



NEXT (NOT) MEETING

Christmas Party, Dec. 13, 5:00

Grants Pass Country Club

President's Message

Dear Members,

I'm anticipating an excellent fun filled gathering at our annual Christmas party Thursday, 13 December. It has been reported that a couple of Polish aircraft flyers are inbound to contribute to the conviviality! See all of you there!

Enjoy Clear Skies,

Nate

November Meeting Minutes

Call to order by President, Nate Riffle: 2:00 P.M.

Pledge allegiance to our flag

Guest introduction: Mr. Ted Glendale

50/50 / Second Chance: not available, Treasurer absent.

Airport Advisory Report: monthly meeting coming up this Tuesday, 6 Nov 2018.

Old Business: EAA Christmas Party planned for Thursday, 13 Dec 2018 at the golf course clubhouse, cocktails at 5:00 p.m. So far, 24 persons have said they would attend. There may be a few more.

New Business: **The normal first Sunday of the month EAA meeting will not take place then.** Business will be included at the Christmas Party above.

Fly-Outs and other activities: Our last fly-out was to Myrtle Creek a few weeks ago. A fly-out to Chiloquin, just east of the Cascade Range and north of Klamath Falls was discussed. Some of the good and challenging features were brought up. No firm plans were made.

Presentation: Stan Loer provided videos of the fly-out last summer to Independence and the short field takeoff and landing competition held there. Several aircraft had combined totals for both functions at less than 500 feet!!! It provided quite a challenge for our pilots to try to emulate.

Round About:

Joe Williams noted that the Cozy Aircraft project was featured in last Friday's issue of the local newspaper, the Grants Pass Courier.

Additional comments or questions:

Nate Riffle noted that the position of Secretary for EAA Chapter 725 is still open. Voting for hopeful applicants may take place at the Christmas Party.

Adjourned: 2:53 P.M.

Annual Christmas Party

Date, time, and place in very large print on first page. Please bring an unwrapped toy for our "Toys for Tots" collection and a "white elephant" gift if you wish to participate in the exchange. Hope to see you all there. Guests are welcome and encouraged. Just let Dennis Crawford (crawd321@oigp.net) know. He's coordinating the head count with the manager. It looks like we have just made our minimum 30 commitment, but the more the merrier. Especially at Christmas time.

Note: Brent and Donna will qualify for the "Traveled the Longest Distance" award (if we had one). All the way from Montana just to spend the evening with us. If you don't come to the party, you'll miss the opportunity to visit with them. Yeah, I'm shameless. I can guilt trip with the best.

Around the Chapter

Actually, we've had some really nice early November weather. Too bad we also have had airplanes down for a variety of reasons.

Joe's breakfast at Myrtle Creek was a little more than \$100 as his engine experienced a stuck valve on the way back. Nothing that a new cylinder and associated hardware won't fix. But he's going to install new lifters in the other cylinders just for insurance. Dick continues to make progress on his Hornet repairs, but he and Beth will be snowbirds through the Thanksgiving and Christmas holidays, so we won't see the finished product until sometime early next year. Dave McGloob has finally resolved some longstanding programming issues with his MGL display, so he's getting closer to crossing off all the items on his squawk list. The Cherokee made it through another annual with only a few items requiring attention, so that's a relief. After a little fiberglass repair to the dorsal fin, we're back in the air. No squawks, so I guess we put all the parts back in the right places. Dennis Crawford discovered a cracked primer line which was contributing to his start/die problem. The late Harold Crawford's collection of "can't throw this away" parts provided a replacement, but that didn't completely resolve the issue. To be continued. On a positive note, I have seen Dennis Mitchell and Chris Beebe out in their CH601's. Glad to see they were able to take advantage of the warm afternoons that we enjoyed the first half of the month.



Here's proof that early November flying weather couldn't have been much better. Joe flew with Phil and David Applegate joined Dennis for a Nov. 11 lunch flight to Gold Beach. Joe snapped this photo on the way back. Serious pucker factor country.

Out of the Blue

Larry called me recently and said the builders of our future "Cozy on a Pole" had come to the airport and were looking over the carcass. They had seen the 11/2 article in the "Daily Courier and just had to check it out.

Alex and Norma Strong live in Rogue River. They evidently built the airplane many years ago and flew it all over the U.S., accumulating over 1000 hrs. before passing it along to their son-in-law. I have every intention of interviewing them for a future newsletter article. Just not sure when I can make the arrangements, but I think it will make a great "origin" story. I'll shoot for Feb. or Mar.

Congratulations

Or we could say "Well, finally". I'll just settle for "Congratulations". Many of us got to know Megan McDonald and Christiaan Schrimpf when they were instructing for Pacific Aviation. Some of us even have flown with one or both of them. Well, they are now engaged. Happened in Maui. Must have been those south pacific sunsets or maybe it was the Mai Tai's that tipped the scale. Anyway, they're great people and we wish them the best. So when's the big day?

Parasols-They're not just for Mary Poppins

Parasol-wing aircraft are basically high-wing aircraft with open cockpits. The best current examples are found among many of the ultralight designs. But for some reason, they didn't become as popular in the past as open cockpit biplanes, so there were considerably fewer designs that reached production. Most were born in home workshops. But they're an interesting variant, and I thought I'd finish up the newsletter with some I came across when I did a brief research (mostly Wikipedia, of course) of the type. Besides, I have a personal historical connection.



Bernie Pietenpol first flew his Ford Model A powered "Air Camper" in 1929 and the design continues to attract builders to this day. While many different, and more "modern", engines have been used over the years, this plans-built version, currently owned by the Oregon Aviation Historical Society will return to the air next spring powered by a Model A engine.

Bernie followed up the "Aircamper" with the single-place "Sky Scout" in 1933, powered by a Model T engine. This example is on display in the Western Antique Aeroplane and Automobile Museum (WAAAM) in Hood River.



Ed Heath's Parasol first flew in 1926 powered by a 25 hp Heath-Henderson motorcycle engine. Ultimately, it could be purchased factory complete for \$995, assembled from a kit, or built from plans.

Loosely based on the Heath Parasol design, the Pober "Pixie" was created in 1974 to be very economical in response to high fuel prices caused by the fuel embargo (remember that?) The original was powered by a VW engine conversion.





An authentic early 30's Curtiss CW-1 "Junior" on display at WAAAM. Some 270 were produced in 1931 and 1932. It was powered by a 45 hp 3 cylinder Szekely radial engine. The engine had a bad habit of throwing cylinders, thus the cables that can be seen in the photo connecting the cylinder heads. Hmmm, wonder if there was a STC for that.

The "Junior" was the inspiration for Harris Woods' 60's vintage Woody Pusher design. The original's fuselage was wood, but later versions could be be steel tube. They were typically powered by 65-85 hp Continental engines. Would make a great chicken bomber.



Davis aircraft were produced at a factory in Richmond, Indiana in the late 20's and, like so many of the period, the company was a victim of the Great Depression. This D-1-W was photographed at Bartow Municipal Airport in Florida in 2009. It's powered by a 145 hp Warner Super Scarab. Five different versions were built but only a few D-1-W's have survived including one currently on display in the EAA museum.

Boeing engineer Jerry Bakeng designed his "Duce" (now "Deuce") in 1970. It received the Outstanding New Design award at Oshkosh in 1971. While harking back to the vintage age, it was an all-new design. Nostalgia, maybe? This photo was taken at the Chapter 292 fly-in in August. The airplane had a "for sale" sign on it-\$15K. A real bugs-In-your-teeth flying experience opportunity.



A real oddity-the Stinson Model O or, more accurately, a replica as no original exists today. Originally designed for the budding Honduran Air Force, wings, tail surfaces, and landing gear were adapted from the Reliant series and married to a new 2-place tandem fuselage. It was powered by a 220 hp Lycoming engine. First flight was 1933 and only 9 were built. A SR-5 supplied the bones for the replica with only old factory photos and some written material available to guide the re-creation. Brad Poling and Jim Teel, from Sacramento, were the driving forces behind the project, but the construction was accomplished by Evergreen Air Services at Scappoose. First flight was in March, 2010. The current registered owner is Seattle's Museum of Flight Foundation.



Future Happenings

Tis the season when hardly anything is happening aviation-wise in our area. So let's enjoy the holidays with family and friends and get ready to hit it again in the new year. After the chapter Christmas party, we'll resume our regularly scheduled meetings starting on January 6.

And Finally



We called her "The Blue Canoe". Really a Woody Pusher, but slightly modified and painted to look something like a Curtiss Jr. Very basic-no electrical system. Built in 1966 in Spokane, my late partner, Harley Elmore and I bought her from a friend at Corona, CA in 1976 and based her at Falcon Field in Mesa, AZ. In this photo, Harley is flying and I'm reasonably certain I'm in the back seat. If not, someone else is wearing my flight suit, helmet, and goggles. My log book shows 64 hours but I'm sure I'm missing some. However, my 49 hr. round trip to Oshkosh in 1977 is fully documented. And yes, Oshkosh had a "no radio" arrival procedure. Times were simpler then. With my partner's passing and needing fabric, she moved on to a new owner out of state. But I'm glad to see she's still alive and well and currently living in Texas. No more "Blue Canoe" paint though.

Merry Christmas and Happy New Year to All

Congratulations (or condolences) to our continuing officer staff. Let's get behind them and help grow our chapter next year. And Santa, we're not asking for much, but could you leave a Secretary for us under the Christmas tree? Please? We'll take good care of him/her. Promise.

**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

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

Ed Lee.....Webmaster

www.eaa725.org