



NEXT MEETING

Sunday, June 3, 1:30 PM

Chapter Hangar

Note Time Change-This Meeting Only

President's Message

Spring weather has burst upon us with frequent scattered clouds and other blue sky days CAVU to the moon!

At our Grant's Pass Airport, airplanes take off and land frequently, an encouraging improvement after rare, distance-limited flights in Winter's wet, lowering cloud ceilings sandwiched between the runway and the surrounding mountain peaks.

Recently, I took my first flight in the right seat of a khaki green colored Ercoupe, courtesy of Joe Williams' gracious invitation to fly to the table rocks and return. We enjoyed chasing Dennis Crawford and Dick Smith in their reconnaissance flight in Dennis' Ercoupe to the Beagle Sky Ranch Airport (private). I trust we all will seek similar flights aloft either piloting or assisting the pilot in the vigilant outlook for stranger aircraft. Let's extend this unused seat courtesy to potential members when we can. Our summer beckons!

Our next meeting on 3 June 2018 will be enlivened by the dedicated work of Stan Loer who encouraged the Oregon Aviation Historical Society to bring their "Beaverton Outlaws" presentation to Grants Pass. I urge all members to assist in the setup, cooking, aircraft parking, and cleanup afterward. In addition, our grass in the park is bursting forth in green splendor: it requires mowing and trimming again. Signup sheet is just inside the person-sized hangar door.

Let's enjoy this fine month of flying and related events!

Clear skies!

Nate

June Meeting Program

The June meeting program will be the “Beaverton Outlaws” presentation by the Oregon Aviation Historical Society immediately following our chapter meeting. Would like to see a whole bunch of chapter airplanes on display, flying or not.

Oregon Aviation Historical Society “Beaverton Outlaws” presentation, June 3 @ 2:30

Finally. I first contacted the OAHS last November when I saw an announcement about this program being presented in the Portland area. Would they bring it to us? They certainly would, but we agreed to get through winter first. Well, here we are. I think this will be a very interesting trip through a time of intense designing, building, and flying activity among Oregon aviation pioneers and will provide a very enjoyable afternoon for all of us. I'll repeat the tentative schedule I included in last month's newsletter just as a reminder. Note that we will have a Sat. morning work party at 9:00 to make sure the hangar is ready to go.

My thanks to Kathy and Cheryl for planning and purchasing the food items. And thanks in advance for all who will help reconfigure the hangar space for the post-presentation barbecue. (And you all will, won't you?)

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.

I'm hoping we get a few fly-in visitors and maybe even recruit a few new members. The Rogue Valley Flying Club has been invited and, of course, the OAHS is publicizing this. Looks like a great weekend shaping up, so weather shouldn't be a factor. Grants Pass airport should be an airplane magnet on Sunday afternoon.

Around the Chapter

Phil not only finished off his Phase 1 hours, he took Kathy up as his first passenger and then got his BFR with Donna. One busy guy.



The write-up on Dick Smith's Hornet will have to wait for next month. It's not too surprising that a few extra details are taking a bit more time to finish than anticipated. I really think the article will need first flight photos to be complete, so I'll hold it until they can be included.

Dennis Crawford finally got his Ercoupe carburetor problem resolved. Dick Smith and Dave Traeger handled the paperwork, just in time for the Annual. That was completed on the 21st and Dennis became Phil's second passenger when he needed a ride to Beagle on Tuesday morning to bring the airplane back home. Now there are 3 fully airworthy Ercoupes ready for the flying season.



Dennis Mitchell continues to make good progress on the restoration of his CH601HD. He ran the engine a few weeks ago and is now fitting up the cowling. Look for a write-up on this project in the August newsletter. Or maybe not.



So that's what a Jabiru sounds like! Dave McGlooin fired up his Sonex and taxied it around for the first time since he brought it over from Gold Beach. First flight is getting closer.



On May 6, Andreas Blech, businessman, pilot, and all around good guy, invited us to join other aviation junkies at his hangar for a barbecue. Very timely-the same day as our meeting. Of course, we turned out in force. Are you kidding? Free food. What other incentive do you need? Love Joe's selfie.



A few familiar faces maybe?

Didn't get the name, but I sure recognize the smile. Says it all. Thanks, Joe. You made his day. And two other kids too if I remember correctly.



One Door Closes, Another Opens (in Montana)

We held a “see you later” luncheon for Brent and Donna on Friday as they prepare to form up the wagon train and depart for their new home next week on the Ferndale Airport near Bigfork. I didn’t get a head count, but I think we had more than 40 in attendance including the entire Dutch Bros. crew, a further indication of how much Brent and Donna have come to mean to us and the greater airport community as well.

Nate asked for comments and several members and friends recounted their memorable experiences. I’ve known them for many years and should have been able to come up with something, but I got a bad case of mental lockjaw. I sort of recovered, at least as much as I could reasonably expect, on the drive home, so my personal comments are found elsewhere. I seem to think better in print anyway.

Joe and I got a few photos I think are worth including. It’s amazing how unflattering candid photos can be, so I’ll do a follow-up next month if I can get some others. (So glad we covered up Big Bertha).



I think Donna deserves some time off. There is this little tsunami coming called a move. And she did double duty last month with both the written column and a verbal presentation about some of her encounters with especially “interesting” passengers when she was flying charter. More than just a few chuckles from that commentary.

But I don’t intend to let her off the hook. Her “Pilot Log Remembrances” are far too interesting and educational to be cancelled by something like a 600+ mile move. I’ll do my best to convince her that she should restart after they’ve settled in. Nothing more than a temporary interruption will be acceptable.

A Personal Note

This is about as bittersweet as it gets for me. Many of you know I am purchasing Donna and Brent’s hangar. It’s probably the first hangar I set foot in when we moved here some 18 years ago. I never in a million years thought this could be possible. I always said “I can afford an airplane or a hangar, but not both”. Donna made it possible and I am grateful beyond words.

But at what cost. Good long-time friends are departing the pattern for a new home in Montana. They will be sorely missed in so many ways. Yes, we can still maintain contact, but they will not be here. No more part of the Baldini's lunch bunch. No more little yellow car, large red pick-up truck or Brent and Donna on bicycles roaming the ramp. No more dropping by for a visit and casual hangar talk. No more opportunities for a truly first class BFR. And so much more. Great memories, but still a major bummer.

So Godspeed good friends. Here's hoping your new home is everything you want it to be. As for me, I'll try to be a good caretaker of the legacy I've acquired. But it's yours if you ever want it back.

Note: It's obvious many of you share some version of my sentiments given the outpouring of warmth, great memories, and good wishes expressed at the luncheon. I'm just taking advantage of my position to put mine in print. Also the fact that my mind seems to short circuit when the opportunity to extemporaneously verbalize presents itself.

Airmail 100th Anniversary Observance

On May 15, 1918, the first regularly scheduled airmail flight took place between New York City and Washington D. C. with a stop in Philadelphia. In honor of that historic event, 3 Stearman Speedmail biplanes, flown by Addison Pemberton, Jeff Hamilton, and Ben Scott left Gillespie Field in San Diego on May 13 on a 6 day flight to retrace the pioneering west coast CAM (Contract Air Mail) Route 8 from San Diego to Seattle. These are 3 of the 7 currently airworthy Speedmails out of the 41 built specifically for airmail service. Of the 12 official stops, only 2, Medford and Eugene, were in Oregon. They were due in Medford on the evening of May 16, but mother nature was no more kind to these pilots than she had been to many of the airmail pioneers. Approaching the Siskiyous, a wall of clouds prevented continued VFR flight, so it was down for the night in Montague. Conditions improved the following morning, allowing this segment to be completed with the trio arriving about 10:30. I didn't stay to see their departure, but I presume they were able to make it to Eugene, albeit a bit behind their original schedule. Here are a few pictures just for grins.





New

Next month I'll introduce a new segment in the newsletter. I'll call it "Early Homebuilts" or something like that. No, it will not go back into the pre-WWII period, but will focus on the 50's and early 60's. Airplanes like the Smith Miniplane, Mong Sport, Knight Twister, Baby Ace, Fly Baby, Midget Mustang, Pitts Special, the Ray Stitts stable, Marquardt Charger, Stolp Starduster, and others from that era. Some of these emerged from shops at Fla-Bob Airport in Riverside, CA, home of EAA Chapter 1, and I think Marty flew them all. Given the proliferation of high performance homebuilts, highly developed kits, and exotic electronics packages that are becoming standard fare, those vintage airplanes look sort of like flying versions of vintage cars from the 1930's. But that's where the "modern" era of homebuilding started once the CAA came to its senses. With some overlap these designers/builders are the 2nd generation that were strongly influenced by the "Beaverton Outlaws" and other early pioneers (except now they were legal) and established a movement that has become a major voice for General Aviation.

I'll start with a single place design which, in the hands of a talented designer/builder with great imagination, capability, and determination, helped launch the company that can claim more registered and flying homebuilts than any other to date. And there is one right here on the airport. In retrospect, maybe I should call the segment "The Second Beginning." Yeah, I kinda like that.

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.

June 2: 9:00. Work party at the hangar to prep for the meeting, OAHS presentation, and barbecue.

June 3: “Beaverton Outlaws” presentation by the OAHS at our hangar following the meeting. Details in this [newsletter](#).

June 16: EAA Chapter 31 Fly-in Breakfast, Creswell

June 16: EAA Chapter 654 Fly-in Breakfast, Montague

Special Note: 2018 Airport Day is June 23rd

July 7: OAHS Fly-in Breakfast, Cottage Grove

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).

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



Last month I mentioned that the airport had procured a “Cozy” airframe that will eventually become Grants Pass Airport’s “Plane on a Pole”. Well, here it is. No location or timetable yet, but it will be sporting a jet tailpipe when it is finally elevated to its place of honor.

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

Meets: 1st Sunday of the month- 2PM

Nate Riffle.....President

Joe Williams.....Vice President

**Brent Battles.....Secretary (Sayonara good friend, from all of
us at Chapter 725)**

David Applegate.....Treasurer

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

Ed Lee.....Webmaster

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