



Flightlines

1st Annual Oregon Aviation Hall of Honor

The Oregon Aviation Hall of Honor was established in Fall 2003 by the Oregon Department of Aviation (ODA), to coincide with the 100th Anniversary of Powered Flight. It is planned that the Aviation Hall of Honor will continue as an annual event to recognize outstanding men and women in Oregon aviation.

Evergreen Aviation Museum near McMinnville has been designated by the State of Oregon as the official site for the Aviation Hall of Honor.

The Museum partnered with ODA to host a gala celebration on Sunday, October 26th to honor award recipients. More than 400 people attended, including dignitaries from across the state. Gerry Frank was emcee for this historic event.

Governor Vic Atiyeh was chairman of the Hall of Honor Selection Committee. Criteria for the first Oregon Aviation Hall of Honor included:

1. Honorees must be natives or residents of the state of Oregon, or strongly identified with Oregon, who have made contributions of significant historic value to aviation/aerospace or the aviation/aerospace industry as a whole.
2. Honorees must be individuals of ability and character who have exhibited the qualities of patriotism, integrity, moral and/or physical courage and/or public service.

3. Honorees must have achieved excellence and historic achievement in one or more fields of aviation, including but not exclusive of the following:

- Military achievements/service;
- Accomplishments in flight, including space and instruction;
- Aircraft/aerospace and propulsion design, invention & manufacture;
- Civilian or commercial aviation development, operations and/or

other aviation related civilian endeavors

4. Honorees must be persons who significantly promoted education in the area of aviation, aerospace and propulsion.

Nine Oregonians were inducted into the Aviation Hall of Fame in this, its inaugural year. Their achievements follow, presented in alphabetical order:

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Governor's Proclamation on Centennial of Powered Flight

On July 29, 2003, Governor Theodore R. Kulongoski and Secretary of State Bill Bradbury signed the Governor's Proclamation on The Centennial of Powered Flight. The proclamation reads as follows:

WHEREAS: Wilbur and Orville Wright, who were by trade printers and bicycle builders who believed in themselves, and applied their superb, self-trained knowledge of engineering to develop a series of experiments based on their persistent vision of human flight; and

WHEREAS: On December 17, 1903, at 10:35 a.m., the brothers succeeded in making the first sustained, powered flight under the control of a human pilot in the dunes near Kitty Hawk on the North Carolina coast; and

WHEREAS: The invention of the airplane revolutionized both travel and commerce, redefined the way the United States fought its wars, fueled sweeping technological change across the world, and forever expanded our vision of the possible; and



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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:
Chair Bill Wilkins, Ph.D. – Corvallis
Vice Chair Mike Burrill, Sr. – Medford
Steve Beckham – Aumsville
Jack Loacker – Portland
Carrie Novick, AAE – Redmond
Steve Schreiber – Port of Portland
R.P. Joe Smith – Portland

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The Director's Desk



by Ann Crook,
Director

Over and over again I've found that one of the best services the Department of Aviation can provide is facilitation. Because of our active role in promoting aviation education and safety, general aviation and commercial service, aerospace industry, and our links with all of Oregon's aviation groups, we have the ability to connect people and organizations with common interests. We have done this in the formation of the Oregon Aviation Education Initiative. We have done this with the aerospace industry marketing campaign. And, most successfully, we have done this through providing a simple weekly conference call for Oregon's commercial service airport managers.

The conference calls began *ad hoc* in September of 2001, when these airport managers were struggling to meet new federal security requirements. During this time there were lots of questions and few answers. The more people who were sharing information, the better informed everyone was. To meet this specific need, ODA began coordinating a weekly conference call to allow open discussion about security requirements and how best to meet them.

The weekly calls have proven to be so successful, we just kept it up. There are seven commercial service airports in Oregon. Sometimes they all join the call, sometimes not. Sometimes two

people from one airport join in. How to best meet security requirements is still often a topic of conversation. But discussions have also focused on how to advocate for the passage of the FAA Reauthorization Bill in Congress, garnering community support for the airport and air service, wildlife management techniques, construction planning amid budget cuts, and a whole slew of other topics.

Hosting a weekly conference call is a very simple act. But it has provided a huge value to our larger airports in helping them to operate more effectively.

Governor Kulongoski has told us there will be no more "business as usual in Oregon State business." Finding just these types of results-oriented opportunities allow us to provide a strong service in a new way. ■

John Day Receives Loan for Airport Industrial Park

The Oregon Economic & Community Development Department (OECDD) announced a loan of more than \$2 million to the City of John Day, in partnership with Grant County, to construct necessary first phase infrastructure in its 103-acre Grant County Airport Industrial Park.

The project will create 27 new one-acre "shovel-ready" lots at the park and provide services to the airport that include a Forest Service air-attack fire training facility.

Congratulations to City of John Day and to Grant County on a successfully financing this exciting aviation economic development project. ■

NW Aviation Tourism Conference: May 19-21, 2004

It's cold and rainy now, but still not too soon to start thinking about what you can do with your airplane next summer. The Pacific Northwest features some of the most thrilling outdoor adventures, breathtaking scenery, and unique cultural traditions . . . with the gateways to your odyssey as convenient as the local airport!

The Oregon Department of Aviation's third statewide aviation conference, entitled "Northwest Aviation Tourism," will explore our region's best tourism opportunities - from a pilot's point of view.

Learn about those best fly-in fishing holes. Find the best places to camp under your wing. Hear about resorts that offer special services to pilots. Discover Oregon's most

spectacular geologic formations. Plan a trip through Oregon's wine country.

This two-day conference will explore all the recreational opportunities the Northwest has to offer and will include an exhibit hall to learn more about your favorite tourist activities with a focus on flying. Invited speakers include John Kounis of *Pilot Getaways* magazine and Maurice Brett, author of *Flying the Oregon Trail*. All events will be held at the beautiful Salishan Resort and Conference Center, just steps away (or a free shuttle ride!) from the Siletz Bay State Airport on the central Oregon coast.

The Northwest Aviation Tourism Conference is the must attend fly-in of the season. You won't want to miss the opportunity to meet with pilots from around the region and explore this exciting topic. Registration will be a mere \$149, which includes all conference sessions, admittance to the Exhibit Hall, a welcome reception, two breakfasts, lunch, and a beach party dinner.

Registration information will be available in January 2004 at ODA's website www.aviation.state.or.us. Or just call Charlie Riordan directly at (800) 874-0102 for more information. ■

State-Owned Airport Update

The Department of Aviation has largely completed six capital improvement construction projects which were started during Summer 2003.

Joseph State Airport now has a full parallel taxiway, PAPIs and REILs to serve the public in the Wallowa Mountain region.

Condon State Airport has a reconstructed taxiway, apron expansion, security lighting, and other miscellaneous improvements.

Aurora State Airport received security fencing around the entire airport perimeter.

Lebanon State Airport is also now fully fenced and has added expanded/reconstructed access roads and security lighting.

Wasco State Airport has new fencing and a reconstructed apron area.

McDermitt State Airport received a chip seal treatment.

Projects at **Chiloquin State Airport** have been postponed due to discovery of an Indian burial site. It is anticipated that work on that airport access road will recommence in Spring 2004. ■

ODA Receives Award for Land Use Planning Guide

The Oregon Chapter of the American Planning Association (OAPA) selected Oregon Department of Aviation's *Airport Land Use Compatibility Guidebook* to receive the 2003 Professional Achievement in Planning Award.

The award was presented to Department of Aviation employee and Guidebook project manager, Gary Viehdorfer, at the Oregon Planning Institute in Eugene on Friday, October 3, 2003.

The *Oregon Airport Land Use Compatibility Guidebook* serves as a critical primer on compatible land uses around airports and is a vital first step in providing understanding and information in the developing area of land use compatibility to protect the future of airport environs. This guidebook is being used in other states as a model for developing land use planning tools.

The *Guidebook* is a free publication from Department of Aviation. For more information, contact Gary Viehdorfer at 800-874-0102. ■

From the State Aviation Board



by
Carrie Novick

*Board
Member*

The Department of Aviation's highly successful FAM (Financial Aid to Municipalities) Grant Program had its origins back in the late 1950s. It started as a seal coating program in 1957. Nine airports participated that year: Baker, Burns, Eugene, LaGrande, Lakeview, Ontario, Pendleton and Salem. Each received a maximum of \$3,000.

The program continued through the years as funds were available. Then, in the 1997-1999 biennium, the FAM Grant Program received an unprecedented budget of \$100,000 for two years and became a Department priority. Unfortunately, only \$35,000

was disbursed to Oregon airports during that biennium. In the budget for the 1999-2001 biennium, \$200,000 was made available for FAM Grants, with a \$10,000 maximum allocation per airport per project.

The FAM Grant budget allocation for the 2003-2005 biennium has been increased to \$650,000. The State Aviation Board is currently reviewing the existing level of maximum allocation per airport/per project as we examine the future of this grant program. The original concept of limiting each grant to \$10,000 focused on allowing a greater number of airports to participate in the program.

With substantially more funds in the FAM Program this biennium, the Board is currently considering a decision to increase the maximum grant amount. This would provide staff with greater latitude in distributing more money to airports

with large construction projects. The result may well be a lower total number of grants per year, but increasing the cap is certain to provide the opportunity for more meaningful financial aid on airport projects.

During 2003, the FAM Grant Program has already awarded \$10,000 grants to 24 Oregon airports, for such projects as installation of water/sewer lines to sites on airports, AWOS installation, ramp reconstruction, upgraded electrical service, chip seals, master plans, PAPI installations, purchasing land for an RPZ, and many other uses.

The Aviation Board appreciates the hard work of the staff at the Department of Aviation in their dedication in making this grant program the success that it is. Without their professional attitude and dedication to both the program and the airports in the state, this funding opportunity simply would not work. ■

Steve Beckham Appointed to the State Aviation Board

The Oregon Department of Aviation and the State Aviation Board are pleased to announce that the Oregon Senate has confirmed a new member to the State Aviation Board. Governor Kulongoski's appointment of Steve Beckham of Aumsville was confirmed during the Senate Special Session on November 6, 2003.

A long-time Oregonian, Beckham is Vice President, Government Affairs at Liberty Northwest Insurance Corporation and brings 30-plus years of public policy and governmental affairs experience to the Board. "I am passionately committed to aviation," says Beckham, a pilot and aircraft builder. "Aviation can play an increased role to improve economic development in communities throughout the state. ... I believe the aviation industry itself has and could become



an even greater part of Oregon's economic engine."

"I am delighted to have such an enthusiastic and qualified individual on the Board," said Governor Kulongoski. "I am certain that Steve's expertise will be a valuable asset in the State Aviation Board's efforts to help grow Oregon's economy."

The State Aviation Board provides policy guidance and oversight to the Oregon Department of Aviation. The Board was created by the 1999 State Legislature, when independent agency status was granted to the Department and it was separated from Oregon Department of Transportation. The original State Aviation Board was formed in 1921. ■

Cottage Grover State Airport Rededicated “Jim Wright Field”

As Winter 2004 *FLIGHTlines* is heading into publication, final details are being arranged for the December 17th rededication ceremony of “Jim Wright Field” at Cottage Grove State Airport.

The Oregon State Aviation Board approved this name change at their September 2003 Board meeting to honor the late Jim Wright for his contributions to the Oregon aviation community. A machinist and world record-holding pilot from Cottage Grove, Wright died August 4, 2003, when his Hughes H-1B airplane, a replica of the original record-breaking plane built by Howard Hughes, crashed in Yellowstone National Park in Wyoming as he flew home from Oshkosh.

The City of Cottage Grove joined with the Oregon Aviation Historical Society to make formal request to the State Aviation Board for the new name designation. Their recommendation was founded on Wright’s many contributions to aviation, to the airport in Cottage Grove, and to the world in general. It was unanimously agreed that rededicating the Cottage Grove Airport in his name seemed a fitting tribute to honor the life of Jim Wright. ■

State/Private Sector Partnership Success

Oregon Department of Aviation’s free gift book commemorating the Centennial of Flight, entitled *100 Quotes on the Wonder of Flight*, was such a resounding success that the agency’s supply flew off the shelves in the first six weeks. That’s when Aeroclub of Washington called, hoping to get copies for each place setting at the Wright Memorial Dinner at Regan Washington National Airport on December 17th. Unfortunately, none were left.

Amy Prutzman, Executive Director of Aerie Innovations in Bend, stepped in. She wanted to be sure that Oregon was represented at the national Wright dinner. Her company funded a 2nd printing of *100 Quotes on the Wonder of Flight*, with the sole request that the requisite number be shipped to Aeroclub of Washington for their high profile event.

ODA is now distributing the remainder of this 2nd run to all who make request. To receive your copy of *100 Quotes on the Wonder of Flight*, contact Carolyn Bolton today at (800) 874-0102.

Thanks to Aerie Innovations for their generous contribution to Oregon’s Centennial of Flight. ■

TSA Outlines GA Security Recommendations

A working group of the Transportation Security Administration’s Aviation Security Advisory Committee, composed of aviation associations, has delivered a series of formal recommendations to enhance security at GA airports.

“Since 9/11, general aviation has worked closely with TSA to voluntarily enhance security at facilities across the country,” said Stephen McHale, TSA Deputy Administrator, as he met with top representatives of 17 general aviation associations to discuss their recommendations. TSA will now build on these recommendations to establish formal security guidelines that GA airports can follow. By early next year, TSA will issue security “best practice” guidelines for the more than 18,000 landing facilities nationwide that serve 275,000 general aviation aircraft.

Included in the preliminary recommendations are such security improvements as tighter identification of passengers that fly on private planes, closer monitoring of student pilots and improved airport surveillance, as well as multiple locking systems to keep unauthorized persons from gaining access to aircraft; fencing, locks, lighting and other steps to control access onto aircraft ramps, parking, hangar and fuel storage areas; developing communications procedures for law enforcement officers and airport users in an emergency; and security precautions for agricultural aircraft operators.

Many GA airports have already implemented some of the working group’s recommendations, while the TSA and other government agencies have also moved to tighten GA security. Since 9/11, the TSA has taken steps to guard against unauthorized use of flight school or rental aircraft, required background checks for foreign pilots seeking a U.S. pilot certificate, and tracked suspicious aircraft purchases with assistance of the Department of Justice.

Meanwhile, the Aircraft Owners and Pilots Association (AOPA) developed a nationwide Airport Watch program that includes a TSA-sponsored hotline for reporting suspicious activity. The National Agricultural Aircraft Association has addressed security of aerial application operations. And numerous airports have moved to control access, improve gates, fencing and lighting, install alarm systems and bolster surveillance.

A full report of the TSA’s GA Working Group can be found at www.tsa.gov/public/interapp/editorial/editorial_1113.xml. ■



**Col. Rex T. Barber,
USAF**

*WWII P-38 Lightning
Pilot who shot down
Japanese Admiral
Yamamoto, 1943:
posthumous*

Flying a P-38 Lightning on April 18, 1943, Rex Barber shot down the Mitsubishi Betty bomber carrying Japanese naval strategist Admiral Isoroku Yamamoto, Commander in Chief of the Combined Fleet and architect of the raid on Pearl Harbor. Barber later flew with the 14th Air Force, under General Claire Chennault. Led by Major John W. Mitchell, the 432-mile low-level intercept mission was the longest successful fighter intercept mission flown during World War II. The United States discovered Yamamoto's plan to inspect the naval base at Bougainville in the Soloman Islands by breaking the Japanese radio code. With an endorsement by President Roosevelt, Secretary of the Navy Frank Know issued the order to intercept Yamamoto's party and destroy it at all costs. The United States kept the mission a secret until after the War so that the Japanese would not know that their top naval code had been broken. Shot down and injured over enemy territory near the Yangtze River while commanding the 449th Fighter Squadron, Barber evaded capture and returned to Allied territory in two months with the aid of the Chinese. He spent eight months in a California hospital recuperating. In January 1945, he returned to duty with 412th Fighter Group, 29th Fighter Squadron, testing the Lockheed P-80 Shooting Star. He flew jet fighters in the Korean War and retired as a Colonel after a full Air Force career. By the end of WWII, Barber had five confirmed aerial victories and three probables. Awarded the Navy Cross, Silver Star, Purple Heart, Air Medal and Veteran of foreign Wars Gold Medal of Merit, he died peacefully in his home on July 26, 2001.

Rex Barber, Jr., attended the Hall of Honor Gala to receive the award on behalf of his father.



**Major General
Marion Carl, USMC**

*WWII United States
Marine Corps Ace, 1942,
Navy Test Pilot, Marine
Corps Commander:
posthumous*

One of the United States' most decorated aviators, Marion Carl flew an F-4 *Wildcat* at Guadalcanal on August 24, 1942, encountering a Japanese force of bombers and fighters. Credited with 11.5 kills by the end of the Guadalcanal battle, Carl later said, these kills "made me an ace, the first in Marine Corps history, but that thought didn't occur to me at the time - we were far too busy and more concerned with our losses." After World War II, Carl became a U.S. Navy test pilot, setting a world speed record of 651 miles per hour on August 25, 1947. Chuck Yeager broke the record with Mach 1 (700 mph) later that year. In 1953, Carl set the world altitude record of 83,235 feet, and two years later, he flew U-2 photo-reconnaissance missions over China. Returning to combat during the Vietnam war, Major General Marion Carl commanded the 2nd Marine Air Wing. Retiring in 1973 with a record of 18.5 aerial victories, Carl was among the first Marines to fly a helicopter and the first Marine to land a jet on an aircraft carrier. He was also the first military advisor to wear a full pressure suit. During his career he logged 13,000 flying hours in aircraft from biplanes, seaplanes and helicopters to jet and rocket powered experimental models. Awarded the Navy Cross with two Gold Stars, Legion of Merit with three Gold Stars, Distinguished Flying Cross with four Gold Stars, and Air Medal with thirteen Gold Stars, Carl died while protecting his wife from an intruder in their home on June 28, 1998.

Carl's wife, Edna, traveled from Roseburg to accept his award.

2003 Oregon Aviation Hall of Honor



**Major General
Gordon Doolittle**

*Former Chief of Staff,
Oregon Air National
Guard Founder, and
WWII Fighter Pilot:
living*

Major General Gordon Doolittle — affectionately known as the Big Red Rooster, owing to his thick red hair — left an indelible mark on the Oregon Air National Guard (ORANG) and the National Guard Bureau. Enlisting in the Army Air Corps in June 1942, Doolittle received combat training in P-38 and P-39 aircraft. Receiving his wings and commission in April 1944, Lieutenant Doolittle joined the 435th Squadron of the 479th Fighter Group in Wattisham, England. He went on to become an accomplished fighter pilot with 70 WWII combat missions over Europe and three German combat kills: two on December 5, 1944 and one on February 9, 1945. Captain Doolittle joined the ORANG as Squadron Operations Officer, 123rd Fighter Interceptor Squadron in August 1946. He assumed the duties of Fighter Squadron Commander in August 1947, was promoted to Major the next month and to Lieutenant Colonel in December 1949. After the activation of the ORANG 142nd Fighter Group during the Korean Conflict, Doolittle became Deputy Group Commander at McChord Air Force Base, Washington. He assumed command of the 142nd Fighter Group upon the unit's reallocation to Oregon and became Deputy Chief of Staff, Headquarters, ORANG in 1953. Colonel Doolittle helped develop Air Force plans to use Air National Guard units called to active duty during the Berlin Crisis of 1961. Assuming command of the ORANG in June 1962, Brigadier General Doolittle became a Major General in April 1973, retiring four years later. His service as Commander of the ORANG and his work with the USAF at the Pentagon formulating plans and logistics forever changed the face of the United States Air National Guard. His 26-year legacy remains with the Guard and the Air Force today.

Doolittle was an honored guest at the October 26th Hall of Honor gala.



Ken Jernstedt

*Flying Tigers American Volunteer Group
Flying Tiger Leader and Ace:
living*

A Marine pilot, who joined Claire Chenault's Flying Tigers in China, Ken Jernstedt became the American Volunteer Group's fifth-ranking ace, destroying more than 10 Japanese aircraft. Jernstedt joined the Marine Air Corps in 1939, receiving his Navy wings in 1940. He became a Flight Leader for the legendary Flying Tigers after training in Guantanamo Bay, Cuba. His "Hells Angels" squadron was among the first in action after the Japanese attacked Pearl Harbor. Before going into basic training he wanted to make sure he would like flying, so he took his first flight from the old Swan Island Airport in Portland, Oregon, in a small, two-seat airplane. Jernstedt said, "From that point on I was hooked on flying!" After World War II, he returned to Oregon making a home in Hood River, where he ran a successful bottling company and began a political career that lasted 40 years. Beginning as a city councilman in 1951, he became Hood River's Mayor in 1959. Jernstedt moved to the Oregon House of Representatives in 1966, and then served five terms in the Oregon Senate. He returned to Hood River as Mayor in 1989 and retired from politics in 1991. Due to glaucoma, his vision eventually deteriorated, and his guide dog, Driscoll, entered his life. Jernstedt received the Distinguished Flying Cross in October 1996 and in June of 2001 the Port of Hood River formally changed the name of the Hood River Airport to Ken Jernstedt Airport in his honor.

Ken and Driscoll accepted the Aviation Hall of Honor Award in person.

2003 Oregon Aviation Hall of Honor



Lt. David Kingsley

*WWII U.S. Army Air Corps Second Lieutenant,
97th Bombardment Group, 15th Air Force:
posthumous*

Native Oregonian David Kingsley worked as a Portland firefighter before entering Army Air Corps service in April 1942. After receiving his bombardier's wings in July 1943, Second Lieutenant Kingsley joined the 97th Bombardment Group, 15th Air Force, stationed in Italy. On June 23, 1944, Kingsley and his B-17 crew participated in a mission to destroy the Ploesti oil fields in Romania. While approaching the target, the aircraft received severe damage from German defenses. Nonetheless, once the pilot positioned the aircraft over the target, Bombardier Kingsley successfully dropped his bombs causing severe damage to vital German installations. In response, German ME-109 aircraft intensified their attack upon Kingsley's B-17. Severely damaged, the *Flying Fortress* lost altitude and lagged behind the bomb group formation. Both the ball turret gunner and the tail gunner received severe wounds. Learning of his crewmembers' injuries, Kingsley went to administer first aid. Due to the intense flak damage, the pilot ordered the crew to bailout of the B-17. Kingsley, while tending to the tail gunner's wounds, removed his own parachute and adjusted the harness to fit his injured crewmate. Next, he assisted both gunners in bailing out as the aircraft continued to lose altitude. The aircraft went down taking Kingsley with it. His body was later found in the wreckage. David Kingsley was posthumously awarded the Congressional Medal of Honor in May 1945. He was the only Oregonian airman of WWII to receive the prestigious award. In 1957, Klamath Falls dedicated its airport as Kingsley Field in honor of Second Lieutenant David Kingsley.

Kingsley's sister, Phyllis Rolinson, attended the Hall of Honor gala to receive his award.



General Merrill A. "Tony" McPeak

*Four-star general,
Retired Air Force
Chief of Staff:
living*

With more than 6,000 hours logged principally in fighter aircraft, 269 combat missions, pilot wings from 11 countries, and two years spent as a member of the Thunderbirds, the famed Air Force precision flying team, General Merrill "Tony" McPeak was a natural to command the US Air Force during the Gulf War. Entering the Air Force in 1957, McPeak flew as an attack pilot and high-speed forward air controller during the Vietnam War. In Vietnam he served as the 20th Tactical Fighter Wing Commander from February 25, 1980 to May 26, 1981. He then spent two years as a pilot for the elite aerial exhibition team the *Thunderbirds*. A highly decorated four-star general, McPeak assumed the role of Air Force Chief of Staff in October 1990 and directed the air campaign in Operation Desert Storm. Over the next four years, he accomplished the largest reorganization of the Air Force in United States history. Following Desert Storm, McPeak participated in the development of improved guided munitions enabling more precise targeting of air strikes. As a member of the Joint Chiefs of Staff, he also functioned as a military adviser to the Secretary of Defense, the National Security Council, and the President of the United States. He retired in 1994 to Lake Oswego, Oregon, where he is president of McPeak and Associates, an international aerospace-consulting firm. He also serves as Chairman of ECC International, a military simulation training company, and serves on the Board of Directors of several other high-tech companies. McPeak continues to lecture widely and is an expert commentator on television and radio regarding military operations.

(story continued on page 8)



Melvin Jack Murdock

Co-founder, Tektronix, Inc., private pilot, and aviation buff: posthumous

Jack Murdock believed in science as a main source of knowledge and the key to resolving issues. Convincing his parents to help him start a business rather than pay for a college education, he purchased a shop for the sale and service of radios and electrical appliances. No one was surprised when in 1946, he and his technician, Howard Vollum, exploited their small radio and appliance shop to found Tektronix, Inc. — now one of the world's most prominent electronic instrumentation companies. A Portland, Oregon native, private pilot and aviation buff, Murdock believed deeply in philanthropy and helped fund Northwest education and scientific research wherever he could. Murdock once operated a Piper aircraft distributorship at Pearson Field in Vancouver. With a strong interest in aviation safety, he initiated a number of aircraft modifications, making them safer and more serviceable to pilots. The *SuperCub* was his favorite plane. Subsequent to his untimely death in a floatplane crash on the Columbia River in 1971, the M. J. Murdock Charitable Trust was established in 1975 per Murdock's will. Focusing its funds to grantmaking allocations in the Pacific Northwest, the Murdock Trust mission focuses on enriching quality of life by funding organizations seeking to strengthen the educational and cultural programs in creative and sustainable ways. The Trust is now one of the five largest private foundations in the Northwest. It funded the creation of the Jack Murdock Aviation Center at Pearson Field in Vancouver as a lasting tribute to his life.

Jack's cousin, Bruce Murdock, accepted the award for the Murdock family.

2003 Oregon Aviation Hall of Honor



John G. "Tex" Rankin

WWI U.S. Army Air Corps, barnstormer, and aerobatics instructor: posthumous

With an aviation career spanning the years between WWI through the end of WWII, Tex Rankin's aviation enthusiasm inspired thousands of aviators throughout the United States of America. A native of Texas, young John G. Rankin left home at 16 in 1910 in search of adventure and found his way to the United States Army Air Corps. Developing a love of aircraft while serving his country, Rankin made his way to the State of Washington where he learned to fly after his discharge from the Army Air Corps in 1919. Rankin moved to Portland, Oregon, in late 1922 with his strong Texan drawl still in tact. When he started the Rankin Flying Service, he was referred to simply as "Tex"! Before long, many aspiring aviators turned to Rankin for flying lessons. In response, he established the Rankin School of Flight and by 1927, he had instructed over 250 students. More than 60 flying schools nationwide adopted Rankin's series of booklets, known as The Rankin System of Flying Instruction, which covered all phases of flight and emphasized safety as a priority. When he wasn't instructing new pilots, Rankin's *Air Circus* barnstormed cities and towns throughout the West, with a series of different aircraft, all with a number 13 painted on the side and a black feline passenger for luck. With the advent of WWII, Rankin established the Rankin Aeronautical Academy in Tulare, California, to instruct civilians in aerobatics for the Army Air Corps. During its four and a half year history, the Academy graduated 10,450 cadets, twelve of which became WWII aces. One of America's greatest pilots, Tex Rankin died in the crash of a Republic Seabee in Klamath Falls, Oregon, on a routine business flight in 1947.



Jack G. Real

Aviation Engineer Business Leader; advisor to Howard R. Hughes: living

During his career, Jack Real worked with many pioneers of aviation and for many aviation industry giants, including Lockheed and McDonnell Douglas. A native of Michigan, Real graduated from Michigan Tech in 1937. Shortly after he went to work for Lockheed, a California Company. While at Lockheed, Real spent his time designing, developing and testing many aircraft including the B-14 Hudson Bomber, the XH-51, the Lockheed model 286 and model 475, and the *Cheyenne* Helicopter. In 1960 he became the Chief of Engineering Flight Test, in charge of all flight test activities and two years later became Chief Engineer of Research, Development and Testing. During 1964, Real spent most of his time working on the SR-71 project with Lockheed's engineering genius Kelly Johnson in the Skunk Works. In 1965 he became Vice President and General Manager for the AH-56A *Cheyenne* Helicopter project, and by 1968 he was responsible for all rotary wing programs at Lockheed. While at Lockheed, Real met Howard Hughes. From 1957 until Hughes' death in 1976, Real served as his personal advisor. Hughes appointed Real as the Senior Vice President of Aviation, Howard Hughes Corporation (formerly Hughes Tool Company) in 1971; he lived and traveled abroad with Hughes from 1972 to 1976; and in 1979 he became President of Hughes Helicopters, where he guided the AH-64 *Apache* Attack Helicopter program. In 1983, under Real's leadership, Hughes Helicopters received the Robert J. Collier trophy, aviation's highest honor for achievement in aeronautics in America. He shared the award with Jack Marsh, U.S. Secretary of the Army, Department of the Army. In 1984, Real became President and Chief Executive Officer of McDonnell Douglas Helicopter Company (formerly Hughes Helicopter Company) where he remained

(conclusion on 9)

Governor's Proclamation (cont.)

WHEREAS: The United States Congress created the U.S. Centennial of Flight Commission in 1998 to expand both national and international interest in this historic anniversary; and

WHEREAS: the Wright Brothers' legacy embodies fundamental traits consistent with Oregon's pioneers: persistence on the path toward their dream, despite injury, set-backs, frustration and disappointments, to ultimately achieve the euphoria of discovery; and

WHEREAS: the history of Orville and Wilbur Wright holds supreme examples of values still held dear by Oregonians today, as we embark upon the 21st Century: vision, teamwork, inventiveness, determination, ambition, courage and the need for a challenge; and

WHEREAS: Milton Wright, father of the Wright Brothers, served as missionary to Oregon, becoming the first president of Sublimity College; and

WHEREAS: The 1987 Legislature adopted the Oregon State Motto of 'She Flies With Her Own Wings,' a phrase that originated with Judge Jessie Quinn Thornton and appeared on the territorial seal for the Oregon Territory;

NOW, THEREFORE; I, Theodore R. Kulongoski, Governor of the State of Oregon, hereby proclaim December 17, 2003 to be The Centennial of Powered Flight in Oregon and encourage all Oregonians to join in this observance. ■

Aurora Noise Management Program

Over the course of the last two years, Oregon Department of Aviation has undertaken an airport noise study for the Aurora State Airport. This study consisted of an acoustical analysis of the level of noise generated at and around the airport, an inventory of the type of aircraft that use the airport, and gathering of current data to establish accurate noise contours around the airport.

This work was independently conducted by a national aviation noise consulting firm. Their formal findings were presented to a citizen committee in Aurora for review and recommendations regarding long-term noise management policies specific to Aurora State Airport. This body of work was then presented to the FAA for the final review.

Specific noise management policies and procedures have now been implemented at Aurora State Airport. Noise Management Program pamphlets are available at most airport businesses, outlining the suggested "noise friendly" use of the airport. In addition, preferred traffic pattern signs have now been installed at each end of the runway.

Pilots are encouraged to use the noise management pattern procedures when they are safely able to do so. For copies of the pamphlet or questions, please contact Daren Griffin, State Airports Manager, at (800) 874-0102. ■

Aviation Hall of Honor (cont.)

until his retirement in 1987. Real was instrumental in using his influence to locate the Hughes Flying Boat "Spruce Goose" at the Evergreen Aviation Museum. He is currently Chairman Emeritus of the Museum.

Real received his honor personally at the Inaugural Oregon Aviation Hall of Honor on October 26, 2003.



The Unknown Aviator

Dreams of soaring like the birds have captured the imagination of humankind for centuries. Men and women of all race and creed have yearned to take flight over the millennium. We salute their dedication and pass their inspiration and their continued dream of flight to the future. ■

Oregon Aviation Calendar

JANUARY

20-22 State Aviation Board Intensive Work Session, Troutdale City Conference Center, Troutdale, OR.
Info: Ann Crook, (800) 874-0102, ext. 226 or Ann.B.Crook@state.or.us.

21 State Aviation Board meeting, 9 a.m. to 1 p.m., Troutdale City Conference Center, Troutdale, OR.
Info: Carolyn Bolton, (800) 874-0102 or Carolyn.R.Bolton@state.or.us.

FEBRUARY

No information submitted

MARCH

17 State Aviation Board meeting, Tillamook, location TBD. Info: Carolyn Bolton, (800) 874-0102, ext. 223 or Carolyn.R.Bolton@state.or.us.

CALENDAR SUBMISSION DEADLINES

Aviation events scheduled between April 1 and June 30, 2004, can be submitted by June 1, 2004 (in format similar in length and content to that found on this page) in order to appear in the Spring 2004 *Flightlines* publication.

Submit information directly to Carolyn Bolton, *Flightlines* Editor, via: (a) fax to Carolyn's attention at 503.373.1688, (b) e-mail to Carolyn.R.Bolton@state.or.us, or (c) regular mail to Carolyn Bolton at Department of Aviation, 3040 25th Street SE, Salem, OR 97302-1125. ■



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ODA Employee Updates

John Wilson joins us as Department of Aviation’s new Office Manager and Assistant to the Director. John’s aviation career started in July 1987, when he began working for United Express as a Customer Service/Ramp Agent at PDX. By January of 1988, he was promoted to Dispatcher and moved to Tri-Cities, Washington. John obtained his FAA Certified Dispatcher License and in November of 1990 went to work for Horizon Air. He worked for Horizon for nearly 10 years before accepting a position with the Oregon State Police and promoted to Manager. John and his family live in the Salem area. He has been married 12 years and has two children that he describes as “wonderful.”



Jennifer Kellar is ODA’s new Fiscal Analyst. Jennifer moved to Salem area in 1983 from Honolulu, Hawaii, and began her State career as Manager of the Certification, Training and Licensing Section of the Building Codes Agency, where she worked for nine years. She then spent nearly a decade with the Salem-Keizer Public School District, initially hired as an Accountant/Contract Coordinator and promoted to Special Projects Facilitator/Budget Analyst. In 2003, Jennifer migrated back to State service, serving as a Contracts Management Analyst at Oregon Department of Transportation before finding the job of her dreams at Oregon Department of Aviation.

WELCOME JOHN and JENNIFER! ■