



## Next Meeting

**12:00 Sunday June 7 in the EAA Hangar**

**Lunch BBQ with Meeting to Follow**

**Editor's note:** Dave Palmer has a new winged mistress and his search for the "perfect" match took him far afield. His account of the exercise which culminated in a coast-to-coast flight home is printed verbatim in the "Around the Chapter" section. A selection of Dave's photos is included. Now he needs to bring her over for a proper introduction.

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### President's Message

We are in the middle of interesting and troubling times. With the Coronavirus still affecting our lives, disrupting our plans left and right and now some serious social unrest that I choose not to comment on here. Luckily we are in a good place to be regarding both of these things. I wish I had good news to report about Airport Days but we are still in limbo regarding a date. It will not be canceled, but may be postponed. We have had some fun things happening around 3S8 with several new planes showing up, newly minted solos and pilots, and some great flying weather for a change. Our last chapter meeting was a big success in both attendance and new members. Thank you ! I expect to see further growth In the future. I hope to see more of you coming out, stopping by to see what's going on and saying hello. Or better yet, pull that dusty Aero-machine out and take it for a spin.

And Godspeed to our astronauts on their way to the Space Station. Congratulations!

Joe W.



## May Meeting Minutes, 5-3-20

Call to order / pledge 12:05

Guests: Wayne Pinger, Jeff and Debbie Sterling, Paul Handover, John Boyer, MAC Williams, Tracy Malone.

Airport report by Larry: Prepping for fire season and where to park the various helicopters expected. Update on caretaker residence project.

Financial report, same as last month other than a few dollars interest.

Old Business, Cozy project now in county hands. Weight and balance number provided to Larry. Location for pole has been determined.

New Business, Summer projects under consideration, Segmented circle. Will be open to others. (A new one came up after the meeting regarding holding an aviation hangar based "garage" sale in the EAA hangar for local pilots)

Speaker, Cathy Frankel, CFI at Pacific Aviation detailing her career and training path. A fast track to ATP.



Rich Colton bought a Cessna 150 and had it on display for the meeting. A very nice airplane indeed.



Non EAA event reminders, Fourth annual Chicken Drop to be announced as well as a Spot Landing contest. Details later. Also, Member Andreas Blech is hold a graduation party for his daughter on the 31st at his hangar and is inviting pilots to give rides to some deserving seniors cheated out of the usual fun of graduation time by this virus situation. Lunch to be served to participants.

Meeting adjourned at 12:45.

Joe W.

## June Meeting Program

Joe has decided to forego a formal program and devote the time to a discussion of Airport Day and our pancake breakfast. Or maybe something else depending on whether or not a conclusion has been reached re postponement.

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## Around the Chapter



Dave McGlooin and his Sonex made their mutual first flight on Memorial Day. He reports all systems normal and all performance numbers very impressive. Flew for about 0.7 hours staying close to the airport. Saw 140 mph at 5K and about 2/3 throttle. This is with gear leg fairings and wheel pants removed. He should have a few more flights in by meeting time. Ann McGlooin photo.

## The Dream

### By Dave Palmer, A flyer

A very few - a lucky few - do the work required to live the dream. For some, that work is a pleasure. That's true for me.

For decades I've made my living as a pilot. "*A pilot*". But that was never *my* dream. My dream was to be "*A flyer*". To fly. It didn't matter what I flew; hang gliders, jets, heavy turboprops, heavy jet global transports, two-stroke ultralights, light props, it's always been about the flying. Don't get me wrong, I'm a serious pilot in every regulatory sense, it's just that the dream for me has always been - to fly!

The past three months, grounded from my current flying job as a medical airlift pilot due to shoulder surgery, I began in earnest to find an aircraft that I'd dreamt as a youngster, that I could - *fly*.

Old men often harken back to their youthful dreams. The perfect girl. If only she had entered his life decades ago. Fast, good looking, a bit wild. What if she was suddenly available? Would you dare? Could it be like those dreams of youth?





I found that dream in Florida. From Revolution Aviation Inc., based in Williston, X60, that girl I had dreamt of was there waiting for me. She was young, fast, sexy and available. How could I resist her? And, crazy as it sounds, my wife agreed I could have her!

She'd had a brief, troubled history. Built in 2015, sold in 2018. The inexperienced new owner rushed ahead, with little regard for wooing her hand, and in the first 5.2 hours of courtship, she ran off into the grass and flipped onto her back, refusing to go any further. Very unlady-like.

Denny Funnemark, RAI owner, test pilot and chief operations officer tended her wounds and agreed to help find her a new owner. That's when I came into the picture. Weeks of conversations confirmed that this young lady just wanted to be respected and handled with care. I promised Denny I would be a good owner and guardian for this wayward young lass.

After flying out from Oregon I spent three long days getting to know her. We got along well and after a brief courtship, she agreed to accompany me out west, where I promised her I'd be good to her, put a roof over her head and tend to her every need.

Each day I flew her to acquaint myself with her peccadillos. There were some adjustments. We worked together in the Florida heat and humidity and built a new relationship. Then, with Denny's eyes tearing up, like a father saying goodbye to his youngest daughter, we set out together for a 2,266nm journey west.



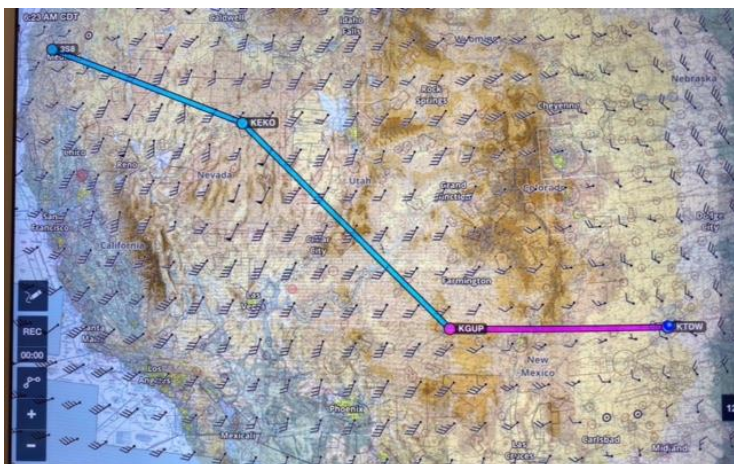
Leg 1: 235nm X60-79J (South Alabama Regional) Flat land, clear skies. AVGAS is \$2.99

Leg 2: 352nm 79J-KCDH (Harrel Field, Camden AR) Building T cells bring rain but little else early. The Field is not attended, but an open hanger offers a dry spot for lunch.

Leg 3: 459nm KCDH-KTDW (Tradewinds, Amarillo,TX) Field elevations increasing, nice crosswind and rough 60ft wide asphalt strip aren't too tough for my girl to handle.

We're tired, in the saddle 7+38 hrs. Appropriate as the Western Quarter Horse Headquarters is here in this panhandle Texas town that's now a big city. Our first full day alone together "the honeymoon" went very well I thought!

After a night together in Amarillo. Day Two: The honeymoon is over.



Leg 4: 488nm KTDW-KPGA (Page, Lake Powell, AZ) Beautiful but desolate wastelands and desert. Page is a well maintained airport, with 3 FBOs and no self service. High fuel prices and density altitude, switching winds to direct-cross with heat in the air, we're out'a there!

Leg 5: 272nm KPGA-05U (Eureka, NV). This leg brought surface winds of 30-40 knots, haboobs across the high desert floors below the 9-12,000ft mountain ranges. It was over the Francisco Mountains, at 10,500msl after a couple of hours of turbulence, that our brief relationship was tested. At 165 kias a good thump sent my head to the top of the gull-wing pilot-side door top. The door burst open and the roar of wind ripped off my headset and in an instant, I knew this disagreement could prematurely end our relationship. Immediately I throttled back and simultaneously reached for the wayward door above my head while holding the stick between my knees. For a moment, I contemplated the unpleasant possibility of putting her down on the sand and rock basin 5,000 below and 180 miles short of my intended destination of Elko, NV.

My girl, as I mentioned earlier, had flipped onto her back in her previous relationship. She was bruised and banged up a bit; including her sexy gull-wing doors, which Denny had lovingly reclad in new Lexan, latch and hinge repairs. Together Denny and I had examined these fittings and the other repairs and we knew work remained on the air seals of the light door frame. But fate intervened and together with the force of the impact of my head, the light construction of the gull-wing doors and an apparent degradation of the fit, showed me that ignoring even seemingly minor bruises from past relationships is literally at one's peril.

Lady luck was still with me and a couple of minutes later I secured the door, found my headset still in the aircraft, reduced my airspeed and realized that I would survive to tell the tale...if I could find a divert field closer and lined up with the 30-40 knot surface winds. Fuel wasn't an issue: I had planned for another 180 miles. I surveyed the stalled low pressure system that obscured the last mountain pass 74 miles ahead, this together with the building haboobs rising to meet the lowering cloud decks made the best choice obvious Eureka! 05U is at 5958ft field elevation. A 7300ft by 60ft strip directly aligned with the wind sock -which was seemingly starched into a horizontal cone. My decision was made for me. Never mind that the AWOS-3 announced "No AVGAS until..." 7 days from now!

After tying down my girl, while being sand-blasted and pelted with tumbleweeds, Deputy Leonard Lane of the Eureka County force graciously delivered me to a very nice hotel, pointing out the tavern at which I would later that evening welcome a stiff drink, the conversation of a lonely waitress along the "Loneliest Highway in America", and the company of 9 iron-horsemen as they too made their way west from the American deep south.





Day 3

Leg 6: 74nm 05U-KEKO (Elko, NV) Scud-running below that stalled low pressure cell. I needed to put on some gas and get to the west coast after losing a day. A cargo strap did nicely to guarantee no repeat of that event until a permanent fix is made to doors.

Leg 7: 386nm KEKO-KCEC (Crescent City, CA) A brief weather window opened up for this final leg. If I could avoid the visible moisture layers (freezing level 7,000ft) it would be smooth sailing. And it was. Freezing but smooth.



By the time I descended towards the warm blue skies above the Pacific and approached the familiar field (code named "Base Camp Zulu" by my soloed grandson Liam) my girl and I had traveled 2,266nm in 16+24 averaging 323 miles a leg, even with that short fuel stop.

I've left out some details. Pilot stuff. Like I mentioned. For me it's about the flying!

post script: Details like having a plan, but remaining flexible. Making choices and sticking with them, until circumstances change. Then re-evaluating and choosing the best of the remaining options, which your planning has provided for. The key to air power...



May 7 turned out to be a perfect day to fly and Phil headed for the coast after a 2 month hiatus. He's approaching Crescent City in the left hand photo and that's Brookings on the right. On to Gold Beach and back home without a stop. CAVU.

Ryan Marshall doesn't want for work these days. I stopped by his hangar/shop and shot these photos to prove it.



This RV-8 is getting a new canopy. Lots of fiberglass, resin, and filler. No paint cans.



No, Ryan doesn't have a RC sideline. This is a KR1, an early 70's single place design by Ken Rand. VW powered. He followed it up with the 2-place KR2. Several hundred of the combined two models were ultimately built from plans. This one is owned by Mac Williams, who was a guest at our May meeting.

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## Around the Airport

### Airport Day

As I type this, Airport Day is still scheduled to take place June 27. Several participants have dropped out. We have lost our aerobatic performer and several food vendors, although replacements are being recruited. The car show may be cancelled also. We will still have the West Coast Ravens formation team and the Repel Team will also do their demo if not on fire suppression assignment elsewhere. So we still have a pretty full schedule. There is interest in sticking with the date as numerous local events around that time have been cancelled and the normally full summer event calendar is pretty empty. Postponing to early fall is still an option and the go-no go decision will be made final about mid-month.

The May 28<sup>th</sup> Video meeting was cancelled due to technical difficulties getting logged into ZOOM. Another meeting is scheduled for June 4<sup>th</sup>. Any changes and/or updates to the previous information will be passed on at the meeting.

### Baker Avionics



Baker Avionics is in the process of moving into the hangar formerly occupied by PacJet. Lots of clean-up and considerable remodeling was done in preparation. This photo was taken the 29<sup>th</sup> as they were trying to accomplish as much as possible ahead of the approaching weekend storm system. They will reopen for business on the 1<sup>st</sup>, a bit waterlogged, perhaps, but ready to go.



### New Kitfox



This is Nate Ashton's recently completed Kitfox 7. It is powered by an AeroMomentum AM15 engine rated at 117 hp and has made its first flight since these photos were taken. That flight showed the need for an oil cooler, which has now been installed and flight testing has resumed. Hopefully, he'll be able to attend our meeting and catch us up on the current status.

### A Rare Bird



May 23, another unique aircraft. Robin Reid, Independence, dropped in for fuel on his way to the Hood River Museum. He owned this Mono Aircraft Corp. Monocoach for several years before selling it to a northern California collector. It took the new owner a year to develop buyer's remorse. So instead of selling it, he decided to donate it to the WAAAM. Robin was the obvious choice to ferry the aircraft to its new home.





The MAC was best known for its 2-place Monocoque series built in the late 1920's and into the 30's. The Monocoach was an attempt to expand the product line but it didn't quite find a place among the Stinsons, Bellancas, Fairchilds and other comparable aircraft of the day. The onset of the Great Depression didn't help either. Of the 22 built, this 1928 S/N 12 is the lone survivor. It is powered by a 225 hp Wright Whirlwind, similar to the model that powered the "Spirit of St. Louis."

## Farther Afield



May 8<sup>th</sup>. A couple of photos of OAHS VP Tim Talen's recently completed 1928 Stearman C3B restoration in the museum hangar at Cottage Grove. Tim's a really busy guy, so this was a "fill in" project that took him only 25 years to complete. The wind machine is a 300 hp Lycoming. Now I just have to talk him into a ride. I expect the line will be quite long.

The museum has been officially closed, but it is now reopened with limited restrictions. Up to 25 visitors can be accommodated at a time and masks will be required. If you're headed up that way, consider making a stop to check it out. Less than 5 minutes off the Cottage Grove I5 exit.



Not a particularly good photo what with all the background clutter, but this is the 1935 Les Long low-wing Longster design that became known as "Wimpy". It's being restored to display condition by Oregon Aviation Historical Society volunteers and will join 5 other aircraft as part of a traveling museum commemorating next year's 100<sup>th</sup> anniversary of the Oregon Dept. of Aviation.

## Future Happenings

I'm keeping the calendar in, but I suspect some of the listed events will be cancelled. I removed the June OAHS breakfast as it has become a "clean out the storage hangar" work party for members. The Hood River Fly-in has reportedly been cancelled. It's still on their website, but no longer here. No final decision has been made on the Independence Fly-in, but some of the comments in the last Chapter 292 newsletter make it sound iffy at best. Hopefully, conditions will be more favorable for the events scheduled for later this summer and into fall.

### June 27: Grants Pass Airport Day. Chapter 725 breakfast.

**June 27:** 7<sup>th</sup> Annual OAHS Wings and Wheels Event, 10-4.

**July 11:** OAHS Fly-in breakfast, 9-noon, Cottage Grove Airport. All you can eat. \$6 adults, children under 12 free.

**Aug. 1:** 42 Annual Jim Wright Memorial Stearman Fly-in. Yep, another fly-in breakfast. The induction of Jim Wright into the OAHS Hall of Fame will be held concurrently with this event. (Note: Jim Wright built a virtually identical full scale replica of the 1935 Hughes H-1 racer which he first flew in 2002. Unfortunately, he was killed in the crash of that aircraft on his return flight to Cottage Grove from Oshkosh in 2003).

**Aug. 21-23:** EAA Chapter 292 fly-in at Independence.

**Aug. 28-29:** Airshow of the Cascades, Madras, OR.

**Aug. 29:** OAHS Great Oregon Homebuilt Festival, Cottage Grove

**Sept. 25-27:** Oregon International Airshow, McMinnville

**Oct. 3:** Benton Air Faire, Redding, CA

**Oct. 3-4:** California Capital Airshow. Mather Airport, Sacramento

**Dec. 17:** Chapter Christmas Party at the Golf Club

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## And Finally

I'll close with an observation offered by my friend Tom Jensen of the Puget Sound Antique Airplane Club.

"Time flies like an arrow, fruit flies like a banana". Say what?? Sorta throws a curve ball at your mind, doesn't it? Don't stop taking your meds, Tom.



**EAA Chapter 725  
Grants Pass Airport-3S8**

**Meets: 1st Sunday of the month-1:00 P. M**

**Winter months: Pacific Aviation Training Room  
Social Hour starting at 12:00 noon**

**Summer months: Chapter hangar with barbecue at 12:00 noon**

**Joe Williams.....President**

**open.....Secretary**

**Phil Cloutier.....Treasurer**

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

**Ed Lee.....Web Editor**