



Next Meeting-Sunday, Sept. 8, 2024 1:00 at Hangar with 12:30 BBQ (YES, FINALLY!)

President's Message

Welcome to September, the best flying month, well the best month for almost everything in my opinion. But it does feel like the summer is coming to a rapid end, so it's a rush to get those projects and summer activities in the books before fall comes rushing in.

I got a couple bucket list flights in lately. I had always wanted to fly into the Agness strip. I met one of the owners at the Independence STOL exhibition this year and he sent me a video and talked me through it. I flew over on a very turbulent day and decided to put it off for another time. A few days later, the Wx was perfect and calm. I followed the procedure and landed without any trouble at all.

The other strip I've wanted to conquer was Nace OG41 in Azalea. Bear gave me and Clay, from Shady Cove an in-air pilot brief. We flew our planes and we followed him through the pattern and approach. Very helpful! The next morning seven planes from Grants Pass and Shady Cove flew in. Over the first set of power lines and under the second set... but we got free cinnamon rolls, so totally worth the risk.

So get those summer bucket lists filled, be safe and have fun!

Dennis Mitchell
EAA Chapter 725

Treasurer's Report, 8/26/24

Checking Account Balance 8/26/24	\$4,425.71
Cash box	15.00
Receipts:	0.00
Membership:	0.00
Disbursements:	0.00
Ending Balance	
Checking	\$4,425.71
Cash Box	15.00
Funds available	\$4,440.71

Current Credit against Hangar Ground Lease: xx hours. Added x hours for assembly, installation, and painting of segmented circle.

Aug. Meeting Minutes (Submitted by fill-in Secretary Stan Loer)

- Meeting called to order at 1:00 PM by V. P. Jamie Jones.
 - Dedicated to firefighters
 - July minutes approved by voice vote.
 - 14 attendees with 3 guests, Cory Mosley, sons Braden and Spencer
 - Discussed completion of segmented circle and other potential projects. Painting the compass rose is off the list. The rose is not FAA approved and hasn't been since the migration of magnetic north required redefinition of the runway heading from 30/12 to 31/13. Long term resolution of this issue is being addressed by the airport administration.
 - Interest expressed in holding a training course in fabric covering. Such a session was held several years ago with Phil Cloutier acting as the instructor. Jamie has a "Starlet" needing cover. We also have tail surfaces which were previously used as training aids. Tabled discussion pending resolution of logistics.
 - Sept. meeting discussion: Moving date to Sept. 8 to avoid conflict with Labor Day puts us on the same weekend as the WAAAM Fly-in at Hood River, which several members are planning to attend. Proposal to actually hold the meeting there. Concern that not enough members would plan to go that distance. No motion presented.
 - Joe Stone donated flooring for the shower house.
 - Program: Braden Mosley discussed his experience going through his recently completed A & P program at a school in Moses Lake, WA.
 - Meeting adjourned at 1:50 PM.
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Sept. Meeting Agenda (Come at 10:30 for a brief work party)

- Call meeting to order
- Meeting dedication
- Pledge of Allegiance
- Board Announcements
 - 501(c)(3) status progress
 - What to do with memorabilia
 - Other announcements

- Dave McGlooin presentation
- Member announcements
- Adjourn meeting

For chapter information visit:

Website <https://chapters.eaa.org/ea725>

Facebook group, "EAA Chapter725"

National EAA <https://www.eaa.org/ea>

Around the Chapter



July 29th: A milestone day for Cassie Moyer. Here she is with her newly minted Private Pilot License. Congratulations to Cassie from all of us in the chapter. She'll soon be off to Texas to enter into the Southwest Airlines Training Program. A mountain of debt, but a career goal with a great future. Good luck as you pursue your dream. Hopefully, you will be able to come back sometime and tell us all about it.

Photo by Dennis Mitchell

Richard Colton has purchased this really nice G-model Ercoupe. Well, he actually swapped his C140 for it. Previous owner is a doctor who lives in Coquille and keeps his airplanes (yes, plural) at the Bandon airport. It was completely rebuilt in the mid-90's and has aux fuel and lots of goodies on the panel. That makes 3 Ercoupes on the field. Not quite keeping pace with the CH 701 count, but a pretty good showing. A good candidate for show and tell at the Sept. meeting.



Allan Runia has sold his Lancair 235. He says the new owner lives in Vancouver, WA and he thinks the plane will be based at the Troutdale airport.

I've been looking into what we would need to hold a covering training session using the Stewart System with the empennage frames we have. Haven't gotten beyond figuring it would require 2 yds. of fabric to cover them. We need to strip off the old fabric to see what condition they are in and if we will need some surface prep. May not just for training purposes, but it probably would be best to complete each step in the process. I'll try to have more info at the meeting.

The Discovery Trail project 2.0 has taken a back seat to higher priorities, but it's coming back to life. I'm aiming for completion by Airport Day 2025. A reminder: This will create a maximum of 20 informational and educational panels to be installed on the fence between the FBO and rotating beacon tower. They will replace the original 14 which have been removed due to deterioration caused by years of UV exposure. There are major parts to this project and room for several participants. Jim has long since thrown his hat in and offered to make the mounting frames.

At our May meeting, we concluded the chapter could serve as the "bank" for the collection and dispersal of project funds. We're not yet ready for that solicitation letter. One of the major issues to be resolved is what printing process will be used. This will significantly affect the project cost and determine whether we can promote individual panel sponsorships or ask for general contributions with acknowledgement of the individual contributors. Another factor is our recent decision to pursue classification as a 501(c)(3) non-profit corporation. This would allow for tax-deductible contributions to the chapter, including financial support of this project.

All that said, I'm getting back into generating panel content, both text and photos. They vary from "no changes" to "start from scratch". For the immediate future, this will be where most of the effort will be focused. Anyone who is willing to jump in and help is more than welcome. Tap into those creative juices you didn't even know you had and give it a try. There is no "ownership" here, just an effort to enhance the airport and educate the visiting public.

Around the Airport

County

The Aug. 21st edition of the Daily Courier had a front page story about the FAA grant for the "design of 700-foot runway extension". Well, the design is well along and it didn't say anything about the at least 10 years this project has been in the works. And the comments about the final extension to 1500 ft. ignored Larry Graves long fight with the FAA to get the full extension approved from the get-go. Far more cost effective to do the whole thing once construction is underway, but the FAA didn't budge. But it was a good article as far as it went, and it looks like construction might finally get started next spring. Patience is not only a virtue, but an absolute necessity when dealing with government agencies, especially the FAA.

Pacific Avition NW



Pacific Avition has added this 1962 Cherokee 150 to their training fleet. It rents for \$165/hr wet. To my untrained eyes, I'd say it's at least an 8 in and out.

I just happened to walk into the FBO and met Ethann D'Amato, their lead instructor. He's a CFII and MEI. Says another instructor named Logan Glaess joined the team mid month.

Baker Avionics

Greg, Leah, and Kiera will be going to the Sept. 12th Garmin Open House at their Salem Airport Facility. It's billed as an opportunity to see how Garmin Avionics are designed and built and includes factory tours and product demonstrations. Although it was open to the flying public, it was not widely publicized and the opportunity to RSVP closed on Aug 26th.

VSI Aviation

Work continues on the RV10 tail surfaces. The stabilizer shown in the assembly fixture last month is now finished. Ryan says they will be back on the Harmon Rocket soon and he has an RV-8 rebuild project coming in about mid month. Seems it was ground looped and suffered serious damage. Knowing a bit about the structural features of that airplane, I'll be interested in seeing what has to be done to rebuild it.

(Youth Aviation Development) Program



Allan is underway with his YAD program. He plans on one session a month. At left, three students prepare the prop and engine for removal under the watchful eye of Kurt VonSalzen. Above, it's mission accomplished. Next step will be engine teardown and inspection.

8th Annual Chicken Drop: Got an email from Joe saying he's seriously looking at Tuesday, the 17th with a 10:30 briefing. It's still a \$10 entry fee and the winner is guaranteed a \$100 purse. Awesome trophies too. This is a fun event for both participants and spectators, and it's been Joe's event for the last 7 years. Let's make the 8th the best year yet. And thanks to the airport management for recognizing the value of such activities and enthusiastically offering their support. Ain't gonna find that at every publically owned airport no way, no how.

Darin Hecker Update

Darin stopped by my hangar a few weeks ago to tell me he had gotten his medical reissued. This is a story that goes back at least a couple of years when he was hospitalized with a severe infection from which some of us thought he might not recover. Or at least leave him an invalid if he did. Well, he fought back and even the FAA says he's fit to fly again. I know I couldn't fully appreciate what this journey required, but his story has a happy ending. It certainly made my day. He's getting reacquainted with his 150 and will move on to his 182 as he rebuilds confidence. If you see Darin around the airport, flag him down and congratulate him on successfully climbing what had to be a really steep hill.

Visit to Evergreen Aviation and Space Museum



Several members played hooky from the August meeting and flew up to the museum along with some friends. Left to right: Danny Hanley's brother and nephew, Chris Beebe, Danny Hanley, Brad Baum, Mike and Laurie (from Shady Cove), and Dick and Beth Smith. Dennis Mitchel is behind the camera. Looks like Phil and Kathy Cloutier were MIA when this photo was taken.

Maybe Dennis will give us a "trip report" at our meeting.

Independence Fly-in/STOL Exhibition

Chapter 725 was represented by myself, Dennis and Cheryl Mitchell, Dick and Beth Smith, Brad and Sherry Baum, and Andreas Blech and son Fritz, who were the only father/son team in the STOL events. Lingering shower activity affected the Saturday attendance a bit, but Sunday was bright and sunny. I'll include a brief write-up in the October newsletter. I took a few photos, but was mainly there to man the Oregon Aviation Historical Society tables at the swap meet so I didn't get around much. Maybe there are more to be had.

Future Happenings

Sept. 7-8: Annual WAAAM Fly-in, Hood River, OR. (WAAAM= Western Antique Aeroplane and Automobile Museum)

Sept. 28-29: California International Airshow, Salinas, CA. USAF Thunderbirds

Dec. 5: Chapter Christmas Party. Details to follow.

And Finally

With the approaching end of the summer flying events, I don't have flyers to close out the newsletter. So it's off to the internet to find some aviation humor. Some entries I thought were really funny, but didn't consider them appropriate. Then I came across this one and figured it would work.

This CFI and his Student are holding on the runway for departing cross traffic when suddenly a deer runs out of the nearby woods, stops in the middle of the runway, and just stands there looking at them. Tower: Cessna XXX cleared for take-off. Std: "What should I do? What should I do?" Inst: "What do you think you should do?" (think-think-think) Std: "Maybe if I taxi toward him it'll scare him away." Inst: "That's a good idea." (Taxi toward deer, but deer is macho, and holds position.) Tower: Cessna XXX cleared for take-off, runway NN. Std: "What should I do? What should I do?" Inst: "What do you think you should do?" (think-think-think) Std: "Maybe I should tell the tower." Inst: "That's a good idea." Std: Cessna XXX, uh, there's a deer down here on the runway. (long pause) Tower: Roger XXX, hold your position. Deer on runway NN cleared for immediate departure. (Two seconds, and then — I presume by coincidence — the deer bolts from the runway, and runs back into the woods.) Tower: Cessna XXX cleared for departure, runway NN. Caution wake turbulence, departing deer. It had to be tough keeping that Cessna rolling straight for take-off.

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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