



NEXT MEETING

Sunday, August 5, 2:00 PM

BBQ @ 12 Noon

Chapter Hangar

Thank You Firefighters

(and Joe and Dave. Explanation later in newsletter)

Editor's Note: July has been a busy month. What with Airport Day, 1st flights, and firefighting activity, I concluded the best way to document the activities was to include lots of photos. Can't imagine anyone objecting to that. Joe Williams contributed several of the Airport Day and the majority of the firefighting aircraft and helicopter photos. Thanks Joe.

President's Message

Each person among us strives to fly, somehow. Light aircraft in many varied configurations directly provide a close-up extension of our inner wings that lift us aloft to a higher vision of our immediate personal world. This aerial world is a beautiful place! We see more clearly an aerial path to beckoning mountainous horizons. Fly-a-ways to distant, over the horizon airports rate high in desirability!

Some of our pilots own and fly company built planes: the Piper Cherokee, Cessna 140, a trio of Ercoupes, and Mooney. Still other pilots build aircraft from plans or kits: the Wago Aero Supersport, Kit Fox, Sonex, or Vans RV6. Some of us rent Cessnas to fly.

This month we honor one of our own aircraft rebuilders, Dick Smith. His Hornet underwent a new engine and propeller installation, related plumbing, and electrical work during a six month period. Dick joyfully first flew his Hornet on July 1st up to 5000 feet above the Grants Pass Airport, then returned to a successful landing. Way to go, Dick!

Clear Skies,
Nate

July Meeting Minutes

Call to order: 2:00 p.m. by President Nate Riffle.

Pledge: allegiance to our U.S. Flag

Guest and member intro: Guest Scott Crawford, son of member Dennis Crawford visiting from north central California.

50/50: Second Chance: drawing winner - unrecorded.

Airport Advisory Report: meeting to be held this coming Tuesday. Stan Loer will attend.

Old Business: trash bags must be disposed of. Some volunteer may haul them to the dump. Overhead canopy will be repositioned to the south to clear access for installation of two new ceiling fans.

New Business: Treasurer's report from David Applegate.

EAA Chapter 725 Finance Report July 1, 2018

As of June 3, 2018, On Hand:

Checking: \$2774.35

Cash Box: 513.00
\$3387.35

June 14th Ck #1057 — Beaverton Outlaw Presentation — Cheryl R. \$137.40

June 15th Deposit — one membership: \$20.00

June 20th Withdrawal for pancake breakfast cash: \$287.00

June 28th Deposit — cash box + pancake breakfast: \$1807.00

June 28th Cash box on hand: \$200.00

Total cash box + checking as of this date: \$4376.95

Notes:

Served 193 adult breaks x \$6.00 = \$1158.00

Served 24 child breaks x \$3.00 = 72.00
\$1230.00

Donations: 137.00

Total from breakfast: \$1367.00

Fly-outs and other activities: Montana to visit Brent and Donna at their local airport — consider for next year, July 4th, 2019.

Myrtle Creek lunch — maybe soon.

Cottage Grove for the Historical Society monthly breakfast — Saturday, 7 July 2018.

Second Chance drawing: won by Nate Riffle.

Stan requested that Southern Oregon Aviation Academy students be allowed to use hanger tables in place for classwork on aerial navigation next week, 7-8 July. Open tables are perfect for students to lay out navigation maps to learn.

Membership approved this use by unanimous vote.

Joe Williams addressed continuing need to gain new memberships to provide Chapter 725 continuity, viability, and chapter expertise in building real, flyable, person-carrying aircraft. He noted lack of interest among teenagers in pursuing knowledge and camaraderie with our experienced pilots. He is running out of ideas. He suggested distribution of Chapter 725 membership interest forms among the car club activities, weekly around the Grants Pass area.

Nate suggested that pilots fill their empty passenger seats with interested aviation hopefully when those pilots fly. He stated that he intense to do similarly when he rents aircraft to fly.

Round about: no comments. No additional comments or questions.

Adjourned Meeting at estimated time of 3:20. p.m.

August Meeting Program

Joe Williams will fill the chapter in on his daily contacts with the Chinook crews and other activities related to keeping up with the firefighting efforts on the Garner Complex fires. He was invited to visit the helicopter firebase and sit in on a crew briefing, so he has obtained a very broad view of the overall firefighting operations. I strongly encourage extending an invitation to non-members to join us for this very informative presentation. On the chapter's behalf, Joe had banners printed, one of which you will see in a later photo. He and Dave McGlooin have also been making sure the chapter shower facility is well stocked and consumables are replaced as needed. Right now, however, his main concern is whether he and Jenny will have to evacuate. The east side of the Taylor Creek fire is being held at bay for now, but what will happen in the next few days is not yet clear by any means. And they're just across the river.

Around the Chapter and Airport

A milestone accomplished: Dick Smith flew his Hornet July 1st. Yes, it was so early in the morning that the rest of us were just getting our first cup of coffee if we were up at all. So no 1st flight photos. 2nd flight?-nope. 3rd flight's the charm on July 25th. Proof positive that Dick has a flying airplane. With a bit of cooperation from the firefighting efforts and other weather factors, this little buzzer will likely be widely seen (and heard) in the western Oregon skies this summer.



That said, the following photos are from an actual 1st flight. Kenny Jordan finally got every little frustrating piece of documentation approved and the DAR's sign-off, so he and his beautiful CH601 got airborne for the first time on Tuesday morning, the 17th. Flew for more than an hour. I didn't talk to him after landing, but it appeared that all went well. So we now have 2 first flights to celebrate in a single month. That surely doesn't happen very often. Certainly not here.



Decision time. Go or abort?

IT'S A GO! Was there any doubt?



Up, up, and away! The first of many flights, but I'm sure there will never be another quite like this one.

From all accounts Airport Day was a success, helped greatly by clear blue skies and moderate temperatures. Our breakfast certainly was a success. Moving the date up out of the peak of fire season was a good decision (for sure), although the repel team and water drop demos dropped off the schedule with the assignment of these crews to early season fires in other western states. Two flights by the RV formation team West Coast Ravens helped fill the slots and the car show was well attended. With the added participation of the RC'ers, Pacific Aviation, and Dutch Bros. (probably missing some here), there was plenty to keep the crowd's attention. Hope they also learned a little about the many ways the airport contributes to the well-being of the community. Here's a random selection of photos taken by Joe Williams and myself which I hope catches the flavor of the event.



Let the fun begin. Early birds arrive for breakfast. I didn't get a later photo, but I know the line got quite a bit longer later on before it tapered off as we neared closing time.





The numerous fires that broke out in southern Oregon over the last month have affected all of us in the region in one way or another. Certainly, those closest to the active fire lines have been subjected to considerable emotional trauma and are in our thoughts daily. That the heroic efforts of our firefighters laboring week after week on our behalf deserve loads of gratitude and support pretty much goes without saying-but I'll say it anyway.

While an off-airport helicopter firefighting base was established west of Merlin, the airport has seen considerable activity related to firefighting operations, including the arrival of the governor, who then continued to the base by ground transportation. The following collage of photos show some of the activity over the last several weeks.



The governor wraps up her visit to southern Oregon and the Garner Complex firebase. That's her in the blue jumpsuit.



A DC-10 tanker heads toward the Taylor Creek fire. Jenny Williams took this photo from her house. A 747-400 tanker also has dropped retardant on this fire within the last few days.

This version of the Partenavia P68 is called the "Observer". Can't imagine why.



Kaman KMax helicopter with bucket. Before the smoke really got bad.



Army National Guard Chinooks awaiting the call. The pairing is deliberate to show how the visibility deteriorated as the fires grew and winds blew the smoke our way. Visibility could change almost hourly.

Second Beginning

With 2 weeks devoted to the Southern Oregon Aviation Academy summer camps, I didn't have time to put this section together for August. But it will return in September.

Future Happenings

If you know of any aviation events coming up over the next few months, please let me know. This is where they will appear. You may get tired of me being a megaphone for the OAHS but, as you can see from the calendar, there's a lot going on up there through the summer months and it's not that far away.

July 28: Antique Motorcycle Club of America Show and Shine, OAHS, Cottage Grove. (Flying motorcycles?)

Aug 3-5: OAHS 40th Annual Jim Wright Memorial Stearman Fly-in.

Aug 4: OAHS Fly-in Breakfast, Cottage Grove

Aug 11: Roseburg Chapter 495 Fly-in Breakfast, Felt Field, Roseburg

Aug 17-19: Independence Chapter 292 Fly-in. 20+ forums plus the 2nd annual Alaska-style STOL competition. A schedule is on their website, eaa292.org. REGISTRATION IS OPEN (also on their website).

Aug 17-19: "Animal House" 40th anniv. fly-in, OAHS, Cottage Grove. Fun movie, several scenes shot in Cottage Grove.

Aug 24-25: Airshow of the Cascades, Madras

Aug ??: Chicken Drop, Grants Pass . Postponed until the fires die down.

Sept 1-3 (Labor Day Weekend): OAHS Great Oregon Homebuilt Festival. Details as the date gets closer.

Sept 8-9: Annual Western Antique Aeroplane and Automobile Museum Fly-in. Hood River

And Finally

You maybe saw this on the news. An Ohio(?) couple returning home from Oshkosh in their Ercoupe had some kind of engine trouble as they were over the west edge of Lake Michigan flying south past Chicago. One account I read said they "got permission" from "the controllers" to land on Lake Shore Drive. And without "permission" their options would have been.....??? And did the "controllers" first get permission from the drivers on that busy roadway? So many questions my mind just can't absorb them all. I think I'll take a nap. Editor out.

BTW: Safe landing. No bent airplane, vehicles, or people.

EAA Chapter 725 Grants Pass Airport-3S8

Meets: 1st Sunday of the month- 2PM

Nate Riffle.....President

Joe Williams.....Vice President

Office Open.....Secretary

David Applegate.....Treasurer

Stan Loer.....Newsletter Editor (stazel@cpros.com)

Ed Lee.....Webmaster

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