

OREGON AVIATION HISTORICAL SOCIETY  
2016 BOARD OF DIRECTORS ELECTION BALLOT

Return your ballot in the envelope provided. You must be a member in good standing, and **you may vote for any or all of the candidates.** Indicate your selection with a ✓ next to the candidate's name.

\_\_\_\_\_ Dorothy Austin, Roseburg      \_\_\_\_\_ Eric Baldwin, Gardiner      \_\_\_\_\_ Mark Baxter, Corvallis  
\_\_\_\_\_ Brad Chapman, Drain      \_\_\_\_\_ Roger Starr, Canby      \_\_\_\_\_ Annette Whittington, Creswell

**Ballots must be received by the OAHS no later than April 9, 2016**

Vote for write-in candidates here. Write-in candidates must give written permission, which the Secretary must have received by March 11, 2016 in order to receive votes. Write in the candidate's name and residence location, and put a ✓ next to the name.

**To vote:** complete the ballot above and return to the OAHS in the envelope provided.

**To RSVP for the annual meeting:** complete the form below and return to the OAHS in the envelope provided.

**If a secret ballot is not important to you** (*only DJ will know who you voted for*): complete both sections and return the page.

**Or do it all on PayPal:** go to [oregonaviation.org/about-us](http://oregonaviation.org/about-us) and click on this button: 

On the PayPal donation page you will see a "Notes" section where you can indicate how many annual meeting RSVPs you are paying for, the names of the attendees, and which board candidates you wish to vote for.

OREGON AVIATION HISTORICAL SOCIETY 2016 ANNUAL MEETING

**Date:** April 9, 2016      **Time:** Doors open at 12:30, lunch at 1:00  
**Location:** Village Green, 725 Row River Rd., Cottage Grove      **Cost:** \$23 per person

\_\_\_\_\_ **Yes, I am attending.** Please reserve \_\_\_\_\_ seats for my and my guest(s)

Attendee Names (*please print clearly so we can make accurate name badges for everyone*):

\_\_\_\_\_

Payment Options: \_\_\_\_\_ Enclosed is a check for \$\_\_\_\_\_ for \_\_\_\_\_ attendees

*Choose one*

(circle one)

\_\_\_\_\_ I am paying with my MC or VISA for \_\_\_\_\_ people

\_\_\_\_\_ I have paid via PayPal for \_\_\_\_\_ people (*use PayPal button on OAHS website and enter "Annual Meeting" in the comments section*)

Card Number \_\_\_\_\_ exp. date \_\_\_\_\_

\_\_\_\_\_ No, I cannot attend this year.



Volume 25, Issue 2

Our Mission

The Oregon Aviation Historical Society was incorporated in June 1983 through the efforts of a group of aviation enthusiasts who recognized the need to preserve Oregon's rich aviation heritage for the benefit and enjoyment of future generations.

Its purposes are to collect, preserve, restore and exhibit aviation artifacts; to develop facilities for the restoration and preservation of artifacts, public viewing and exhibition of the collection; to establish and maintain an Oregon Aviation Hall of Fame; establish a resource center for Oregon aviation historical research and to disseminate information about Oregon aviation history.

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**Have you moved?  
Make sure we have your  
current mailing address!**

Write us at OAHS, PO Box 553,  
Cottage Grove, OR 97424

or send us an email at  
[oregonaviation.org@gmail.com](mailto:oregonaviation.org@gmail.com)

OREGON AVIATION  
HISTORICAL SOCIETY

P.O. Box 553, Cottage Grove, OR 97424

March 2016

Oregon Aviation Hall of Fame Induction



We are pleased to announce that the Oregon Aviation Hall of Fame inductee for 2016 will be Captain Basil B. Smith.

Smith was born in 1894 just across the Columbia River in Felida, WA and became interested in aviation after helping to hold the wings of a pusher-type as the engine warmed up at the 1912 Multnomah County Fair at Gresham.

In 1917 he joined the Navy as a Landsman, but upon discovering that only the reserves offered

naval flight training he resigned and joined the Navy Reserves as an Ensign. After graduating ground school at MIT and flight training in Pensacola he became an instructor in the Department of Structures. He and some of his fellow instructors designed and built an airplane but the Navy refused to allow them to test it since they considered it to be built by students.

At the end of World War I he returned to Portland as a reservist and started a business with his brother Dexter designing elevators for use in lifting autos for servicing. The demand for the units began to dwindle as hydraulic lifts entered the market and by 1927 they closed the business, at which point Basil joined the Rankin School of Flying as Ground School Superintendent. While there he authored the ground school manual that was used by so many students over the years. He stayed at the Rankin school for a year before moving on to the Adcox School as Superintendent of Construction in charge of the entire shop staff. His shop foreman at Adcox was Danny Grecco, who was inducted into our Hall of Fame in 2010. Smith designed several planes while at Adcox, including the "Student Prince" (see Page 3 for more on this aircraft).

*Continued next page*

## Hall of Fame, continued

In 1930 he designed and built the “Yellow Peril” with the help of students at the Pacific School of Engineering. He flew this racing aircraft as the Oregon entry in the All-American Flying Derby, sponsored by American Cirrus Engines. This aircraft had an estimated test flight speed of 170 mph and a sliding cockpit which, when not in use, ran forward over the fuselage on a pair of tracks. On the third day of the derby Smith was in the lead but the plane had been sabotaged and crashed. We are pleased to have the bones of this aircraft on display here at the OAHS.

Another Smith aircraft was the 1932 Rankin Legionnaire EX-1 (X12722), which was designed for an endurance flight proposed by Tex Rankin. Unfortunately this plane was never used for its intended purpose, as the local businessmen sponsoring the flight were not happy about Tex’s plan to take Dorothy Hester along with him (too scandalous for the two of them to be cooped up in that aircraft cabin for 30 days). They pulled the plug on the flight after the aircraft had been built, so Smith flew it to Beaverton, stored it in a hangar, and never saw it again. This aircraft was apparently still flying as part of a sky-writing fleet as late as 1976.

In 1934 he reported for active duty to NAS Sandpoint to be the Executive Officer of the Reserve Base, which was later moved to Pasco under his command. He was tasked with developing NAS Pasco from the ground up, and he was awarded the Legion of Merit for his skill at designing and organizing the base. Smith was every bit as dedicated to his personnel as he was to sound airfield development: in 1943 he successfully made a risky flight over a socked-in Snoqualmie Pass to transport a Marine with a gunshot wound to a hospital where his injuries could be properly treated. After his success at NAS Pasco, his skill at airbase development earned him the task of planning, consolidating, and reorganizing air bases in the SW Pacific and Philippine Islands.

He lived a fascinating life and we only have room for a little peek at it in this newsletter. We are honored to add Capt. Basil B. Smith to our roster of Oregon Aviation Hall of Fame inductees and we encourage everyone interested in his fascinating life to attend.

### Annual Meeting Luncheon

The Annual Meeting of the Membership will once again be held in the Village Green Cascadia Room. Doors will open at 12:30 and lunch will be served at 1:00. The RSVP form is on the back page of this newsletter: just tear it off and send the completed form back to the OAHS in the envelope provided. Call or email for driving directions.

Lunch will be grilled chicken with a Boursin herb and garlic cream sauce, rice pilaf, sautéed vegetable, fresh garden salad, and a deluxe chocolate brownie, for \$23.00 per person.

Please return your RSVP to the OAHS no later than April 1 to guarantee a meal. It is possible to attend the meeting without having lunch (just let DJ know you are coming).

The Hall of Fame ceremony will be presented after lunch and before the Annual Meeting. If you wish to attend the meeting without having lunch, plan to arriving around 1:30.

## Board of Director Elections

You have five directors up for re-election this year and one new candidate. Please review the information carefully. Members in good standing may vote for any or all of the candidates using the ballot printed on the back page of this newsletter. To vote, simply complete the ballot and mail it back to the OAHS in the envelope provided. Thank you!



**Dorothy Austin** – Dorothy has been a member of the board since 2007. She is active with the Oregon Antique and Classic Aircraft Club (OACAC) and the EAA in Roseburg. She has been affiliated with the OAHS for many years.



**Eric Baldwin:** Eric has an extensive aviation background that includes flight training and technical training from Lane Community College and employment in the Central Pacific and the Pacific Northwest. He retired as a Lead Aircraft Inspector and Technician from United Airlines. Eric has been a member since 2010 and was elected to the board in 2012. He is active on the Aircraft Operations Committee and is our main Stinson pilot.



**Mark Baxter** – Mark owns and flies a 1941 Taylorcraft, and is in the process of building a Pietenpol, which is an open cockpit aircraft designed in the 1930s. He is the current President of the Oregon Antique and Classic Aircraft Club and has recently volunteered to sit on the OAHS Collections Committee. He has enjoyed volunteering as a docent at the History Center during the past few summers and looks forward to continuing in that role.



**Brad Chapman** – Brad is a retired electronics engineer living in Drain. He is a Past President of the McMinnville Chapter of the OPA and was a Technical Counselor with the EAA, where he assisted members with their aircraft projects. He has completed and flown a Thorp T-18 and was appointed to the board in October 2011. He is the current Secretary and a member of the Aircraft Operations Committee here at the OAHS.



**Roger Starr:** Roger is a retired CPA and realtor who served as President of the OAHS for 16 years. He is a Lifetime member of the OAHS, a Past President of the Oregon Antique and Classic Aircraft Club, and a private pilot. Roger was a naval flight officer from 1969 to 1973.



**Annette Buswell Whittington** – Annette is a former office administrator with the Creswell Chamber of Commerce, and currently manages rental property she and her husband own in Creswell. While not a pilot herself, she is the daughter of Myron “Buz” Buswell, Oregon Aviation Pioneer and Beaverton Outlaw. She enjoys preserving Oregon’s rich aviation heritage and sharing it with others. She is active on the Events Committee and helps out with the archives.

The Student Prince was Oregon’s first production aircraft. On your right is a photo of Student Prince #102, NC893K, which is currently owned by Ed Carlson of Spokane, Washington. Three Student Prince aircraft were manufactured and issued certificates and three additional aircraft were built using the jigs from the certificated craft and were limited to flying within Oregon.

