



# Flightlines

## The Centennial of Powered Flight (1903-2003) The Wright Family Album & Oregon's Little-Known Connection

This article is 2nd in a series of historical focus stories to commemorate the Centennial of Powered Flight, offered in FLIGHTlines during 2003. Keep reading, as we offer little-known information about the Wright family's connection to our own beautiful state of Oregon.

More than 100 years ago, a Bishop of the United Brethren Church commented with disgust on the idea that human beings would ever fly. "Blasphemy! Utter blasphemy!" he shouted. "God intends only his angels to fly." What was the Bishop's name? Reverend Milton Wright - none other than the father of Wilbur and Orville Wright themselves.

The son of a pioneer, Milton Wright was a United Brethren minister and theology professor, who ultimately became a Bishop in that denomination. His wife, Susan Wright, was the daughter of a carriage maker. The year was 1853 when she and Milton met at Hartville College in Indiana, where he was working and she was a student of literature.

After a long courtship, Milton asked Susan to marry him and accompany him to the Oregon Territory, where the United Brethren church had assigned him as Bishop of the territory and a missionary among the mining camps. While Susan declined to accompany him to the Oregon wilderness, she agreed to marry him upon his return. They married in 1859 - fairly late in life for "those days." He was almost 31; she was 28. In spite of their late

start, they had seven children together. Reuchlin was their first, born in 1860. Katharine was the youngest girl born to Bishop Wright and his wife (1874) and the only daughter to survive infancy.

Bishop Wright's three years in the Oregon territory were hard ones indeed. After a year as a circuit riding missionary in Oregon's mining camps, he was assigned new responsibilities. The Pacific Congress for United Brethren Church divided the Oregon Territory into two large districts. The Northern District



in 1857 established a preparatory school at Sublimity and appointed Reverend Wright as its first president. Despite his efforts, Sublimity College closed its doors two years later due to lack of student enrollment in a largely Catholic and Methodist region. Wright wearily returned to Illinois and married Susan, discouraged at "his failure out West."

Concurrent with the establishment of Sublimity College in the Northern

District, the Southern District of Oregon had established Philomath College near Corvallis. Bishop Wright remained affiliated with that institution, albeit largely from a distance. Philomath College became very prominent in the life of the newly formed State of Oregon. In fact, it remained open until 1929, when it was forced to close due to the growth of Oregon's public college network.

It is interesting to consider that had Sublimity College not failed, causing Reverend Wright to return to Illinois more quickly than he had originally planned, and marry - or had he been appointed with primary responsibility at Philomath College rather than Sublimity - the Wright Brothers may never have been born.

Instead, Wilbur Wright was born in 1867. He was an excellent student and athlete. He had ambitions of going to Yale, but never managed to attend college because of a life-changing injury he suffered in the winter of 1885-86. During a skating game called "shinney" a bat flew out of another player's hands and struck Wilbur in the mouth. The blow knocked out his teeth and turned his face to a bloody pulp. As his mouth, teeth and jaw healed, complications set in. Medicine prescribed by the family physician weakened his heart and an undisclosed but severe intestinal disorder followed. Wilbur abandoned all plans for college

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*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.

Director  
Oregon Department of Aviation  
Ann B. Crook, CM

Flightlines Editor  
Carolyn R. Bolton

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.

Members of the State Aviation Board:  
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7th position - Currently VACANT

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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## The Director's Desk



by Ann Crook,  
Director

Numerous statewide aviation issues are of interest this spring:

**SECURITY.** The new Transportation Security Administration (TSA) is now part of the new Homeland Security Department. This change separated TSA from the U.S. Department of Transportation and dissolved any remaining ties between the FAA and aviation security functions. In Oregon, TSA is led by Federal Security Directors assigned to our commercial service airports. They are given quite a bit of autonomy to manage the security interests at those airports, including providing for the security of general aviation operations at commercial service operations. They have been encouraged to begin meeting with general aviation airport managers and users to establish working relationships. The Federal Security Directors can be a resource to the general aviation community, but please be aware that they have no authority to regulate security activities at GA airports. TSA currently has two general aviation security regulations: one governing charter operators operating aircraft 12,500 pounds and over, and another governing charter operators operating aircraft over 103,000 pounds. I'm expecting new regulations and/or guidelines for general aviation airports to be promulgated later this year.

**STATE OF OREGON BUDGET CONSTRAINTS.** As state revenues continue to fall, Governor Kulongoski

and the Legislature are working to balance the budget for the current year as well as the next biennium. A \$245 million gap in the current budget was plugged in early March, with expectations that an additional \$300 million will have to be trimmed from the 2003-2005 biennial budget. While the Department of Aviation doesn't rely on state general funds, our own departmental revenues - your user fees - have also declined. We have reduced our expenses in response to our own revenue situation, and have had statewide spending reductions applied to us, as well. We haven't, and don't expect to, cut any grant or aid programs. But all employees have made wage concessions and travel budgets are reduced. As we go into the summer, I'm sure we're all hoping for the economy to improve. If we aren't able to come to your community as often as you'd like in the coming year, rest assured that we're still working hard to develop your airport and support aviation across the state.

### PORTLAND AIRSPACE

The Portland Air Traffic Division has received preliminary FAA Headquarters approval to study upgrading the Portland airspace from Class C to Class B. This approval does not mean that the airspace upgrade is being implemented, but only that Headquarters has given the go-ahead to thoroughly review the need for such a change. Following an AOPA-recommended model, FAA has asked Oregon Department of Aviation and Washington Aeronautics Division to facilitate an airspace users group Task Force. This Task Force will be composed of all affected groups and will seek to answer whether the upgrade is

*(continued on page 3)*

## Oregon Aviation Calendar

### APRIL

- 10** **General Meeting of EAA-292**, 7:00 p.m., Chapter Hangar, Independence State Airport. Info: Jerry Medlock, (503) 838-2902.
- 26** **Oregon Antique and Classic Aircraft Assn. Meeting**, Lenhardt's Airpark, Hubbard. Info: Bill Austin, baustin@wizzards.net
- 26** **Oregon Premiere of PSB Documentary on Aviator Hazel Ying Lee Documentary**, PSU, Hoffman Hall, 1833 SW 11th, free admission. Info: Roger Starr, 503-694-4444 or rstarr@dslnorthwest.net

### MAY

- 8** **General Meeting of EAA-292**, 7:00 p.m., at the Chapter Hangar, Independence State Airport. Info: Jerry Medlock, (503) 838-2902.
- 9** **Aviation Day at the Capitol**, Oregon State Capitol Steps and Galleria. Info: Andy Andersen, (541) 838-4231.
- 10** **OPA Quarterly Board Meeting**, Bend Airport. Contact: OPA President Mark Trujillo, president@oregonpilot.org
- 17** **2<sup>nd</sup> Annual Doolittle Raiders Memorial Air Show and Bombs Away Big Band Ball**, Pendleton Air Museum at the Eastern Oregon Regional Airport, Pendleton. Info: Publicity Director Mike Short, (541) 278-0534 or michael.short@usbank.com.
- 17** **EAA-217 Fly-In and Breakfast** (in conjunction with Doolittle Raiders Memorial Airshow). Info: Ron Linn at (541) 449-3630 or rldc1@uci.net.
- 21** **State Aviation Board meeting**, *estimated time* 9:00 to 3:30 p.m., Independence City Hall, Council Chambers. **Independence Aviation Town Hall**, sponsored by Oregon Department of Aviation, 7:00 p.m., Independence City Hall, Council Chambers. Info: Carolyn Bolton at Dept of Aviation, 800-874-0102, ext. 223; Carolyn.R.Bolton@state.or.us.

- 24-26** **Memorial Day Weekend Fly-In and Breakfast**, Brookings. (*Contact info not provided to FLIGHTlines.*)

### JUNE

- 12** **General Meeting of EAA-292**, 7:00 p.m., at the Chapter Hangar, Independence State Airport. Info: Jerry Medlock, (503) 838-2902.
- 14** **International Young Eagles Day EAA-292**, 8:30 a.m., EAA-292 Chapter Hangar, Independence State Airport. Info: Carole Gabel, (503) 838-3844.
- 28** **Annual Grants Pass Airport Day Open House Fly-In**. EAA 725 Pancake B'fst, Burgerfest, Camp-In, Static Displays. 7:30 A.M. to 4:00 P.M. Info: Steve Martin (541) 479-4221 or SAMLAM60@AOL.COM.

### JULY

- 18-20** **Summer Fly-In at Cottage Grove**, Oregon Antique and Classic Aircraft Assn. (Camping on the field). Info: Bill Austin at baustin@wizzards.net
- 19** **Annual Meeting for Oregon Antique and Classic Aircraft Assn.** at Cottage Grove Airport. Info: Bill Austin at baustin@wizzards.net
- 23** **Burns Aviation Town Hall**, sponsored by Oregon Department of Aviation, 7:00 p.m. (location TBD). Info: Carolyn Bolton, 800-874-0102, ext. 223 or Carolyn.R.Bolton@state.or.us.
- 23** **State Aviation Board meeting**, *estimated time* 9:00 a.m. to 3:30 p.m., Burns (site TBD). Info: Carolyn Bolton, 800-874-0102, ext. 223, or Carolyn.R.Bolton@state.or.us.

### Recurring

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

**If you have aviation-related events you'd like to publicize in this calendar, please submit info to Carolyn Bolton no later than June 1, 2003 for the Summer 2003 publication in July - Carolyn.R.Bolton@state.or.us. (You may also fax or mail.)**

(continued from previous page)

appropriate and to define the boundaries of the airspace. The Task Force will begin meeting this summer.

### FAA REAUTHORIZATION

AIR-21 was the last FAA funding authorization made by Congress. This Act provided significant increases in airport development funding, funded the Federal Contract Tower Program, created and eventually funded the Small Community Air Service Development Pilot Program (of which Baker City was a recipient), created the Non-Primary Airport Entitlement program which provides guaranteed grants to smaller airports, and made airport pavement maintenance eligible for federal funding. This was landmark legislation that has already resulted in big improvements to Oregon's airports. But this program was only designed to last three years. We are currently in the third and final year and Congress is beginning discussions

about what the next FAA reauthorization will look like. We are hoping to preserve all of these gains, plus make the Small Community Air Service Development Pilot program an ongoing program, not a pilot program, with increased funding. The Aviation Subcommittee of the U.S. House Committee on Transportation and Infrastructure held a hearing in Portland on March 17 to hear about Oregon's aviation needs. Our own Congressman Peter DeFazio is the ranking minority member of this committee and should be instrumental.

### OREGON AIR FAIR

I'm sorry to announce that the Oregon Air Fair has been cancelled for 2003. The Northwest Aviation Association, producers of Oregon Air Fair, reluctantly made this decision after being unable to raise adequate sponsorships to support the event. They are now re-focusing their efforts on producing a strong 2004 Oregon Air Fair. ■

## From the State Aviation Board



by  
**Bill Wilkins,**  
*Chair*  
  
*Member from*  
*Corvallis*

The State Aviation Board is heading in new directions.

For almost two and a half years, the Board's attention was focused on developing basic operating policies for state-owned airports and turning most of those policies into Oregon Administrative Rules. These included such things as minimum standards, leasing, rates and charges and insurance policies and rules, some of which updated work performed two decades ago. That work has now been completed, and while the Board may find it necessary to make adjustments

in these policies and rules from time to time, its major attention will now be directed elsewhere.

In the Winter 2003 issue of *FLIGHTlines*, Medford Board Member Michael Burrill, Sr. reported on an aviation economic development initiative that the Board and the staff of the Department of Aviation are undertaking in cooperation with the Oregon Economic and Community Development Department and a host of local economic development organizations. That work is coming to fruition, will continue, and will expand if positive results are obtained.

The goal of these efforts is to expand Oregon's aviation-related industry and goes beyond protecting and enhancing traditional aviation operations. The Board and the Department will continue to support the improvement of airports and flying activities while seeking ways to expand the State's

exciting and under-recognized aviation manufacturing and vending sectors. To illustrate the latter, look at pages 15, 59, 121, 130, and the back cover of the March 2003 issue of the magazine *AOPA PILOT*.

Finally for this report, the Board has decided to meet every other month rather than monthly starting with the January 2003 meeting. Individual members will take on tasks between meetings. While the Legislature is in session, the Board's meetings will be sited in or near Salem. But in July, with a meeting currently planned for Burns, the practice of moving the meetings around the State will resume. Please plan to attend when the meeting is near you. ■

### STATE AVIATION BOARD 2003 SCHEDULE:

**May 21, 2003 - Independence**  
**July 23, 2003 - Burns**  
**September 17, 2003 - Klamath Falls**  
**November 19, 2003 - Pendleton**

## AOPA & TSA Partner to Sponsor Airport Watch

The Aircraft Owners and Pilots Association (AOPA) has partnered with the Transportation Security Administration (TSA) to develop a nationwide Airport Watch Program that uses the more than 650,000 pilots as eyes and ears for observing and reporting suspicious activity. This helps general aviation keep our airports secure without needless and expensive security requirements. AOPA Airport Watch is supported by a centralized government provided toll free hotline (1-866-GA-SECURE) and system for reporting and acting on information provided by general aviation pilots. The Airport Watch Program includes warning signs for airports, informational literature, and training videotape to educate pilots and airport employees as to how security of their airports and aircraft can be enhanced. ■



Download AOPA's brochure on the  
Airport Watch Program  
right off the web:

[http://www.aopa.org/asn/  
watchindex.shtml](http://www.aopa.org/asn/watchindex.shtml)

## FAM Grant Awards Announced

The State Aviation Board approved the following Financial Aid to Municipalities (FAM) Grant awards at their regular meeting on November 20, 2002:

**Boardman Municipal Airport - \$10,000.** Install airport beacon light, apron safety/security lights, and 2 multi-com radios to enhance airport safety (particularly night operations).

**Eugene/Mahlon Sweet Airport - \$10,000.** Engineering/design for FAA-Airport Improvement Project (AIP) to construct a new parallel runway 16L/34R to enhance safety and operational capacity.

**Gold Beach Municipal Airport - \$10,000.** ALP update required to facilitate an Emergency FAA-AIP Project for complete replacement of failed runway.

**City of Jordan Valley - \$10,000.** Environmental Assessment Study as part of the planning process needed to construct a new runway.

**Lexington Municipal Airport - \$10,000.** Replace 6 aircraft hangar foundations destroyed in a storm, add 2 new hangar foundations, to facilitate total of 8 new hangar units.

**Newport Municipal Airport - \$10,000.** New hangar area electrical infrastructure improvements to facilitate hangar build-out of newly built taxiways.

**Ontario Municipal Airport - \$10,000.** Runway crack seal project to enhance runway operational safety and extend runway service life.

**Prineville Municipal Airport - \$10,000.** FAA-AIP project to rehabilitate the primary aircraft parking apron.

**Salem Municipal Airport - \$10,000.** ASOS weather station relocation project, due to building proximity and improper alignment issues that currently compromises the accuracy of the weather data output. Moving the station will rectify the problem.

**Scappoose Industrial Airpark - \$10,000.** FAA-AIP Project to install security fencing and update the Master Plan.

**Port of Portland - Portland Internat'l Airport - \$10,000.** FAA-AIP project to strengthen Taxiway C, add Low Vis taxiway lighting, install electrical vaults and do Ex. A Update.

**Port of Portland - Mulino Airport - \$10,000.** FAA-AIP project to include relocation of threshold bar, install rotating beacon on 51' tower, and new T-hangar taxiway pavement in three locations, including drainage improvements.

**Port of Portland - Hillsboro Airport - \$10,000.** FAA-AIP project to bring Runway 12/30 safety areas in to conformance with FAA Standards.

**Port of Portland - Troutdale Airport - \$10,000.** FAA-AIP project to update Exhibit 'A', install security fencing, phase 2 of pavement markings, aircraft/vehicle wash area and seal north aircraft apron pavements. ■

### FAM GRANT OVERVIEW

**The Financial Aid To Municipalities (FAM) Grant Program** is one of three airport financial assistance programs administered by Oregon Department of Aviation. The other two programs are: (1) the Pavement Maintenance Program (PMP), and the (2) General Aviation (GA) Entitlement Program.

The FAM Grant program is a dollar-for-dollar matching grant with a \$10,000 maximum. It is intended to help further the development of a statewide system of airports.

Airport sponsors may use FAM Grants to either provide funding for smaller airport projects that are difficult to fund, or to leverage larger Federal AIP Program projects where substantial local match is needed.

**Close of business on June 18, 2003 is the deadline by which 2003 FAM Grant Applications must be received** at Oregon Department of Aviation to enable eligibility for the 2003 funding cycle.

For assistance with the FAM Grant process, or to find out about other airport assistance opportunities, contact Teddie Baker toll-free at 800-874-0102, ext. 234, or by e-mail at [Teddie.A.Baker@state.or.us](mailto:Teddie.A.Baker@state.or.us). ■

## 2003 Legislative Update

Bills of interest to Oregon's aviation community are now at various stages of review/decision before Oregon's 72nd Legislative Assembly. (Full text of all bills available on the Legislative web page at <http://www.leg.state.or.us/03reg/measures/main.html>.)

### ■ Department of Aviation Operations and Programs:

**SB 5503** - This bill is the Department of Aviation's proposed biennial budget for 2003-2005.

**SB5004** - This bill specifically authorizes ODA to change airport access fees in accordance with recently adopted Administrative Rules.

**HB2173** - ODA sponsored this bill, which creates an administrative rather than judicial compliance process for aircraft and pilot registration programs.

**SB 688** - Sponsored by Senator George, this bill changes the aircraft registration cycle from a one-year renewal window to a three-year renewal, adjusting the aircraft registration fee by tripling the amount paid every three years from the existing annual fee.

### ■ Centennial of Flight:

**HJR28** - Co-sponsored by Dept. of Aviation and Evergreen Aviation Museum, this bill declares 2003 to be the Year of Aviation and recognizes the historic flight of the Wright Brothers on December 17, 1903.

### ■ Airport Districts:

**HB2454A** - Initiated by the new airport district in North Bend/Coos Bay, this bill specifically expands property tax exemptions to apply to airport property owned or leased by airport districts.

## The Boom in Chartered Flights Signals Change in the Air

Those who travel much in other U.S. states have probably experienced the painful scenario of having airport security unroll every sock in their luggage – as they endure search, questions and probes, all the while wondering whether commercial flights are worth the aggravation. Some fliers have decided they are willing to pay almost any price to avoid doing that ever again. Rather than driving an hour or more to fly from the large hub airport in their vicinity, they call a local charter operator and booked a flight from a small airstrip nearer home. They simply drive over and walk directly onto their plane – no waiting, no baggage check, no security hassles.

More charter operations are springing up all across America. Though charter costs can range from similar to a coach-class ticket to significantly more, you'll free yourself from the tyranny of the hub-and-spoke flight model, able to fly in and out of tiny airports, because charter flights aren't subject to the same restrictions and rules as their commercial counterparts. There are more than 5,000 airports nation-wide and only about 500 are in use by the scheduled air carriers. Nearly 70% of all travelers go through the top 30 hubs.

If you're looking for the cheapest fare, your best bet will still be to find the discount airline fares. The difference is fundamentally avoiding security delays. Because charters operate under different rules and fly from smaller airports, security is less cumbersome, although the FAA has been making strides to beef it up. But even when you are put through a metal detector or searched, there won't be any lines to wait in, since you've arranged your own travel. ■

### ■ Model Aircraft:

**HB2294** - This bill increases the level of criminal offense to 2nd degree criminal trespass when a person goes on private property to fly a model aircraft at less than 500 feet (below FAA airspace).

### ■ Sales Tax:

**HB2556** - Proposes to create a state sales tax, specifying within the bill language that sale of aircraft would be subject to sales tax. ■

## AVIATION DAY AT THE CAPITOL

Aviation Day at the Capitol has been scheduled for Friday, May 9th, and will include a variety of displays on the front steps and in the Galleria. This year's theme will be the history and future of aviation.



For more information, contact Andy Andersen of the Oregon Aviation Alliance at (541) 838-4231 or [Andyconnie1@msn.com](mailto:Andyconnie1@msn.com). ■

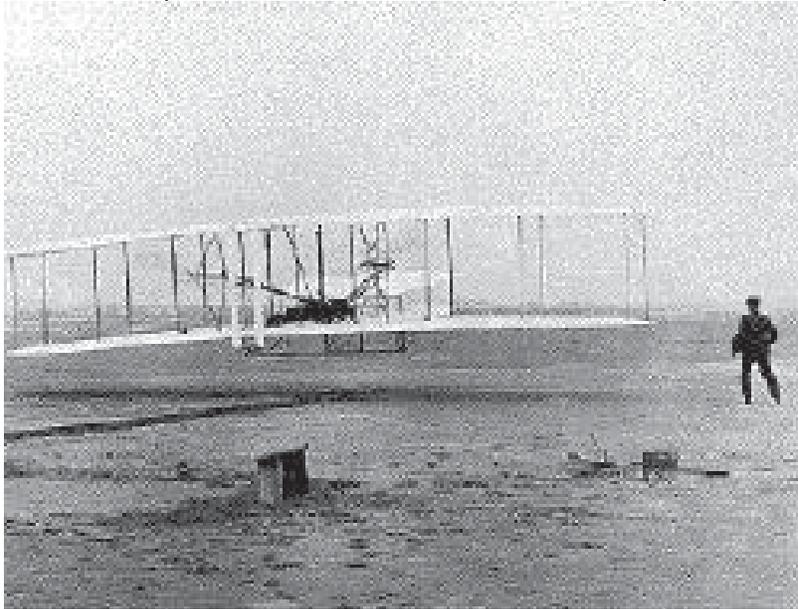
and fell into a deep depression, living for years in seclusion.

It was a toy purchased by Bishop Wright for his sons that sparked this fascination with flight. In 1878, Rev. Wright bought them a flying toy made of paper, bamboo and cork and powered by tightly wound rubber bands. (Today we would call the contraption a helicopter.) The brothers built a number of successful flying replicas of the toy. When they undertook to build the toy on a much larger scale, it failed to work so well. They were 11 and 7 at the time. This is when the Bishop uttered his now famous words about God only wanting angels to fly.

They performed their first aeronautical experiments with kites in 1899, then built a series of gliders through 1902 - developing an aerodynamic control system for airplanes while teaching themselves to fly. They added an engine to their aircraft in 1903 and made the first controlled, sustained powered flights on December 17<sup>th</sup> of that year.

The Bishop's boys made their first public demonstrations of their flying machine to a group of Dayton, Ohio, residents on October 4, 1905. In 1908, they sold airplanes to the U.S. Army and to a French syndicate and demonstrated them to the public at large. In 1909, Wilbur flew before a million spectators at the Hudson-Fulton Celebration in New York City. The flying machine became such a hit

that the Wright brothers organized a company to manufacture airplanes in 1909 and began filing law suits against all other airplane manufacturers that were using their patented methods of aerodynamic control. Wilbur became the designated "expert witness" in these cases and traveled frequently to give testimony. Worn out, he



contracted typhoid on one of his many journeys and died in Dayton on May 30, 1912 - exactly 13 years after he began his formal aviation experiments.

Orville reluctantly took over their company when Wilbur died, but sold it in 1915 to follow his own interests. He was a consulting engineer on the first guided missile (the "buzz bomb") during World War I and was co-inventor of "split flaps" used on dive bombers in World War II.

Orville was a lifelong board member of the National Advisory Council on Aeronautics (NACA), which later became NASA - the National Aeronautics And Space Administration. Most of the latter years of his life were spent preserving and protecting the

honor that he and his brother Wilbur had earned in developing the first true airplanes.

Bishop Wright lived with Wilbur from his retirement in 1905 through his death in 1917. His own handwritten diaries cover a sixty-year span from 1857 to 1917. In those diaries, he recounts the story of the day he finally flew in a plane. The year was 1910, and Orville piloted the craft in which his family's aging patriarch consented to serve as passenger. Orville feared the experience might unnerve the elderly Reverend Wright. But instead, the bishop shouted above the combined roar of engine, propellers and slipstream: "Higher, Orville, higher!"

Despite his earlier discouraging commentaries on the prospects of aviation, Bishop Wright and his wife Susan instilled in their children a sense of curiosity. They encouraged them to pursue their own interests. At the dinner table, the Bishop minister would have the children debate the topic of the day - which he always chose. As adults, they used this model of debate to hash out their disagreements about aerodynamic problems - which sometimes became quite heated.

From their father, Orv and Will learned perseverance, dedication, hard work, and the "stick-to-itiveness" that would typify their approach to problem solving. ■



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## ODA Employee Updates



**Viv Weinkauf** joined the Department in February as the Construction Program Coordinator, replacing Teddie Baker, who has become the Department's Aviation Project Specialist. Viv has over 20 years of experience in construction, including extensive experience in project administration, project coordination and contract management. She will be responsible for administering and coordinating engineering and construction activities at state-owned airports throughout Oregon. Please join us in welcome welcoming Viv to the Department of Aviation. ■

## Oregon Aviation History Documentary

A new documentary that tells the inspiring true story of Hazel Ying Lee, the first Chinese-American woman to fly for the United States military, will be seen on PBS stations around the country, beginning May 1<sup>st</sup>. However, Portland, Oregon has been chosen for the premier screening of this unique documentary on April 26, 2003. This event is being organized by the Chinese American Citizens Alliance, the Committee on Remembering Asian American Veterans and the Oregon Aviation Historical Society.

The screening will be held at Hoffman Hall on the Portland State University campus from 2:30 to 4:30 pm. Hoffman Hall is located at 1833 SW 11<sup>th</sup>. Parking is available at the University's parking structure number 3, 1631 SW 12<sup>th</sup> for an all day fee of \$3.00. Metered street parking may also be available for \$1.00 per hour. There is no admission charge for the film. ■

