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## **News Flash!!!**

**The September meeting is cancelled. Most of our officer corps are going AWOL that week. The next meeting will be October 5.**

### **President's Message**

Hi members and friends,

Have you ever considered the glue that binds our heterogeneous group together? We include various pilots of unpowered paragliders, powered parachutes, trikes, tricycle gear, tail draggers, as well as airborne observers, and other interested persons. Occasionally, we attract students. We all want to fly!

I find discussions among the various air device disciplines fascinating, as those builders or pilots discuss the details of their control mechanisms, maneuvering techniques, various power plants, and the instrumentation that provides attitude, altitude, and positional references to the pilots. These vary from the light weight small size extremes of wrist mounted instruments of the paraglider to the complexity of the "glass" cockpit reference systems.

Cross flight discipline communication is important to foster among us. Hangar visits may be revealing; however, gathering at meetings or social events provide additional insights into the other air person's particular aircraft of choice. We learn new aspects of flight and where the pride resides in these other airborne friends.

So, I enjoin us all to visit the gathering places at the Grants Pass Airport, various individual hangars, the EAA Hangar, the FBO, and restaurants of choice for lunch. Two restaurants come to mind in Merlin. Are there others we might learn? Feel free to share these gathering place locations, particularly in monthly meetings.

Enjoy our clear skies,

Nate Riffle

## **August Meeting Minutes (Submitted by Nate Riffle)**

Call to order: 12:05 p.m., Sat. 3 Aug 2019, by President Nate Riffle

Pledge. 12:06 p.m.

Guest and new member introduction: guest Susan Tilley from Rogue River, Oregon

Treasurer's Report. Phil Cloutier gave a detailed report noting that the Chapter has \$4080.64 Cash in deposits, etc. Nate noted that the Chapter also has lease access credit of approximately \$3300 with Grants Pass Airport from projects completed or ongoing for the airport.

50/50 drawing: Allan Runia won.

Airport Advisory Report: Stan Loer reported that no meeting was held.

Old Business: 2 new tables were approved for eating areas for next year's Airport Days, 2020.

New Business: August 23 will be a potluck at the Riffle's. Gather at 5 p.m. Appetizers available at 5:30 p.m. Dinner at 6:00 p.m. Bring yourself, your significant other, and a dish to pass. Cheryl and Nate will furnish a main dish, cold water bottles, lemonade, iced tea, and cold sodas. Directions will be promulgated in near future by Nate.

Fly-outs and other Activities: Stan noted that the EAA Chapter 292 Independence, Oregon fly-in is in two weeks. In addition, the Cottage Grove, Oregon Homebuilt Fly-in will be on Aug 31, sponsored by the Oregon Aviation Historical Society.

Presentation: none. Nate's computer disc concerning Aviation Safety didn't make it to the meeting. In addition, the EAA Oshkosh disc of presentation subjects from February's Bootleg seminar was blank.

Round About: Stan commented that Jeanine Clark, widow of Ken Clark, son of this chapter's founder, Morty Clark, had sent greetings from her new distant home to all Chapter 725 members. She had thought this would be the year to meet up with Ken's Cuby at Oshkosh, but circumstances prevented the completion of its restoration in time to make the event.

Adjourned meeting: 12:38 p.m. by unanimous approval.

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## **Around the Chapter**

President Nate and (First Lady?) Cheryl hosted a chapter get together at their beautiful home in the Applegate on Friday the 23<sup>rd</sup>. Sited on the side of a hill overlooking Ferris Gulch, the views are impressive to say the least and the weather was perfect. Unfortunately, I shirked my responsibilities and my phone never left my pocket, so I once again flunked basic photo journalism. Fortunately, I have a couple from Phil to include. The turnout was good, the food was great, and we all appreciated Nate and Cheryl's hospitality. The hangar is a great focal point for the chapter, but it's good to get away occasionally.



Eatin' good in the neighborhood. CW: Dick and Beth, Cheryl, old man with white hair and beard, Nate, Ed, and Kathy.



Ann and Dave enjoy the evening on the deck with Jenny and Joe. Maya was everyone's 4-legged friend.

Dick Smith appears to have resolved his Hornet engine starting problem. Turned out to be an electrical issue. By the time you read this, it should be flying again. Dave Palmer has agreed to make the first post-maintenance test flight. Dick would like to find a buyer so that he can get started on his CH701 project.

Dennis Mitchell had the cowling off his CH601 earlier this week. A bit of rough running, I'm told, but I don't know the results of all the troubleshooting. Hopefully, it will be something simple and he'll be back in the air soon. We've been really fortunate with the relatively smoke-free summer this year, but we only have a couple of months of good flying weather left this season.

Dave McGlooin is legal again. Completed his BFR on the 23<sup>rd</sup> with Pacific Aviation's instructors. No score cards were available, but his landings were at least an 8 in my book. We'll have to put some together for his first Sonex flight. No pressure.



## Around the Airport

### “Just dropped in to see what condition my condition was in” (Apologies to Kenny Rogers & the First Edition)

Grants Pass Airport had an unexpected visitor Wednesday the 14<sup>th</sup>. OK, maybe my heading is a bit light for something that could have been really serious, but the outcome was the best that could have been hoped for under the circumstances. The incident even made the next day's edition of the “Daily Courier”. Joe Williams was there for the event and aftermath. I'm reprinting his account just as he sent it to me.

“Wednesday morning a Sonex occupied by Mr. & Mrs. Ken Robbers of Lakeside Oregon had just passed over Grants Pass headed south at 9500' when the engine began to lose power. Ken then watched as the oil pressure began to drop and smoke developed in the cockpit. He checked for “nearest” on his GPS and turned around headed for 3S8. He then made a mayday call and shut the engine down as the oil pressure dropped to zero. He successfully made the runway with enough room to spare that he had to slip to lose altitude. Fire crews were standing by but were not needed. Pacific assisted and towed him to a tiedown. Inspection revealed a hole in the crankcase, but very little oil had been leaked out. In fact the oil tank was a little above full level. They were well prepared for off field survival as Mrs. Robbers was transporting multiple homemade pies to the event they were trying to reach. With some assistance by EAA members his plane was safely stored in the EAA hangar for the night. The Robbers had a friend drive them back home and returned the next day with two trucks and trailers. Again with local assistance the wings were removed and all was loaded on the trailers for the trip back to Lakeside. Excellent piloting produced a very good result. Now the fun begins to determine the cause.”

Kudos to Joe, Dave McGlooin, and Dick Smith for their help in getting the Robbers squared away and on their way back home, injured bird in tow. Fortunately, it was the only injured participant. Hope they'll be airborne again soon and maybe come back for a visit under more pleasant circumstances.

Ken later sent Joe a couple of photos of the teardown, including the one of a very bent connecting rod with piston still attached, but missing the bearing cap.



“There we were.”



The cause of it all.



Loading for the long trip home >



< Somethin' ain't right here.

## Recent Developments

And now there are four. CH601's I mean. Chris Beebe, Dennis Mitchell, Kenny Jordan, and newcomer Andy Galusha, who just bought this beautiful 601 out of Washington State. It has more bells and whistles than I would ever know what to do with, but it would be fun to learn. Andy is a student pilot with about 15 hours to date. He certainly has acquired a great airplane in which to continue his training.



Owner Andy looks on as Dennis Mitchell checks out the very well equipped instrument panel.



Told you it was well equipped. Here's proof.

There are other new additions to our growing homebuilt aircraft population and I will be including them in future newsletters. Tracy Malone has moved into what was Dennis Mitchell's original hangar with a CH701 and Mini-Max. Both have flown, but he's planning to do quite a bit of clean-up on the 701 airframe and the engine needs some work. He's also planning to join the chapter, so maybe we'll see him at the October meeting. The 701 count is now up to 3. There's also a Kitfox 7 under construction in what was previously Marty's hangar. The fuselage and one wing are covered and the AeroMomentum engine is mounted. I'll get the builder's names and some photos for the next newsletter.

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## EAA Chapter 292 Fly-in

Phil and Kathy Cloutier, Dennis and Barbara Crawford, Dick Smith, Allan and Margie Runia, Andreas Blech and his son, and I attended the annual Chapter 292 fly-in over the weekend of the 17<sup>th</sup>. Great weather, lots of neat airplanes, interesting forums, and a hangar full of projects in process to drool over. The Cloutiers and Crawfords extended a couple of days for a trip to the Evergreen Aviation Museum and Phil sent me some pictures from that visit. I'll save those for a future newsletter.

I didn't take many photos this year. I didn't even get a group photo to prove we were there, but you can take my word for it. A few from my collection are included on the next two pages.



Tech Counselor Ernie Moreno is the driving force behind this 1914 DeHaviland DH-2 full-scale replica, a 9 year project. 5 were started, 3 went to New Zealand a couple of years back, and this is the first completed. It has flown.



This beautiful 1944 Beech D17S "Staggerwing" can be yours for only \$375K OBO. I have an information sheet for anyone interested.



A long view of the project hangar. The chapter rents space and it's full. Everything from ultralights to a T-28 is under construction or restoration.



This Lancair 4P was turned over to the chapter to finish. The original owner will recover his costs, but the chapter stands to net a major chunk of change with a \$275K sale price upon completion.



The chapter's current Teen Build Ch701 project is nearing completion with the installation of the Suzuki-derived AeroMomentum engine. A cowling and some finish paperwork is all that remains before first flight.

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And here's the next project. A partially built RV-12 that was donated! to the chapter. The students will complete it as an E-LSA aircraft.

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## Future Happenings

The calendar is getting shorter, a sure sign that our flying season is winding down. I have added a couple more September events including one that Phil sent to me just this week. Early October is often good flying weather, so maybe we can fill in a date or two there also. A fly-out to Prospect, maybe?

**Aug 31:** Great Oregon Homebuilt Fly-in, Cottage Grove Airport. Sponsored by the Oregon Aviation Historical Society.

**Sept. 6-8:** Annual WAAAM (Western Antique Aeroplane and Automobile Museum) Fly-in, Hood River. **If you don't have a bucket list, start one and put this on it.**

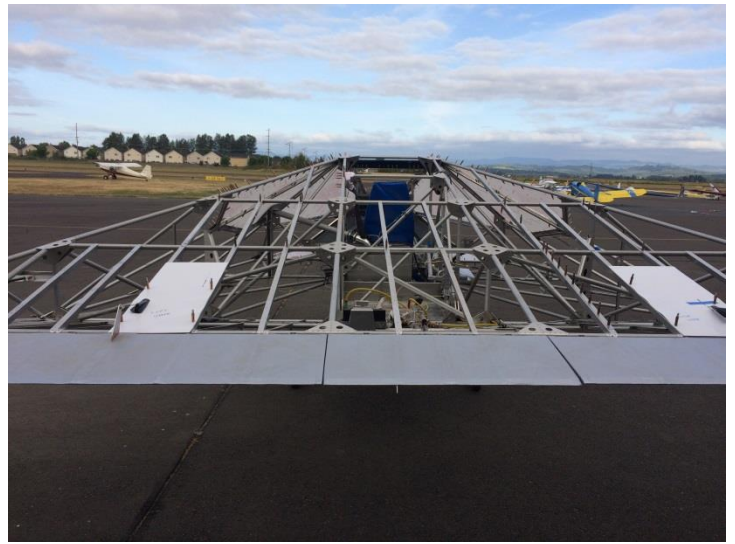
**Sept 7:** Final OAHS Fly-in breakfast for the season. Cottage Grove Airport. Serving 7:00 to 10:00 and only \$5.00. Since we're not having a meeting that day, we can all go up there for breakfast. Right?

**Sept. 11-15:** National Championship Air Races. Reno Stead Airport, Reno, Nevada

**Sept. 14:** Fly-in breakfast at Myrtle Creek Airport. A \$5.00 bargain.

**Sept. 28:** End-of-Summer Fly-in/Cruise-in. Red Bluff Airport, Red Bluff, CA. Antique and classic airplanes and cars.

## And Finally



Two photos of what may be the most unique homebuilt aircraft any of us will ever see. I take pictures of it every year at the Independence Fly-in just to track the progress. It's a lifting body design, but it's hard to get an angle that really shows the shape. Think F-117 stealth fighter and you're close.

The original FMX-4 "Facetmobile" was designed by Northrop Grumman aerodynamicist Barnaby Wainfan and built by Barnaby, wife Lynn, and Rick Dean in Rick's hangar at Chino, CA. It made its first flight in April 1993, powered by a 50 hp Rotax 503 engine. Flown to Oshkosh in 1994 it earned an EAA Special Award for Innovative Design. Ya think? A cover photo and Sport Aviation article followed in October '94. It was damaged in a landing accident the next year and was never rebuilt. Chapter 292 member Bob Ingle is bringing the concept back to life with this 21<sup>st</sup> Century version. Maybe Oshkosh next year?

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

**Meets: 1st Saturday of the month- 11:00 AM**

**Nate Riffle.....President**

**Dennis Crawford.....Vice President**

**Office Open.....Secretary**

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

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

**Ed Lee.....Webmaster**

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