing commercial air service and general aviation in Oregon.

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Oregon Department of Aviation
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The State Aviation Board consists of seven members appointed by the Governor and confirmed by the Oregon Senate. The Board provides policy direction to the Director and the Department.

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Comments and suggestions about *Flightlines* are welcome. Printing of articles submitted independently is subject to available space and editorial review. All comments or submissions should be directed to:

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Capital Improvements Underway through GA Entitlement Program

In 2001, Department of Aviation (ODA) launched a brand new service as a state agency – assisting the FAA in locally administering federal Non-Primary General Aviation Entitlement Grants (known as the GA Entitlement Program). This successful partnership has now reached its fourth year and has proven to be a great benefit to Oregon public-use airports.

The Spring 2004 edition of this newsletter gave front-page coverage to the “Vision 100” - which is the FY 2005 version of the FAA's GA Entitlement Program. The best news is that a total of \$2,230,346 in federal funding has been issued to ODA for capital improvements at 15 Oregon airports.

Airports participating in the Vision 100 are:

- Albany Municipal Airport
- Baker City Airport
- Burns Municipal Airport
- Chiloquin State Airport
- Christmas Valley Airport
- Columbia Gorge Regional Airport
- Hobby Field – Creswell Airport
- Hermiston Municipal Airport
- Independence State Airport
- Grant County Airport
- LaGrande Airport
- Madras City-County Airport
- McDermitt State Airport
- Prineville Airport
- Salem Municipal Airport

Improvements planned for these airports include such pavement maintenance activities as crack sealing, asphalt concrete patching, fog sealing, slurry sealing, and pavement marking; fencing projects for airport security and game deterrence;

installation of navigational aids; and construction of taxiways, taxilanes and helipads.

The new “Vision 100” program decreases local sponsor match to only 5 percent from the previous 10 percent requirement. When local match is added to the initial federal program allocation, this makes Vision 100 a \$2,347,733 value for Oregon's public use airport system.

Included in Oregon's 2005 FAA grant is the sum of \$100,935, specifically dedicated to serving as the required local match for nine Oregon NPIAS airports participating in ODA's 2004 Pavement Maintenance Program (PMP). To learn more about the PMP program, visit the financial assistance page on the ODA web site at www.aviation.state.or.us/departments/assistance.shtml.

The ability of general aviation airports to use Vision 100 grant funding as their local match for the PMP program successfully leverages more than \$1 million in pavement maintenance work across Oregon. ■

FOR MORE INFORMATION . . .

... regarding any of the federal financial assistance programs available to public use airports sponsors through Oregon Department of Aviation, contact Teddie Baker, Aviation Program Specialist, at 800-874-0102 ext. 234, or Teddie.A.Baker@state.or.us.

Thorough descriptions of airport assistance programs available through the Department are also available 24 hours a day on our agency web site at: www.aviation.state.or.us/departments/assistance.shtml. They include:

- “Vision 100” GA Entitlement Program;
- FAM (Financial Aid to Municipalities) Grant Program; and
- The two-part Pavement Evaluation Program (PEP) and Pavement Maintenance Program (PMP). ■

Oregon Aviation Education Initiative



by
Harvey Birdseye
Lane Community
College Flight
Technology
Department Chair

Nearly three years ago a small group of educators approached the Department of Aviation with the idea of collaborating to develop a comprehensive aviation education program in Oregon. ODA responded by hosting several exploratory dialogue sessions attended by representatives from both private and public higher education interests. After an initial flurry of activities, the project went strangely quiet. Folks who have been involved in this type of enterprise before know that, on occasion, creativity can move into a chrysalis phase. This chrysalis has recently matured, and a butterfly called the Oregon Aviation Education Initiative has emerged healthy and vibrant - a unique and creative composite structure. The initial partners include the University of Oregon, Lane Community College and Oregon State University.

Dr. Robert Mauro, a psychology researcher at the U of O, has developed a new Human Factors course that examines the psychological impacts of flight on the human brain. Dr. Mauro's research directly supports aviation safety projects managed by NASA. LCC's Flight Technology Department contributes practical elements and aviation labs for the Human Factors course. OSU College of Liberal Arts has announced a new degree called Aerospace Leadership Concentration, designed to meet the rapidly changing needs of the airline industry. This new degree is structured to be a Major; however, it encourages a Second Degree option from the OSU School of Education. For OSU graduates, the Second Degree can be completed within 32 credit hours. The initial reaction from the airline industry has been extremely positive. This innovative double degree promises to be a hot item with employers.

The new Aerospace Leadership degree is a highly collaborative program composed of University of Oregon's Human Factors studies, along with lower division general education and aviation science courses transferred from Lane Community College, and finished by the prescribed Oregon State University upper division courses. ODA's partnership role will be to facilitate linkages for both Aviation Education Initiative institution partners and student participants to major airlines, airframe manufacturers and avionics equipment manufacturers - as well to other critical state and federal partner agencies.

Lane CC offers an alternative version of the transfer degree, an AAOT with an aviation emphasis. Transfer students can pursue university degrees in many traditional fields and add an aviation component. The combined program significantly enhances opportunities for jobs in the airline industry. Many education courses offered by Oregon community colleges will be considered for acceptance by OSU to count toward the Second Degree in education. Fundamental to the core design of the aviation education plan design at Lane is the 2+2+2 concept. The plan calls for a dynamic high school program for juniors and seniors followed by direct entry into the two-year program at a participating community college. Students can opt for an additional two years at a university. The community college and university elements are now well developed and functional. The next major task is to develop a highly efficient working partnership with the high schools. As an initial effort to integrate high schools, Lane is hosting a two week aviation summer camp in August of 2004. Participants will receive 8 hours logged dual instruction, ground training and engage in a series of "mini-internships" to provide exploratory opportunities in several aviation related career fields.

At the state level, the next development phase is to network aviation oriented training programs with community colleges in the state system. Aviation is a vast industry and the growth forecast is very optimistic. Thousands of pilots, technicians, air traffic controllers and aviation leaders will need to be trained in order to adequately fill industry needs for the future. As usual, Oregon is already thinking ahead! ■

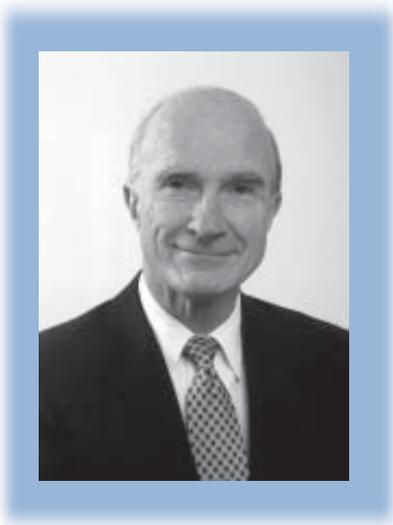
State Aviation Board Member Appointed to State Legislature

Multnomah County commissioners have appointed a member of the State Aviation Board and two-time candidate for state attorney general to fill a vacant seat in the Oregon House.

R.P. "Joe" Smith, a Portland lawyer who was appointed to the State Aviation Board in early 2002, replaces Deborah Kafoury, who resigned her District 43 seat on February 27th after moving out of the district. He was sworn in on the afternoon of Thursday, April 1st in the House chamber at the State Capitol in Salem. Kafoury, House Democratic leader from the fall of 2001 to the fall of 2003, had already announced that she would not seek re-election to a fourth term in the legislature. Oregon state law requires that appointees to vacated legislative seats must be of the same political party as those they are replacing. Smith is not a candidate in the May 18 Democratic primary.

Smith has been involved in Oregon politics for more than a quarter century. He helped organize Bob Straub's winning campaign for governor in 1974 and was chairman of the Democratic Party of Oregon between July 1980 and January 1982. He has served as Administrative Assistant to a former U.S. Congressman, Executive Assistant to a previous Speaker of House in Oregon's legislature, and Executive Director of Pacific Northwest Regional Commission. He was elected as District Attorney for Umatilla County.

Smith's appointment to the Oregon House resulted in his resignation from the State Aviation Board. During his tenure on the Board, Smith was central to efforts that successfully resulted in adoption of new Oregon Administrative Rules overseeing activities at state-owned airports, including Rates and Charges (OAR 738-010), Leasing for Aeronautical Activity (OAR 738-015) and Operating Minimum Standards (OAR 738-035). His term on the State Aviation Board was due to expire June 30, 2004. ■



Portland Selected as Site for AAAE Airport Security Training

The American Association of Airport Executives (AAAE) has selected Portland, Oregon, to be one of five U.S. cities to host its sixth "Aviation Security for Law Enforcement Officers" training course.

The training will take place at the Lloyd Center DoubleTree on August 23-25th. AAAE encourages LEOs to take this important course in order to better prepare themselves to serve their local airport in this time of unprecedented security requirements and concerns. For your convenience, a copy of the training brochure has been posted to the Department of Aviation web site. Visit us at www.aviation.state.or.us and click on "What's New" (on the left).

For more information about this training, contact Greg Mamary, Manager of Business Development at AAAE, by calling 703.824.0504, ext 176, or by e-mail at greg.mamary@airportnet.org.

For registration information, contact Kate Hood at AAAE, (703) 824-0504, ext 185, or e-mail Kate at kate.hood@airportnet.org. ■

CALENDAR SUBMISSION DEADLINES

If your group is sponsoring an aviation-related event between October 1st and December 31st, 2004, we encourage you to submit that information (in format similar in length and content to that found on this page) NO LATER THAN NOVEMBER 1st for publication in our Fall 2004 newsletter. Send to Carolyn Bolton, *Flightlines* Editor, 3040 25th Street SE, Salem, OR 97302-1125, by fax to Carolyn's attention at 503.373.1688, or by e-mail to Carolyn.R.Bolton@state.or.us.

Be sure to also visit the Department of Aviation web page at www.aviation.state.or.us/GAcalendars.shtml for active links to current calendar information for a variety of flying groups. ■

Calendar of Regional Aviation Events

JULY

- 3 Lebanon OPA Annual Fly-In Breakfast**, Lebanon State Airport, Lebanon, OR. Opens at 6:30 a.m. Great food and special events. Info: John McKinney @ 541.259.1085 or Ben Masengil @ 541.367.4565.
- 4 Tacoma Freedom Fair Air Show**, Tacoma, WA. Info: www.freedomfair.com/events/eventsairshow.html, 253.756.9808, or staff @FreedomFair.com.
- 4 Pearson Air Museum 4th of July Fly-In**, featuring the Cascade Warbirds, Pearson Air Museum, Vancouver, WA. Info: 360.694.7026 or pearson@pacifier.com.
- 7-11 Arlington 2004: 35th Annual Northwest EAA Fly-In and Sports Aviation Convention**, with Warbirds, classics, homebuilts, antiques, ultralights, balloons, aerobatics, workshops, forums and more! Arlington, WA. Info: Barbara Tolbert @ 360.435.5857, flyin@nweaa.org, or on the web at www.nweaa.org.
- 17 Celebration of Flight - Union County Fly-In**, La Grande, OR. Pancake breakfast at 6 a.m., FAA Safety Seminar & PACE Program, events all day. Contact: Katie Bliss @ 541.963.2070 or jbliss@uwtc.net, or visit www.Union-County.org on the web.
- 17-18 15th Annual Prospect Fly-In**, hosted by Jackson County Search & Rescue, Prospect State Airport, Prospect, OR. BBQ dinner Sat. evening, 9 a.m breakfast Sun. Raffles, games, music, prizes, camping on field. Info: 541.560.3647 or jodistocky@grtech.com.
- 17-18 Blueberry Pancakes Mulino Style**, Mulino Airport. An annual summer treat with fabulous food, great service and a whole weekend to catch up with friends. Info: Scott @ 503.657.0043.
- 18-24 Oregon Antique and Classic Aircraft Club Air Tour**, Jim Wright Field (Cottage Grove State Airport), Cottage Grove, OR. Info: Tom Bedell @ 541.929.5598 or tbedell@peak.org.
- 23-25 2004 Tri-City Columbia Airshow**, in conjunction with the Tri-City Water Follies, Richland-Pasco-Kennewick, WA. Info: Malin Bergstrom @ 509.547.6271 or www.waterfollies.com.
- 27 52nd Annual EAA AirVenture - "Launching the Next Century of Flight"** (runs July 27th to August 2nd), Wittman Regional Airport, Oshkosh, WI. More than 10,000 airplanes and 750,000 attendees. Info: 800.564.6322 or www.airventure.org.
- 31 7th Annual "Wings and Wheels" Pancake Breakfast and Fly-In**, Sunriver Airport, 8 a.m. to noon. Breakfast by Boys & Girls Club of LaPine. Info: 541.593.4603.

AUGUST

- 1-3 Air Show at SEAFAIR**, SW Lake Washington near Genesee Park, Seattle, WA. This event has been named one of the top three air shows in the U.S. (with Kodak BalloonFest in Albuquerque and the EAA Air Venture in Oshkosh). Info: 206.728.0123, info@SEAFAIR.com or www.seafair.com.
- 5-7 Jim Wright Memorial Stearman Fly-In**, Jim Wright Field (Cottage Grove State Airport), Cottage Grove, OR. Info: Larry Tobin @ 253.735.9060.
- 7 Aurora Airport Airfaire**, Aurora, OR. Enjoy air show performers, aircraft and car displays, aviation merchandise, food booths, helicopter, bi-plane, and glider rides, and lots of events for the kids! Aurora State Airport. Drive or Fly in. Hours: 9 to 4.
- 7 Planes, Trains & Automobiles at the Tillamook Air Museum**, 6030 Hangar Road, Tillamook. Co-sponsored by the Museum, Tillamook Chapter of OPA, Tillamook Police Department and Special Olympics. Info: Larry Schaible @ 503.842.1130 or lschaible@tillamookair.com.

- 7 Tillamook OPA BBQ & Fly-In/Cruise-In**, Tillamook Air Museum, 6030 Hangar Road, Tillamook. Info: David Winter @503.842.9678.
- 13 State Aviation Board Meeting**, Hillsboro Airport Operations & Maintenance Facility Conference Room, 1040 NE 25th Avenue, Hillsboro. Info: Carolyn Bolton @ 800.874.0102.
- 13-15 18th Annual NW Family Fly-In**, McCall, ID. In Central Idaho on the banks of Payette Lake, this event offers impressive workshop speakers and activities for the entire family. Info: www.familyflyin.net, Frank Lester, Fly-In Chairman @ 208.334.8778 or flester@itd.state.id.us, Tammy Schoen, Fly-In Co-Chair @ 208.334.8776 or tschoen@itd.state.id.us.
- 14-15 1st Annual CCTV Wheels and Wings Weekend**, Scappoose Airport, OR. Air and auto events; Sat. night dance; food, workshops, live music. Campsites available; pre-registration recommended. Info @ 503.492.4843
- 14-15 2004 Oregon International Air Show** with the U.S. Navy Blue Angels and Fat Albert, Hillsboro Airport. "A storm of entertainment coming your way!" Tickets at Safeway Ticketswest Outlets or by telephone @ 503.244.TIXX (800.922.TIXX), or on-line @ www.ticketswest.com. Event info: www.oregonairshow.com, or contact Judy Willey at 503.615.0669 or willeyj@attbi.com.
- 20-22 45th Annual NW Antique Airplane Club Fly-In**, McMinnville Airport, OR. Largest Antique Aircraft Fly-in in the Pacific NW. On airport camping available. General admission: \$7, seniors \$6, children 6-12 \$5, under 6 free. Info: Jeff Valley @ 360.666.5062 or valair505@comcast.net or www.nwaac.com/flyininfo.htm.
- 21 3rd Annual Baker City OPA Fly-In & Airshow**, Baker City Airport, Baker City, OR. Lion's Club Huckleberry Pancake breakfast, Durkee steak feed – more than 1,000 attended in 2003! Info: Mel Cross @ 541.523.4539 or melc@eoni.com.
- 21-22 Wings Over Wine Country Air Show**, Santa Rosa, CA. Info: hot line at 707.566.8380 or web site at www.pacificcoastairmuseum.org. Further questions? Contact Duane Coppock @ 707.575.7900.
- 28 Klamath OPA Chapter Fly About & Poker Run**, Chiloquin, OR. Start at Chiloquin with breakfast by the 99s. Then fly to Prospect, Ashland, Butte Valley, Klamath Falls and back to Chiloquin for a BBQ served by EAA. Stay tuned for news about a scavenger hunt during the fly-about. Info: Marshall Alexander @ MJA533@aol.com or Keith Cook @ p38cooks@earthlink.net.
- 28 U.S. Coast Guard Open House & Air Fair**, Astoria Regional Airport, Warrenton, OR. Info @ 503.861.1222.
- 28 Ultimate Airport Day - 2004 Fly-In & Pancake Brunch**, Port Angeles, WA. Info: Event Director @ 360.452.2806 or rremove@olympus.net.

SEPTEMBER

- 10-12 75th Anniversary Celebration for McNary Field**, Salem, OR. Info: Alan Alexander (503) 589-2057.
- 16-19 41st Annual Championship Reno Air Races & Airshow**, Reno, NV. Order your tickets on-line and read more about this huge event on the web page at www.airrace.org/indexJS.php.

Recurring

- Monthly, first Saturday: EAA 105 Blueberry Pancake B'fast.** Stark's TwinOaks Airpark: 8-10 am. ■

Airport Updates Around Oregon

State-Owned Airports

Aurora State Airport

The Aurora Airport Water Control District is installing fire suppression water tanks and lines to most of the airport property this summer. This is not a Department of Aviation project, but is the result of a consortium of airport property owners coming together to meet their common needs. The availability of fire suppression water to the airport properties will allow for future hangar development.

ODA is also proceeding with planning the taxiway relocation at the Aurora State Airport. The project includes several preparatory elements such as a complete

Environmental Assessment and numerous property appraisals before design can be finalized. However, it appears that the project will be ahead of schedule, with construction currently planned for 2005.

Independence State Airport

Under development during Spring 2004 is the capital construction project for the Independence State Airport. ODA is planning to publicly bid the addition of three taxilanes, fencing, helicopter parking and apron construction in July 2004. The project will be completed by the end of September.

Publicly-Owned Airports

Bend Municipal Airport

City of Bend has demonstrated its commitment to the airport by hiring Greg Phillips, a seasoned expert, to manage Bend Municipal Airport. A former FAA program/airports manager, Phillips brings strong skills to this position that include management, communications, engineering and organizational leadership.

Three key initiatives are underway this summer at Bend Municipal Airport: (1) Pavement resurfacing through ODA's PMP Program will include resurfacing, crack seal and markings of taxiways and ramp areas to Runway 16/34. Check for NOTAMS on potential afternoon runway/taxiway closures in July and August.

(2) The airport safety area on the south end of the runway will be protected through re-alignment of Nelson Road. Construction starts this summer.

(3) Supported by the FAA Airport Improvement Program grant and an ODA FAM Grant, the City has initiated the implementation of a new automated weather observing system (AWOS) with expected operational certification next year.

Nonstop service connecting PDX and Frankfurt, Germany is currently provided by Lufthansa. Once in Frankfurt, travelers can access hundreds of top destinations around the world. Mexicana Airlines currently offers nonstop service to Guadalajara with continuing service to Mexico City and convenient connections to 30 destinations throughout Mexico.

To further improve customer service, Port of Portland recently expanded the bag delivery system and the passenger screening lanes in the international arrivals facility. Also new is a free bus that loops between concourses A,B,C and D,E, which allows all passengers to travel between the two areas of the airport without an additional security check.

Redmond Municipal - Roberts Field

Redmond Municipal Airport is reconstructing Taxiway A and constructing a service road around Runway 10 later this summer. Be sure to check NOTAMS, because when construction begins, Runway 10/28 will be closed for an unspecified period of time in conjunction with that project.

Portland International Airport

Portland International Airport (PDX) now offers fast, convenient, nonstop air service to Asia, Europe and Mexico, following recent additions of international air service.

On June 10th, Northwest Airlines launched new, nonstop service connecting PDX with Tokyo, Japan. From Tokyo, travelers can access 12 key cities in Asia.

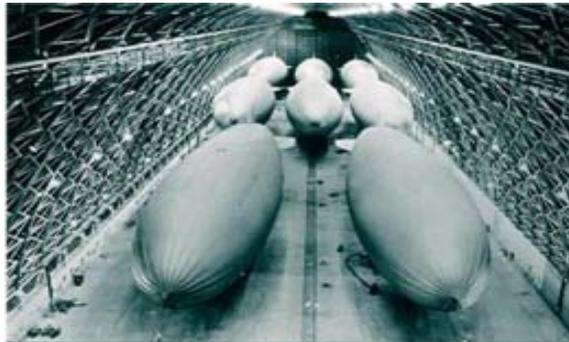
Oregon's Aviation Museums Rich in History

Oregon has become a virtual treasure for aviation history enthusiasts. With the Evergreen Aviation Museum in McMinnville, the Tillamook Air Museum in its historical blimp hangar and the Oregon Air & Space Museum at the Eugene airport, the nation's aeronautic history - from the biplane era through the Gulf War and later - is easily accessible to the public in Oregon. These museums offer not only changing exhibits with restored and often working aircraft but nostalgic cafes, special themed events and memorabilia-laden gift shops.

The museums are situated in remarkable buildings. Eugene's Oregon Air & Space Museum is compactly contained in a hangar building adjacent to the airport. McMinnville's Evergreen Air Museum has a soaring glass, wood and metal structure that is a landmark along Oregon's Highway 18. Few museums can compare with the setting of the Tillamook Air Museum, which makes its home of Highway 101 in one of the United States' seven remaining WWII-era blimp hangars. (Four others are in California, the final two in New Jersey.)

The 1942 builders of the Tillamook structure, with an obvious sense of humor, put basketball hoops over the 120-foot high doors. The building is owned by the Port of Tillamook Bay and towers 15 stories (192 feet) high. It is an arching wood structure, covered with metal and bearing the towering words "Air Museum" atop. Inside, seven acres of space measures 1,072 feet long and is large enough to house six football fields.

The Tillamook Air Museum, which includes the 1940s-style Air Base Cafe and a Gift Shop packed with aviation and history themed items, draws around 80,000 people a year. Its main attraction is the aircraft, currently some 35 on loan from airplane enthusiast Jack Erickson,



who has amassed what is said to be one of the five largest private collection of WWII planes in the entire United States.

Three Navy jets are on permanent loan as well. Beyond American aircraft, there is a Russian Mig 17 and a Japanese Oscar. The largest aircraft is the Boeing 377 Stratocruiser, a one-time passenger plane parked outside the hangar and also known as a Mini-Guppy. The exhibits, many flyable, range from a 1934 Bellanca Air Cruiser to a modern Quickie Homebuilt. Also included in the display is the rare twin-tail P-38 Lightning, the F-14 Tomcat featured in the Tom Cruise movie "Top Gun" and the F4U Corsair flown by the Tuskegee Airmen, the all-black fighter squadron of World War II. There are assorted displays ranging from flight training simulators and airplane engines to military vehicles and an Exhibit Hall, dealing with the hangar's history and

World War II.

Opened in 1994, the Tillamook museum is rivaled in content by the Evergreen Aviation Museum in McMinnville, opened in 2001 by Del Smith, founder of Evergreen International Aviation, to serve as home to Hughes' famed Spruce Goose.

Smith built the museum in memory of his late son, Capt. Michael King Smith, a pilot with the Oregon Air National Guard. The facility averages 200,000 visitors each year. The existing building is the first in what eventually will be an eight-building complex. A field for remote-controlled model aircraft opened on May 22nd.

The 121,000-square-foot museum near McMinnville also hosts a variety of special events, from proms to dinners, art shows and dances. At least 55 aircraft are on display at any time, with planes and helicopters rotated through to keep the experience fresh. Most are owned by Smith, although some are on loan from the Navy, and others are gifts from collectors.

The museum's main "claim to fame" remains the Spruce Goose, still astonishing in size with a wingspan of 320 feet and an overall height of more than 79 feet. Built primarily of laminated birch, it was named in 1947 by the Los Angeles Times for its ungainly look, much to the annoyance of the eccentric Hughes. The world's largest airplane ever constructed, the Spruce Goose was flown only once, for about one minute on Nov. 2, 1947, by Hughes and was displayed in Long Beach, California, before being brought to Oregon in 1993. The winged giant, a single hull prototype, was built at a cost of \$25 million, in

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Museum Information

Tillamook Air Museum

6030 Hangar Road, Tillamook (just off Highway 101)
 Call: 503.842.1130
 Web site: www.tillamookair.com

Cost: \$10.50 adults, \$9.50 seniors, \$6 youths, free 5 and under

Oregon Air & Space Museum

90377 Boeing Drive, Eugene (one block north of Airport Road on Boeing Drive)
 Call: 541.461.1101
 Web site: www.oasm.org

Cost: \$5 adults, \$4 seniors, \$3 ages 13 to 18, \$2 ages 6 to 12; free 5 and under

Evergreen Aviation Museum

500 NE Capt. Michael King Smith Way (off Highway 18, east of McMinnville)
 Call: 503.434.4180
 Web Site: www.sprucegoose.com

Cost: \$11 adults; \$10 seniors, veterans, active military and reserve; \$7 students; free 5 and younger ■

Oregon's Aviation History Museums

(cont. from story on page 7)

1940s dollars, as a craft to haul personnel and material. Due to the end of the 2nd World War, the prototype was never developed as a working aircraft. Visitors now can walk into the cargo deck of the Spruce Goose to see the interior up close.

Another attraction at Evergreen is its titanium alloy SR 71A Blackbird, the world's fastest and highest-flying air-breathing aircraft. The museum also has a WWII Messer-schmitt Bf 109G-10 Gustav, one of the few flyable survivors of its type in the world today. The gleaming Ford 5-AT-B Tri-Motor is a 1928 passenger craft, offering insight into a window of history in commercial flight.

For those who want to experience a greater exposure to the details of aviation history, Eugene's Oregon Air & Space Museum opened in 1991 and offers an excellent museum experience, including an extensive collection of more than 800 scale models, a tribute to Oregon's fighter aces and a detailed space exploration timeline. Museum director Dean Abbot, himself a fighter pilot in the Korean War, can show visitors the museum's F-86 Sabre, the same model jet he flew in combat. Other exhibits include a McDonnell F-4 Phantom, a supersonic two-seat Navy and Air Force fighter used in Vietnam, and a Grumman A-6E Intruder, a Navy carrier-based jet bomber flown in Vietnam and the Gulf War. ■

(Adapted from a May 9, 2004 article by Ron Cowan in the Statesman Journal.)