



## **NEXT MEETING**

**Sunday, July 1, 2:00 PM**

**BBQ @ 12 Noon**

**Chapter Hangar**

### **President's Message**

Experimental Aircraft Association 725 officially came into existence when Paul Poberezny, of the national headquarters, signed our charter on Nov. 16, 1981. This may be viewed on the rear display wall of our chapter hangar. The ink is faded, but legible to the discerning eye. Ten founding member names enabled our charter:

Ivan Dutton, Morty Clark, Oliver Bradley, Robert Witham, Twilla Witham,  
Leo Kjlorien, Larry Grubbs, Don Marks, Irvin Kettleon, and Orvil Clay

Later, two of our members, Ivan Dutton and Morty Clark graced our chapter with our hangar at their cost. We members at present enjoy living their dream in our weatherproof facility with the improvements of electric power, lights, cold and hot running water, drains, and a paved floor. We can even have a shave or picnic in our outdoor park facility.

We members collectively embody the capabilities of many crafts including the construction of aircraft with spruce and fabric, welded metal tubing frames, metal skins, formed fiber glass panels, aircraft integration and assembly techniques, and pilotage.

We continue to meet the challenges of member loss through natural demise, relocation, or other challenges. Our positive programs for ultimate gains include the Aviation Cadet, Young Eagles, flying interested guests as observers in our aircraft, and more.

We have twice the membership of our original band! We will endure and prosper!

Clear Skies,

Nate

## June Meeting Minutes

Hi everyone!

During this vacancy of the secretary board position, I'm forwarding the subject minutes.

Call to order: 1:30 p.m.

Pledge: 1:31 p.m.

50/50/ Second chance: Conducted by David Applegate; 50/50 won by guest speaker, Cassandra Barrong.

Airport Advisory Report: Our only board member, Stan, reported that the next meeting would be Tuesday, 5 June 2018,

Old Business: Cozy pedestal aircraft is awaiting weight analysis in order to design the support post.

New business: We need replacements for the secretarial position previously held by Brent.

A suitable motivated volunteer would be sincerely appreciated.

Fly-outs and other activities: Phil Cloutier and others recently flew to Cottage Grove on 1 June. See them at the next work party for details.

2nd Chance drawing: Won by Stan. Chapter gained \$20 profit overall between the two drawings.

Presentation: Oregon Aviation Historical Society Executive Director Cassandra spoke vivaciously and devotedly about the Beaverton Outlaws, an active homebuilding group in the 20's and 30's who defied federal attempts to shut them down by claiming state regulations took precedence.

Visitors will be welcome at the museum six days per week, 10-4 plus a few more days not recorded here.

Round About: Our members expressed appreciation for Joe Williams good work in placing new photos of members' aircraft on the rear wall as well as his work on the Cozy aircraft.

Cheryl Riffle praised the high quality professionalism in the organization, quality of contents, and timeliness of the Chapter Newsletter by Stan Lohr, calling it the best newsletter she has ever seen.

Additional Comments: Right after this meeting, an exercise cookout on our new grills provided some welcome burgers, hotdogs, and more for the hungry attendees. The Chapter took in \$58. Expenses are being tabulated and will be submitted to the Treasurer for reimbursement.

Airport Days is rapidly approaching on 23 June 2018, a Saturday. Work party for set up will be 9:00 a.m. Friday the day before the event. Muster on Saturday, Airport Days, will be 7:00 a.m. to finalize preparation and test the breakfast cooking by the crew. Serving the public begins at 8:00 for a length to be determined.

Clear Skies,

Nate

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## July Meeting Program

As this goes to cyber press, I don't have any information regarding a program. But I suspect our President will use his abundant arm-twisting skills and we'll have something interesting.

## Around the Chapter

Dennis Crawford's annual inspection experience removing and reinstalling the #!%\*!&! floor board in his Ercoupe convinced him to modify it to a more mechanic-friendly configuration. I could have told him that we engineers never consider that a high priority, but I think he already knew that from his years in the automotive business. Anyway, that mod is now finished and he's ready to aviate again.



When all else fails, read the instructions. Dick has now completed all the engine ground runs and has taxi'd up and down the taxiway several times getting comfortable with ground handling characteristics. Still a few little details to finish up including resolving some computer concerns. T minus 2 weeks and holding. Well, maybe it's a bit closer to first flight than that. Joe Williams photo.

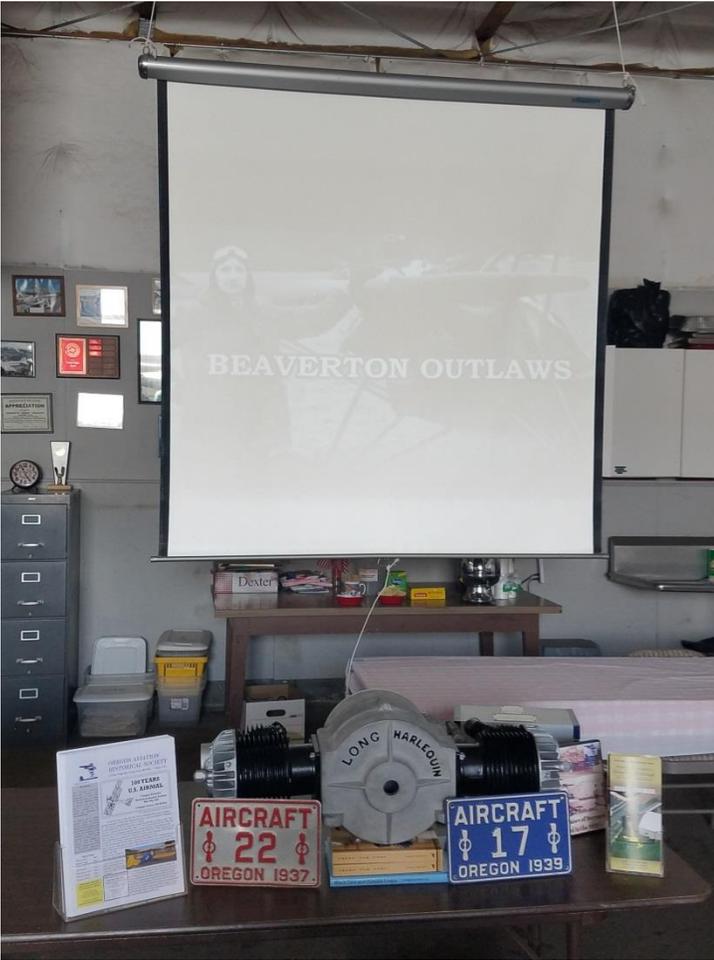
No computer concerns here. Dave Palmer doing his best eagle impersonation with the airport in the lower left far below. Great shot. From Dave to Joe to me to you. Thanks guys.



I learned third hand that John Pribilo sold his beautiful Luscombe a few weeks back. Not sure, but I think its new home is somewhere in California. John kept his plane in absolutely pristine condition and it was a frequent award winner at the annual Luscombe gathering in Columbia, CA. Sorry to hear that we'll not be seeing it in our sky anymore. Well, maybe it will visit occasionally.

Phil and Kathy took their new motor home on the road to Missoula Montana for the regional AOPA fly-in there the 15<sup>th</sup> and 16<sup>th</sup>. Maybe he can give us a rundown on their activities. Maybe we could even call that our “program”? They didn’t have enough time to head north to check out Brent and Donna’s new digs. Guess that will have to wait for another time.

The following is a collection of photos taken at the June meeting. If it had been left up to me, there wouldn’t have been any, so thanks to Cassandra Barong and Daisy Bouldac for coming to my rescue. Sorry there’s no photo of Cassandra doing the presentation. Maybe we can get her back next year for an encore.





## Second Beginning

With new regulations issued in 1952 providing the framework for licensing homebuilts, the lid came off and budding designers/builders started creating new aircraft designs. Most were single place, tube and fabric airplanes powered by Continental and Lycoming engines at the lower end of the horsepower spectrum. Many were biplanes-1930's nostalgia in miniature. Building your own meant working from sketchy plans with a pile of steel tubing for the fuselage, most likely wood for the wing structure, and dope and fabric for the covering. The few aluminum designs of the time were considered to require skills and tooling beyond the capability of the "average" builder. Wings and other parts from certificated aircraft were also legal back then and often used.

One prominent designer/builder of the period was the late Ray Stits. While he is best known as the developer of the poly-fiber covering process, he was also a prolific designer. Over many years, fifteen different designs emerged from his shop at Flabob Airport in Riverside, CA including Sky Baby, the world's smallest biplane with a wingspan of only 7 ft, 2 in. And yes, it flew. After a total of 25 flight hours, it retired to the Smithsonian Air and Space Museum.



Flut-R-Bug was built from plans. The airplane project was initially started by "th



The most popular Stits design was probably the SA-3A "Playboy". Originally built in 1952, it is a single-place taildragger with a strut-braced low wing. It's 17 ft. long with a 22 ft. wingspan and weighs about 650 lbs empty. It could be built either as open cockpit or with a canopy. Later on, a 2-place version, the SA-3B was introduced.

Dick VanGrunsven got his start with a Stits Playboy, completed in 1965 and designated the RV1. He retained the original steel tube/fabric covered fuselage and tail surfaces (reshaped), but built an aluminum fully cantilevered wing to replace the original fabric covered externally braced one. A 125 hp Lycoming engine replaced the more common 85 hp Continental, allowing for a much more streamlined cowling. The resulting aircraft was slightly longer and heavier than the original Playboy, but had a 2 ft. shorter span. The RV2 project, a wooden flying wing sailplane design, was discontinued so, with about 600 hours on the RV1, Van started looking for improvements. To say the resultant all-metal RV3 became extremely popular following its introduction at 1972's Oshkosh is an understatement. It marked the beginning of what would become Van's Aircraft, with over 10,000 of his many models currently flying.



This 1961 Playboy is currently for sale for \$10K. It's located in Florence, AL. Any takers? Square the tail surfaces, put the cleaner cowl and bubble canopy on, and the RV1's evolution from the original Playboy design becomes a bit more apparent.

The RV1 at Oshkosh in 2012 shortly before it became a permanent resident of the EAA museum.

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### **Future Happenings**

If you know of any aviation events coming up over the next few months, please let me know. This is where they will appear. You may get tired of me being a megaphone for the OAHS but, as you can see from the calendar, there's a lot going on up there through the summer months and it's not that far away.

Airport Day will be history by the time this newsletter is distributed, but I'll hold the write-up and photos for the August newsletter. Definitely will need Sunday for R & R.

**July 7:** OAHS Fly-in Breakfast, Cottage Grove. (Mass fly-out from here?)

**July 6-8:** Arlington Fly-in, Arlington, WA.

**July 14:** Roseburg Chapter 495 Fly-in Breakfast, Felt Field, Roseburg

**July 28:** Antique Motorcycle Club of America Show and Shine, OAHS, Cottage Grove. (Flying motorcycles?)

**Aug 3-5:** OAHS 40<sup>th</sup> Annual Jim Wright Memorial Stearman Fly-in.

**Aug 4:** OAHS Fly-in Breakfast, Cottage Grove

**Aug 11:** Roseburg Chapter 495 Fly-in Breakfast, Felt Field, Roseburg

**Aug 17-19:** Independence Chapter 292 Fly-in. 20+ forums plus the 2<sup>nd</sup> annual Alaska-style STOL competition. A schedule is on their website, eaa292.org. REGISTRATION IS OPEN (also on their website).

**Aug 17-19:** "Animal House" 40<sup>th</sup> anniv. fly-in, OAHS, Cottage Grove. Fun movie, several scenes shot in Cottage Grove.

**Aug 24-25:** Airshow of the Cascades, Madras

**Sept 1-3 (Labor Day Weekend):** OAHS Great Oregon Homebuilt Festival. Details as the date gets closer.

## And Finally

Many Stits Playboys were built over the years and, judging from write-ups from the period, had excellent flying qualities, so they probably didn't show up very often in accident reports. However, seeing one today at a fly-in or airshow is highly unlikely. So maybe there are a significant number hiding in barns or stored in the back corners of hangars around the country. Just like the well preserved bones of a once-flying Playboy now resting peacefully in hanger E2. Built and flown in southern California by Joan Trefethen in the late 50's, it passed through other hands and had been disassembled for restoration when Marty Robb bought it and moved it here. He has the original airworthiness certificate and has kept the N-number assignment active with the FAA all these years. Almost all the parts are there. Wouldn't take a whole lot to put it back together.



Joan Trefethen and her modified Stits Playboy circa 1960. Note the bubble canopy and squared-off shape of the fin and rudder. The gear legs are aluminum and the wings are modified from a Ryan PT22.

And here's that very same airplane today.





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**EAA Chapter 725  
Grants Pass Airport-3S8**

**Meets: 1st Sunday of the month- 2PM**

**Nate Riffle.....President**

**Joe Williams.....Vice President**

**Office Open.....Secretary**

**David Applegate.....Treasurer**

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