



---

## Next Meeting

October 5 at the chapter hangar.

Burgers and dogs one last time this year?

### President's Message

Haven: 1) a harbor or port; 2) any place of shelter and safety; refuge; asylum; 3) to shelter, as in a haven.

Cheryl and I drove on vacation a loop through seven northwestern states visiting last a remarkable sky port in Bigfork, Montana to which a pair of our members, Brent and Donna Battles, have immigrated. In their Ekolot aircraft, they climbed away from Oregon's tolerance of cannabis uses and exploding laboratories to the state of Montana where such is unlawful.

We visited them in their home adjacent to Ferndale Airfield (53U), in Flathead County, elevation 3012, topped by a runway length of 3500 feet of lovely green grass turf 95 feet wide edged by white cones with red cones at each threshold. The runway was oriented 15-33.

Beautiful blue Flathead Lake lies just beyond trees to the west. It's freshwater is roughly 30 miles long and six miles wide. The Rocky Mountains rise above 9000 feet elevation to the east of the airport. These are clothed by manifold green conifers and some aspens.

Flathead County mows the runway grass and removes snow in winter. Adjacent property owners mow the adjacent big lawns and remove snow to the runway from their hangars and houses in winter. There are no fences separating airport property from private property, one of three county airports in our nation without this restriction according to Brent. Houses are built between access streets and the runway, along with the hangars and other equipment structures.

Brent showed me their enviable array of mowers including a tractor hauled bushhog, a twin bladed mower, and a lesser width hand held mower. He also pointed out a snow blower and snow shovels. They fly the Ekolot all winter in fair weather.

We four were very joyful to congregate again. They miss our wonderful chapter of pilots and airborne observers who have fun in the air and on the earth. They eagerly anticipate sharing our Christmas party with us in early December 2019.

Clear skies!

Nate Riffle

---

## September Meeting Minutes

No meeting, no minutes

---

## Next Meeting

***This is the meeting at which we open nominations for next year's officers with elections following in November. Fair warning to all chapter members: If you're not at the meeting, it's quite possible you will be nominated for some position. So, in the interest of self-preservation, you might want to seriously consider showing up.***

Joe and Nate suggested I also mention our annual Christmas party. No, it's not too early to think about a date and start getting commitments on attendance. Grants Pass Country Club, mid-December, and we need a minimum head count of 30. Guests are not only welcome, they're encouraged. Dennis is the contact. Early RSVP strongly recommended.

---

## Around the Chapter

**Note: I'm getting into a rut here. It's gotten too easy to just keep on keepin' on. My 2020 goal will be to more broadly cover news about our members' activities, flying or otherwise. All suggestions gladly received.**

After numerous trials and tribulations, Dick's Hornet is flying again and here's proof. Dave Palmer also flew it to give Dick a "third party" assessment of handling qualities.



OK, it's too far away to tell, but Dick's the pilot on this flight.



After Dave checked it out solo, it was time to find out how she handles at near gross weight



No doors. Won't that back seat be a bit breezy?



Up, up, and away.

Oh yeah, it was more than a bit breezy without the doors. After some minor trim and weight distribution adjustments, Dick installed the doors. Much better. Darin Hecker was Dave's next passenger and several flights have been made since these photos were taken. All's well that ends well.



Nate sent me several photos taken during their visit with Brent and Donna. I'll feature them in the November newsletter, but here's a teaser.

Our aircraft owners don't spend all their time at the airport-sometimes it just seems like it. The Cloutiers and Crawfords spent several days at Gold Beach and came home with a few additions to their freezers.

**Note:** Phil and Kathy are also making a trip east that will include a visit with the Battles.

### Around the Airport

Grants Pass airport was again a base for several firefighting helicopters during late August and early September. Fortunately, there was much less activity this year than last, and all units were reassigned by mid-month. However, some of them saw action against Applegate fires, and the photos Joe sent me are continuing evidence that G. P. is ideally situated to serve as a base for our regional aerial firefighting resources. Joe has made it a personal project to maintain contact with ODF and the flight crews during their time on station, and we'll have the opportunity to learn much more about the firefighting missions in the months ahead. Stay tuned.



Joe just had to take a selfie.

The Erickson Aircrane commands attention wherever it goes. And rightly so. A 60 year old Sikorsky design originally used by the Army as a heavy lift helicopter in a variety of missions, it continues to be the heavy-lift king in civilian service. This crew saw action in the Applegate, and were guests of honor at a pizza lunch in the chapter hanger courtesy of Dave McGloon, after which many of the attendees got an up close and personal tour of this unique and highly effective machine.



That looks really complicated.



I make that 19,200 lbs. with a topped off tank. And we saw the full effect of that with the water drop demo at Airport Day.



K-Max's and a Vertol 107 on station and ready to go.





Joe Williams presents: The Third Annual Chicken Drop Contest. This is **not** an EAA chapter activity, but is open to all who wish to participate. I guess he might even accept helicopters, but hovering over the target would probably be grounds for disqualification. Too bad the firefighting helicopters have moved on. A chicken drop from an Airplane? Now that would be something to see, but winning the pot wouldn't put even a miniscule dent in the fuel bill. Anyway, this is a lot of fun and interest seems to be growing. I will follow up with details on date and time when they are set.

-----  
A new avionics shop, Baker Avionics, recently opened on the field. It's located in a large hangar just south of the Pacific Aviation maintenance hangar and I stopped by to get acquainted. The owners, Greg and Leah Baker, are a very personable couple who have family connections to the area and seem intent on establishing a strong business presence here. Their shop has recently been granted FAA Repair Station certification. But Greg also expressed an interest in getting better acquainted with the EAA community and stated that experimental work orders would be accorded special rates. I left thinking this could definitely be a great addition to our airport business community. Check out their website at [www.bakeravionics.com](http://www.bakeravionics.com) and stop by their shop to welcome them to our little corner of the aviation world.

-----  
Chad Hermansen will be leaving Pacific Aviation in the near future. He succumbed to the siren song of the airlines and has hired on with Sky West, a contract regional airline for the major carriers. I only flew with him once and that was for a BFR. Even though it's not a "test", I sort of look at it that way. But he tailored the ground school review and flight segments to my routine flying environment and touched all the bases with me. I breathed a sigh of relief as he signed my log book. It was an excellent refresher, and I'd recommend him to anyone. It's not quite too late.

-----  
Speaking of: Dutch Bros.'s Megan MacDonald is facing a few new challenges of her own. She's started studying for her ATP and will be getting a type rating in the new D/B Cessna CJ-4 bizjet which should arrive in early December. On top of that, she and Christiaan Schrimpf are getting married in Hawaii in November. Talk about a full plate! Many will remember Megan from her time as an instructor with Pacific Aviation. My Cherokee partner got most of his instruction from her and I think Nate was her student also. Now she's getting what I've always considered to be the aviation equivalent of a PhD. Way to go, Megan!



This pad, located north of the campground, will become the site of a new maintenance shop and equipment storage facility for the airport. Don't remember the projected completion date, but I think it's by year's end. I'll take progress photos for future newsletters.

## OAHS “Great Oregon Homebuilt Fly-in” (Wearing my OAHS hat here)

The Labor Day weekend was the setting for the 2<sup>nd</sup> annual Great Oregon Homebuilt Fly-in, sponsored by the Oregon Aviation Historical Society at Cottage Grove. It was a one-day (Saturday) event and the weather was perfect. I was busy dishing up sausage at the breakfast, so I didn't get that many pictures and I'm not sure what the aircraft count was. Maybe 30 or so, a mix of homebuilts and classics. While most attendees were from fairly close by, we did have a Rans S20X from Minden, NV and a RV14A from Gig Harbor, WA pay us a visit. This is a new fly-in, and here's hoping it grows. At less than 100 miles from the GP airport, it's not a major XC. Here's a sampling from the 15 photos that I did take. I mostly got the ownership info after the fact from the FAA Registry, as only a few of the aircraft had “prop cuffs” or any other source of identification. No guaranteeing the accuracy of the data.



Heath Parasol. Didn't get the details.



Baby Ace. Marvin James, Scio, OR



1946 Fairchild 24. Roger Starr, Canby, OR. Sorry, I didn't get the young lady's name. (Yeah, I anticipated the question.)



Rans S20X. Carolyn and John Spratt, Minden, NV.



Van's RV14A. Greg Novotny, Gig Harbor, WA.



Steen Skybolt. Mark Ralston, Roseburg, OR.

---

## Future Happenings

**Oct. 5-6:** California Capital Airshow, Mather Airport, Sacramento

I missed including this one last month, but there appears to be nothing else happening within reasonable proximity for the remainder of the year. I guess our aviation events calendar is heading for dormancy until next spring. Maybe we can still salvage a good day locally and make one last trip to Myrtle Creek or Prospect. Then it will be time to park the planes and settle down for a long winter's nap. But we'll have to interrupt our snooze time to attend the Christmas Party.

---

## And Finally



Joe snapped this picture of a rare bird that paid us a visit recently. It's a 1947 Republic Seabee registered to Dan Hutchinson of Lakeview, one of only four in Oregon. Of the 1060 originally built, 130 remain on the US Federal Registry. Several can also be found in Canada and a few in other countries around the world. Maybe a special invite to Airport Day 2020 would be in order? Would be a real crowd pleaser, I'm sure.

**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](http://www.eaa725.org)