



## NEXT MEETING

**Saturday Aug 3, 11:00, Chapter Hangar**

**Burgers and dogs again? Well, if it ain't broke, don't fix it.**

### President's Message

Hi members and friends,

Our celebration serving breakfast at Grants Pass Airport Days on 15 June kept our member's focused through Spring.

Thereafter, in early Summer, we assisted the Puget Sound Antique Aircraft Club's (PSAAC's) fly-in on Tuesday, 9 July. With motorcycle driven Airport Manager, Larry Graves cruising the taxiway, assisted by Pacific Aviation's workers, Chapter 725 directed the parking of about 37 visiting PSAAC aircraft. One pilot whom I assisted, upon completing the parking, immediately began polishing his beautiful old aircraft. All these wonderful designs bore shiny evidence of loving construction and care!

Now, at this time of writing, 15 July 2019, blue skies reign overhead beckoning through clear air. The weatherman promises fine flying weather, with maybe just a few scattered clouds to decorate the beauty above with cascading clean rivers between green mountains below.

Now, we fly alone or with observers, single aircraft or in small groups, to outlying airports within achievable distances. Last week, I caught a ride as an observer with a flight of three aircraft from EAA 725: a red Wag Aero Supersport and two Ercoupes, one silver and the other Army brown. We flew NE past the two table rocks and Medford's airport, over Lost Creek Dam and Lake to Prospect's airport, elevation 2578, 50 ft. wide, and 4000 lovely ft. of asphalt. Tall trees abound along both sides, with a treeless slot to turn to final, runway 20 (as opposed to its reciprocal 02). Three beautiful landings ensued. The Prospect airport hosts directed us to the local cafe via a dusty mile walk through woods for a very nice lunch, then we retraced our path flying azimuth 200 over a cascading river and water fall thence homeward to Grants Pass Airport. No fire smoke was seen. This was a superb flying get a way!

We look ahead now to maintenance projects at our home airport. We will build a new segmented circle with a low profile to avoid damage by lawnmowers or other wheeled vehicles. Probably, we may paint new white or yellow paint on fading taxiway markings.

Come see us to share experiences and insights, first Saturday of each month, 11:00 a.m. at the EAA 725 Hangar during summer.

Clear skies,

Nate Riffle

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## **July Meeting Minutes**

Fly often!

Call to order: Saturday 6 July 2019, 11:00 a.m. by President Nate Riffle

Pledge to the United States flag: 11:02 a.m.

50/50 / Second Chance raffle by Treasurer Phil Cloutier.

\$1 for 1 ticket, 3 tickets for \$2.

Purchase 3 tickets for \$5, and this will include a fourth, alternate color ticket for second chance.

Treasurer's report by Phil Cloutier. Phil made a detailed and comprehensive report with a copy held with the Chapter records for review by the Board or member's who request to view these. In brief, our monetary assets are:

Bank account: \$3821.14

Cash box: 200.00

Total available \$4021.14

Our net profits from June 15th, "Airport Day" breakfast were \$832.14, included in above funds.

In addition, the Chapter has very approximately \$3400. on file with the Grant's Pass Airport in compensation for Chapter work projects completed or ongoing. These compensation credits will be applied to future fees by the Airport for ground site access for our EAA 725 Hangar.

### **Airport Advisory Report**

Stan Loer reported that no meeting was held this month due to lack of a quorum.

Old Business: none.

New Business.

Phil Cloutier presented the Chapter with an updated membership roster.

The Chapter Bylaws discussion was tabled until the next meeting. Nate Riffle has a copy.

The Puget Sound Antique Aircraft Club (PSAAC) will fly in on Tuesday, 9 July 2019, for two days of ground aircraft display or sampling the local wonders of the Rogue Valley.

Fly-outs and other activities: none scheduled, but pop-ups will occur.

Second Chance Drawing was won by Dennis Crawford. He contributed his winnings to our Chapter 725.

Presentation: none this month. Time ordinarily dedicated for this activity was given to preparations for

guiding some 37 visiting PSAAC aircraft to their planned overnight parking sites.

Round About. Phil Cloutier displayed new membership badges for pickup by new members. He favored buying two more eating tables from Amazon for approximately \$100. (Each ?). He also favored acquisition of a larger cooktop for Chapter meetings or events. He successfully presented a \$30 monthly reduction in the Chapter's monthly electric bill by shutting down one of the two refrigerators.

Adjournment: Approved by the majority at 11:37 a.m.

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### **PSAAC Air Tour Stop (July 9-11)**

After roughly 6 months of off and on communication, planning, and coordination, the Puget Sound Antique Airplane Club tour is now history. The weather was almost perfect, the aircraft were impressive, the tour group members were great, and the public turnout was phenomenal. Any more superlatives I can include here? Oh, how about that terrific Veterans Band "DD-214", and the tasty street tacos from TacoMania? Nice touches both and lots of positive comments from tour participants. A Visitor's Bureau plus : Larry has estimated about a 37K economic bump from this event alone.

I'd put the PSAAC visit right up there with Airport Day. I can't not smile when I think back on it. Given that I'm a total airplane geek who has admired many of these aircraft since before they became "antiques" or "classics", I might give this one the edge. But they were two different events with 2 different purposes, and each had a major impact on the airport and community at many different levels. Now, how about promoting "Type Club Weekends"? Just a thought.

I lost count of the aircraft. Some on the list coordinator Tom Jensen sent me didn't make it, but there were substitutions. Nate says 37 aircraft and I'll go with that. There were between 65 and 70 participants. Following the lead of Chief Cat Wrangler (and Airport Manager) Larry Graves, EAA chapter members marshalled the aircraft to parking locations per Larry's parking map. It worked thanks to Nate, Phil, Dick, and Dave. Sport Aviation columnist Luran Paine Jr. was on hand to collect information for a future article. He took copious notes, so I'll be really interested to see how he'll present the event. We were all dragging a bit by the end of the day, but I think everyone who contributed can feel good about the outcome. There were a lot of positive comments about the reception the group received here.

I got tons of great photos from Joe and Ann McGlooin. Didn't attempt to connect owners' names with their aircraft, but could with an N-number search. The rarest antique in the group? Might be the N3N (there were 2) but I suspect it was the Howard DGA-15. While a pre-war civilian design, most were built under military contract. The total was only around 600 of all models and production ended in 1944. Incidentally, DGA stood for "Damn Good Airplane". Homebuilt? Had to be Fred Sindlinger's 5/8ths "almost scale" Hurricane which first flew in 1972. May have been others built from plans, but the original is the only one I saw on the current FAA registry.

It was hard to decide which photos to include, but I guess that's why the chapter pays me the big bucks. Yeah, in my dreams. Here are several that caught my attention. Unless otherwise noted, they came from Joe's collection.



Larry needs a "Follow Me" sign-or maybe not. (Ann)



Phil awaits the thundering herd. (Ann)





1942 Interstate Cadet



1941 Naval Aircraft Factory N3N



1943 Howard DGA-15



Stearmans-360 overhead break. Beautiful.



194? Boeing Stearman



1947 Cessna 140. Sunglasses recommended.



Fred Sindlinger's 5/8ths scale Hawker "Hurricane"



1957 Bellanca "Cruisemaster"





A couple of crowd photos to fill out the collection. We had a great turnout. Couldn't help but include a photo with the chapter hanger in the background.



I'm looking into the possibility of packaging a much larger group of these photos into a "coffee table" album to commemorate this event. It would reside on the coffee table (where else?) in the FBO lounge area. Stay tuned.

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## Around the Chapter

Nate joined Phil, Joe, and Dennis and together they committed aviation with a lunch flight to Prospect on the 12<sup>th</sup>. Back up to the "President's Message" to read Nate's summary of the flight. Prospect is a reasonable distance from here as a lunch destination and it's a scenic flight across Sam's valley and Lost Creek Lake. Joe reported the density altitude made his climb rate a bit anemic and there were a few bumps in the sky (he used different words) on the way back, but it was definitely a good lunch outing. Maybe a repeat will be in order after we get past the summer heat. Here are some of Joe's photos from the trip.



Every airport needs a dog. Drop by our FBO (during the week) and meet Bentley.



Not sure if Phil is indicating the size of the tree or telling a fish story.



Looking for missing parts maybe?



Dennis on rollout after landing.

Headed home. Upper end of Lost Creek Lake.>  
Beautiful sky, beautiful country.



Joe attended the Medford Air Tanker Base open house and sent me some photos, a couple of which I've included here.



This 1956 DC-6 will soon go into well-deserved retirement as Erickson converts more jet aircraft to provide aerial support to our ground-based firefighters. This has to be just about the most difficult, challenging, and dangerous flying job there possibly could be. Well, maybe short of dodging enemy missile fire. Damn, sure glad I don't have to know what all those gauges are for.

Lola (I didn't name her, but it fits) went down for a fuel gauge sensor transplant a couple of weeks ago. Big surprise. Brought my partner's BFR to a screeching halt. Mechanical, not electrical, problem. But she's recovered now and ready to carry us through the remainder of the 2019 flying season. If forest fire smoke doesn't interfere, I should be able to fly to Independence. Maybe make it all the way back home this time.

Dick should have his Hornet engine back by the time you read this. There's still some question as to what's causing his starting problem as it could not be duplicated on the test stand. Maybe the aliens have escaped from Area 51 and are causing a bit of havoc.



## Future Happenings

The calendar is getting shorter and I don't have anything new to add. Early October is often good flying weather, so maybe we can fill in a date or two there. Several members will be attending the EAA Chapter 292 fly-in at Independence. It's a good one and highly recommended. Also looking forward to the "Great Oregon Homebuilt Fly-in" Labor Day weekend at Cottage Grove.

**Aug. 3:** OAHS Jim Wright Memorial Stearman Fly-in. Cottage Grove

**Aug. 10-11:** "Warbirds over the West". McNary Field, Salem, OR.

**Aug. 16-18:** EAA Chapter 292 Fly-in Weekend. Independence, OR. A great EAA event. [EAA292.org/fly-in](http://EAA292.org/fly-in) for info.

**Aug. 23-24:** Airshow of the Cascades. Madras, OR.

**Aug. 31 (Sat, Labor Day Weekend):** Second annual OAHS "Great Oregon Homebuilt Fly-in". Cottage Grove

**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.**

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## And Finally

I joined the PSAAC group on their jetboat dinner cruise and took a few photos. I've included 2 here. Lots of fun. This bunch knows how to party. The driver found a number of ways to wet us down, including the obligatory 360's, but also wake jumping and playing tag with the other two boats on the way back from dinner. Not the best for digestion, but a great way to wrap up their 2 day stay in the Rogue Valley. As a group, they will look to other destinations for future air tours. But, as individual members, I hope we'll see some return to spend more time visiting the place we call home. Y'all come back now, ya hear? Next Airport Day, maybe?



All aboard. Choose seats carefully. Some get wetter than others.

Cruisin' up river in formation.

**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**

<p><a href="http://www.eaa725.org">www.eaa725.org</a></p>
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