Join the OAHS!
If you’re not a member, we invite you to join the Society in its efforts to preserve and celebrate Oregon Aviation History. Fill in the blanks and return to:
Oregon Aviation Historical Society, PO Box 553, Cottage Grove, OR 97424

Contributor-$100  Sustaining-$50  Family-$35  Associate-$25
Name_________________________ Date____________________
Address_________________________ Home Phone____________________
City_________________________ State______ Zip____________________
Occupation_________________________ Email________________________
I am Interested in Volunteering ________________________________
Skills and Interests________________________________________________

If you are already a member and you aren’t sure whether or not you’ve paid your annual membership dues, email DJ at oregonaviation.org@gmail.com. We’ll check the records and let you know before you send out a potential duplicate payment.

OREGON AVIATION HISTORICAL SOCIETY
P.O. Box 553, Cottage Grove, OR 97424

Annual Meeting April 12, 2014

The Annual Meeting of the Oregon Aviation Historical Society membership will once again be held at the History Center. Not only will this allow members to visit with each other, it will provide an opportunity to see what has been happening with the restoration projects over the last year.

If you plan to attend, please send your RSVP in as quickly as possible so we can plan for enough food for everyone. For more information on lunch, please see page 5.


We are delighted to induct Colonel James L. “Les” Meadows, USAF Reserve (Ret) into the Oregon Aviation Hall of Fame. His sons will be here to present information on Col. Meadows and to receive the award.

“Les” was born in Elgin, Oregon on March 5, 1902. He was raised in Oregon and graduated from North Bend High School, North Bend, Oregon in 1925 where he was student body president his senior year. He was the oldest of three children born to James Wade Meadows and his wife Albertina Brodbeck Meadows. From March – July 1927 he underwent pilot training as a Flying Cadet at San Antonio, Texas; he received his commercial pilot’s license in 1929 having worked at the Tex Rankin School of Flying in Portland. He was commissioned a Second Lieutenant in the Army Air Corps Reserve, effective December 8, 1930, following pilot training at Brooks Field, Texas and received his pilot’s wings on 30 December, 1930.

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Hall of Fame, continued

His inactive military service from 1931 – 1939 was served as a pilot of miscellaneous aircraft during his reserve two weeks active duty tours with the 321st Observation Squadron at Pearson Air Park, Vancouver, Washington.

From 1930 – 1936, Col. Meadows was the part owner of Rasmussen and Meadows Flying Service in Portland. Not only was he a pilot, he was also responsible for air service, operations, and maintenance. From 1937 – 1940 he was a pilot and salesman for General Petroleum Corporation in Portland, Oregon. On September 5, 1940 he was assigned to extended active duty and from September 1940 – October 1941 was the base operations officer and administrative officer of the Air Corps Detachment, Salt Lake City, Utah. He was promoted to Captain, Army Air Corps Reserve, in December 1941. From October 1941 – October 1943 he was the Commanding Officer, Pilot Training Group, Headquarters and Headquarters Squadron at Williams Field, Arizona, which was the primary advanced fighter training base for the P-38 fighter. As the Director of Pilot Training, he was checked out in such various aircraft as the B-17, B-25, B-26, P-38, AT-11, UC-78, AT-6, BT-13, C-47, and C-45. He was promoted to Major in November 1942 and was designated a Senior Pilot on November 25, 1942. From November 1943 – July 1944 Colonel Meadows was the Headquarters Commandant and Airdrome Operations Director, Headquarters AAFWFTC, Santa Ana, California. While attending the Aerial Gunnery School for the B-17 and B-26 aircraft in Las Vegas, Nevada, in August 1944, he was promoted to Lieutenant Colonel.

He flew B-25 combat missions in the Pacific theater in 1944 and was released from active service in 1947. After leaving active service, “Les” was the Manager of the city owned Municipal Airport in North Bend, Oregon from July 1947 – July 1948. He relocated to Portland, Oregon and from September 1948 – June 1949 was the Executive Secretary of the Aviation Commission for the City of Portland. In this position he promoted and developed aviation policies beneficial to the city. He subsequently was employed as a salesman for Gill Automotive Company. He was recalled to active duty in 1950 and served with the 403rd Troop Carrier Wing during the Korean War.

It is an honor to add Col. Meadows to the Oregon Aviation Hall of Fame.
Odds and Ends

*On Tuesday, February 18, President Kindred and Admin Assistant DJ Amick-Elder traveled to the Oregon Department of Aviation to see what they had in their archives. As Doug said in his column, we want to give a big shout-out to Rita Rogerson of the ODA for her support and assistance in this effort. We had the chance to copy/scan a number of original pilot’s license applications, early license certificates (many with photos), department board minutes relating to the “Beaverton problem,” and several odds and ends that will add a depth of information to several of our collections. We learned that they have records of aircraft crashes and accidents dating from 1942 to 1987, and we obtained a list of closed airports. We’ll be printing and filing this information into collections where appropriate, and we’ll find some way to make parts of this available on the website. That’ll take a little time, but we’ll do our best.

*As we move deeper into the 21st Century, we here at the OAHS would like to encourage our members to move to a digital newsletter. You may know that every newsletter is digitized and uploaded to the website, but you might not have realized that we can put your name on the email list and email a copy directly to your inbox. Any inserts that would normally come with the newsletter can also be sent digitally, or, if you prefer, we can still mail them out the old-fashioned way. If you would like to switch your newsletter from a print version to a digital version, please contact DJ and she’ll set you up.

*Tim Talen and Kyle Bushman have been working on the Great Lakes for the last few weeks. The engine has been repositioned to allow room for the accessories and now they are working on the cowlings. The work that Ben Farringer has been doing on the wings for Wimpy is coming along nicely. Work days on these two aircraft are scheduled for Friday of each week, weather and travel permitting. If you are interested in helping, you can either give Tim a call or drop DJ an email and she’ll get the message to Tim.

Random Flight

By President Douglas Kindred

I think I can safely say winter is over. Don’t know about you, but I think that snow twice in one season is enough. The second occurrence took our power for about 12 hours, broke several trees and plants and destroyed the cover over my hot tub. I hope your winter was better than mine.

On the good news side, we’ll be inducting James Lester “Les” Meadows into the Hall of Fame at our Annual Meeting in April. Les was a native Oregonian and early aviation pioneer. He was not only a pilot in the military but also operated a fixed base operation in the Portland area. Meadows worked with Tex Rankin and Buz Buswell so he was in good company.

DJ and I traveled to the Salem airport and the Department of Aviation where we spent an enjoyable day with Rita Rogerson perusing the archives. With scanner and laptop in hand we copied as much material as we could, like the copy of Johnny Bigelow’s 1940 pilot registration certificate shown here. The dates range from 1928 up to 1947. So much to see and so little time. They have so much more info available, like data on airports and miscellaneous artifacts, that we hope to make a return trip. We even brought back a VHF radio base station.

Not sure if it works but if nothing else, we can use it for a tie down anchor.

I hope you can join us at the Annual Meeting so we can show you what is new!

Safe journeys and fair winds,
Your President, Douglas Kindred

If you attend the Annual Meeting on April 12th you can see the progress in person!

Board of Directors Elections

This year we have one new applicant to the board and two directors standing for re-election. You can vote for one, two, or all three directors. If you wish to vote for a write-in candidate, their written consent is required prior to the election. All ballots must be received by commencement of the Annual Meeting on April 12, 2014.

Ray Costello: Ray is a retired Northwest Regional Representative of AOPA; (1986-2001), retired Assistant Administrator of Oregon Aeronautics (now Oregon Dept. of Aviation) 14 years; retired USAF active pilot WW II, Korea, and Vietnam until 1972; and a Lifetime member of the OAHS. Ray has been inducted into the Oregon Aviation Hall of Honor at Evergreen Air Museum and into the Oregon Aviation Hall of Fame.

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.

Eric Baldwin: For some of you who haven’t already met me, I would like to say hello and express how excited I am to be on board as a director with the society. My aviation background is extensive and rather than go on about that, I would simply direct you to my website at www.oldplanepros.com.

I got my start locally just over the ridge at Lowell. After high school and a tour of duty in the army 72-75, my flight training and technical training from Lane Community College sent me on to the Central Pacific and back to the Pacific Northwest for employment. Somehow, 25 years slipped by and I found myself retiring as a Lead Aircraft Inspector and Technician from United Airlines.

Bringing airworthiness to our SR5 Stinson brought me into the fold 2 years ago. Currently, I am working with Tim Talen and other dedicated members to return the Stinson to flight. I look forward in working with all of you to continue the progress and success the museum and society has earned!

Annual Meeting

April 12, 2014

The Annual Meeting will be held at the Oregon Aviation History Center, 2475 Jim Wright Way, Cottage Grove, Oregon. The Annual Meeting will take place immediately following the normally scheduled meeting of the Board of Directors, which should end at noon. Members are invited to attend both meetings.

Lunch this year will be catered by The Carousel House. Since we are once again meeting in the casual atmosphere of the museum, we opted for box lunches. You will have a choice of chicken, ham, or roast beef wraps, each with chips, fruit, cookies, potato salad and soda or water.

The price for lunch is $15.00 per person. You may RSVP by using the RSVP card that was included in your newsletter or by using the “Donate” button on the OAHS website. Once you are taken to the OAHS PayPal page, use the memo space to tell us how many reservations you need. In order to make sure we have enough food for everyone, please reply by April 4.

Stinson Update

The Stinson repair is moving right along. The engine has been repaired and is back onsite. The propeller should be back home the middle of March, and local work is proceeding in a timely fashion. We will keep you updated as things progress.

Anyone Have a Manual for a 1950 Aerotron 500 Transceiver?

The Oregon Department of Aviation has given the OAHS this transceiver on long-term loan and we would love more information on it before we put it on display. We have one old advertisement but it is not easy to read and we would like to include as much info as possible with the transceiver when we put it in the display case.

If you have any information on this item, or one similar to it, please contact us via oregonaviation.org@gmail.com.