



Next Meeting-Sunday, Nov. 3, 2024
1:00 at the FBO (most likely)
Come early for crockpot chili

President's Message

November 3rd will be the last meeting for 2024. I hope everyone will be able to attend! I want to discuss what activities we can plan for next year. We have lots of new members, pilots and non-pilots, more planes being built or major modifications. We have opportunities for more youth development activities. The EAA has new software to help organize Young Eagle events. EAA.ORG has a lot of chapter resources.

Fly-outs. We've had a couple but we need to plan more and include more members. Even us guys with the slow 701s can still fly out in time to make breakfast at places like Roseburg, Powers, Myrtle Creek and even Cottage Grove.

Presentations and seminars. Got any ideas? We hope to get a fabric class in the next few weeks. Maybe someone would like to give a presentation on metal work, welding, painting, hardware identification or an interest I have is using a vinyl wrap on my plane. Or maybe one of you A&P guys will let us know what to expect for an annual Condition Inspection.

So please try to make it to the November meeting and bring the ideas for 2025 activities.

Dennis Mitchell
EAA Chapter 725

Treasurer's Report 10/21/2024

| | |
|--|------------|
| Checking account balance 6/29/2024 | \$4,425.71 |
| Cash Box | 00.00 |
| Receipts: Donation, 501c(3), Steve Cross, Rod Case, Dennis Mitchell, Stan Loer | 170.00 |
| Chicken Drop Win-Dennis Mitchell | 40.00 |
| Hangar Use Donation-Allan Runia | 200.00 |
| Food Donation Jars | 60.00 |
| Showers | 30.00 |
| Interest | 10.47 |
| Proceeds-Hot Dogs @ Chicken Drop | 147.00 |
| Disbursements, Electric, June through Sept. | 199.10 |
| Cost of Goods Sold | 63.00 |
| Dennis, Cost Associated with 501c(3) | 288.00 |
| Ending Balance | |
| Checking | 4,096.08 |
| Cash Box | 437.00 |
| Funds Available | \$4,533.08 |

Current hourly credit against Hangar Ground Lease, 84.5 hours @ \$15/hr. = \$1,267.50

Oct. Meeting Minutes

Meeting called to order at 1:00pm

Pledge of allegiance

12 Members in attendance.

Airport news:

Airport still has Covid grant money from 2021 to spend by this December. They are looking to build a row of county owned hangers west of north transit parking area.

Compass rose will most likely be of the Novel type and not a Certifies type because of cost and location considerations. Airport has hired a surveyor to determine current rose error from magnetic North. Dennis will be in touch with airport as to need of repainting and if EAA will get the job.

Winter flying suggestions: Careful of ice around your hanger doors.

Mike Caw is parking his plane in EAA hanger looking forward to getting into one of the new hangers to be built late this year.

Christmas dinner is Thursday December 5th at the Grants Pass golf course on Applegate Rd. Bar opens at 5pm, dinner at 6pm. We need to provide an attendance count by November. The dinner is buffet style, all you can eat, BBQ smoked chicken and beef.

Look out for a fabric covering class by Steve Cross. He plans to lead a hands-on session that may require purchase of a covering lesson kit. Talk to Steve if you are interested.

Our EAA hangar doors need welding repairs to their bottom rollers.

501c3 cert is getting close.

Airport trail posters project is in progress but now looking for a UV printer.

Joe Stone has new flooring for shower – install volunteers needed.

Campground weed-eating and mowing volunteers needed also.

YAD has disassembled Alan's airplane motor. Looking for new parts for rebuild starting in next session.

Nic is looking for advice for needed paperwork when buying new aircraft. Going to Alaska this month to consider a completed experimental CH-750 without having an airworthiness cert.

Meeting adjourned at around 1:35

Nov. Meeting Agenda

Call meeting to order

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

Airport news

General

- Move the shower into hangar
- Christmas dinner Thursday December 5th
- Fabric covering class
- Member's recent flying

Hangar projects:

- Repair the sliding doors.
- Repair furnace for winter hangar use

Chapter Projects:

- 501(c)3

Lease Credit

- A little short of a full load

Other member comments

Volunteers are key to the successful chapter activities

Adjourn meeting

Around the Chapter



You will have read in the Sept. meeting minutes (you do read them, don't you?), that Nic Huttema located an almost-finished CH750 with a Jabiru 3300 for sale in Alaska and decided he really needed to give it a new home. Well, he did and it's now in his shop. He generously provided several photos (a few included here) and the following account, which I am including with minimal editing, of his experience closing the deal and bringing the airplane home. It's an interesting story and shows just how far, both literally and figuratively, he was willing to go to get the airplane he wanted.

Basically Levi Chamberlin had convinced me that I needed to go at least sit in a CH750 because of my size. I had decided the 701's just were not going to work. I found a 750 over at Crescent city, so my wife, kids and I took a trip over there on a Sunday and checked it out. I discovered that I could sit pretty easily in one, and could even move the seat back and the pedals forward for even more room. The gentleman who was showing the plane had forgot he had it listed for sale and ultimately decided (more like his wife decided) he was not ready to sell. So the hunt was on. I had posted on one

of the Zenith pages on FB and someone PM'd me a number of a guy in Alaska. He had just finished it and was looking to sell. I contacted him and from the sounds of it and pictures it was a pretty nice plane. The problem was that it was in Alaska with no wings or tail feathers on it. I made a few phone calls to Levi, Chris Beebe and Gary Brown and all of them were pretty convinced that it would be worth checking out. So I asked Chris if he would be willing to take the trip up and take a look at it for me. He ultimately convinced me that I should be there as well. So my wife did her computer magic and got tickets for my son, Chris, my buddy Reed and myself. Since I felt like I was pretty committed I decided I better find a pickup to possibly pull it down with. After several days of hunting, I remembered Richie Brothers was having a Pacific Northwest auction. Ultimately it came down to about 8 pickups I was interested in. The auction came around and I was pretty stressed because we were flying out the Wednesday after the Friday auction. Most of the pickups sold for more than I anticipated, so it was down to the last two. I told myself I had to have something and if it was in ok shape, I could use it for one of my businesses. So I bit the bullet and bid on the nicer of the two, no matter what the price was going to be. Anyway, ended up buying a 2014 f450....and I was nervous. I really had no idea what kind of shape it was in. The pickup proved to be the most stressful part of the whole adventure. So I had secured the pickup and now in my mind I needed to find a trailer. I searched marketplace for several days and saved about 6 to look at. So my son, Reed, and I flew early Wednesday morning. We got to Alaska at about 10 am and quickly got a rental car and headed straight to the Richie Brothers Yard in Wasilla. We were pleasantly surprised that the pickup was actually in pretty good shape, although it had a check engine light. It fired right up on the 6th month old batteries and was sitting on nearly new tires. We checked it out and went to the nearest Napa to get some supplies and have the codes read. It seemed to run great! The Napa guy was shocked at the 22 codes it had!! I told him just to clear them and we will have them read later. He cleared them and 4 injector codes came back immediately. I called Tree at Rpm Diesel in Grants Pass and asked what to do. He said the injectors were probably changed and they never input the correct injector codes into the system. He said if it runs good, just drive it. I said ok, and off we went. In the meantime, we had a trailer to go look at. We went and looked at a nice gooseneck trailer that had just come up from Tennessee and the guy didn't need it anymore. He was pretty eager to sell it and he threw out a number I couldn't refuse. I shook his hand and said we would be back in the morning to get it. Off to the Ford dealership to get all the fluids and filters changed. The next morning, after a ridiculously large bill at Ford and two new batteries we didn't need, (which they eventually reinstalled my 6 month old batteries and credited 500 bucks back) we were off to get the trailer. Lucky for me the truck already had a gooseneck hitch and plug. Now we decided we needed a spare tire and a fuel tank for the truck. So we zipped into Anchorage and found both from private parties. We were feeling pretty good and several hours to kill before we picked Chris Beebe up. So we stashed the truck at a Walmart parking lot and went to the airport and looked at all the planes. We were shocked to discover that we could just drive right in and look at all kinds of different private planes. After picking Chris up we went and picked up the truck and headed to an AIR BnB in Eagle River. I had the worst mishap of the trip just after leaving the Walmart parking lot. My GPS wanted me to do a U-turn...so I did, and I quickly punched a hole in the front of the trailer from the in-bed fuel tank. Of course I knew exactly what happened when I felt it.... I knew I should have checked my turn radius first!! The next morning we arrived at the airplane and it was quickly apparent to Chris, myself and Reed that this builder knew what he was doing. This was his 7th build! He was a retired air force pilot....I think he flew F111's but don't quote me on that. Then he was a bush pilot for a while and then a biologist. He can no longer fly, so he now builds planes for the fun of it. In fact he was taking my money to order a 750 SD next. I made a mental note to stay in touch with him. Chris had to get back to the airport so he left with the rental car. Reed and I stayed back and it took us a good solid 5 hours to get everything in bubble wrap, blankets and into the trailer. It is no easy task trying to get it all in the trailer so the plane won't get damaged from the rough road. In my meantime, my poor son had a fever and slept in the truck for almost the full time we were loading it. After that we headed back to the Air BnB for the night. The next day we had a pretty slow lazy morning and didn't get on the road till about 10. We had to go into Palmer to get a few things and had passed a large convoy of military equipment. We set out and after about 1.5 hours we ran into snow. We quickly passed the military convoy again, but were soon stuck on the road because of a couple accidents. We didn't like what we saw so we turned around to go get chains. We finally got back on the road very late in the afternoon. Later that evening passed two military wreckers pulling their crashed fuel trucks. The next day we found out the military convoy was plagued with problems, 3 rigs crashed, no fuel because their fuel trucks crashed, and 4 or 5 rigs broke down. They had a long night in the cold. We never did use the chains and I hope to return them down here at one of the Napa's. The trip was very uneventful after that. We had no problems at either borders, never had to worry about fuel and always were able to find a place to stay. At one point, I was accused of side swiping a 4 runner, but the local Canadian police checked both rigs out and decided I did not side swipe him. They let me go with a hand shake. We did end up going to the Museum of Flight in

Seattle which we really enjoyed. Overall, I'm not sure how many hours of driving it took, but it took us about 6 full days. We stopped a lot to check on the plane, throw a football, and cook food. All in all it was a very fun trip, with very few hiccups relatively speaking. We stayed mostly in Air Bnb's and a couple hotels. I think if I were to do it again, I would go even slower and spend more time looking around and seeing sites.

As for the plane, it is in my shop at home. I laid around the house for a couple of days but now am starting to put a plan together. I need to get some clecos and a few other things and I can start getting it put together. I have spent several hours studying both the plane and also the drawings. I am pretty sure I will have no problem getting it put back together relatively quickly. Everything is done on it aside from mounting the tail feathers and wings. The avionics, interior, engine....everything is already done. I think I will fully complete it, including the wings, in my shop. After that, I will pull the wings back off to move it to a hanger. It has a brand new Jabiru Gen4 3300 engine. It has only been run at the factory. I will however order the seat adjuster kit as well as move the pedals forward a couple of inches. I have an email out to Zenith on both of those, but as of this email, I have yet to hear from them.

Other than that, it is just a waiting game for a few things. I am hoping to have it completed by the end of November or before. I have not decided if I want to paint it yet. I think I want to get it in the air and some hours on it before I have it painted or wrapped.

Nic Huttema
Lewis Power Equipment
P 541 471 7827
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Phil is installing a Grand Rapids autopilot in his CH650. Servos are mounted and the control panel has been added to the panel. He still has to complete the wiring.

The Discovery Trail Project is coming back to life. Leah Baker has agreed to help us format the panels as we get the material generated. The printing process and associated costs are still delaying the generation of an accurate estimate, but we may be able to go back to individual panel sponsorship. The key will be to create print-ready files for even the brand new panels so that no outside artwork will be required. Our costs will be limited to panel stock, printing, and mounting hardware, and will be the same for each panel, whether revised from the original or created new.

The near term priority is still on generating content for the panels which require creating from scratch. Later we'll need to address mounting and installation requirements. Jim Hammell has offered to make the mounting frames, so that's covered. I won't go into more detail here but, if you're interested in participating, contact me. Our Version 1.0 generated lots of positive feedback, so I think it's worth the time and effort to make Version 2.0 even better.

Around the Airport

County

The project to build a new row of T-hangars at the west edge of the transient parking apron using \$730,000 of COVID-19 Stimulus Package funds is a "go". Beyond the requirement to build to FAA standards, there are no restrictions attached. The Engineering plan has been generated. Cherie gave me the following timeline for development:

- Out for bid 10/31
- Bid closes 11/20
- Site development starts late Apr. 2025
- Project completion late Aug. 2025

The need for new hangars is evident. Steve says there are 24 names on the waiting list. These are new potential tenants, not current tenants looking for additional space or desiring to relocate. I'll have more details put together for the next newsletter.

Pacific Aviation NW

PANW will be holding a 20th Anniversary Open House, Nov. 1st @ 5:30. Come meet the Instructors and Outreach Coordinator. Tour the facilities including the new advanced flight simulator. Snacks will be served.

VSI Aviation

The Yak is down for new fabric on the control surfaces. The aileron and flaps are shown here stripped and ready for recover. Ryan has a shelf full of Poly-Fiber supplies.

I also got a picture of the early stages of a RV8 build, but my computer wouldn't accept it for some reason. Time to call in the IT expert.



8th Annual Chicken Drop:



Oct 27 was a perfect day for Joe William's 8th annual Chicken Drop-warm, sunny, and dead calm. Ten teams participated in two flights of 5 aircraft each. A required pre-flight briefing was held to define the rules and review all the safety precautions. Winners were:

- 1st: Chris Beebe with Bombardier Michael Cawein
- 2nd: Dennis Mitchell with Bombardier Lois Malone
- 3rd: Andreas Blech with Bombardier Fritz Blech

Note: Joe gets the caps he hands out from Lois and Bob Malone's Master Stitch Embroidery and Screen Printing shop in Medford. Lois was an observer last year, but jumped at the chance to be a participant this year. Joe paired her up with Dennis in his CH701. Never been in a small plane before, but you can see they made a pretty good team. I talked to her afterwards. She was still flying. If Joe is up for year nine, I'm sure she'll be there next year unless business commitments keep her home.

Joe put the photo montage together and circulated this screen shot. It now resides in the FBO, so check it out when you come out for the meeting. It's a good representation of what has become a regular event enjoyed by many. Thanks, Joe.

Future Happenings

Thursday, Dec. 5: Chapter Christmas Party. Grants Pass Golf Club. Check Meeting Minutes for details.

And Finally

Jessica Cox, from the U of A Alumni Magazine "To the Horizon", article by Ford Burkart, with minor editing.

Submitted by Beth Smith

As a toddler, Jessica Cox '05 dreamed of flying. Today, the University of Arizona graduate, born without arms, is a celebrity pilot who has been invited to 29 countries to talk about her journey.

Cox tours the globe as a keynote speaker and disability advocate, promoting ways to mentor children facing challenges like hers.

"My goal to fly started as a kid on the swings," she told attendees at a recent reception to honor winners of the Wildcat Heroes Award. "I wanted to do whatever other kids can do."

She has achieved that, and much more.

Cox says her research suggests she is the first licensed armless pilot ever to successfully fly an airplane using only her feet.

And now she is working with students and faculty from the University of Arizona College of Engineering to design what she calls the Impossible Airplane. The project is part of a senior-level interdisciplinary project, researching innovations for pilots who will fly using only their feet. For the students, it's a required class, Engineering 498. Their goal is to design components for an all-new airplane to better meet Jessica's needs. An assembly site in New Jersey is expected to have a prototype ready for test flight by 2025.



“We want to get the students involved in social innovation, using their skills as engineers to make the world a better place in terms of inclusion and diversity”, Cox says. “This project will show the world that disability does not mean inability.”

Up to now, Cox has been flying a small aircraft called the ERCo Ercoupe, a single engine, 85 hp. craft with simple controls that appeals to pilots with disabilities. But Cox has ideas for an all-new aircraft that pilots without arms could fly more safely and efficiently. The Impossible Airplane, a larger 4-place Van’s RV10, will be the result, incorporating Cox’s design suggestions. David Margolis is both a U of A hand surgeon and professor of orthopedic surgery and a pilot who is advising the College of Engineering team.

Cox graduated with a major in psychology and a minor in communications. Over the next three years she became a certified pilot. Now she is the Executive Director of Right-footed Foundation, a nonprofit she created to promote mentorship and inspire children with limb differences and their families. Cox practiced taekwondo and earned a black belt – and married her instructor, Patrick Chamberlin, who now is the director of her professional speaking business. Now Right-footed Foundation offers a new curriculum for that martial art to better include participants without arms.

Never one to settle for the status quo, Cox has recently taken up golf, modifying the clubs to meet her needs and help others without arms to enter the sport. She’s driven, she says, by the impact of her efforts to do ordinary tasks. “That’s part of the mission I chose. To lift people up, to give people hope.”

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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