



NEXT MEETING

Sunday, February 4, 2:00 PM

FBO Training Room

President's Message

Stopping in on Tuesdays or Fridays at the Grants Pass Airport brings me into closer contact among the EAA hangar dwellers. As an airplane-renting pilot, I've had limited contact within these hideaway haunts of my fellow members.

Intellectually, I've always known that these experimental aircraft builders have very savvy mechanical skills. It is even more revealing to actually watch their performance assessment of differing worn components of multiple systems. They improve, replace, and integrate these to form a better flying bird! Watching the pilots in their grubby work cloths, helping and joshing one another in faulty component breakdown and better re-assembly, is enhancing my respect for their skills and stature.

Until recently, I didn't realize how many of my fellow pilots work as the walking wounded, performing their mechanical, electric, or flying disciplines while ignoring moderate pain from tolerable, but ceaseless afflictions. One has sore feet, two others have sore backs, and another wears special glasses to maintain good flying vision. There are more, but you get the idea.

I admire your dedication to your maintenance and flying arts with rarely mentioned pains that try to hold us on the ground.

Life and inspiration are better, that you collectively dream, build, maintain, and show these challenging skills, that you return again and again to our aerial realm, nearby green mountains, and blue and white skies.

Nate

Meeting Minutes

The meeting was called to order by Chapter President Nate Riffle at 2:00 p.m.

Following the Pledge of Allegiance, Stan Loer reported on his project of gathering data for the Airport Director's use in evaluating hangar rents among existing county facilities and compared to like facilities at other airports in the region.

The Airport Director's report submitted for the January 2nd meeting of the Grants Pass Airport Advisory Board was reviewed by Brent Battles and Stan Loer.

Joe Williams is working to establish an EAA 725 presence in the FBO. Pacific Aviation is amenable to incorporating material related to the chapter's activities.

Stan Loer announced that The Oregon Historical Aviation group has offered to present a history of the "Oregon Outlaws" (vanguards of the homebuilt aircraft movement). It was suggested that we could host a barbecue as part of a regular chapter meeting on this subject, perhaps June 3rd, the weekend of the Grants Pass Balloon Festival.

Members voted to conduct a hangar cleanup during the month of March. Specific date to be set at the February meeting.

The 50/50 drawing was won by Joe Williams who generously donated his \$17 winnings to the chapter treasury.

Nate Riffle then presented a very entertaining and informative talk relating his training and subsequent service as a Naval Aviation Navigator aboard weather surveillance Lockheed Constellation aircraft based on Guam, with storm tracking duties in the Western Pacific region covering 13,350,000 square miles between the 105th and 175th meridians and from the equator to 40° North. The talk included numerous photos of aircraft and crew including young Nate. Thanks for sharing these great memories!

And thanks to Joe Williams for bringing Baldini's pizza.

The meeting adjourned at 3:12. Next meeting Sunday February 4th.

New Airplane on the field and in Chapter 725's Hangar.

For those of you that had a chance to go into the Chapter's hangar lately you may have noticed a new airplane humbly tucked under the tent and next to the camp ground courtesy building. The plane, N188DM is a Sonex and is owned by chapter member David McGlooin. It was trailered from its completion site in Gold Beach to the hangar in November.

Editor's Note: By the time you read this, Dave will most likely have relocated to his hangar in A row.



Some basic information about the plane:

- Two seat LSA, empty weight 663 lbs, max gross 1150 lbs
- Length 18', wing span 22'
- Jabiru 3300 120 hp engine
- MGL Discovery Lite EFIS system with moving map and synthetic vision,
- Mode C transponder, MGL V6 VHF radio, 406 ELT
- Todd's canopy adds about 3 inches more headroom and improves visibility
- Fully aerobatic to +6 to -3 G's Aerobatic Category or +4.4 to -2.2 Gs Utility Category
- Normal Cruise expected to be ~ 140-160 mph, VNE is 197 mph
- Stall speed at Max Gross and full flaps is 40 mph
- Full fuel is 16 gallons. Expected 6 gph at normal cruise speed using 100LL or Autogas

Personal from Dave,

First let me thank all the members of Chapter 725 for their help in getting the airplane to its home base in Grants Pass and allowing for its temporary storage in the Chapter Hangar.

The plane was started almost 12 years ago following a visit by me to Sonex Aircraft in Oshkosh, Wisconsin. I was looking for a Light Sport Aircraft that would be simple to build, inexpensive, and fast. What I found out was that probably the only criteria to hold up on that list would be the fast part.

Punctuated by numerous delays, often caused by frustration or life events I was able to complete the wings, vertical and horizontal tails, flaps, elevator, rudder, and aft fuselage in my shop in Murphy. A good friend in Gold Beach, Mike Madaris, helped me complete the forward fuselage, including hanging the engine, and cutting and fitting the canopy. The plane was painted professionally at an auto body shop in Gold Beach. Painting was kept to a minimum to reduce weight. My wife Ann made the seat covers and helped me select the material for the glare shield, and boy do they look great!

The plan was to fly the plane from Gold Beach (about a 15 minute flight) but wind, fog, glitchy flight and engine instruments and a rough running engine prevented me from doing that. The first time I started the engine the EFIS display said I was idling at 15,000 rpm, I had no water in my air cooled engine, and my nose attitude was 60 degrees nose down. I knew that that was not quite right but with help from MGL I got most of that sorted out. The next time I ran the engine it quit during a run up. Found the air filter to be undersized. That was removed and I now can get 3000 static rpm.

What I plan on doing next are to fix all the little items on my to do list, ensure proper operations on the ground, perform a few taxi tests, maybe fly a little on the side to stay current, and get it off the ground for the first time sometime this spring.

My plans are to move the plane out of the Chapter hangar in the near future to a more permanent location on the field. Until then if anyone would like a closer inspection I would be happy to show you the plane and answer any questions.

Thanks again,

Dave McGlooin

Member Activities

This time of year, many of us are in hibernation mode just waiting for the warm sunshine to return. At least that's my excuse, although I've disturbed my winter slumber long enough to change hangars. Now I've joined the big boys on the north side. But some of our members are really serious about getting prepared for the summer flying season. In addition to Dave's reassembling his Sonex, Phil is correcting some issues found from his condition inspection (that's the purpose, after all). Dennis Crawford just completed a move, taking over the hangar vacated by Don Wilson. Now his Ercoupe and Kitfox can share the same space. Speaking of, the Ercoupe got a newly overhauled carburetor for Christmas and it has recently been installed. Next up will be a new set of motor mounts. Dennis Mitchell continues to make progress on his CH601 project in A row. It helps to have some really bodacious propane heaters this time of year. Meanwhile, Dick Smith is hard at it at home finishing up the Hornet project he bought from Don. Three brand new additions to our chapter flock should all be flying later this spring. Fly-in breakfasts here we come!



Ain't nuthin' happ'nin here.

That's because the Usual Suspects have adjourned to Baldini's for lunch. Now you know the real reason we go to the airport on Tuesdays and Fridays. Come join us.



Suggestion Box

One other feature we could include in the newsletter is a "For Sale" section. Other chapters do and we could too. I would suggest we keep it to items that at least can be vaguely related to aviation, so probably no lawnmowers, major appliances, chain saws, or surplus pot, stuff like that. Just let me know what you might like to dispose of and I'll make sure it appears in the March issue.



REMEMBRANCES *Donna Battles, CFII*

Homeplace in the Outback

The 45 Ranch is located in the very southwest part of Idaho in the Owyhee country. This is very rugged terrain, an 8-hour drive to the ranch versus an hour's flight. Ranch buildings lie in the bottom of a steep-sided canyon through which run the clear waters of the Owyhee River. The ranch airstrip lies at an elevation of 5,000' on a table land near the edge of the canyon, thankfully no longer located at the bottom of the canyon as it once had been. Its 1,700' foot dirt runway starts with a flat portion of 300 feet, then dips through a swale for 1,000' and ends with a level stretch of 400'.

A gentleman had approached me at the Nampa Airport about flying himself, his wife, grown daughter, and their baggage to the ranch they owned. His approach hinted that there was something more to flying to the ranch than met the eye. Out of earshot of the family, a lady working behind the counter at the FBO, having heard the conversation, mentioned that the former flight instructor/charter pilot had hated to fly there, and his predecessor had wrecked a Super Cub at the old strip. At age 35 I had about 1,000 hours in the air, had been flying charters 400 hours, and felt confident, particularly in judging the suitability to land before committing myself.

This was to be my first trip to this region. It was a cool day, partly cloudy, but with areas of brilliant winter sunshine. Looking south, the Owyhee Mountain tops were shrouded in clouds with room to get through. The Cessna 182 was loaded and ready to go.

At the ranch there was snow on the ground. The ranch foreman had prepared the runway, after a fashion, by running a 4WD vehicle over it to compact the snow. Circling the strip, I decided to land to the south. There was plenty of obstruction-free terrain from this direction, so I was able to slow the 182 in a stable approach a bit behind the power curve - holding the descent rate with a good deal of power. At the very end of the runway, we landed softly, and with all the back pressure I could muster, the airplane slowed considerably, but at the end of the flat portion we became airborne again and came to rest on the upslope of the swale.

There was a corral adjacent to the runway, and we were instructed to taxi into it for protection from ranch cattle who had the run of the ranch. The ranch foreman was there to pick up my passengers. They stayed around to watch my takeoff, which was an adventure.

Having carefully planned the take-off process, I became airborne as I descended into the swale, touched the runway again on the upslope, and finally became airborne off the final few hundred feet of flat runway. An instant later I was flying over the edge of a 400' drop off. The idea had been for me to return a few days later to fly them out, but after seeing my departure in an empty airplane they opted to drive out! (I kept waiting for a phone call that thankfully never came!)

Moral of the Story:

The key to simply landing safely at the 45 was not only a well-established stable approach, but knowing the airplane well enough to confidently fly behind the power curve "dragging" it in at the slowest possible speed so that pulling power back you land exactly where you intend to. (Remember from Remembrances #1: power is altitude.)

This n That

This may not be the right place to plug a local business, but I'm going to do it anyway. I needed a couple of programs and several files (including my RV8 construction logs and files) transferred from an old computer to my current one and I knew I'd screw it up if I tried to do it myself. Joe Williams referred me to Don at **Adventures in Computing**, and he took care of everything very quickly and reasonably. Even downloaded content from an old hard drive I had been told was totally fried. All for \$20. If you need computer services, I highly recommend him. Stop by his store at 531 NE E St. or give him a call at (541)474-0700.

Derek Reed has a new phone number. It's (541)659-3770

The Oregon Aviation Historical Society has penciled in June 3 on their calendar for their "Beaverton Outlaws" presentation here. Plenty of time to work out the details.

Independence Chapter 292 Fly-in is Aug 17-19. I think this is the best EAA fly-in within reasonable proximity to us, so I push it hard. Details should be on their website soon.

Special Note: 2018 Airport Day is June 23rd

Hope to see you all at the next meeting. Remember: Dues are due. \$20/year

**EAA Chapter 725
Grants Pass, OR – 3S8**

Meets: 1st Sunday of the month- 2PM

Nate Riffle.....President

Joe Williams.....Vice President

Brent Battles.....Secretary

David Applegate.....Treasurer

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

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