



NEXT MEETING

Saturday July 6, 11:00, Chapter Hangar

Burgers and dogs either before or after

President's Message

Hi Members!

Dedicated and hardworking volunteers among you gathered at 6:00 a.m. Saturday, 15 June 2019 to successfully prepare and serve our annual breakfast at Grants Pass Airport Days. 145 paying customers were served. A few more were served that avoided paying. We succeeded thanks to our stalwart crew as follows in alphabetical order:

Breakfast Crew

David Applegate: food server, cook
Kathy Cloutier: planner, food prep, server
Phil Cloutier: food prep, cook, server
Dennis Crawford: equipment prep, cook, server
Jed Keller: server
Stan Loer: food prep, server
David McGloon: food prep, cook, server
Cheryl Riffle: food prep, server, relief cashier
Michelle Rochelle: server
Beth Smith: cashier

A/C Direction and Parking

Nate Riffle and Dick Smith

A/P liaison

Joe Williams

Fire Season has arrived again in Southern Oregon and Northern California and we all know the challenges this provides in fire smoke and limited visibility for pilots. In addition, we may anticipate some restricted areas in nearby airspace. We expect that the fire fighters may have need of the park for rest and showers in our special trailer which Joe Williams has recently been cleaning and refurbishing.

In this new month of July, at the request of Grants Pass Airport, EAA Chapter 725 will provide on Tuesday, 9 July, parking direction for the fly-in of an estimated 39 vintage aircraft of the Puget Sound Antique Aircraft Club (PSAAC). Larry Graves has an overall parking plan and many of these aircraft will be parked at the end of the hangars in a row some 2000 feet long. This will provide a challenge in coordination by chapter member doing the directing. The oldest aircraft get the prime spots. We have offered our hangar as a briefing area for PSAAC when they depart in subsequent days due to scheduling of the FBO classroom for other uses.

I trust that we will all take advantage of any good flying days ahead and seek new runways and locales to see and enjoy. Remember that the heated weather affects density altitude!

Clear skies!

Nate Riffle

June Meeting Minutes

Editor's note: We flipped lunch and meeting times, which is why the meeting convened later than "normal". It may happen again, so be prepared.

Pledge allegiance to the U.S. Flag: 11:52 a.m.

50/50 / Second Chance: Dennis Crawford won and donated his winnings back to Chapter 725.

Airport Advisory Report: Stan Loer reported that the meeting was postponed due to quorum issues.

Old business: Board member group of Stan Loer, Phil Cloutier, and Nate Riffle have been working on an updated member roster. A final form was finished by the end of this meeting for distribution to the members in near future.

New Business: concerning the fly- in of Puget Sound Antique Aircraft Club (PSAAC) on Tuesday, 9 July 2019 of an estimated 37 to 40 aircraft.

Chapter has agreed with the Grants Pass Airport to provide taxi directions to the incoming aircraft to their parking areas along the hangars' north east ends and elsewhere.

Sport Aviation columnist Lauran Paine, will be here for the fly-in aircraft arrival and Thursday daytime activities. It is highly probable that this event will be the subject of one of his future SA "Plane Talk" columns.

Chapter agreed to Stan's request to allow the Oregon Aviation Historical Society to use the chapter TV and support stand to run their Beaverton Outlaws videos at their Airport Day display booth.

Fly-outs and other activities: small groups of pilots will probably fly-out whenever opportunities occur this summer.

Airport Days is planned for Saturday, 15 June 2019. EAA Chapter 725 will be serving breakfast from 8:00 a.m. until 11:00 a.m. to visitors for \$7.00 adults and \$4.00 for children under 12 years old.

Work Assignments: (Note: ultra-light glider pilots may augment all the following groups).

Purchasing food for an estimated 250 workers and guests, Phil and Kathy Cloutier.

Cooks (wear sanitary plastic gloves): David Applegate, Dennis Crawford. Pancake batter mixer: Kathy Cloutier.

Servers: (wear sanitary plastic gloves): Michelle Rochelle, Cheryl Riffle.

Cashiers and money handlers: Beth Smith and Cheryl Riffle.

Aircraft parking: Dick Smith and Nate Riffle.

Cleanup: all of the above and other volunteers.

Preliminary set up will occur the day before at 9:00 am for set up and related duties.

New Business: Name Tag badges with EAA Chapter 725 may be ordered via David Applegate.

No other agenda was pursued due to lengthy discussion of above items and work assignments.

Meeting was adjourned at approximately 1:30 p.m. by an approving majority of membership.

President: Nate Riffle

Vice President: Dennis Crawford

Secretary: Vacant

Treasurer: Phillip Cloutier

Newsletter Editor: Stan Loer

Webmaster: Ed Lee

Around the Chapter

I'll start with a little teaser from Joe Williams: "A few weeks ago I was afforded a rare glimpse into the world of Highly Classified military flight. Thanks to a good friend who just happens to be a Lt. Col. with the 13th Recon. Squadron I was invited to shadow a U-2 pilot for a day of some currency flights at Beale AFB, the height of which was riding shotgun in the chase car for nine landings. This was an unbelievable experience that I was actually allowed to capture on video. I will do a presentation on this day at a future chapter meeting."



This is not a car vs U-2 drag race.

Earth, we have contact.

< Not exactly a Paris runway, but it's what every well-dressed U-2 pilot wears.

Sunday June 2 found a number of us at Longsword winery sipping fermented grapes and watching paraglider pilots launch from Wood Rat and soar overhead. A few even made it to land in the meadow right in front of us. Thanks to Ann McGloon, Joe Williams, and Dave Palmer for the photo documentation.



I know they're up there somewhere. (Ann)



Not a bad way to spend a Sunday afternoon. (Ann)



From launch site (Dave)



To landing site (Joe)

And then there was Airport Day. A real Chamber of Commerce Saturday with reasonable temperatures and lots of sunshine for all the area weekend activities, and there were several competing for attendance. But Airport Day went off with few glitches thanks to Larry and his crew. Highlights: Brett Hopper's "missed approach" in the Dutch Bros. Conquest II was a thing of beauty and the West Coast Ravens put on quite a show. New to the event schedule this year was the Erickson Airplane water drop and a demo chicken drop. I think they got the crowd's attention each in their own way. Joe put a target out near the runway. Phil led off in his Super Sport with Dennis and Joe following. I flew with Joe so that he could focus on a grand finale "carpet bomb" with oh, I don't know, a few dozen chickens plus or minus. So I wouldn't screw up too badly, he gave me a chance to get acquainted with his airplane a few days prior. Never flew an Ercoupe before. A real kick and I really appreciate the opportunity. On top of that, he sent me a whole bunch of photos Sunday. Sure glad someone remembers to take the phone out of their pocket and snap some pictures at events like these. It's certainly not me. So, starting on the next page, are a few for posterity. Larry also distributed several. I'll include some of them next month.

Discussions at a post-mortem meeting held Wednesday revealed that parking remains an issue. Alternate locations with shuttle transportation will be considered. The public attendance appeared to suffer a bit from the competition, but aircraft traffic was up. Airport Day next year will be June 27, the weekend after Father's Day.



The hardworking food prep and serving crew



And here are the results of their hard work



Just a few of the beautiful cars in attendance



Now that's what I call a major dump



The repel team came in close



Mostly Dutch Bros and Pacific Aviation. What passes for "heavies" at our place. They showed up big time.



Aww, Dennis. What did that poor little chicken do to you?

Membership updates: Phil put his Super Sport to work transporting him to Reno and back last weekend. He went down to help his son with his RV-8 project. I'm sure he'll be willing to fill us in on the trip and the project's progress. Dick's Hornet engine is in Ohio and now on a test stand. And it ran! Not exactly the news he was looking for since it had developed a mysterious starting malady here which defied diagnosis. To be continued. Just to have something to do while it's there, Dick put together his new blast cabinet last week. Now he can start cleaning up O200 engine parts for his 701 project. Dave McGlooin will be getting his BFR with Dave Palmer in the very near future. Can a Sonex first flight be far behind? And Dennis Mitchell has joined forces with Chris Beebe in Chris's hanger which is the 2nd one north of our chapter hangar. Two 601's now keep each other company. Last month, both Marty and Phil traded in their corner hangars for more economical regular T's within the same rows. Forgot to mention that in June's newsletter. That's all I've come up with for this month. I'll apologize in advance if I let something get past me.

On the Approach

Airport Day 2019 is history. The second major event will be the **Puget Sound Antique Airplane Club Air Tour** with a potential for 39 aircraft arriving July 9 for a two-night stay. I covered it rather extensively in last month's newsletter, including the list of aircraft, so I won't repeat here, but refer you back to Nate's comments in this month's President's Message. The chapter has agreed to assist with aircraft parking. We now have a map with proposed parking areas identified. We'll get feedback by week's end as to how PSAAC wants to group their aircraft to utilize these areas. Discussion topic at the meeting. Airport will provide bottled water which we can distribute.

Bob Dylan was Right

The times, they are a'changing. The "E" in EAA is leading us into a world of innovation that could be little imagined only a few years ago spurred in large part by advancements in drone technology. Integration into the airspace system is having its complications, but it will happen. Another inevitable development: The application of this technology to manned aircraft designs. VTOL capability with pure electric and/or hybrid propulsion systems. Maybe even fuel cells or something totally new. The fields are wide open now, but the most practical solutions will eventually emerge. Perhaps the best comparison I can come up with is the impact the incoming "jet age" had on aviation in general. Unlike that period, I suspect the most innovative ideas will come from individual experimentation and small start-up companies. Actually, it's already happening.

Preceding new aerodynamic and propulsion technologies, we saw the rapid development of economical electronic components, largely driven by the E-AB market, for our personal aircraft that were only available at very high cost to military and commercial aviation not that long ago. They were made possible by computer advancements that have progressed at an almost exponential rate for many years. We can hold in our hands computers that have far more capability than the systems installed in the consoles and cabinets that made the Apollo 11 moon landing possible. My nearly 78 year old mind can barely comprehend all this magic even though my career was in the technology-driven Aerospace industry. Dinosaurs are not quite yet extinct. I know, because I have become one.

Aviation, however, embraces a wide variety of interests. For all the high tech, there is an expanding interest in "back to basics" flying. Para and hang-glider pilots launch off Wood Rat Mountain and consciously work the thermals just like the soaring birds which do so instinctively. Those of us who have never tried it (and probably never will) can only observe and marvel at the skill required to extend flight time beyond a steep glide to the landing site. In between, there are those of us who take pleasure in our aging powered aircraft with antique instrumentation and communication technologies. There's still that feeling of freedom when the wheels leave the earth and we navigate by visual cues, VOR's, or maybe a hand-held GPS, itself a technological quantum leap.

Aviation has been at the forefront of technology since the beginning. So let's watch and wonder at the advancements the future will bring. But let's also hope there's still room for those of us who want to use the skills we have developed over the years to continue pursuing the type of flying we most enjoy. There's a lot of sky out there. Should be room for all of us.

Future Happenings

June 29: OAHS “Wings and Wheels”. Vintage aircraft, automobiles, motorcycles, and bicycles. Cottage Grove, OR. Highly recommended.

June 29-30: Chapter 495 (Roseburg) fly-in/campout at private airstrip OR17, Glide. This is about 12 miles east of Roseburg. Nate forwarded the e-mail from chapter event coordinator Kevin Bruton so all should be up on the details.

July 6: OAHS fly-in breakfast, Cottage Grove. 8:00-10:00

July 9-11: Puget Sound Antique Airplane Club Air Tour visit to Grants Pass. Open invitation to join them on the Hellgate Jetboat dinner cruise July 10. Tom says plenty of room.

July 12-13: Wallowa County Fly-in and Airshow. Joseph State Airport, Joseph, OR.

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 for info. **Registration is open.**

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.**

And Finally

I didn’t have any ideas for this section until Jeri Gleiter (Cessna 140 pilot extraordinaire) provided these excellent photos of the Airport Day Chicken Drop demo to Joe who passed them on. Judges’ scores up!! Oh, that’s right. Fortunately, this was just practice for the real thing that comes later in the year. Probably could use a bit more before then.



Chicken away! Phil’s release heads for the target. Or maybe not.



Dennis’ chicken immediately turned into chicken nuggets.



Joe concentrated on getting the cluster together while I tried to put the airplane over the target. We both almost succeeded.

One of these should get within 50 ft.

**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

www.eaa725.org