



## **Next Meeting-Sunday, Oct 6, 2024**

### **1:00 at Hangar with 12:30 BBQ(Weather Permitting)**

#### **President's Message**

This week, the chapter had an opportunity to have a fundraiser, BBQ-ing and selling Hot Dogs to the public. It developed very fast. I didn't have much time to get organized or request volunteers, but we had several members step up and help out. At the last minute I asked Beth Smith to help handle the money, and Allan Runia showed up and got the BBQ started and stayed at the fire until all the hot dogs were sold out. When it came time to clean up, we had so much help from members.

I want to thank everyone, not just those who helped this time, but all the members who have shown up for hangar clean up, campground maintenance, airport projects like the segmented circle and those unexpected events like the County Builder's Fair, Brookings Airport Day and the Boatnik parade.

Signing up as a chapter officer comes with expected duties. But I want to mention the two hardest working officers, Stan and Jim. Stan shows up at almost every event, meetings and work parties. And his job as Newsletter editor takes a lot of time running around interviewing and then developing articles. And most of you don't know, he has to bug me every month to get an agenda finished and a president's message done.

Jim is continually keeping our finances, keeping track of who's paid dues, collecting donations and getting money thrown at him from every direction. In addition, Jim organized the majority of the Builder's Fair event, Boatnik parade, the segmented circle project and a big chunk of the annual Pancake Breakfast.

My message to members, get involved. We can do more, learn more and have more fun when everyone plays a part. I am very thankful for all the members of chapter 725.

Dennis Mitchell  
EAA Chapter 725

## Treasurer's Report (Deferred)

**Editor's Note:** I've become the default setting for keeper of the September income. Not to worry, it's temporary. Seems like Jim has been on the road more than he's been home these last several weeks. Dennis has collected funds during his absence, but he will miss the Oct. meeting, so he trusted me with making sure the money gets passed on. And here I am with an empty wine cabinet. Oh well.

The only specific item I will mention here is the revenue from the hot dog stand at the Chicken Drop contest last Friday. We netted \$225, \$84 from the hot dog sales, and a very generous \$141 in the donation jar. Pretty good for a fund raiser put together at the last minute.

The remaining revenue consists of contributions to offset the expense of filing for 501c(3) status, shower and lunch donations, and a generous contribution from Allan Runia for temporary storage of his Lancair in the hangar. I'll leave all that to Jim to detail out.

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## Sept. Meeting Minutes

- Meeting called to order at 1:00
  - Pledge of allegiance
  - Meeting dedicated to 9/11 victims
  
  - Discussed from agenda
    - 501c3 comments. Motion to continue the pursuit for obtaining this tax status was approved.
    - Hangar lighting-wanting to replace fluorescent tubes with LED lighting.
    - Chapter Christmas dinner will be held at Grants Pass Golf Course.
    - YAD meeting on Sept. 14 will be removing engine from Allan's airplane. Adult supervisors need Youth Protection Training.
    - Chicken Drop is Sept. 17@10AM. \$100 prize/\$10 entry fee. Contact Joe Williams.
    - Paragliding contest Sept. 27 at Longsword Winery.
  
  - Dave McGlooin gave a presentation of aircraft he flew for chasing drug runners during his career with US Customs.
  - 15 in attendance including 4 board members.
  - Meeting adjourned around 2:15 PM.
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## Oct. Meeting Agenda

Call meeting to order

- Dedicate meeting
- Pledge of Allegiance
- Get count of attendees
- Welcome visitors and new members

Airport news

- Airport Federal grant money
- Compass rose. Novel or Certified?
- Will EAA chapter 725 repaint the compass rose?

## General

- Airplane parked in the EAA hangar
- Christmas dinner Thursday December 5<sup>th</sup>
- Fabric covering class
- Member's recent flying news and winter flying safety considerations

## Hangar and chapter projects:

- Repair the sliding doors.
- Repair furnace for winter hangar use
- 501(c)3

## Lease Credit

- Shower project
- Campground ongoing maintenance

## Other member comments

## **Volunteers are key to the successful chapter activities**

## Adjourn meeting

For chapter information visit:

Website <https://chapters.eaa.org/ea725>

Facebook group, "EAA Chapter725"

National EAA <https://www.eaa.org/ea>

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## **Around the Chapter**

Michael Cawein is the new owner of this Avid Mark 4, which he found in Klamath Falls. It has a Subaru engine and, according to the FAA registry, was originally built in 1997. I'm told it's his 5<sup>th</sup> airplane, but the first one in flyable condition. All other projects have been sold. Now he needs an instructor to get his tailwheel endorsement.

With Richard Colton's Ercoupe, that makes 2 new aircraft among our chapter members in as many months.





Dennis sent me these photos from the flight to Agness he and Dick made a few weeks back. Great destination for 701's. He reported perfect weather with calm winds. They roamed the grounds and met a local who showed them an apple tree from which they acquired a healthy snack. Also met someone named Dan who leases the only hangar on the field.

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I have exchanged some emails with Stewart Systems regarding the materials we might need for a covering workshop using the tail surfaces we used the last time. I've focused on Stewart as their process uses water based compounds. It looks like new purchase, including an allowance for shipping, would run about \$350 not including manuals, but these can be down-loaded from their website. The real issue is with the heat shrinking process. It requires irons that can be calibrated to fairly close tolerances and will maintain constant temperatures. Heat guns are a no-no, a household iron won't cut it, and new ones are expensive. Phil no longer has his, but Dick may still have the ones he used when he repaired his Hornet.

I understand Steve Cross has considerable experience with fabric covering and may be willing to head up this workshop. I was just trying to get the ball rolling and would be more than happy to step aside.

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At the last meeting, Brad Baum told me he had finally gotten his Jodel home. He's now in the "getting better acquainted" phase. It's possible he may be able to shorten his normal round trip time to the October meeting and give us a look at an Oregon-built airplane who's design has pretty much disappeared from the homebuilt scene in this country, but is still common in western European countries. Hope so.

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Carl Spletzer reports he is working with Ryan to upgrade his 1954 Bonanza. He's still dealing with Covid and has some surgeries scheduled for this winter, but is actively working to get back in the air.

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Dennis reports that Jack is just about ready to get back in the air. After he helped Jack set the prop pitch, the next step was to try an engine run. It had been sitting for 3 months, but he had changed the plugs, hoses and did some other work.

Cross fingers and hit the starter. Three blades and it was running. "Purred like a wildcat". Shut down, leak check, and then taxi'd around the airport to get it up to operating temperature. Hope to see Jack airborne in the near future.



## **Around the Airport**

### **County**

Got a good update from Cherie. She especially wanted everyone to know that they are alive and well and taking nourishment. Several irons in the fire. Here's a brief summary.

- The bid for the water and sewer project along Brookside could go out as early as mid-Oct.
- The Task Order for the runway extension final design and bid has been signed.
- Another Task Order, this one for hangar construction, is in the hands of the Commissioners. The location would be along the tarmac west of the Kraus hangar. The best revenue generator would be a 6 unit nested T.
- Steve and Cherie will be attending the Oregon Airport Management Association meeting to be held Sept. 28th through Oct. 1<sup>st</sup> in Eugene.
- Fire season is drawing to a close and contracts for fire support services will be ending soon.
- Cameras are alive at both airports, 2 at G.P. and one at I.V. Accessible through the county web site.

### **Pacific Aviation NW**

It's been awhile since I asked about the status of the simulators that Dave told me they would be acquiring. Well, both (G.P. and Medford) are functional. The one here is set up in the Pacific Aviation maintenance hangar. It's a Redbird FMX six screen full motion simulator. I'm told it runs \$170/hr. with instructor and can be scheduled through the FBO office just like one of their flight instruction aircraft. With the pending arrival of winter and closed hangar doors, I'm thinking I might just give myself a Christmas present. I don't have any simulator time, so it would be a new experience.

### **Baker Avionics**

As previously reported, Baker Avionics attended the mid-Sept. Garmin Open House in Eugene. Kiera said there were product demos and a tour, but the primary benefit was the opportunity to network with other avionics shops. This will be an annual event. She also made me aware of a new project that will come in house about mid-Oct. Sounds pretty impressive from the thumbnail sketch she gave me, but we'll have to wait to next month for the full story.

### **VSI Aviation**



This is a Harmon F1 Rocket EVO which means it has a Czech-developed tapered wing instead of the Hershey bar wing of the original Rocket. It also has a Continental IO-550-N engine, with 10:1 pistons instead of the standard 8.5:1 so it's putting out somewhere in the range of 350 hp. Ryan says the airplane was raced in the Sport Class at Reno. It's in his shop to get the tail upgraded to the Rocket Mark 3 configuration.

Next month should see an engine on the RV10 fuselage that has been set aside for the last few months.

### **8<sup>th</sup> Annual Chicken Drop:**

Joe had to reschedule the event due to inclement weather on the 17<sup>th</sup>, so the actual date was the 27<sup>th</sup>. I'll have a full report on this in the Nov. newsletter.

## YAD (Youth Aviation Development) Program

The Mooney's engine is now torn down as shown in the photos. Allan reports his young students are really enthusiastic about the learning experience and have even asked if they can get together more than once a month. That's great news.



## Late-Breaking News

Just enough room to squeeze this in: I understand Ed Lee and Brett Hopper have gone into partnership to buy the CH601 that Tracy Malone bought from Michael Seal. It needs to have the engine rebuilt and Tracy says all necessary parts have been acquired. Sounds like they are considering some other personal preference modifications. Stay tuned.

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## **Further Afield**

### Independence Fly-in/STOL Exhibition

No photos to include from this fly-in, but I thought you might be interested in seeing the results of the STOL Exhibition (can't call it a contest if it's sponsored by an EAA chapter). There were 23 participants in 6 categories. Each participant made 3 circuits. The takeoff and landing distances for each circuit were added together. Landing short of the line was a scratch for that circuit. The lowest of the three individual scores was used to determine the winner of the category. Winners in each category as follows. There were a few unexpected winners given the aircraft they were flying.

Rookie	Rick Holman	Maule MX7-180	408 ft.	Fritz Blech was 3 <sup>rd</sup> @ 487 ft.
Certified	Scott Naucier	Cessna 150E	362	Beat a Super Cub by 10 ft.
Touring	Chuck Troutman	Cessna C170B	304	
Light Exp.	Jon Hakala	Zenith CH701	214	
Exp.	Mike Babcock	Rans S21	332	
Unlimited	David Lake	Exp. Super Cub	199	

## WAAAM (Western Antique Aeroplane and Automobile Museum) Fly-in

I know that Dick and Beth, Phil and Kathy, and Jim and Celeste RV'd it up to Hood River for the WAAAM Fly-in. Don't know if anyone else made it. For Jim and Celeste, it was a case of "best laid plans". Supposed to be Grandkids State-level Mountain Bike Races Saturday with WAAAM Sunday. Heavy smoke caused the races to be rescheduled to Sunday, so WAAAM will have to wait for another time. But both boys won their respective categories, so at least the family part of the intended purpose had a happy ending. Phil sent me the following photos and comments:



While I can't add much to report from last year, but it appears to me a reduction in attendance while we were there on Saturday. Last year it seemed more people were onsite, especially for the pancake breakfast hosted by the local Lion's Club. Perhaps the increased cost of \$10 each was too much for many to swallow. Pun intended!



However, there was a waiting line for a flight experience in the Ford Tri-Motor over the Gorge and down the river at \$400 each seat, or the adventure in the open cockpit (or to be politically correct today as the open flight deck) at cost of \$250, squeezed aboard with 4 other wind-blown passengers. Unfortunately, because it was glued to the ceiling of the gift shop/cafe, the replica Wright Flyer wasn't on the flightline to offer a step (flight) back in time for individuals to experience those days gone by. Perhaps there's a chance in the future.



The museum is a great experience to behold, so if your bucket list is dwindling, you'll enjoy a day or two to ogle the antiques at the WAAAM!

Blue and sunny sky  
Phil



## A Surprising Find

As newsletter editor, I feel an obligation to maintain a separation between the interests of the chapter and those of the Oregon Aviation Historical Society of which I'm currently Vice President. However, a few weeks back, the Treasurer referred me to some items that had been sitting on a shelf in the Museum's Archive Room for many years. I thought it would be OK to share what I consider to be a significant discovery. Each one is at least 80 years old. We need to dig deeper into our records to identify their sources and when they were donated to us. Whether they will end up in a display case or for sale on Barnstormers is TBD, but tracing the paths back could prove to be an interesting challenge.



Pioneer Instrument Octant Model A5. In the original case and appears to be complete with manual. There's a Serviceable Part Tag with it dated April 12, 1938.



Link Aviation Co. Bubble Sextant Model A12. Looks like there might be some missing accessory pieces, but it's otherwise in good shape and in the original case. The donation record is dated 1991.



Sperry Gyroscope Co. K13 Compensating Gun Sight. These were installed at the waist gunner positions in both B17's and B24's late in the war.



Now this is unique, a cylinder compression tester very much like a tire gauge. Called an Accro-Matic and made by Gabb Special Products, Inc. Used in sets, mostly on radial engines. Install one each cylinder, motor, and viola(!), get the pressure in all cylinders in one shot. We have a set of six.

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## **Future Happenings**

**Dec. 5: Chapter Christmas Party. Details to follow.**



## And Finally

Another selection of aviation humor, this time a collection of quotes from Dave English's web site Great Aviation Quotes. I got a chuckle out of them. Hope you do too.

"There is an art...to flying. The knack lies in learning how to throw yourself at the ground and miss."  
Douglas Adams, Hitchhiker's Guide to the Galaxy, 1978. (And , yes, I read the whole series.)

"The strength of the turbulence is directly proportional to the temperature of your coffee."  
Gunter's 2<sup>nd</sup> law of air travel.

"I just whip out my blue card with the hole in it and read what it says: When color of card matches color of sky-FLY."  
Aviation writer Gordon Baxter in response to how he checked the weather.

"You want me to answer you if this old airplane is safe to fly? Just how in the world do you think it got to be this old?"  
Anon

"Both optimists and pessimists contribute to the society. The optimist invents the aeroplane, the pessimist the parachute."  
George Bernard Shaw

"The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline luggage."  
Comedian Mark Russell

"You know the part in High Flight where it talks about putting out your hand to touch the face of God? Well, when we're at speed and altitude in the SR, we have to slow down and descend in order to do that."  
Lt. Col. Gil Bertelson, SR-71 pilot in SR-71 Blackbird, Stories, Tales, and Legends, 2002

## And really finally

"You know they invented wheelbarrows to teach FAA inspectors to walk on their hind legs."  
Aviation author Martin Caidin

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## EAA Chapter 725, Grants Pass Airport-3S8

**Meets: 1st Sunday of the month-1:00 P. M**

**Summer months: Chapter hangar with barbecue at 12:30**

**Winter months: FBO Classroom**

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