



Next Meeting

**12:00 Sunday, Sept. 6 in the EAA Hangar
Lunch BBQ (we're grillin') with Meeting to Follow**

President's Message

We continue to struggle to keep the chapter alive and functioning. This time of year it is hard, unless I advertise food! What an amazing thing that is. Sadly it is difficult right now as our resident Chef is quite involved with giving home care to his wife who is battling a health issue. And believe me, we all miss seeing him around. I sure do. Our best to her with this battle. So, some of us have been trying to fill in. It ain't easy. I'm also trying hard to present interesting things to get members to show up. I had a great one last month. So stay tuned or you will miss it.

Several members are in the middle of builds; it seems Zenith is the key word these days. Kenny just bought one on floats!! I saw it across the way and hope for a close up photo. He is not an active member but maybe someday. Others are involved so maybe if you get around and visit hangars you will see.

My hangar sale was a success, according to everyone that participated. I'll do it again next year. With more ideas. (No, not an EAA event- sadly it seems I have to say that for damn near everything we do around here). Stan visited Brent and Donna. I'm sure he will include photos and stories! I heard Donna let him fly the Ecolot, but I have not confirmed that.

Please try to come see us at our meetings. If you have a project or question about something you are working on... bring it !!! We have resident experts!! By the way, I'm awaiting my new insurance quote, first one since turning 70. They are hesitating and that's never a good sign! Will let you know! I've enjoyed cheap insurance for years. I'm hoping the big SEVEN OH has not changed that tremendously. We shall see.

Till next time.
us Joe

August Meeting Notes, 8-2-20

On August 2nd we held what will be considered our monthly meeting. It was held in the campground due to Covid concerns. It was more of a gathering than meeting and thus I chose to defer some of the complications for a small group. Fortunately, this was the month that I was able to secure an excellent speaker I've hoped for, Stephen K. Wetmore, one of the Aviation experts with ODF. It was a fantastic relaxed talk under the trees. I brought some pizzas. He told us all about the aviation aspect of fighting fires. He spends a lot of time in the AirTac aircraft directing the heavies and choppers just where to drop. Sounds like the best seat in the house. We learned all about the dispatch procedures, the various aircraft, as well as a very informative instruction on how we, as GA pilots "should" interact with their ops. He also gave us a frequency to use for air to air reports as well as monitoring what's going on. This was an excellent presentation. I'm very sorry we ended up with such a minimal attendance. This was one of the better speakers I've managed to round up. And this is thanks to my friend Mark Reed with ODF whom I've worked closely with over the years during fire seasons. Steve provided me with this great pic he took during the recent fire near Eagle Point. This was a heavy DC10 known as Tanker 10, based in McClellan, doing a drop. Also here is a radar shot I did within an hour of the fire attack showing the path of Tanker 10 as well as the aircraft managing the fire. It was excellent and I only wish more members would have shown up. Maybe next time. (I guess I did not advertise free Pizza well enough).

Joe W. us



Treasury Report

Checking Account Balance 8/18/2020	\$2981.27
Cash Box	\$240

Receipts

Cash Donations	\$ 26.00
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Transfers

Expenses

Check	Nice Badge	\$ (20.00)
Check	Pacific Power	<u>\$ (24.45)</u>
		\$ (44.45)

Deposits

Interest	\$.25
Cash from Cash Box	\$ 40.00
Cash from Receipts	\$ <u>26.00</u>
	\$ 66.25

Ending Balance

Checking	\$3,003.07	
Cash Box		<u>\$200</u>
Funds Available	\$3,203.07	

September Meeting Program

Don't have any heads-up on a program at this time. However, we have a number of projects in the works. Could actually talk about airplanes, projects, maintenance, etc. I know Cathy would like to fill us in on the FAA "Wings" program and I'm kinda interested in that as my next BFR is coming up soon. So we have all kinds of stuff we can discuss. Audience participation-it's a good thing.

Around the Chapter

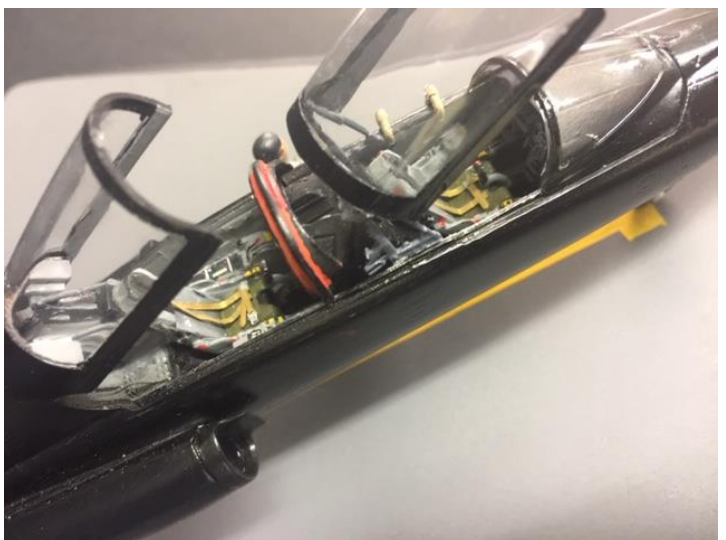
Milestones

Congratulations to Jeff Karmy. He passed his Private Pilot flight check with flying colors (pun intended). Bear prepared him well and he was an excellent student, ready for anything the examiner threw at him. Now the education really begins.

Ed Lee tells me that he has sold his Cherokee 140. He decided it was time to let it go so he could focus on home projects. But this is just a hiatus, not an exit. He hopes to pick up a partially completed RV-9 or something similar sometime in the future when he feels he will have more time to devote to an airplane project.

Projects

In miniature for sure, but a project none-the-less. This is Joe's latest, a T38 model painted in the colors of the U-2 squadron at Beale AFB. The full size versions are used for support and proficiency training. At 1/48 scale, all the features are replicated in great detail in a model that's not quite 12 in. long with a 6.3 in. wingspan. Joe will be delivering this model in person to his buddies at Beale in the near future. I predict we'll be seeing more photos from the U-2 chase car not long after. Too bad photos of the U-2 flight simulator are not allowed.



At long last, Dick and Beth are in their new house. Several loose ends to tie up, but Dick will have plenty of time to take care of them. Jabiru has decided to put the latest and greatest cylinders on his engine. However, getting them from the factory and installing them on the engine will take another 90 days. Dick has received his engine mount and cowling.

Phil had a serious oil leak with his oil filter installation plumbing, but he traced the problem to a fitting on the filter housing. That's fixed now and he should be back in the air by the time you read this. Meanwhile, he's making progress on his CH650 project. He's currently fitting up the cowling. The Grand Rapids Sport EX glass panel is back at the factory for some additions and software upgrades. The engine will go to Lycon next spring for overhaul. We just might see the airplane show up at the airport next summer for final assembly and first flight.

It's always something. Dave McGlooin has purchased new landing gear bolts for compliance with a Sonex service bulletin. He'll have plenty of sidewalk superintendents and maybe even a helping hand or two when he gets into that. I remember how things went when "we" helped him put the wings on.

Dennis Mitchell is reworking some of the controls installations on his CH701 project that were not built per plans. He has also purchased a complete set of new engine hoses and hopes to be doing engine runs within a couple of weeks.

Around the Airport

Hangar Sale

The first annual hangar sale was held Aug. 8 and seemed to be quite successful. Here are a few photos of the inaugural event courtesy of Joe (with one exception).



Well, I'm ready. Bring 'em on. I did fairly well, but an "after" picture wouldn't have looked much different. But I'm ready for next year.



Starting a little early, aren't you Marty? (OK, cheap shot). Sure glad I didn't make it to his hangar. I suspect I would have spent some money. But I guess that's the whole idea. We buy each other's stuff.



Why buy bits and pieces when you could have a whole airplane? Dave Palmer's TR-2 was one of the offerings attracting attention.



Several visiting aircraft filled the ramp during the sale. More than likely, their owners were attracted by the 20 cent/gal. fuel discount offered by Pacific Aviation and the Airport Manager.



<
Dennis Mitchell lays out his goodies. Didn't make it to his place either. Most likely he had something I couldn't do without.

>
Baker Avionics offered a wide assortment of used, but airworthy, avionics and instruments. Another good place to stay away from. Probably wouldn't even have had lunch money left, much less the next mortgage payment.



Latest from the County

Larry recently hosted 4th District Congressman Peter DeFazio, chairman of the House Transportation and Infrastructure Committee (Daily Courier, 8/19). He's doing everything possible to line up support for the full 1700 foot runway extension. Funding comes from the Airport and Airways Trust Fund, not general tax revenues, so it's not a funding issue. However, it could open up a can of worms with the recently approved (after an 8 year gestation) instrument approach. The FAA would have to design a new one and they're not at all excited about having to start over. This has a sort of surreal aura to it. A 400 ft. extension has been approved, but not the full 1700 ft., even though building the full length would be a lot cheaper/ft. and would provide a greater benefit to many current and potential future operators. Regardless of which extension wins, a snail will complete a 100 yard dash before the FAA moves 10 ft. Something will happen, I'm just not sure in which future millennia. By the time the earthmovers arrive, our air vehicles will probably be electric-powered, remotely piloted, and capable of VTOL operations. No runway (or on-board pilots) required. OK, I have to take responsibility for those last four sentences as personal editorial comment. No apology offered.

Pacific Aviation

Both Cathy and Bear were quite busy with students in August. Three of Cathy's students solo'd and she's prepping a couple more for check rides next month. Three of Bear's students passed their written test and three others (including Jeff) passed their Private Pilot check rides. Two more solo'd. A new CFI, John Smith, has been added to the staff.

Bear sold his C172, but is actively looking for a replacement aircraft. Cathy's C150 will be added to the line in the near future and a Cherokee will also be added to their complement of flight instruction aircraft on a lease-back agreement when it's ready to go.

VSI Aviation



Dropped by to see what Ryan and Tony were up to. Found Drew Meltebeke working on his AirCam with Ryan's assistance. Tony was preparing Dave Palmer's Tango for reinstallation of the engine with its new constant speed prop. Busy, busy, busy. Work will resume on the KR1 project with the arrival of lots of firewall forward hardware currently on order.

Baker Avionics

Baker Avionics has been diligently working with Genesys Aerosystems, formerly known as S-Tec, along with one of our local aircraft owners, Sean McGillivray to have the 3100 Digital Flight Control System STC'd in the Piper Aerostar Series Aircraft. Though it has been two years in the making, we have finally gotten word that the STC project is a go! Further, G. P. airport's own Sean McGillivray's Aerostar will receive the very first four servo autopilot installation under this STC at no cost to him. Baker Avionics has been contracted by Genesys to perform all of the labor for the STC project. Baker Avionics will also subcontract out a portion of the STC installation to Pacific Aviation Northwest. The project will begin towards the end of September, to be completed by the end of October.

Baker Avionics had a wonderful visit by John Uczekaj, the CEO of Aspen Avionics, as well as our sales rep James Buck. They came to visit a few of our local customers who have their EFIS systems installed and go over questions. John and James are such caring individuals and they really represent a great company and the entire crew at Aspen Avionics!



Submitted by Leah Baker, Baker Avionics

Kenny Jordan's CH701



Saw this critter across the way on a trailer next to the Dutch Bros hangar a couple of weeks ago. First indication I had that it had successfully made the trip down from Alaska. It was on floats, but has since been moved to Kenny's hangar and wheels have replaced the floats. Joe sent me this close-up photo. I definitely need to hogtie Kenny long enough to get a good story on the airplane and his experience getting it down to civilization from the last frontier.

Further Afield

Sad News

WE HAVE LOST SOME AVIATOR FRIENDS
And neighbors.

On Saturday, August 16th a PA14 crashed on takeoff at Susanville, California. Sadly it contained the pilot Kevin Fore and his girlfriend Krista Holstrom. He owned an HVAC business in Redding. She was from Grants Pass. She was a CFI at IASCO. She was also an active helicopter pilot and member of the Whirlygirls, an organization of female chopper pilots. I met her several years ago when she asked to sit in my Ercoupe for a photo. She loved Ercoupes and proudly owned a cool bar made from the tail section of a Coupe she had in her "galcave" in her hangar at Redding. She was a nice and brilliantly funny gal that loved aviation. Apparently on takeoff climb in her boyfriend's PA 14, built as a Bushplane, they had a problem on climb out and rolled over. Maybe a classic stall but we don't know yet. We just know we all lost a sweet gal and her guy, both who lived flying. They were here visiting us just over a month ago. She and Kevin will be sorely missed.

Joe W. us



This was supposed to happen last year

I was fortunate to be able to spend a week with our longtime friends Brent and Donna Battles at their home on the Ferndale Aerodrome near Kalispell, Montana. They miss the comradery they enjoyed here, but have fully settled into their new surroundings and are enjoying the environment there. No question it's beautiful country. I ended up with a file of 74 halfway decent photos which include boating on the Flathead River and scenic views from a drive around Flathead Lake. No problems flying commercial and it was a good trip, masks and social distancing notwithstanding.

Brent and Donna certainly were perfect hosts and they welcome guests, so I'm hoping many of you can go see for yourselves. Until you can, here is a small sampling from my collection. No boating or the drive around the lake. But flying? You bet! And it would take awhile, but I think I could get used to the Ecolot. Definitely a bit different. Really appreciate Donna letting me get acquainted, even for only a few minutes. Couldn't fly and take photos too. But I'm hoping to get a second chance to scratch the itch.



The obligatory "Here's where they live" photos.

- Approaching the house from the driveway. A beautiful setting.
- The backside of the house with a deck just perfect for a morning cup of coffee and afternoon snacks accompanied by a glass of wine.
- View through those large windows looking out at the hangar and runway. It's a bit of a hike across a large grassy field.



The happy couple with their recent addition to the family-a Red Bone Coon Hound puppy named Tucker. He's mostly mouth and strangers are just new playmates. Oh yeah, he loves to attack feet.



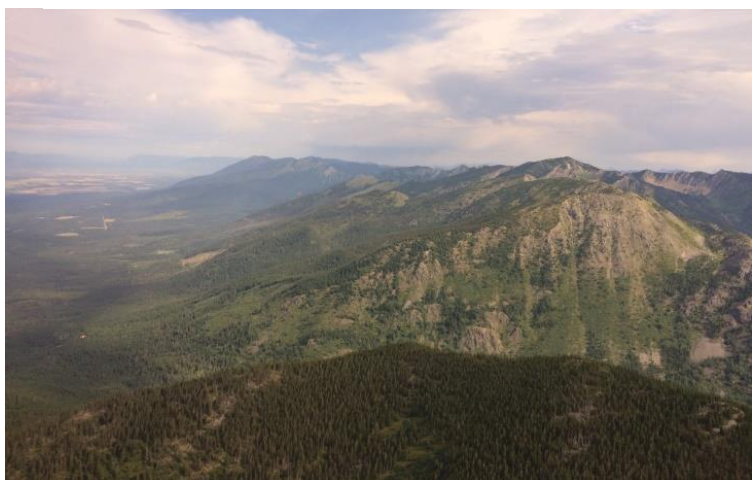
Ready for takeoff on 33. Not exactly putting green smooth, but it won't shake your teeth loose. Their hangar is on the left side of the runway visible in the distance through the prop arc.



Flathead Lake, by surface area, the largest natural fresh water lake west of the Mississippi. The Flathead River flows into the lake toward the right side of the photo.



Flathead River, looking upstream towards Kalispell. If there weren't already a Snake River, that name would certainly fit.



Swan Mountains, the ridge line to the east of the Ferndale Aerodrome. A very rugged mountain range with peaks topping 9K ft.



The thriving metropolis of Big Fork. A tourist destination and water sports mecca for sure.



Mid-field crossover for left downwind to 15. Our path was just about right over their house and hangar.



Final for 15. Definitely a bit shallower glideslope than I'm used to in the Cherokee.

Future Happenings

I sent out a notice a couple of weeks back regarding cancellation of the OAHS Wings and Wheels/Great Oregon Homebuilt Fly-in. Larry has also confirmed cancellation of the annual Grants Pass Airport Day which didn't have a committed date. While I saw no official cancellation of the Madras Fly-in, it would have been this weekend, so inclusion would be a moot point. Looks like the events calendar is getting mighty slim. However, the Benton Air Faire is still on at this time and it looks like a good one with Cal Fire water bombing demos and military fly-bys. A car show too. But, as of last week, the California Capital Airshow scheduled for that same weekend has also become a victim of the COVID-19 virus.

Oct. 3: Benton Air Faire, Redding, CA

Dec. 17: Chapter Christmas Party at the Golf Club

And Finally

Photo by Bill Eyster, Eyster Photography, Angola, IN.

My nephew-in-law, Mark Bock, sent this to me. Said the photographer took it from his own back yard. Pretty impressive. A very good visualization of wing tip vortices, enhanced by the steep pull-up at the end of the run.



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

Dennis Crawford.....Vice President

open.....Secretary

Phil Cloutier.....Treasurer

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

Ed Lee.....Web Editor