



## Next Meeting

**12:00 Sunday, November 1 in the EAA Hangar  
BBQ Lunch with Meeting to Follow**

**(NOTE: DON'T FORGET TO SET BACK CLOCKS TO STANDARD TIME)**

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### President's Message

When we think of 2020 we think of vision and clear sight. Unfortunately to me 2020 signifies one of the worst years I've experienced. It is not Vision, since the vision for our country is murky at best. We also got hit by this virus that has affected everyone everywhere in some way. Same for clear sight. It is pretty hard to see ahead and know what's coming next. I am ready for 2021 myself. As far as flying goes, we have also had a murky year. Many of our usual pilots have been down with either aircraft issues or inevitable medical issues. Hope to see those rectified soon as well. We do have a number of build projects steaming ahead and hopefully we will see something take flight by spring. We did witness a fun Chicken Drop event (no affiliation to EAA). This led the west coast Ercoupe Owners Club folks to be interested in making 3S8 a future fly-in and camp location which could involve quite a few Coupes. We also plan to repaint the letters out front of the FBO which will help us a lot with land lease credit. Hope to get going on that very soon. We have managed to bring in some new members and I continue to work on that. Thanks for those old timers that keep us going. And thanks for the new members. I hope you all will continue to participate. We appreciate and need you all, young and old. Pilots and spectators as well.

Joe  
Joe W. us

## October Meeting Minutes/Notes

10/4/20

20 attendees

Started 12:10pm

### Guests

JD Dennis and six members of the Dave Palmer family.

They also donated \$50. And paid for two pizzas.

### Airport news

Sad passing of Baker family member.

### Old news

Larry assures Cozy will be done before his retirement.

### Speaker.

Dave Palmer explained the collision with a deer on landing the Kingair during an air ambulance flight.

Discussion about winter meetings in hangar and purchase of heaters.

Also the ground lease and our plans to repaint the letters on the ramp for credits.

Cathy discusses rental rates going up at Pacific aviation.

Someone discussed an issue with the Pang helicopter mobile ramp. Was advised to discuss with Larry Graves.

Joe W. us



Had to find a way to squeeze this in. JD brought his newly acquired Cygnet homebuilt over so we could all give it a good look. A 2-place shoulder-wing design from the 70's, it's powered by a Revmaster VW conversion

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## Treasury Report 10/22/2020

Checking account balance 9/31/2020	\$3,085.71
Cash box	\$200.00

### Receipts

cash donation	Dave Palmer	\$50.00
cash donations	food	<u>\$55.00</u>
		<b>\$110.00</b>

### Transfers

### Expenses

check	Joe Williams food	(\$115.00)
check	Pacific Power	<u>(\$24.45)</u>
		<b>(\$139.45)</b>

### Deposits

interest	\$ .16
cash from receipts	<u>\$ 104.00</u>
	<b>\$104.16</b>

### Ending balance

checking	\$ 3,050.42
cash box	\$ <u>200.00</u>
<b>Funds available</b>	<b>\$3,250.42</b>

## November Meeting Program

It's tentative as I write this, but it's possible we'll have a program featuring Eugene-based John Stahr, whose painting skills turn aircraft into works of art. He will fly down in his own example of his artistic skill, a Van's RV-8. Not familiar with his work? He's been featured in past issues of Sport Aviation and currently in the October issue, page 62. John told Joe his Ercoupe needs some nose art, so his talents may be displayed on a local airplane in the near future.

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## Around the Chapter

### Milestones

Phil flew with Dave Palmer on the 4th for his BFR. Then he banged up his knee so he's grounded for awhile. All this beautiful weather and he's not able to take advantage. Life is not fair.

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Bear Perrin went fishing in Myrtle Creek and caught a keeper. It's a 1993 Maule M8 with less than 600 hours SMOH on the engine. Congratulations on bringing a new airplane to join the winged family at G. P. Another line I'm going to have to get into.

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As Joe mentioned in his message, Larry has agreed that the lettering just beyond the zipper line in front of the FBO could use a new coat of paint and Joe would like to see the chapter complete that project before the weather goes north for the winter. Paint will be supplied; all we need to provide is the labor, which will be credited against our hangar ground lease. A discussion item for the meeting.

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Dick Smith is busy modifying his forward fuselage to accommodate the Jabiru engine mount. His new engine parts will be enroute from Australia to Jabiru America in Tennessee shortly if they're not already. He expects to have it back about mid-November. Photos next month.

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Dennis Mitchell is working down the many items on his to-do list. He has completed the overhaul of one carb. and is working on fitting new skins to the wing roots. By meeting time he should have his GRT glass panel in hand, making it possible to cut and fit his new instrument panel. Both he and Dick are hoping to finish fly next spring or summer. With Phil's CH650, that would mean 3 homebuilt project completions among our chapter members next year. No pressure.

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Allen Runia didn't plan on a project when he brought his newly purchased Bonanza home from New Mexico, but he's been doing quite a bit of work on it. Says it needs the control column reinstalled and a few other details attended to and it will be ready to go.



## Around the Airport

### Latest from the County



Looks like airport projects are tapering off as we transition into fall. Lisa didn't have much for me this time except for the painting of the new zipper line. The fuel tank also got a new coat of paint since the last newsletter.

The line seems to go forever. If I knew how to photoshop, I would have shown it continuing up the hills in the background.

**LATE NEWS!** Larry has received a letter from the Seattle Airports District Office Acting Manager stating that a review of aircraft operating requirements qualify the airport for a runway length extension of 700', not the previously approved 400'. Half a loaf is better than ¼. Appears to be based on Dutch Bros' CJ4 runway length requirements with a full load on a hot summer day. I'm leaving a number of details out for brevity. Most important is that earth moving equipment will not appear next spring. More like at least 2024 before construction can start.

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### Chicken Drop

The Chicken Drop was a great success, with 11 participants vying for the grand prize. It couldn't have been a more perfect day. Larry Graves was the Airboss with Dave McGlooin, Dick Smith, Phil Cloutier, and yours truly on the ground crew assisting Joe. Jason Davis and Ryan Christian, from Larry's staff, helped Joe set up the target the previous day. Ann McGlooin was chief photographer and I'm sure she got some really good shots of the activity. Look for them next month with a full write-up. However, I won't keep the winning teams a secret. The winner was Kevin Mackey, Longview, WA at 20 ft. Coming in 2<sup>nd</sup> was James Good, Grass Valley, CA at 40 ft. 3<sup>rd</sup> was our own chapter member Wayne Pinger at 50 ft. Meanwhile, here are a couple of my photos just to set the scene.



Airboss Larry briefs the contestants on the procedures and safety precautions prior to launch. The event went off without a hitch and no one violated the 200 ft. hard deck this time.



All the way from Longview, WA. Didn't know you could pack this much stuff in an Ercoupe. Of course you can't. Kevin Mackey flew and his family followed with the espresso stand. A nice addition to the event. Please come back next year. Maybe flying away with the \$100 grand prize will be an added incentive.

## Pacific Aviation

Congratulations to Cathy Frankel on completing the purchase of her C150. She flew it in the Chicken Drop. Well, better luck next year. Staff member Skye Irigoyen is a newly minted CFI and Austin Brass is getting back into working on his Instrument Rating after a brief layoff. Lots of student activity and charter flights are picking up. The maintenance hangar is usually full to overflowing. Pacific Aviation is a busy place these days.

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## VSI Aviation

Ryan is currently building up this instrument panel for a RV-8. Next week he will be starting to assist a new builder with a fresh RV-10 project. Come early next year, he and Tony will build up a Harmon Rocket kit to the limits of the FAA 51% rule under a contract to Team Rocket for a customer who wants to finish it from there. The KR-1 is still on hold pending receipt of plans for the new motor mount installation.



## Baker Avionics



Don't often see a Swearingen Merlin anymore. But this 1979 IIIB is really clean. Must be some reason it has been hanging around Baker Avionics for several weeks now.



Oh yeah, that's it. N749L is getting a complete avionics swap to install a Garmin system removed from an airplane in Nevada. Man, what a rat's nest. Sure glad I don't have to trace all those wires.



## Farther Afield



Not an airplane in sight. Joe and Jenny escaped the smoke for a long weekend in Depoe Bay a couple weeks back. Not sure, but I think it had something to do with a wedding anniversary. Yes, our members do find destinations other than airports occasionally.

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My car only takes me to airports. This time to Cottage Grove for an OAHS board meeting. Rain precluded a flight. Seems like I take a photo of George Yates' geodetic airplane structure from the 30's every time I'm there. It never ceases to amaze me. Some day I'm going to climb a ladder so I can get a closer look.



Wimpy's getting a new suit of clothes. This is the OAHS restoration shop where Les Long's low wing Longster design from the mid 30's is being restored to static display condition. From Cottage Grove, it was on to Independence for a long-delayed weekend with friends there at the airpark. Driving, ugh! At least I got to fly with Kelly in her J-3 Monday morning before heading home.

## Marketplace

I'm adding a new heading because I have a couple of entries this month. But it will appear whenever anyone has aviation-related items for sale, trade, or just give-away. No gardening tools, appliances, kitchenware, or used clothing please.

### Free to Good Home

KR-2 project, no engine. Woodworker's delight. This is a design from the 70's intended to be powered by a VW engine conversion. Owner will donate to anyone who would like to take this on and finish it. There is a very active builder support group so you wouldn't be on your own. It looks like all the materials and supporting documentation are there to build the airframe, but no assemblies have been completed. I've included a photo of a KR-2 because it's mainly old farts like me who date their EAA membership from that era who know what one of these looks like.



Contact: Betty Bassett,  
[betty.bassett@gmail.com](mailto:betty.bassett@gmail.com)  
(541)290-3753

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### CH601 Anyone?

I see Chris Beebe has put his CH601 up for sale. It's posted on the board in the FBO. It's a CH601 HDS and I believe it has the 80 hp Rotax engine. His asking price is 25K. He's based at Shady Cove and can be reached at (503)407-8523.

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## Future Happenings

**Dec. 17:** Chapter Christmas Party at the Golf Club

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## And Finally



Here's a teaser. I originally had selected other photos to use in this "closer" space, but decided this was way too good to hold for next month. James Good is over the target and the chicken can be seen just leaving the aircraft. Since it's out the right side, I assume son Charles is the bombardier. I'll have a whole lot more photos and a full write-up next month. James crafts some fantastic U-Tube videos and we can expect to see the Chicken Drop featured in the near future. Looking forward to it.

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

**Meets: 1st Sunday of the month-1:00 P. M**

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

**Joe Williams.....President**

**Dennis Crawford.....Vice President**

**open.....Secretary**

**Phil Cloutier.....Treasurer**

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

**Ed Lee.....Web Editor**