



NEXT MEETING

Saturday June 1, 11:00, Chapter Hangar

Burgers and Dogs (and other good stuff) to follow

President's Message

Spring progresses rapidly with our mixed-up skies of sunshine and showers. We fly exuberantly seizing good VFR visibility and usable altitude conditions among the welcome spring rains.

Welcoming our new vigorous hang glider and ultralight aircraft pilots among us provides new perspective on the challenges and joys of a different mode of flight. Their takeoffs from downslope grassy strips flying under flexible wings contrast sharply with our traditional near level lengthy hard-surfaced runway take-offs under stiff wings of metal, fabric, or fiberglass. We eagerly seek opportunities to more closely see and appreciate the ultralight aircraft takeoffs, maneuvers, and landings directly in touch with the breezes and thermals germane to their hilly or mountainous flight arenas. They are competing, as this newsletter goes to press, in the Star Thistle event 30 May to 2 June 2019 at Woodrat Mountain near Rush, Oregon.

In a separate facility, two vitally important local Grants Pass Airport events in June and July will require considerable preparation and care by all Chapter 725 members and friends. This includes all our aviation advocates, both ultralight and fixed wing personnel.

- 1) Grants Pass Airport Days on Saturday, 15 June 2019. At our Chapter meeting at 11:00 a.m., 1 June, we must plan fly-in aircraft parking, the breakfast cookout, and taxi-way monitoring to keep visitors safely off the taxiway and clear of parking aircraft propellers. Obviously, we need setup workers, cooks, servers, aircraft directors, and cleanup workers.
- 2) Puget Sound Antique Airplane Club (PSAAC) Air Tour will visit Grants Pass on Tuesday, 9 July to Thursday, 11 July 2019. Our Chapter will direct the parking of the visiting aircraft along a strip about 2000 feet long adjacent to most hangars, plus some other westward parking areas. Participation by all our experienced personnel and trainees is most essential. We will be busy greeting these pilots and folk with our orange flags directing them to safe tie-down equipped spots for most of the 39 visiting antique aircraft. Any potential directors with hand-held radios, please apply!

One of the best features of these sessions is the fun and sense of fellowship that develops among those performing these activities in a safe and professional manner. I look forward to our initial planning session during our regular 1 June meeting.

Because the FBO classroom will be in use by others, PSAAC has requested the use of the EAA Hangar for a flight briefing area prior to their departure.

Clearer Skies!

Nate Riffle

President, EAA 725

May Meeting Minutes

Call to order, 11:00 a.m. by Pres. Nate Riffle

Pledge: Allegiance to the United States of America flag

Guest and new member introduction:

Guests: ultralight pilots, Todd Morrison, Kirt Bredgor

Welcome new members Andreas Blech and Darin Hecker. Possibly three others but names need to be confirmed.

50/50 drawing conducted by Joe Williams
gained \$14 for our Chapter plus \$14 for the winner

Airport Advisory Board Report: This meeting is coming up this Tuesday, Stan Loer reporting
Old Business: Stan needs Newsletter stories or ideas, pictures are good.

New Business: Chapter needs volunteer workers for replacing the segmented circle. Pictures would help clarify the work to be done. This could be fun: any volunteers? See Joe Williams

Car clubs have been welcome participants for Airport Days in the past. They may not be attending this year and the corresponding downturn in attendance may affect our earnings.

Presentation was given after most of the meeting by Dave Palmer and assistants. They portrayed the invigorating rush that comes with hang gliding, both powered and unpowered. They showed their parachutes, unpacked them, and hung them from the hangar rafters to relax the fold creases for the overnight time interval, then repacked the chutes on 5 May.

Additional Comments: Dave Applegate is vacating his years' long tenure as the Chapter Treasurer. Other duties with American Legion in various capacities throughout Oregon absorb much of his time.

Phil Cloutier has agreed to assume the Treasurer' duties for the remainder of this year. This new Treasurer was unanimously approved by the attending members, to be effective on 1 June 2019.

Member and spouse attendees:

Phil and Kathy Cloutier
David McGlooin
Nate and Cheryl Riffle
Joe Williams
Dennis Crawford
David Palmer
Ed Lee
Michelle Rochette
Stan Loer
Dick Smith

Adjournment: est. 12:10 p.m. by unanimous vote

Barbecue lunch was served by Dennis Crawford and assistants right after the meeting was adjourned.

While we didn't suspend any of our hang-glider members and guests from the rafters in their harnesses and simulate the disorientation of a structural failure (yes, we had planned to do that), the chutes themselves were opened and hung so that the wrinkles could be smoothed out. Here are a few photos taken during that process courtesy of Dave Palmer and Joe Williams. Sorry, but I don't have everyone who appears identified.



Above, the process begins. Dave Palmer and his fellow hang-glider pilots spread out one of the canopies.



Right, Dave explains some features of the shroud lines to Nate and Dennis.



No way you'd get me up there. I'm scared of heights.

The chutes were hung out overnight and repacked the next day.

Star Thistle-courtesy of Dave Palmer

Star Thistle 2019 - a Rogue Hang Glider event - this year will be the weekend following the Memorial weekend Holiday. Star Thistle is traditionally the unofficial beginning of the summer hang gliding season in southern Oregon. So June 1st and June 2nd be the first weekend that hang glider pilots gather to test their skills and mettle in the thermal currents and warming summer breezes in the Applegate Valley.

As has been the tradition for the last decade, we pilots meet-up at Longsword Vineyard, just a mile or so west of the township of Ruch, to sort-out gear and gliders on top of trucks and rigs for the 25 minute drive to the top of Woodrat Mountain. Our bit to save the planet.

For more than 4 decades I have flown from Woodrat Mountain. Before global warming. Before global cooling. Before the sport of hang gliding was joined with the relatively newer form of human thermal flight aka paragliding.

For my powered flight friends, here is the difference in the two forms: Hang Gliders are "fixed wing" contraptions built with aviation grade aluminum and/or carbon fiber spars defining the Dacron wings that are computer designed precise, stable, yet dynamic airfoils. Hang gliders are capable of acrobatic maneuvers and speeds greater than 80 knots due in part to pilot controlled camber and twist that maximize the design limits of the modern designs. We pilot airships utilizing the concepts and methods of aviators from Otto, Wilbur and Orville, and Octave. Principle among those methods, yet less familiar to modern pilots is wing-warping.

Paragliders are modified parachutes that can fly 35 knots or so, but over which very little pitch control is exercised by the pilot. They too are designed with *relative* stability and performance – utilizing aerodynamic forces rather than

structural airframes to maintain both. These structurally undefined airfoils can suddenly and too often suffer collapse or partial collapse of the airfoil. And if below 200ft AGL, this is an event that is unrecoverable before impact with mother earth.

Sadly, the kill ratio with contact with the ground is an immutable 1-to-1, as most of the fixed wing world learned with the very first aviation fatality over 100 years ago. Yet, human kind is fated to push the envelope in all manner of endeavor. Indeed, that is how the sport of hang gliding began in the mid-1960's. But make no mistake – aviators and history alike credit the first “hang glider pilots” Otto, Wilbur, Orville and Octave as the innovators and dare-devils of all aviation!

Unique to both hang gliders and paragliders is the principle of wing-warping (as first conceived by those inventors mentioned above) as a primary control method. Instead of flaps, ailerons, elevators or a rudder, our flexible wings use dynamic shape-shifting to control flight. Those control surfaces are of course universally employed in aviation. But in the realm of ultra-light craft, those appendages increase weight, complexity and maintenance.

The best place to watch Star Thistle is from the top of Woodrat. The best way to get to the top? Round about 12 noon, meet-up with the hang glider pilots gathering at Longsword Vineyard and volunteer to drive one of their rigs to the top (we buy the gas). Or you can show up at Longsword around 2pm, settle yourself under a tasting deck umbrella, order up a great bottle (or two as the day progresses) of wine from the gracious (and longsuffering) owner Matt or one of his lovely crew.

Our launch on the top of Woodrat is at 3840ft MSL. Longsword landing zone “LZ” is at 1600ft. You do the math. We often fly to the dizzying heights of 10,000ft MSL, strike-out to undetermined destinations like S38 or S03, and points-in-between...but most often return to comradery and refreshments shared at Longsword Vineyard.

So for an interesting and exciting afternoon, Saturday or Sunday why not come on out and watch our modern day dare-devils. Our Rogue Hang Glider pilots!

See you in the air – before you see us most likely!

Dave Palmer
ATP, Master Hang Glider pilot
Aviator

June Meeting Program

I'm sure we'll have one but, for now, it seems to be a big secret. Or maybe there are so many options it's hard to choose one? Naaaah.

Around the Chapter

Much of this newsletter was assembled while visiting relatives north of Seattle and the local vibes didn't reach me up there, so chapter news is a little sparse this month. However, I do know that Phil has gotten bored with all the free time on his hands, so he's starting another project, a CH650 as I understand it. Maybe he can fill us in at the June meeting. Dick is still troubleshooting the Hornet's starting problem. A lot of time between now and the meeting, so maybe he'll be making noises by then. Actually, he's been making some of a different kind. He added a few new words to my vocabulary in the week before I left on my trip. Just kidding. I'm far worse than Dick in that department, especially when trying to resolve a really frustrating problem. Dennis got his annual done at Beagle, so he's good for another year. Another future project, in addition to the cowling, will be the installation of shoulder harnesses. I didn't touch bases with Dave McGloon after I got back, so I'm not sure where he stands with finishing up the last few details on his Sonex. Another chance for an update at the meeting? I've got some other members to catch up with, so maybe this section will be filled out a bit more next month.

On the Approach

Two events are headed our way that deserve more than line items in the calendar as noted in Nate's President's Message. **Grants Pass Airport Day** is set for June 15. It's a mix of entertainment and education. Rumor has it that Larry and Joe are even working out a way to include a version of Joe's very own "World Famous Chicken Drop" in the schedule of activities. As an educational tool, it's an excellent opportunity for the public to learn more about the airport and its value to the community. Just one more way to highlight the airport's important contributions and hopefully keep the powers that be from succumbing to interests that might push to convert the airport into a shopping center and/or condo development sometime in the future as has happened to local airports so often in the past. In our case, the concurrent chapter fly-in breakfast is our primary fund-raiser, so we really benefit from a good turnout. Late information update from the car club coordinator: It looks like the Medford show may reduce our car show attendance a bit but probably not more than 25%, so the contribution to our breakfast revenue from that group should be little changed from last year.

The second major event is the **Puget Sound Antique Airplane Club Air Tour**. This is the first time Grants Pass has been chosen as a destination on their biannual tour and we are the only two-night stop this year. It's shaping up as a major event and it looks like Joe will even put together a Chicken Drop for this one also with some of the visitors as competitors. As many as 58 members could be participating and a list of the 39 aircraft that are expected to arrive somewhere around 1:00 on Tuesday afternoon, July 9 is included here. The published activity list includes a variety of local attractions but the highlight will be the jetboat dinner cruise on Wednesday evening. Coordinator Tom Jensen has indicated there will be some space available for us local aviators who would like to join the fun and enjoy the great food with them. Anyone interested should contact Hellgate Excursions direct and make reservations to be included as part of the PSAAC group. A social hour will be held on Taprock Grill's lower deck from 3 to 4 prior to boarding. Sounds to me like old fashioned fly-in fun and I'm very much looking forward to their arrival.

PSAAC Participating Aircraft (Summary)-Production

2	Interstate Cadet	1942	2	Cessna C180 Skywagon	1954,'55
4	Boeing Stearman	1940 thru 1943	1	Beechcraft G35 Bonanza	1956
2	NAF N3N-3	1941	1	Bellanca Cruisemaster	1957
1	Howard DGA	1943	4	Cessna 172	1957,'60,'78,'04
1	Taylorcraft BC-12D	1946	3	Cessna 182 Skylane	1958,'67,'84
2	Piper Pa-11 Cub Spec.	1947,'48	1	Piper Pa24-260 Comanche	1966
1	Cessna C140	1947	1	Cessna C-177 Cardinal	1977
2	Stinson 108-1/-2	1947			
1	Piper PA-15 Vagabond	1948			
1	Piper PA-18 Super Cub	1949			
2	Cessna 195	1950,'53			

PSAAC Participating Aircraft-Homebuilts

1	Sindlinger 5/8 Scale Hawker Hurricane	1971
1	Wheeler Express	1993
1	Van's RV-4	1997
2	Van's RV-6/-6A	1998,'00
1	Van's RV-7	2004
1	Van's RV-12	2015

Future Happenings

May 31-June 2: Grants Pass Balloon and Kite Festival: Early AM launches from Parkside Elementary School. All other activities at the River Road Reserve off Lower River Road west of town. Check gpballonfest.com for details.

June 1: Chapter meeting, Ashland Airport Day, OAHS Monthly Breakfast

June 1-2: Star Thistle 2019 Ultralight Competition. Re-read Dave Palmer's article. Launching off Woodrat Mountain in the Applegate. View landings while enjoying a glass of wine at LongSword Vineyard, 8555 Highway 238, south side of highway. It's 26 miles from Grants Pass.

June 15: Grants Pass Airport Day. We are doing breakfast. \$7 adults, \$4 children under 12.

June 29: OAHS "Wings and Wheels". Vintage aircraft, automobiles, motorcycles, and bicycles. Cottage Grove, OR. Highly recommended.

June 29-30: Chapter 495 (Roseburg) fly-in/campout at private airstrip OR17, Glide. This is about 12 miles east of Roseburg. Nate forwarded the e-mail from chapter event coordinator Kevin Bruton so all should be up on the details.

July 6: OAHS fly-in breakfast, Cottage Grove. 8:00-10:00

July 9-11: Puget Sound Antique Airplane Club Air Tour visit to Grants Pass. Open invitation to join them on the Hellgate Jetboat dinner cruise July 10. Tom says plenty of room. Make reservations direct with Hellgate. Boat leaves at 4:00.

July 12-13: Wallowa County Fly-in and Airshow. Joseph State Airport, Joseph, OR.

Aug. 3: OAHS Jim Wright Memorial Stearman Fly-in. Cottage Grove

Aug. 10-11: "Warbirds over the West". McNary Field, Salem, OR.

Aug. 16-18: EAA Chapter 292 Fly-in Weekend. Independence, OR. A great EAA event. EAA292.org/fly-in for info. **Registration is open.**

Aug. 23-24: Airshow of the Cascades. Madras, OR.

Aug. 31 (Sat, Labor Day Weekend): Second annual OAHS "Great Oregon Homebuilt Fly-in". Cottage Grove

Sept. 6-8: Annual WAAAM (Western Antique Aeroplane and Automobile Museum) Fly-in, Hood River. **If you don't have a bucket list, start one and put this on it.**

And Finally (a couple of times)

1st-A note of appreciation

I'm always looking for material for the newsletter and I really appreciate Dave taking time to write the article on hanggliding and paragliding that appears this month. With summer activities just beginning, please consider that aviation experiences you might have over the next several months could be of interest to chapter members. We need a broad exposure to our members' activities and I'm more than willing to help transform ideas into words if needed.

2nd - I'm taking the easy way out this month

Here's some aviation humor I found on the Dauntless Aviation website that I thought was worth sharing. Well, I thought it was funny.

Revised Aviation Dictionary

Alternate Runway: The area directly beyond the active runway when the engine quits on takeoff.

Altimeter Setting: The place where the altimeter sets. Usually hidden by the control column during a near-minimums instrument approach. (Obviously pre-glass panels, ed.)

Bank: The folks who hold the loan on your aircraft.

Bi-Plane: What you'll say when the increasing cost of flying becomes financially unsustainable.

Carburetor Ice: Phrase used by pilots when explaining accident caused by fuel exhaustion.

"Clear": Warning shouted 2 seconds after hitting the starter button.

Control Tower: A small shack on stilts inhabited by government pensioners who cannot hear. When they become blind, they are sent to Centers.

Critical Altitude: Minus 6 feet.

Critical Engine: That part of your airplane that used to be under the cowl, but is now in intensive care at a maintenance shop.

Dead Reckoning: You reckon correctly or you are.

De-Icer: A device designed to work under all weather conditions except icing.

Engine Failure: A condition which occurs when all fuel tanks become filled with air.

Firewall: Section of aircraft specifically designed to allow all engine heat and smoke to fill the cockpit.

Gliding Distance: Half the distance from your present position to the nearest decent landing site at the time of complete power failure.

Gross Weight: Maximum permissible takeoff weight plus and extra suitcase, a case of bourbon, rifle, ammo, golf bag, bowling ball, and diving weights.

Landing Flap: A 4000 ft. rollout on a 3000 ft. runway.

Range: Five miles beyond the point of fuel starvation.

Walkaround: What VFR pilots do while waiting for the weather to clear.

And, as a bonus, a health tip

If you can't afford a doctor, go to an airport with commercial airline service. You'll get a free x-ray, breast exam, and, if you mention Al Queda, they'll throw in a free colonoscopy.

**EAA Chapter 725
Grants Pass Airport-3S8**

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

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Office Open.....Secretary

Phil Cloutier.....Treasurer

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