



## Next Meeting

**12:00 Sunday May 3 in the Chapter Hangar**

**Lunch BBQ with Meeting to Follow**

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### President's Message

We are in some strange times. While we are all itching to fly, this Coronavirus thing has really put a damper on things. Luckily it is easy to maintain physical distancing sitting in an Ercoupe by myself, and since none of our group flies for the Blue Angels, it is easy to maintain between our aircraft as well. Unfortunately this event has evolved into a tug-of-war between health, civil liberties and politics, being an election year. As a career law enforcement person I truly believe in rules, but not at the cost of our freedoms. So, we must navigate through it all while maintaining our sanity, and enjoying our lives.

Luckily none of us are with the Airlines, the worst hit in Aviation by it all. General Aviation was hit hard early on when most training centers ceased giving dual. But most of them, including our own, have resumed training with adequate adjustments. It will all be over soon, and we can fly back to Myrtle Creek and take the bus to the casino for that hundred dollar (mediocre) hamburger again! Never thought I would be hoping for that day to arrive. Stay safe.

Joe W.

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### April Meeting Minutes

No meeting-no minutes.

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### May Meeting

A decision was made to hold our regular meeting after a survey conducted by Joe indicated a desire by many of our members to resume our normal schedule. We are a small group meeting in a large hangar so it will be easy to observe social distancing. Table tops, chairs, and the kitchen area will be sanitized as well. Our program will be presented by Pacific Aviation's Cathy Frankel, who will recount her experiences going from student pilot to flight instructor in a relative short period of time.

## Around the Chapter

Dick Smith has had some serious interest expressed in his Hornet, but not so serious that money has changed hands yet. In the meantime, his Jabiru engine is back in Tennessee to get resolution on the excessive play in the crankshaft. Report back is that the engine suffered oil starvation at some point and there is considerable internal damage. The required repairs will be made and the engine returned in an airworthy condition. The Continental engine parts he had sent out for inspection are back and will soon be on the market. Oh, and the new house Andy is building for them is getting close. Just thought I'd throw that in. I know that he and Beth are really anxious to move. Should be soon. A housewarming party in the near future maybe?

No word on Dave Palmer's progress selling his TR-2. Then again, I haven't asked.

Phil is making good progress on his CH650 project while he's avoiding the airport. He reports 75% done with 99% to go.

Darin Hecker is getting well acquainted with his C182. He's flying almost every morning weather permitting. Almost ready to go for his flight test?

Richard Colton bought a Cessna 150 from Roseburg. Have to get a photo for the next newsletter.

A bit shy of photos this time around, but I have a few to include just to remind us we're still alive and making do as best we can under the circumstances.



Dennis Mitchell is actively working on the CH701 project he recently bought partially finished, at least when he's not flying his 601. Took a couple of photos so you could see where he's starting from. His is the 4<sup>th</sup> CH701 on the field. Only one that I know of is flying, the rest are projects. Maybe I should do a survey and report on all four.

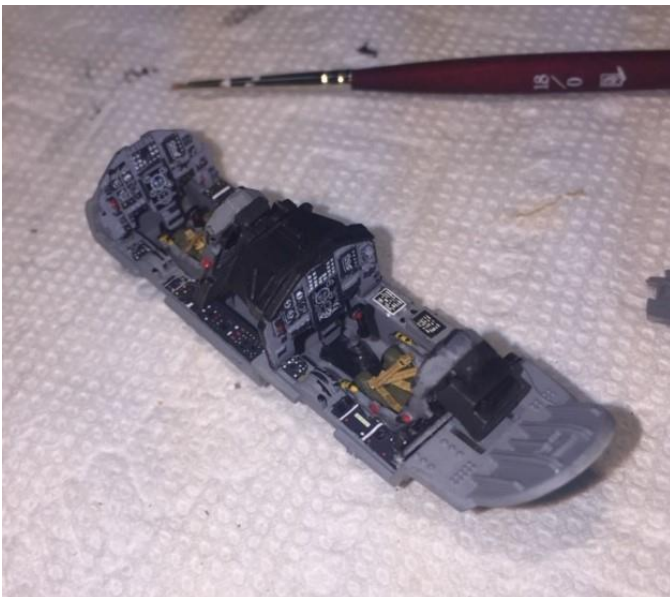


The "Usual Suspects" prove that you can maintain social distance and still be airport bums. Nate, Dennis Dick, Dave, and the stubby white-haired old guy share the sunshine and a Baldini's pizza on a typical Tuesday, or maybe it was a Friday. They're pretty much the same. But at least we're at the airport. (Joe Williams photo)



Time to get prepared for the new fire season. The shower facility has been moved into position and the electrical power plugged in. We still need to install a new shut-off valve in the supply line to the hangar, clean the interior, and provision it for use. That all should be done by meeting time.

The fire season last year was a marked improvement over previous years. Hopefully, this season will be no worse than last, but the beautiful spring weather we're enjoying just exacerbates the drought conditions we're already experiencing, so there's good reason to be concerned. Our shower trailer has served the firefighters who stage in the campground well and we'll make sure it continues to do so. It is but a small contribution, and our way of saying "Thank you" for their valiant efforts to protect lives and property from the ravages of our summer fires.



Joe is at it again. This time he's creating a display model of the T38, the first supersonic training aircraft which entered the USAF inventory in 1961 and is still in service today. These photos of the tandem cockpit section show the extreme detail which he achieves through skill, concentration, perseverance and, I suspect, a touch of insanity. I know it would drive me crazy. Note that, from the front panel to the aft cockpit bulkhead the structure is only 3 inches long!

## Around the Airport

The COVID-19 pandemic continues to impact airport operations, although business continues at a somewhat restricted level. Larry seems to be working mostly from home, leaving Lisa to fend for herself in the office. I'm sure she can handle it. Office contacts are limited to phone calls and e-mail.

By the time you read this, Josephine County Airports should have received its grants of \$30K each for G. P. and I. V. airports from the CARES (Coronavirus Aid, Relief, and Economic Security) Act. Within the total allocation of 2 trillion dollars from the general fund, \$10B was set aside for grants to over 3000 airports, from the largest commercial airports



to small general aviation airports such as Grants Pass. \$100M of that total was reserved for general aviation airport relief, so we're getting a few shekels of our federal tax money back. These funds are generally intended to offset declining revenues due to the pandemic and not for capital expenditures. They will help keep airport employees from being laid off, airports in reliable and safe operation, and credit ratings stable. Another feature of this act which greatly benefits the airports is the cancellation of matching fund requirements for FY2020 AIP (Airport Improvement Program) projects. This usually amounts to 10% so, with almost \$5M in committed funding split between the two airports, the county won't have to pony up almost \$450,000. This is starting to sound like **real** money.

As of March 26, the new and improved instrument approach procedure finally became officially approved for use. Just about the time our weather went CAVU and the pandemic curtailed much of the flying activity. Oh well, there's always the reduced visibility during fire season.

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### **Airport Day**

A short conference call meeting was held Apr. 16 to identify new developments, if any. Reported that the CAP will provide their C182 for static display assuming the event will be held as currently scheduled.

While the June 27 date is still Plan A, we will consider a potential alternate if it can't happen as scheduled. Larry wants to look beyond the end of fire season. Stan Loer agreed to review calendar entries to identify potentially acceptable dates which would avoid conflicting with other late season aviation and local events.

The next meeting will be held 5/14 at 3:00, hopefully in the FBO Training Room.

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### **Maintenance Shop**

Here are a few photos of the new Maintenance Shop interior as I promised in a previous newsletter. Organizing the space is still a work in progress as stuff is being transferred in from various other locations on the airport. But Jason and Ryan are hard at it and I'm sure they'll have it shaped up soon.

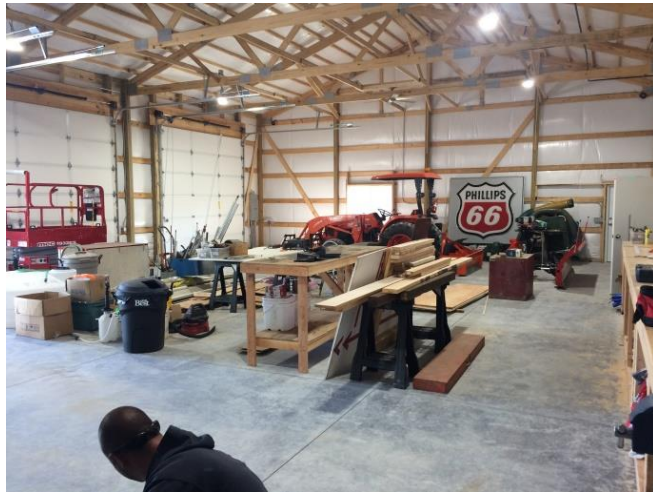


The office. Still needs filing cabinets. Can't be in use yet, much too neat. Jason and Ryan did the drywall and finishing. Talk about multi-talented!



The tool storage room with loft storage above.

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A couple of views of the high bay area where airport heavy equipment and vehicles will be stored, serviced, and maintained.

We do get some interesting and unique flying machines stopping by on their way to other destinations. Two examples briefly graced our ramp this month.



This is a 1952 Sikorsky S55 helicopter with a turbine engine conversion. It's owned by N2302F LLC out of Salem and was headed home after spending a few months keeping the air stirred up and the frost at bay over the almond orchards in California. Is that more cost effective than the tower-mounted fans that perform the same function for the vineyards here? Well, maybe so when installation costs are considered. At any rate, it wasn't here long and was surprisingly quiet on departure. (Joe Williams photo)

Also homeward bound. Daniel Lee made a fuel stop on his way home to northwest Washington state in his tri-gear Quickie 2. The tandem wing design dates from the late 1970's and was based on Burt Rutan's Quickie 1, although Burt did not contribute to the design, development, or marketing of the kit. A few hundred were built over several years, mostly tail-draggers, but they're not often seen these days. The Dragonfly was a similar aircraft design from the same period.

### Pacific Aviation

Pacific Aviation is continuing to function under current coronavirus restrictions. The smell of spring flowers is augmented by the odor of disinfectant, and signs spell out how we should behave ourselves when in the FBO. Flight instruction is being conducted under a waiver and is limited to existing students. Ground instruction is still being offered. Aircraft and equipment are being disinfected before and after use. Pacific Aviation is doing everything possible to remain a viable operation while maintaining a safe environment for its employees and customers.

## Future Happenings

Note the new late season entries in bold. Unfortunately, the first OAHS breakfast scheduled for May 2 has been cancelled. Also the Arlington Fly-In. Hopefully, that will be it, but nothing is certain at this time.

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

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

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

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**July 11:** You guessed it, another OAHS pancake breakfast. It's obviously a once each month event during the summer.

**August 1:** This time the pancake breakfast is coupled with the 42nd annual Jim Wright Memorial Stearman Fly-in. The induction of Jim Wright into the OAHS Hall of Fame will be held in concurrence 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 the return flight to Cottage Grove from Oshkosh in 2003).

**August 14-16:** Arlington, WA Fly-in. **This event has been cancelled.**

**August 21-23:** EAA Chapter 292 Fly-in at Independence. Saturday features Van's homecoming, forums, other aviation activities and mid-Willamette Valley wine tours. Sunday is the 4<sup>th</sup> STOL Expo. Watch this space for further info.

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

**August 29:** OAHS Great Oregon Homebuilt Festival and, yep, another pancake breakfast.

**September 11-13:** Western Antique Aeroplane and Automobile Museum (WAAAM) Fly-in, Hood River

**September 26-27: Oregon International Airshow. McMinnville, OR**

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

**October 3-4: California Capital Airshow. Mather Airport, Sacramento. The Canadian Snowbirds will be there!**

**December 17:** Chapter Christmas Party at the Golf Club. Yes, we already have the date.

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## And Finally

Thanks to Susan Tilley for sending me this set of flying regulations from a bygone era. She found them in a 1982 issue of *Air Safety Digest*, a publication of the Australian Dept. of Aviation. Not sure when or where they might have originated. Many are still valid today and should be observed. Just remember to take off your spurs before climbing into the cockpit. Of course, to maintain your image as a well dressed pilot, you'll have to put them back on after you finish your flight.



Note: I'm not sure I ever would have wanted to learn to fly if they had tried to put me in this contraption.

# Regulations for Operation of Aircraft

— commencing January 1920 —



1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharply when taxiing. Instead of turning sharp, have someone lift the tail around.
4. In taking off, look at the ground and the air.
5. Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls.
6. Pilots should carry hankies in a handy position to wipe off goggles.
7. Riding on the steps, wings or tail of a machine is prohibited.
8. In case the engine fails on takeoff, land straight ahead regardless of obstacles.
9. No machine must taxi faster than a man can walk.
10. Never run motor so that blast will blow on other machines.
11. Learn to gauge altitude, especially on landing.
12. If you see another machine near you, get out of the way.
13. No two cadets should ever ride together in the same machine.
14. Do not trust altitude instruments.
15. Before you begin a landing glide, see that no machines are under you.
16. Hedge-hopping will not be tolerated.
17. No spins on back or tail slides will be indulged in as they unnecessarily strain the machines.
18. If flying against the wind and you wish to fly with the wind, don't make a sharp turn near the ground. You may crash.
19. Motors have been known to stop during a long glide. If pilot wishes to use motor for landing, he should open throttle.
20. Don't attempt to force machine onto ground with more than flying speed. The result is bouncing and ricocheting.
21. Pilots will not wear spurs while flying.
22. Do not use aeronautical gasoline in cars or motorcycles.
23. You must not take off or land closer than 50 feet to the hangar.
24. Never take a machine into the air until you are familiar with its controls and instruments.
25. If an emergency occurs while flying, land as soon as possible.

**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**

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**open.....Secretary**

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

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

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