



NEXT MEETING

Sunday, May 6, 2:00 PM

Chapter Hangar

President's Message

Espirit de Corps! We have it and share this craving to fly as often as possible in VFR weather. Our experienced aircraft builders, displaying an innate craftiness and understanding, have succeeded many times in building and flying experimental aircraft, often with provisions for one or more passengers. I marvel at the ingenuity and perseverance of those among us.

One way or another, we can seek and encourage this spark of fascination in friends and acquaintances to become airborne in such personal aircraft. Some among us take family members or others with us when we fly.

Yet, speaking for myself, there are times when I fly solo that I could invite a newby to partake of this particular joy. For example, my plumber and my building contractor both showed an interest in aircraft. Each probably would be available on a non-working Saturday to enjoy the visibility from the right seat. I plan to invite them soon.

Whether they are young or more mature, do you, my fellow members, possess friends or acquaintances that may be enthusiastic for such an opportunity?

Clear skies!

Nate

April Meeting Minutes

The meeting was called to order at 2:00 p.m. in the Chapter hangar.

Following the Pledge of Allegiance, the business of the meeting commenced with discussion of the state of the hangar and cooking equipment. Existing grills need thorough cleaning and need to equip them for increased flow of propane. Research on replacing the large iron grill is needed.

A hangar clean-up work party was scheduled for Friday, April 6th starting at 9:00 with one or more trucks required to haul away trash.

The campground mowing schedule was passed around for sign-ups.

Stan Loer reported on fly-out opportunities which included Prineville with notification to come via e-mail when details are known. Cottage Grove stages breakfast every first Saturday of the month. Weather permitting the next opportunity is Saturday April 7th. Also Creswell airport holds breakfasts on 3rd Saturdays of each month.

Stan Loer suggested installation of fans in the hangar. Brent Battles offered to research, report on options and purchase two at an approximate cost of \$100 each which was approved by unanimous consent of members present.

David McGlooin gave a very interesting presentation on his experiences flying his “worst” airplane of his career, the Grumman E-2 Hawkeye in his service with both the Navy and Customs service.

The meeting was adjourned at 3:26 p.m.

We finally got A Round Tuit (or maybe Hell froze over)

No “before” photos, but I’m sure you remember how cluttered the hangar had gotten over the last several years. Well, look at it now (next page). Several hours of clean-up and organization has totally transformed our home from Fibber McGee’s closet (you have to be old to remember that radio program) into actual useable space. Thanks to Nate, Joe, Phil and Kathy, Dennis, Brent and Donna, David McGlooin, and Richard Smith for all their efforts. Apologies in advance to anyone I overlooked. The utility equipment is now hidden behind tarps bought many years ago just for this sort of purpose. Donna was about the only one willing to climb the tall ladder required to reach the trusses or they might still be in the cabinet. We’re really going to miss that gal.

We’re not done. We now have another griddle which, with the two we bought last year, will give us enough surface area so that we can finally retire the old griddle which has been in use since Methuselah was in diapers. Well, it certainly has cooked a lot of pancakes and eggs for us over the years, but to everything there is a season. We’ll soon have fans to install in the rafters to help us keep a little cooler in the summer and Joe is planning to reorganize the photos and add new ones. Good thing we don’t need STC’s to cover all these upgrades.



May Meeting Program

Donna Battles will present the program at the May meeting. She'll be using some of the material she would normally put into her "Log Book Remembrances" columns, so we may be shy a few of those through the summer months. That and her #1 priority of getting settled into new digs in Montana. But we've talked. I hope I've convinced her that we still need her wise counsel even though we'll be many miles apart.

Oregon Aviation Historical Society "Beaverton Outlaws" Presentation, June 3

Homebuilding forms a large part of Oregon's aviation history. It can easily be argued that, although designers, tinkerers, and builders were active in many states in the early days of aviation, nowhere was there a more influential and organized group of enthusiasts than right here in Oregon. The fact that the state Board of Aeronautics had started issuing both aircraft and pilot licenses years before the CAA started making it virtually impossible to federally license anything in a truly "homebuilt" category was cited as valid authorization for the

continued activities of these Oregon pioneer aviators. Bernard Field was the center of all this “illegal” flying activity and the “Beaverton Outlaws” legend was born as this group of renegades continued to design, build, and fly right up to the beginning of WW2. Many of these same Oregon enthusiasts were at the forefront of post-war efforts to overturn the pre-war CAA regulations which finally led, in 1952, to the creation of the regulations defining the Experimental-Homebuilt aircraft category.

EAA may have not come into existence without the concerted efforts of these pioneers. The OAHS has developed a program highlighting their activities and contributions to the homebuilt movement and they will be presenting this immediately following our June meeting. I sent out the flyer previously.

I’m proposing the following schedule for the afternoon.

1:30-2:00: Regular chapter meeting, moved up 30 minutes. No lunch BBQ

2:30-4:00 ish: Beaverton Outlaws presentation

4:00-4:30 ish: Set up for barbecue. Nothing fancy, same as our normal lunch.

4:30-6:00 ish: Barbecue and social period. RSVP requested for head-count. Est. 50 or so attendees.
\$5 recommended donation.

We can discuss the set-up requirements at the meeting but, after food purchase, I suspect we can do whatever advance set-up will be required on Sunday morning. Unless I’m missing something, I don’t see any need to devote any time Saturday to hangar prep.

I’m hoping we get a few fly-in visitors and maybe even recruit a few new members from this.



Above are a few photos from the OAHS museum. The Pietenpol will soon be getting a Model A engine, just like Bernie intended. The RV3 is a static display assembled from parts of 3 airplanes, finished to look like the original which is in the EAA museum. The other 2 are in the Society's Restoration Hangar: Les Long-designed 1935 "Wimpy" and a 1931 "Springfield Cadet". All four are homebuilts and all except the Pietenpol are Oregon-designed airplanes. You'll be seeing more of their aircraft and displays in future newsletters.

Preview of Coming Attractions-Dick Smith's "Hornet"

Dick's "Hornet" (from Don Wilson) was returned to the airport a couple of weeks ago and now has wings attached. Dick thinks another 2/3 weeks will have it finished. I'll have a full-blown write-up on the history of this interesting LSA in the June newsletter. With a little luck, it may include some first flight photos (say that fast 10 times).





The Ice Man Cometh

It was a day in May in 1985 when an instrument student of mine in Nampa, Idaho needed to fly to Newport, Oregon in his Cessna 182. He was a Volkswagen dealer in Boise and wanted to take two employees with him to pick up a car for one of his customers. Conveniently, the western half of the flight was to be in IFR conditions, so we could combine his business trip with some actual instrument time.

Our initial cruise altitude was 12,000' and we were into the clouds between Burns and Redmond, Oregon about 185 miles into our journey. Almost immediately we began picking up some rime ice, which was no big deal. By the time we crossed the Redmond VOR 20 minutes later, we had picked up a significant load of ice and the airplane was definitely feeling sluggish. About that time we heard a Horizon Airlines flight, much higher than we were, reporting heavy icing conditions. It was plain to see that if we wanted to get out of icing conditions, climbing (which can lead to reaching dryer and colder air) wasn't an option even if our airplane could climb with all the ice already on it.

I requested a descent to 11,000' hoping to find a bit warmer air, but still we were accumulating ice. The minimum enroute altitude (MEA) for instrument flights (which assures terrain clearance) was 10,000' over the Cascades, as I recall, which I then immediately requested. By then the airplane couldn't maintain altitude at full power due to the ice load, and I knew we couldn't continue. The only alternative then was to request an instrument approach to Redmond which, by now, was about 20 miles behind us.

The approach to Redmond involved flying a DME (Distance Measuring Equipment) arc which is a partial circle around the Redmond VOR (radio navigation site), then to the VOR, and finally past it to a point which lines up with the runway. As we were still unable to maintain our altitude along this arc, I had to request a route direct to the VOR instead of flying the complete approach procedure so I could immediately descend toward my landing.

Between the VOR and the airport, in warmer air, we broke into the clear and the ice started to fall away. The sweetest sound you can imagine is the clinking of ice chunks hitting parts of the airplane as they are shed from the windshield and wings!

The 182 is a wonderful airplane that can haul just about anything you want to stuff into it, however it isn't a great vehicle for flying into ice as landing gear and wing struts are efficient collectors of ice in addition to the flying surfaces.

Equipped for "known ice," you can legally file a flight plan and/or fly in weather you know in advance may or does contain ice. On this flight, no ice had been reported before our flight began, so our airplane - not certified for flight into "known icing" - was quite legal to depart. A lesson learned or re-learned was that the vertical development of clouds (remember the Horizon flight's report of icing at a higher altitude) is a good indication of extensive icing, not just within discrete and relatively thin layers.

At the time of our pre-flight weather briefing, the weather across the Willamette Valley and on to the coast called for a layer of stratus. The problem was that, in crossing the Cascades - which often makes its own weather like other significant mountain ranges - had built up a hefty bunch of cumulus and its attendant propensity to create ice. "Ice in May?" you might ask. Well, actually YES !

Even if weather is acceptable at both ends of your flight, one needs to consider the terrain over which you are flying. Mountain ranges in particular can generate their own weather regardless of time of year including unanticipated IFR conditions. In Nampa that day it was shirt-sleeve weather, with the last thing on my mind being significant ice on the airplane.

Around the Chapter

Signs of spring. A major hangar clean-up, a project moved from home to hangar; we're definitely on the threshold of another flying season. So what's our chapter airport crowd up to? Well, Dennis Crawford has been getting a lot more practice removing and installing his carburetor than he'd like. It's really been racking up the frequent FedEx miles back and forth to the overhaul shop. Hopefully, by meeting time he'll have it back on so that the coupe group can be whole again. Tough to be grounded while Joe and Richard Colton take advantage of the good flying weather we've had recently. Phil has been airborne also. He's within just an hour or two of flying off his phase one time as I write this. Dave McGloon has just a few more items to close out on his squawk list and his Sonex will be good to go. Says he'd maybe like to get a bit more tailwheel time before he launches off on phase one flight testing. Dennis Mitchell is continuing to make good progress on his CH601 restoration project. He should be ready to do initial engine runs within a few weeks.

We're soon to say so long (not goodbye) to Brent and Donna as they trade Oregon for Montana. They've been long time chapter contributors and pillars of the local aviation community, but, mostly, good friends to us all. I really enjoyed flying Brent's CH601 with him and having Donna's BFR sign-off in my log book is a real honor. They will be sorely missed. How many miles did you say it was from here to Kalispell?



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.

May 5: Second Oregon Aviation Historical Society fly-in breakfast of the season. 8:00-11:00. Repeated every 1st Saturday monthly through Nov. \$5.00 adults, kids 12 and under free. Only 90 statute air miles from G. P.

May 6: 11:00-1:00. 2nd notice. Lunch at Hangar #2, extreme south end, first hangar north of Nat. Guard Armory. Courtesy of Andreas Blech. Everyone welcome. And it's free! Andreus is a local businessman, pilot, aircraft owner, Airport Advisory Board Chairman, and all-around good guy. For almost a year he's been threatening to hold some kind of social get-together for the airport crowd and area pilots and now he's decided it will be lunch on May 6. How considerate of him to make it concurrent with our meeting day! Text him at (541)226-8784 so he can get a head count. At least Dennis won't have to put on his cook's apron until after our June meeting.

June 3: "Beaverton Outlaws" presentation by the OAHS at our hangar following the June meeting. Details in this newsletter.

Special Note: 2018 Airport Day is June 23rd

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

Aug 3-5: OAHS 40th Annual Jim Wright Memorial Stearman Fly-in.

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

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

Almost Finally

Joe Williams has been lobbying for a pole-mounted airplane for some time. At first, the derelict L29 seemed like a possibility, but it just didn't quite fit the desired image. Recently, the owner of a "Cozy" decided to strip out all items of value and discard the carcass. Manager Larry agreed with Joe that this would be an ideal choice and used his considerable powers of persuasion (all XXX lbs. worth) to convince the owner to donate the fuselage for display. So we will eventually get an airplane on a pole, probably located somewhere in the vicinity of the flag. Not sure when this is all going to happen, but at least the first challenge has been met.

Finally, Finally

No accompanying photo but, after about 6 months of back-and-forth e-mails, I finally met up with Luran Paine at the OAHS annual meeting. I'm an unabashed fan of his writing and had been looking forward to meeting him for quite awhile. Not totally objective, but I consider his Feb. Sport Aviation column on the Beaverton Outlaws one of his best. I'm hoping to persuade him to come down for the presentation. And I just read his May column. Damn he's good.

**EAA Chapter 725
Grants Pass, OR – 3S8**

Meets: 1st Sunday of the month- 2PM

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Joe Williams.....Vice President

Brent Battles.....Secretary

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