



NO CHRISTMAS PARTY-THE CORONAGRINCH STOLE IT. BAH HUMBUG.

(But don't let that keep you and yours from having a Merry Christmas)

President's Message

I don't know about you all, but I am ready for 2020 to be over ! Gosh what a bad year overall. Starting with the Chinese Covid nightmare let loose from the East that we all still are suffering through. With it came an amazing flood of cancel culture, politics, social unrest and even things that affected, of all things...our flying...and that's what we are all about. It isn't over by a long shot. But no holiday party, few get together and a Governor asking for Snitches if your neighbors have too many relatives over? This is insane. Not the America I know and love. So, hopefully we will end up when things are settled with a few people still friends, still wanting to fly together. Also, the weather has not helped but we expect that this time of year. Seems a bunch of us are in for annuals, bfr's, you name it. Some interesting builds underway but most at private homes, or hangars. Seems the days of the EAA hangar being utilized is over for that. Someday a long range discussion may be in order about that. Hope to see you all again after the new year, if anyone ever thinks they can come out from under the mask. I personally will be in line for the vaccine. I'm ready to live my life again. I want to wish everyone a great holiday and Christmas. And, by the way, with their approval I am placing a bin for Toys for Tots in the FBO to make up for what we usually collect at our holiday party.

Hope to see you all soon. Maybe a January meeting ?

Joe
Joe W. us

November Meeting Minutes/Notes

Start 1:05pm. Opened with Pledge of Allegiance.

No guests

Airport news: Paint and rollers on order for the Taxiway lettering job.

Xmas Party cancelled due to loss of our venue and expected Covid restrictions.

Chicken Drop report, big success with three Ercoupes from out of state.

Other news: John Stahr will be coming here to paint noseart on Joes Ercoupe.

He is a very prolific custom aircraft artist. Will let members know if they want to stop by and observe.

We voted against the participation in EAAs request to "Gift" memberships to gain members. Not worth it to us.

Meeting adjourned 2:40pm

Joe W. us

Treasury Report 11/24/2020

Checking account balance 10/31/2020	\$3,050.42
Cash box	\$200.00

Receipts

cash	dues-Zach	\$20.00
cash	hat purchase	\$15.00
cash donation	shower	\$10.00
cash donation	food	<u>\$62.00</u>
		\$107.00

Transfers

Cash	dues-Zach	\$20.00
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Expenses

cash	Stan-food	(\$25.00)
check	State Taxes	(\$50.00)
check	Phil-Heaters	(\$270.00)
check	Property Tax	(\$272.83)
check	Pacific Power	<u>(\$28.58)</u>
		(\$646.41)

Deposits

interest	\$.13
cash from receipts	<u>\$ 62.00</u>
	\$ 62.13

Ending balance

checking	\$ 2491.14
cash box	\$ <u>220.00</u>
Funds available	\$2711.14

Around the Chapter

Milestones

Allan Runia's Bonanza has a hangar mate. Yep, Allan bought another airplane, the Lancair 235 that was previously owned by Andy Galusha (August newsletter). Andy isn't exactly airplane-less however. He purchased an Arion "Lightning" which is now the latest new resident at Grants Pass Airport. More on that in the next section. Meanwhile, Allan has the Bonanza ready to go and wants to do some updates on the Lancair before he flies it.

Zach Leitch has purchased Andy's hangar. He will be filling it with the C172 owned by his family for many years, but not until next spring. Not the best time of the year to be making a long X-C across the northern states from Minnesota, don't you know. So he's renting back to Andy for now, but at least he's locked in a new home for the family heirloom.

That dreaded BFR. Yep, my number came up in October along with the need to continue my Basic Med currency by completing the on-line quiz offered by AOPA. Put it off as long as possible, but finished that part at the end of the month. Then I scheduled the actual BFR with Cathy for early Nov. so as to get the full 13th month. It's not a test, but I have trouble not treating it like one, so into the FAR's and AIM to review all the stuff we're supposed to know anyway. Then it was off to the airport to see if I had any memory or flying skills. Cathy was great. I would recommend her to anyone. She gave me a thorough, but very reasonable refresher and she actually signed me off. So thanks to Pacific Aviation for bringing her aboard. I'm glad I scheduled with her and will certainly fly with her again as I want some hood practice.

Speaking of periodic requirements, Condition Inspections seem to come around every 12 months. Phil completed his on the Super Sport and Dave is into his on the Sonex. He has 2 landing gear bolts to replace and is troubleshooting one ea. non-functioning EGT and CHT outputs. Aircraft is overall in great shape.

Darin Hecker recently completed his solo X-C flight and responded to Dave Palmer's and my gentle arm twisting to submit the following first person account for the newsletter. I really enjoyed his recounting the experience of completing an important milestone in the Private Pilot syllabus. I'm sure you will too. The onset of our winter season weather may make it difficult to schedule a PP checkride, but I'm sure we'll be congratulating him on the successful completion of that great achievement in the near future.

"I woke up Wednesday November 12th at 7:00 am, forecast winds light and variable 3kts. Perfect forecast to knock off my 150 NM cross country. I quickly flight planned my route 3S8-O46-KSIY-3S8 no worries, right?
Arrived at Pacific Aviation to brief my flight with Skye, we looked at my route, weather, conditions, wind, complete fore flight briefing. Around 11:30 we decided it was time to wrap up the briefing, and get to the task at hand.
I climbed into my trusty 182L, after a complete pre-flight via POH, I primed my O-470 three complete strokes, she's ready to fire. A quick turn of the key (clear prop) and she fires up without hesitation, remembering she's trustworthy. Then for a weather report, and taxi to 31 for run up, mags, breakers, prop, fuel, all the above, everything looks good via checklist, ready to roll. I make my radio call to depart 31 left down wind, climbing to 7500, southeast departure. Taking 31, and looking both directions I firewall the fuel, quick check of gauges, airspeed coming alive, feet dancing on the pedals, reaching 70 mph I gently lift the nose off 7 degrees or so climbing, at 100mph around 400 FPM.

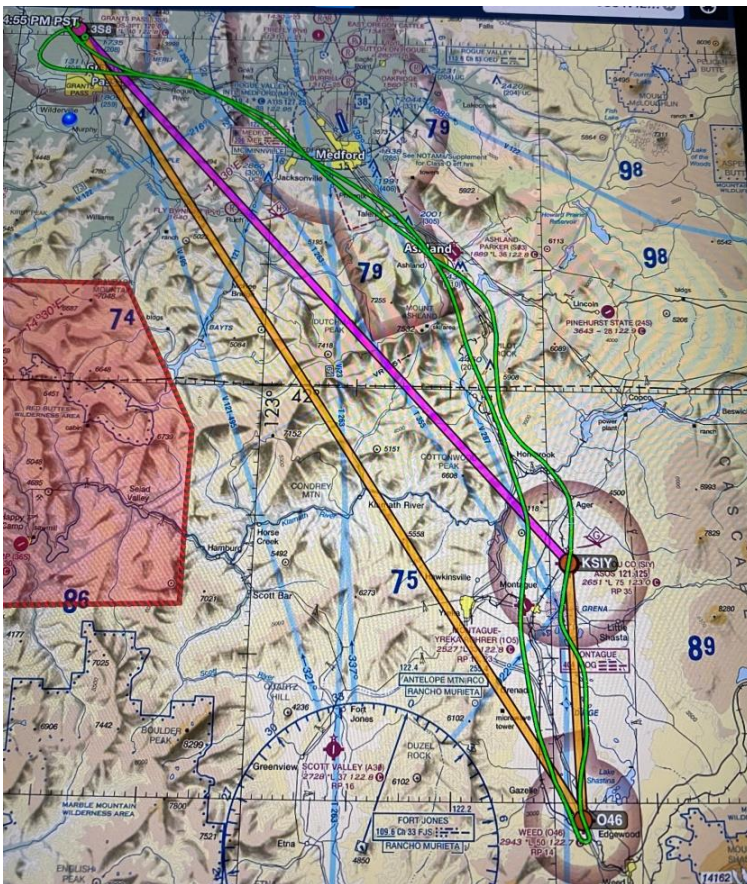
Reaching 1600 MSL, time to radio for my left cross wind, then quickly to the downwind for 31, now I'm headed the direction I planned my departure. Climbing to altitude took a bit of time, I was close to it once a reached the corner of KMFR Delta airspace. Time for a weather report from KMFR (check my altitude) monitor the tower freq. Now with Mt. Ashland in sight, it didn't seem too far away from at least having my next valley in sight. Crossing thru the pass next to Pilot Rock, I got into quite a bit of turbulence, crabbing was very obvious.

Now past Ashland and entering Yreka, things are calming down, even my nerves are much calmer as it feels like I can land anywhere. Passing into Montague I'm traveling 113mph ground, making good time, time to get a weather report from KSIY. With O46 now in reach, receiving a wind report of 010, 7kts from KSIY, I descend to elevation of 3943 pattern

altitude, enter a left downwind for 32, quick landing checklist (GUMPS) and turn base then final on 3 degree glide path touch down clean. Taxi over to Ericsson's and ask them to snap a quick pic of me with my phone, then back to my task.

Getting back into my 182, Quick radio call for taxi to 32 for mag check, configure for short field take off, off we go. Feeling more confident now, I radio my departure to KSIY, and climb to 3000 AGL for the hop over to that sweet 7500 foot long runway, and get a weather report, winds calm. Doing a straight in, I land clean, reconfigure the aircraft and firewall it again for a touch and go. Now more than half way thru my task, I'm feeling pretty confident about completing this. I radio my departure to the NW climbing to 6500, and quickly fly into the Yreka valley. Climbing to 6500 then reaching the pass once again at pilot rock, ground speed is 154mph, now I can see KMFR and time for, yes, weather report and monitor KMFR tower.

Slipping around the Delta once more on my way home, I put my home frequency in and get a weather report for 3S8. Now descending to 3500, I set up a 45 downwind from Robertson Bridge to the downwind on 31. Once at 2100 and entering my base, I was overjoyed with emotions and knew it was what I needed. Now more than ever, I'm excited to have the opportunity to fly where I choose, what a big world to explore. It's right around the corner, at my fingertips. Now I'm ready for my check ride, weather permitting, excited to conquer it next".



What a guy! He even sent along some photos to go with the write-up. Looks like it was a perfect day.

Projects



Two patio heaters were purchased so we can use the hangar for our meetings year around. As usual, some assembly was required. Here, Zach, Phil and Dave are hard at work doing just that. I think I was off drinking coffee when Joe took this photo.

The tasks were successfully completed. They work!



We have an open project to paint the letters in front of the FBO with paint to be supplied by the airport. Whether or not we can complete that this year will be totally dependent on the weather.



With receipt of the engine mount plate from Jabiru, Dick can get serious about fitting the engine mount structure to his CH701 firewall. And here's photo proof that he's really getting after it. A tent and a couple of propane heaters help take the chill off.

No word on his engine, but there's plenty of work left here before he'll be ready for it. Still, I'm sure Dick would rather it be here than in Tennessee. Maybe Santa will drop it down his chimney?

Dick reports that Dennis is making good progress on his 701, but our paths didn't cross this time, so I'll get caught up for the January newsletter.

Bear has taken on a real "grass roots" project (no, not that kind of grass). He wants to see the grassy area between the runway and taxiway made more suitable for aircraft that can handle a "semi-prepared" surface and has recruited help clearing rocks and other debris. Future improvements will include seeding and watering using water trucks. May never be smooth enough for the Cherokee, but I'd have landed my T/D Colt on it in a heartbeat. Learned to fly on grass. Nothing better.



Around the Airport

Latest from the County (from Airport Manager Larry Graves)

The slow-motion, multi-way discussion between and among the FAA, the users of the airport, the commercial operators, the airport's consultants and Congressman Peter DeFazio's staff continues. The FAA has upped their initial offer of a 400' runway extension to 700', which is inadequate for a safe takeoff at efficient, fully-loaded weights for several aircraft based here now or soon to be based here. While today we don't need the full 5700 feet we're asking for, we do absolutely need a full 5400' for safe operations on a wet runway, which is quite often five months out of the year. It seems silly to go to the trouble and expense of building a 700' extension when a 1400' extension would cost only 20% more to build.

The runway rehabilitation project at IV Airport has been rescheduled for the late spring 2021 since the FAA did not get the grant contract to us in time to start work and finish before the rainy season.

The Airports Dept. is happy to credit the chapter with volunteer labor donated to the cause of repainting the large "Grants Pass" out on the ramp in front of the FBO HQ, and for work done and to be done on the Cozy-on-a-stick project soon to be re-started. We have been waiting for the Caretaker's Residence to be completed and everyone settled-in to pick a location for the display aircraft.

Andy's Lightning



Yeah, I'd never heard of the Arion "Lightning" either. Wikipedia to the rescue again. Turns out it's a slick little glass Light Sport Aircraft that's available either as a kit or fully assembled aircraft from the same company that distributes the Jabiru engine here in the U. S. Not surprising then that it has a Jabiru 3300 under the cowl. Andy bought this one from an owner in Concord, CA. JD ferried it to its new home.

Chicken Drop

I promised a major photo spread on the Chicken Drop. Boy did I get a lot to choose from thanks to Ann McGlooin. Here is a selection from the many she took. I know Joe put a photo board together also, so there are quite a few photos out there covering this annual fun event. While a few of our normal local participants were MIA this year, visitors from as far away as Grass Valley, CA and Longview, WA made the trip and went home with hardware. Next year, I'll make sure I have a complete list of all participants. I know we also had someone from Redding, but I don't have a name.



Joe's former boss was his sponsor this year-a first. Thus this professionally prepared flyer and hats for all participants.



Four little chickens, all in a row. One for win, one for place, and one for show. And the fourth? For the Airboss, of course, without whose support this would not have been possible.



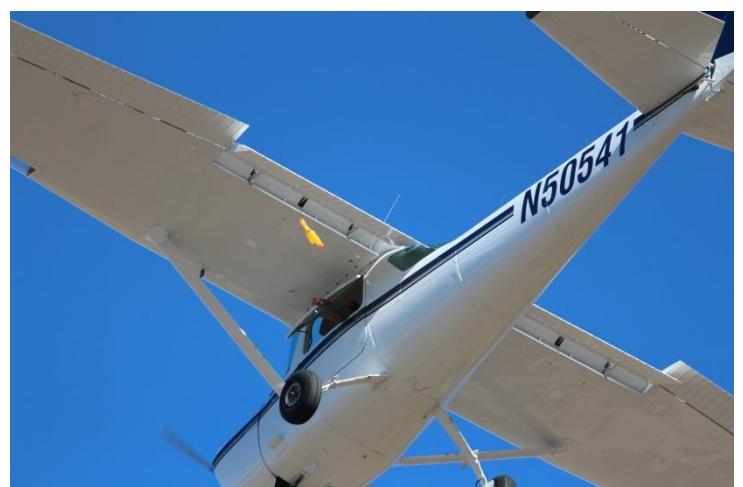
Looks like Joe is headed for a chicken that has landed out of the photo. May want to add another 20/30 ft. to the tape next year.



I'm pretty sure this is Ryan Marshall. Regardless, I'm more than pretty sure that this drop was wide of the target.



Chicken away from the team of Wayne and Jeanette Pinger. At least the locals were represented in the winner's column. This toss was good for 3rd place at 50 ft.



Cathy Frankel takes her shot. She's an excellent instructor, but needs more practice as a bombardier. Better luck next year, Cathy.



Darin thought he might do better from his trike than the 182. 20-20 hindsight says "maybe not".



Three visiting Ercoupes off to smite the Hun with chicken bombs aboard. Kevin Mackey from Longview, WA, Chuck Rosenfeld from Sun River, and James Good with son Charles from Grass Valley, CA.



And the winner is..... This drop, by Kevin Mackey, landed 20 ft. from the target and earned him the 1st place trophy and \$100 first place prize money.



James Good was the pilot, but son Charles was the bombardier. Excellent drop at 40 ft. for the 2nd place trophy. Stand by for the u-tube video.



Joe, Larry, and 1st place winner Kevin. Congratulations. Come back and give it another try next year.



Wayne and Jeanette, Kevin, James and Charles. 3rd, 1st, and 2nd respectively. Oh, and Joe, of course. Congratulations to all.



Airboss Larry (aka, the Airport Manager) gets his very own chicken trophy. And it's well deserved. He's a strong advocate for all things aviation and has been a supporter of this and many other fun activities over the years.

Thanks to all participants for making this an entertaining event. There will be a 5th Annual, so ya'll come back now, ya'hear?

Pacific Aviation

Bear reports that Pacific Aviation has definite plans to expand operations to Medford in the near future. Specific details to be worked out, but it will involve basing two aircraft there and renting office space, possibly from MillionAire. Should be operational sometime in December or maybe shortly after the first of the year. I'll include more details in the January newsletter.

Baker Avionics

Baker Avionics has just finished a dual Dynon installation in a Bonanza and is continuing the avionics installation on the Merlin parked next to the fuel farm. Greg tells me that his crew will soon start flight instruction which the company will fund. He feels this will give them a better understanding of what their customers need (or think they do) in the way of avionics packages. Seems to me that having techs who have actual flight experience using the avionics they install will be a definite plus.

Future Happenings

I look forward to filling up this section with all kinds of 2021 aviation events that won't get cancelled as the year progresses.

End of Year Note

Avoid the rush. Renew your chapter membership for 2021 (or become a new member). Annual dues are only \$20.

**Mail to: EAA Chapter 725
1331 Brookside Blvd.
Grants Pass, OR 97526**

And Finally

This has been a tough year for the citizens of the world in general. Looks like Santa didn't get a pass either.

Yeah, this is another one I "borrowed" from Rich Harrison, Chapter 292.



And that's it for this year. Onward to 2021 and here's hoping the new kid brings us a much better year than his predecessor did.

EAA Chapter 725 Grants Pass Airport-3S8

Meets: 1st Sunday of the month-1:00 P. M at the Chapter Hangar

Summer months: Chapter hangar with barbecue at 12:00 noon

Joe Williams.....President

Dennis Crawford.....Vice President

open.....Secretary

Phil Cloutier.....Treasurer

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

Ed Lee.....Web Editor