



Next Meeting

11:00 November 2 at the FBO Training Room

Special Notice: The Christmas Party will be held Dec. 12 at the Grants Pass Country Club. Cocktails at 5:00, dinner at 6. Guests are welcome. Menu and price should be about the same as last year. Remember your white elephant gift if participating in the exchange and consider bringing a toy for the Toys for Tots collection.

President's Message

Hi pilots and observers,

Four of our Chapter 725 aircraft flew northward on Tuesday, October 15th. I was lucky and fortunate in being invited to join them as pax in Stan Loer's Cherokee rear seat. Joe Williams flew as co-pilot, but he really searched for other aircraft and took pictures. He used his iPhone's GPS to monitor our progress towards Myrtle Creek above the rugged green-clad mountains where I-5 wended through mountain passes. Contact navigation over I-5 is trickier than one might expect!

Somewhat ahead of this Cherokee, Phil Cloutier flew his rapid-climbing Wag-Aero Super Sport near Dick Smith in his Hornet. Dennis Crawford ably flew his reliable Ercoupe as we headed for Myrtle Creek's nice 2500 feet runway. All landings were successful and we enjoyed lunch at the casino a few miles south of the airport, the ride courtesy of the casino bus.

Such a gathering is possible in these light aircraft that all can carry a passenger to such a selected viable destination. As long as VFR conditions prevail, we can fly into fall's cooler weather.

Similarly, our members that pilot paragliders or powered parachutes may congregate riding updrafts above mountain slopes such as Woodrat near Ruch. Some pilots have spoken of the elation of gliding among others in a flock like thistles in a breeze. I marvel that some have related flights that began at Woodrat, flew westward to Murphy, then Grants Pass and returned to Longsword Vineyard. I wonder about the reality of such accounts. I'd value discussions and witnessing similar flights as a nearby observer. Do parachute pilots fly in cooler weather?

Observing and assisting these pilots where needed as well as reciprocal flights with fixed wing powered aircraft can enhance our collective acumen in these varying realms of flight. Ground discussions afterward over a cool brew or lunch sounds intriguing. Attending our monthly meetings offers opportunities to appreciate fellow airmen or women with different piloting skills.

On Saturday, 2 Nov 2019, we will share our next monthly meeting in the classroom of the FBO at Grants Pass. We still require a nomination for Treasurer in the coming year or longer. Both Larry Graves, our airport manager, and Pacific Aviation have indicated that construction work in the classroom will be mostly completed. I encourage all to come for this last meeting before our Christmas Party in early December. Our dedicated Vice-President and ally, Dennis Crawford, is working with the Grants Pass Golf Course manager to select a good date in the middle of the week. Come with a children's gift and a predatory gift for sharing and enjoy conviviality and laughter.

Clear Skies!

Nate

October Meeting Minutes

Nate has been doing double duty as both President and Secretary, but he didn't take any notes at the last meeting, so I have no minutes to include. However, I distinctly remember the vote to approve Joe William's offer to serve as President for the coming year, so I will duly record that decision here. We'll address the remaining positions at the November meeting, but I think the current officers are willing to continue. That still leaves the secretarial position open.

November Meeting Program (Baker Avionics)

Don't our avionics systems frustrate the hell out of us when they hiccup and we can't figure out why? And, after trying to make sense out of ADS-B for the last couple of years, do we still have questions about the system and hardware required to make it work? What's the cost and what value is it to those of us who avoid Classes B and C airspace like the plague? Well, come to the meeting with all the questions you can think of. Greg and Leah Baker will be there ready with the answers. They relocated Baker Avionics from Medford to Grants Pass last summer and bring a wealth of avionics experience to the airport plus they are a certified FAA Repair Station (whatever that means-another question). Check out their web site, bakeravionics.com, then come to the meeting and get acquainted. You'll be glad you did.

Around the Chapter

Note: I'm seriously considering a new feature for the newsletter starting with the January issue. It will be member interviews. Short, but informative. We need to get better acquainted with our fellow chapter members. I can understand some reluctance to participate if you are painfully shy or in the Witness Protection Program. Otherwise, I hope you'll be willing to give me a brief bio. As always, I'm open to ideas to make our newsletter more interesting and informative. My e-mail inbox isn't overloaded yet, so there is plenty of room for your suggestions.

Phil Cloutier has now taken delivery of the complete airframe kit for his CH650 project. Should keep him busy through the winter and then some.

Dennis Crawford has resolved an intercom problem that has been pestering him for some time now. Another case of exorcising wiring gremlins. A soldering iron, shrink tubing and special incantations did the trick.

Long-time ultralight and hang glider pilot Darin Heckart has decided he's not going to be able to fit family members into his ultralight and they evidently don't want to fly hang gliders in formation with him. So he's taking instruction with Pacific Aviation and going for his Private License. Congratulations on taking on this challenge and we wish him the best.

Dennis Mitchell is seriously considering replacing his CH601 with a CH701. I hope he will attend the meeting so we can find out more about what he has in mind. If he seriously wants to sell, it would be great to see it stay on the field. A nice little economical 2-place aircraft with performance better than a Cessna 150. Would make a great Christmas present.

Dave McGloon now has a sunshade ready for installation in his canopy to give him some protection from the intense solar rays. He has plenty of time as we probably won't see much of that between now and next spring. Still no commitment on first flight. Maybe he did it already and didn't give us advance notice? No spectators holding score cards. Sounds like a good plan to me whenever it happens (or happened).

Ryan Marshall has moved into his new digs in the north 40. Lots more room, heat, and he has offered to host a future meeting and give us a rundown on his builder assistance business. He also is a full service IA.



Yep, it's Myrtle Creek again. This time Dick was able to join the flight in his Hornet. First landing at an airport other than Grants Pass since he finished it.

Different airport, same pose. Just waiting for the 7-Feathers shuttle to take us to lunch. At least we didn't have to ride the bicycles into Myrtle Creek. My butt was sore for a week after that trip.

Around the Airport

October seems to be a great month for Joe William's Chicken Drop. Perfect weather just like last year. Participation in this, the third annual, almost doubled. 13 aircraft vs 7 last year and it even got coverage in the Daily Courier. No question, this is now firmly established as a popular fun flying event. Joe deserves a lot of credit for the planning and organization. And he made the award plaques too. Kudos also to the airport management, without whose support this kind of activity could not take place. Here is a selection of photos sent to me by Joe. But he tells me most were taken by Megan from Pacific Aviation with some also by Dave McGloon. Joe put a display together with additional photos and has set it up in the FBO. He does a little bit of everything around here. Many thanks to all the participants and congratulations to the winners. Joe's already thinking ahead to next year and anticipating an even larger turnout. Maybe throw in a spot landing contest too.



This is the target. Not a chicken in sight.

Dick gave it a good try, but didn't make it into the top four. Better luck next year in his CH701?



Chicken away! Dennis Mitchell launches his bird toward the target.



Keith Guy took 4th place in his MX-7-180B Maule as his chicken landed 35 ft. from the target. Sorry, but I didn't get his co-pilot's name.

Third place went to Ryan Marshall and Tony Wrobel in a C172. Their bird was 30 ft. off target. Sorry, no photo of the drop.



Here's Christoph Huber from Medford on his chicken run in his beautiful Aeromot AMT 200 motorglider.



And here he is collecting his 2nd place plaque. He missed the target by only 28 ft. As close as that was, there was someone just a bit closer.



And the winner is.....Jeff Karmy with a distance of 25 ft. A 1st place plaque and \$100 prize money. No drop photo for Jeff either. Megan, do you have something against 172's? As you can see, there was only 10 ft. between 1st and 4th place, so the winners were closely grouped.

Farther Airfield

It doesn't seem possible that it's been almost a year and a half since Brent and Donna left us for a new home at the Ferndale Airport (53U) near Bigfork, Montana. Last month I promised I'd feature some of the photos Nate and Cheryl sent me from their visit during their trip around several northwestern states. Well, here they are. Photos are great, but live is better. Sure hope they can join us at the Christmas party as they did last year.



Brent surveys their domain. The runway is oriented 15-33 and this is looking southeast alongside 15. A bit different than all the concrete and asphalt here.

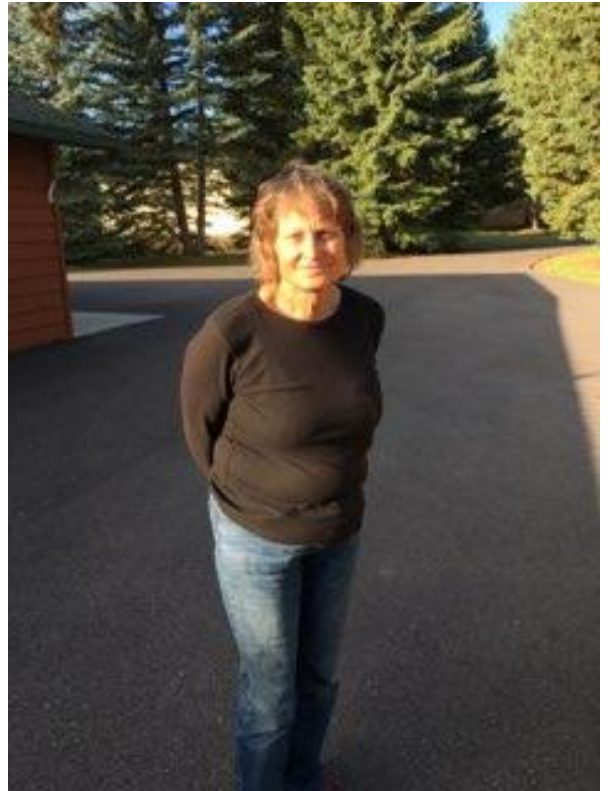


Do a 180 and this is the view looking northwest. Beautiful. And not a marijuana plant in sight. Maybe snow-covered as you read this?



A beautiful day for a scenic flight.

Smiling and happy.
 Couldn't not
 include this one.



And a couple more that Phil took when he and Kathy stopped by a little later in the season.



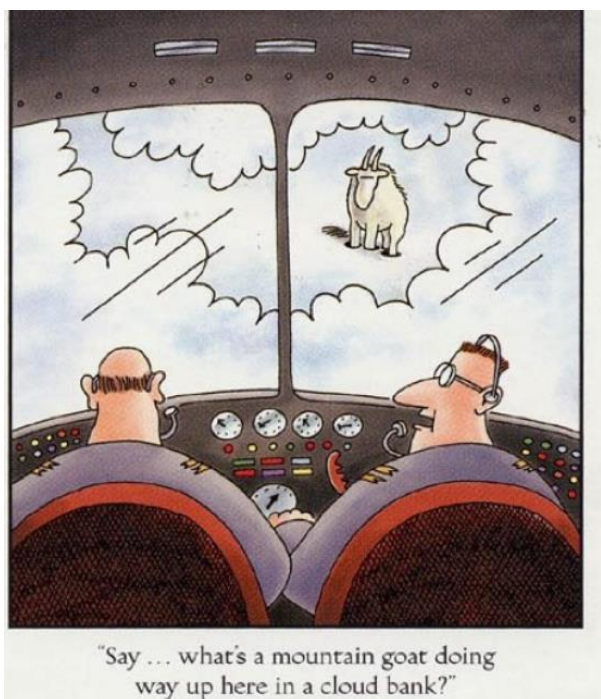
They completed this boat over the winter and spring.
 Construction and finish are topnotch as you would expect.
 But shouldn't it have wings?



Beautiful downtown Bigfork, population 4270 as of the
 2010 census. I'm sure it's grown since. The town is on
 the shore of Flat Head Lake about 3 miles west of their
 home.

And Finally-Twice

Had to include this. Joe's Ercoupe friend from Grass Valley sent him this photo of his Ercoupe and a Stearman passing Castle Crag, about halfway between Redding and the Oregon state line, enroute to the Hood River fly-in. Photo ship was a Luscombe. Pucker country for sure.



And one more from Joe, a classic Larson. He's a favorite cartoonist of mine also. Love his slightly perverted sense of humor. I thought November would be the perfect month to include this given our transition toward winter. So have a good laugh as I did again, but heed the message: Y'all be careful out there. There could be rocks (and mountain goats) in those clouds.

EAA Chapter 725 Grants Pass Airport-3S8

Meets: 1st Saturday of the month- 11:00 AM

Nate Riffle.....President

Dennis Crawford.....Vice President

Office Open.....Secretary

Phil Cloutier.....Treasurer

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

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