



NEXT MEETING

Sunday, October 7, 2:00 PM

BBQ @ 12 Noon

Chapter Hangar

President's Message

Definitions: Impetus: 1. moving force; impulse; stimulus.

Impulse: 1. the influence of a particular feeling, mental state, etc:
4. an impelling action or force, driving onward or inducing motion.

We members love to fly, whether we are piloting or assisting the pilot as sharp eyed observers spotting converging aircraft. We relish the innate joy of speeding down the runway to takeoff from land support to support by impacting air with a joyous climb to a respectable altitude.

Our challenge as airmen or airwomen is to introduce, interest, and stimulate this wonder in potential future flyers, ostensibly future members. Most effective seems to be inviting them to join us for a time in the wild blue yonder.

At the time of writing this message, 13 September 2018, I look forward to this Saturday's fly away to the Myrtle Creek Airport where our brethren will prepare breakfasts for we visitors. Personally, my wife and two friends eagerly anticipate flying together with me. Its promises to be a fine day!

Will they join our Chapter? Time will tell; however, this flight is the impetus.

What is your part in impetus for our Chapter?

Clear skies coming at last!

Nate

September Meeting Minutes

Call to order: 2:00 p.m. by the chapter president.

Pledge of Allegiance to U.S. Flag.

Guest and new member introduction: none noted.

50/50 Chance drawing. The winner was unrecorded, but donated his winnings to the Chapter for a net gain of about \$30.

Airport Advisory Report by Stan Loer.

1. Grants are being closed out for a number of airport projects that are now complete. New hangar development is on hold.
2. New instrument approach procedure should be approved in November.
3. Electrical work continues in old county hangars.
4. Repair of hangar doors is being studied for old county hangars.
5. Larry Graves is working on a definition for scope of work on each hangar in order to find a general description that can be applied to all county owned hangars.

Old Business

1. Doug Schmidt has some items for sale relating to aircraft. He wasn't in attendance today to tell us about these.
2. Australian fire fighters who camped in the local Airport Campground vacated in a hurry to fly home. They left behind some camping gear for our use. Joe Williams has details.
3. Joe Williams queried: Why did dues go up for membership in the National EAA Headquarters in Oshkosh, Wisconsin? Our benefits didn't increase accordingly?

New Business

1. Dave McGlooin gifted certain materials to the Chapter for use by the members or for sale to raise funds. These equipments included multiple Clecos, circular dado saw blade, and strong equipment tie-down straps. These are stored in white cabinets on south end of hangar for member use.
2. Joe Williams suggested new membership ideas: Inviting potential friends to our Christmas party. These could include Dave Williams and Carel Vandermerwe, a former South African and a pilot. He suggested putting a notice of the party on the display board in the FBO ready room. Joe reminded us to remember to bring a suitable gift.
3. Members voted to keep the movable outdoor canopy erected inside the hangar to remain up throughout the winter until needed next spring for Airport Days breakfast.
4. Use of hangar by individuals was lively discussed by the members. A committee of three volunteers, Dick Smith, Marty Robb, and Joe Williams, will meet separately to study alternatives. Note: Marty donated funds in the past to the Chapter for his use of the hangar.
5. Nate Riffle will contact Larry Graves concerning work assist projects for airport improvements, e.g. segmented circle

upkeep, in credit exchange for our annual fees.

6. It was suggested that Larry Graves might be a good guest speaker at a future chapter monthly meeting.

Second Chance Drawing: not held for lack of suitable tickets.

Round About, Additional Comments or Questions covered above under New Business.

Adjourned at 3

October Meeting Program

President Nate Riffle will relate some of his experiences as a young naval flight crewman. The fish just get bigger and more difficult to land with each retelling of the story.

Around the Chapter

Chapter members Nate and Cheryl Riffle, Richard Colton, Marty Robb, Dick Smith, and Stan Loer journeyed to Myrtle Creek on the 15th for a fly-in breakfast at the airport there. Nate and Cheryl invited friends Dave and Michelle Harry to join them in Pacific Aviation's Cessna 172 92Q for the short trip from GPA. No one has ever accused me of being a photographer, but I did snap a couple of pictures.



The obligatory "lineup-of-aircraft" photograph.



Nate and Cheryl are barely visible here seated at the table enjoying breakfast. Cheryl is in white wearing a black baseball cap. Nate is in the shadows to her right. Sort of a "Where's Waldo" picture. Told you I wasn't much of a photographer.

Meanwhile, back at the ranch, Dennis Crawford has a fresh BFR entry in his logbook, Dick Smith continues to make good progress on his Hornet repairs, and yours truly is continuing to inventory the accumulation of hardware in the hangar purchased from Donna and Brent. I'll try to get through the big stuff. The rest will be there for the next owner. Dennis Mitchell continues to fly and tweak his CH601. Something about oil temperature running a bit on the high side. But he's flying it regularly and it sure looks good. Rumor has it that Derek has put a "for sale" sign on his RV-6A, but no further details at this time. While not a chapter activity, several members participated in Joe Williams' 2nd annual Chicken Drop on the 26th. More on that next month. I think that pretty well covers it, but no guarantees.

First Annual Oregon Aviation Historical Society Great Oregon Homebuilt Festival (Cottage Grove)

This could turn into one of the premier Oregon fly-ins as it develops over the coming years. I'm sure the smoke from the northern California forest fires walled off some of the planned attendees, but there were still a number of very interesting airplanes, many of which are based at Cottage Grove and nearby airports. We need to get some of them down here for Airport Day. Here are a few photos I took at the event.



It always starts with breakfast. The typical fly-in menu for only \$5. A real bargain.

No, it's not a Fly Baby. It's the Story Special S/N 2 designed by Tom Story and built in 1954. It's owned by the Story Flying Club and based at Cottage Grove. The OAHS owns S/N 1 and will restore it to flying condition. There's a reason for the family resemblance between the Story Special and Pete Bowers' Fly Baby and that will be the subject of next month's "Second Beginning".



The museum formally accepted this static display replica of Van's original RV-3 and Dick VanGrunsven himself was on hand as honored guest and speaker. The replica was assembled by members of EAA Chapter 31 at Creswell from bits and pieces of at least 3 different projects and painted to match the original which is in the EAA museum.

This unique little homebuilt is the SS-3, built by Arlen Moore of Sweet Home back in the early 80's. It's not been widely seen and supposedly was flown between his two homes in Sweet Home and Sisters and hardly anywhere else. It now calls Creswell home, but is not currently airworthy. It was trucked down and only reassembled to the extent necessary for display. I was told there is a partially completed second SS-3 also. I probably need to do a bit more research. Gotta be a story here, starting with the name of the current owner.



Nicknamed the "Baby Fleet", this 1931 "Springfield Cadet" was the first homebuilt registered in Lane County. It was acquired by the OAHS in 2003 and restoration as a static display was completed earlier this year.

In the early days of EAA, Paul Pobernezny had the Corben Junior Ace redesigned to accept Cub gear and firewall forward and it became the Corben Baby Ace. The original was featured as a Mechanix Illustrated build series in 1955. I tried to convince my dad we should build one, but he was having none of it. Going full circle, this replica was started by Paul in 2010, but he did not live to complete it. A Wisconsin chapter finished it and put it up for auction. Chris Lehner, who lives in Camas, Washington was the high bidder. He bases it at Grove Field.

It's a long way from a Baby Ace to a Lancair 4P.



Second Beginning

Biplane designs were popular in the early years following the CAA's issuance of the regulation allowing the licensing of homebuilt aircraft. Unlike the large round engine multi-place biplanes of the 30's, the majority were small single-place airplanes powered by the 65-100 hp engines readily available at the time. Sort of like 1930's nostalgia in miniature. Here is a selection of pre-60's designs, examples of which were commonly seen at fly-ins back in the day. At least plans, if not some kit parts, are still available for most of these designs. Credits where credits are due: Thanks to Wikipedia and a Jan. 2000 article on homebuilt biplanes that Bud Davisson wrote for Sport Aviation which helped fill the blanks in my own knowledge and memory.



Ralph Mong's Mong Sport first flew in May of 1953. He was not a big guy and, with a span of 16' 10" and length of 14' 1", neither was his airplane. Plans were offered and a few hundred have been built over the years. They occasionally show up on Barnstormers and in Trade-a-Plane. Highly modified versions have been raced at Reno in the Sport Biplane class.

The Smith Miniplane DSA(Damn Small Airplane)-1. It damn sure was, although slightly larger than the Mong with a span of 17' and length of 15' 3". Designed by Frank Smith in the mid 50's, plans sales were boosted by an appearance on a "Popular Mechanics" magazine cover. N90P, the prototype Miniplane, was donated to the EAA Museum in 1988.



Vernon Payne's Knight Twister. This aircraft was originally designed in 1928 while Payne was teaching aircraft design and repair at a school in Chicago and first flew in the fall of 1932. It had a span of 15' and a fuselage length of only 14'. Many variants were built in the 60's and 70's, with both wings and fuselage length increased. This is another design which has found success (highly modified, of course), in the Sport Biplane racing class.

Barney Oldfield's Baby Great Lakes, intended to be a "sort of" scaled down homebuilt version of the Great Lakes Sport Trainer. Another really small 50's biplane with a span of 16' 8" and 13' 6" length. I can't imagine fitting into one today. Were adults really that much smaller back then? Or maybe these specific designers were former jockeys?

Aircraft Spruce and Specialties owns the design rights.



George Meyer started designing his "Little Toot" in 1952. It first flew in 1957 and took the Mechanix Illustrated "Outstanding Achievement" award at the EAA Convention in Milwaukee that year. With a span of 19' and fuselage length of 16' 6", it was a bit larger than the other small biplanes of its day. The airplane was intended for serious aerobatics and designed for +/- 10 g loads. The fuselage was steel tubing with aluminum skin, but the original sported a tailcone from a Luscombe 8A. I doubt that would be allowed today.

While plans did not become available until 1962, the Curtis Pitts designed Pitts Special first flew in 1944. Since it was intended strictly for exhibition and airshow pilots, it qualified for an airworthiness certificate in the Exhibition category. Betty Skelton flew s/n 2 "Li'l Stinker" to 3 consecutive U. S. Female Aerobatic Championships (1948-1950) and the single-place Pitts dominated airshows and unlimited aerobatic competitions in the 60's and 70's. It can be plans-built, kit-built, or purchased as a certificated aircraft in both single and 2-place versions. If you see a small biplane at a fly-in today, it's probably a Pitts, just a function of the popularity and the numbers built. It can be readily identified by its pedigree proudly displayed on the fin.



Future Happenings

Fall has arrived and I'm not seeing flying activities within reasonable proximity to us. Like the migrating birds, aviation events seem to be moving south this time of year. So I guess October has no destinations to offer (Maybe Cottage Grove?), but we might organize one last fly-out for breakfast or lunch. Either to Myrtle Creek and bicycle to the café or Chiloquin and walk across US 97 to the restaurant. We used to do that occasionally. Just be prepared to dodge a few 18 wheelers as they don't yield to pedestrians on that stretch of the highway.

And Finally



OAHS Executive Director Cassandra Barong and Founding Member Tim Talen admire the main course for the Saturday night dinner at the First Annual Great Oregon Homebuilt Festival. I can attest to the fact that it was **excellent**. Looking forward to next year.

**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)

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