



## **Next Meeting-Not on Feb 7**

**COVID-19 restrictions force cancellation on our normally scheduled date. However, if they are relaxed soon, an off-sched. Feb. meeting may be held just to get us back on track. You will be notified.**

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### **President's Message**

Well, what can I say? Not much. Other than some builds going on at home and hangars it has been a very quiet month (other than politics which I am thoroughly sick of at this point). Around the airport a few stories continue to roll around: the unsolved homicide of a significant tenant, and the subsequent sale of his two aircraft, his large hangar on the market for a large sum. VSI Aviation is relocating into a shared hangar at Chief Aviation, a sublease, not part of Chief. They will do General MX on Certificated and Experimentals.

We have the paint and tools waiting for good weather to repaint the taxiway lettering. We have only TWO renewal payments from members so far but I'm assuming as soon as we can get back to meetings that will improve. I surely hope so. I think this will be a critical year for the future of the chapter. Hoping for the best, and hoping for some good flyable weather in the near future. Maybe in early summer some of these projects underway will hit the runway for the first time. We will all be looking forward to that. I am in planning stages for the next activity, more on that later. Hoping to see you very soon now that things are opening up .

Joe  
Joe W. us

## Treasurer's Report 1/27/2021

Checking account balance 12/31/2020	\$1,875.98
Cash box	\$220.00

### Receipts

Checks (2)	dues	Phil & Stan	\$ 40.00
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Transfers	to checking	(20.00)
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### Expense

check	Pacific Power	(\$ 21.67)
		(\$ 21.67)

### Deposits

checks and cash	\$ 60.00
interest	\$ .12
	\$ 60.12

### Ending balance

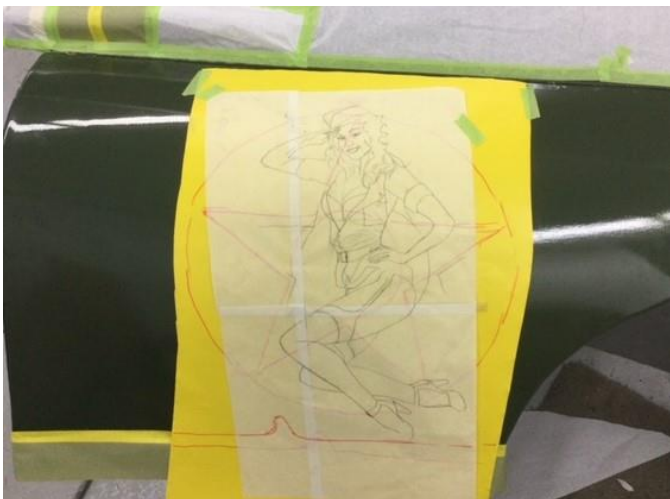
checking	\$1,914.41
cash box	\$ 200.00
Funds available	\$2,114.41

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## Around the Chapter

### Joe's Ercoupe Pin-up Nose-art Story

During my visit I to Oshkosh with Dennis and Phil in 2016, I was amazed to see a custom paint job on a Phenom Business Jet. Turned out that it was done by an incredibly talented and prolific aircraft artist named John Stahr of Eugene, OR. Shortly after, I began to see a number of beautifully done paint jobs on RVs coming to VSI Aviation for service. They were all done by John. I then met him and his own amazing RV. He immediately suggested my airplane was ripe for noseart. I was afraid it would be too expensive knowing the costs for original work. But he gave me a fantastic price and we began a collaboration on the designs. I gave him pretty open leeway on that with some inputs about detail. You can learn more about this brilliant artist in the October issue of Sport Aviation. Here are some progress photos of the process on mine. I love it. (Note: Photo captions provided by the editor.)



These two photos show how the project gets started.





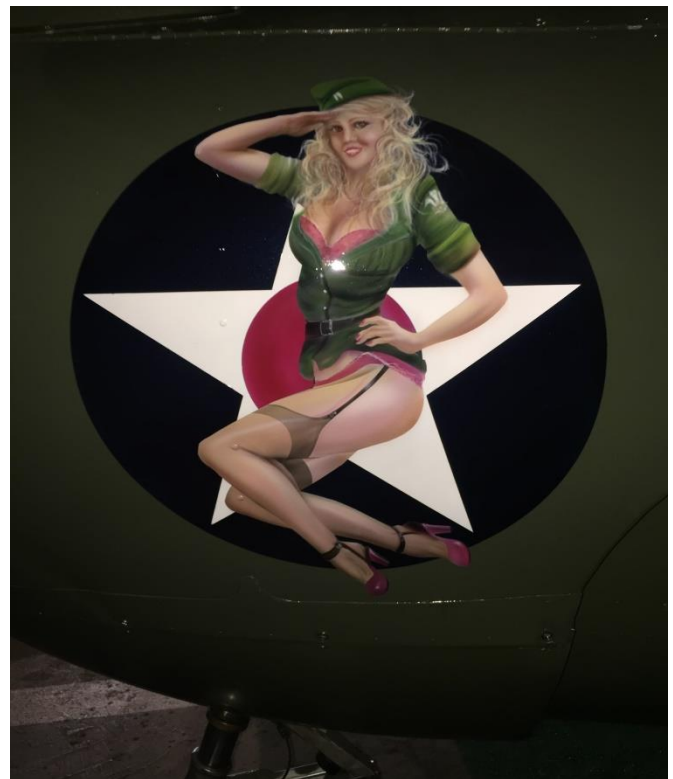
The image starts to emerge.



And here she is in final form.



Joe and John pose with the finished product.



And here's a close-up of the lady that graces the left side of the cowl.



The opening pages of the October 2020 Sport Aviation article on John and some of his projects. I have this issue and will loan it to anyone who might want to read the article. He does fantastically beautiful work, but somehow I just don't think the Cherokee is a candidate for his talent.



## Annual Aircraft Inventory

It's usually about this time that I list our members who have airworthy aircraft and projects. So here they are in alphabetical order. Of course, this information is based on the previous year's membership records, so it's accurate as of the end of December. To make it current, please renew your membership. You can do so by mailing a check for \$20 to: EAA Chapter 725, 1331 Brookside Blvd, Grants Pass, OR 97526.

Andreas Blech: Bonanza, C182, and Shinn 2150A (partnership)

Phil Cloutier: Wag-Aero Super Sport and CH650 (project)

Richard Colton: C150

Dennis Crawford: Ercoupe (needs annual)

Cathy Frankel: C150

Keith Guy: Maule and Shinn 2150A (partnership)

Darin Hecker: C182 and Trike

Stan Loer: Cherokee 180 (partnership) and RV8 (project)

Ryan Marshall: C172

Dave McGloon: Sonex

Dennis Mitchell: CH701 (project)

Dave Palmer: TR-2 and Tango XR

Bear Perrin: Maule Mk 8

Wayne Pinger: C172

Marty Robb: C140

Allan Runia: Bonanza and Lancair 235

Richard Smith: CH701 (project)

Joe Williams: Ercoupe

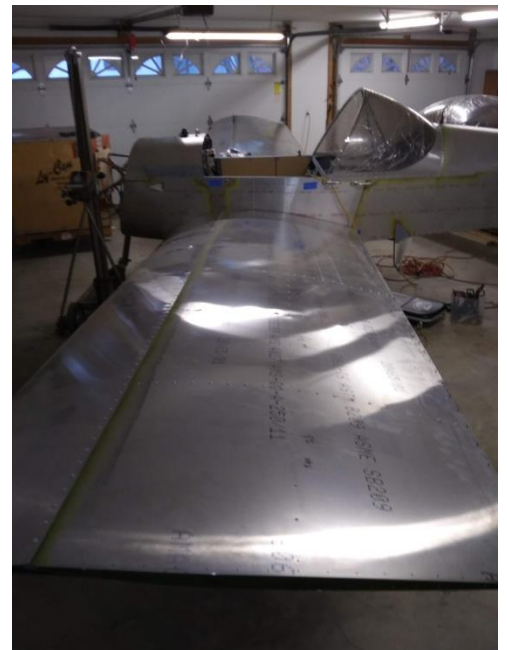
With this many aircraft in the chapter, we could take the hint and start thinking of activities that might, actually, involve flying. We'll still be marking time while we await the relaxation of COVID-19 restrictions, but it doesn't mean we shouldn't start putting together some ideas.

## Projects



Phil is making excellent progress on his CH650 as can be seen in these photos. Dick Smith and Dennis Mitchell gave him a hand a couple of weeks ago to get the wings attached for a trial fit.

We had to cancel our project visit last year due to COVID-19. At the rate Phil is going, our next opportunity for a project visit may be at his hangar when he brings the aircraft out for final assembly. The engine has been shipped to LyCon for overhaul and should be back in a few months.





At long last, Jabiru is ready to crate up Dick's engine and send it back. At least it doesn't have to come from Australia, just Tennessee. Once installed, Dick will have a place to attach the ends of some of the wires he's been sorting out and routing. Can he still make a first flight by summer? We'll certainly follow his progress through the months ahead, lend a hand when needed, or otherwise just cheer him on. At any rate, the logjam has been broken, fair weather is ahead, and he can now get serious about getting this bird finished.

I've not crossed paths with Dennis Mitchell for a couple of weeks, but I know he's got his aileron linkages set up. Tells me he's ready to start running wiring (lights, magnetometer, fuel senders) and plumbing (AOA and pitot lines) from the wings into the back of the panel. Slow going about now, however. Hard to accomplish much when your teeth are chattering and your fingers are frozen stiff. Better conditions coming. Another potential 2021 project completion.

## **Around the Airport**

### **In Memoriam: James "Mac" McDaniel, 1941-2021**

A few years after I met Mac I discovered he had an actual first and last name. To me, and a lot of other airport bums, he was just Mac, the guy who lived on the airport, provided security, and enjoyed trading friendly insults with anyone who would play the game. In the days before Keurig, he always had a pot of coffee on. You could stand a spoon in it. In his younger days, he had been a Navy man and a wildland firefighter. Lots of stories. His "Navy chili" was a frequent side dish at our summer barbecues. He was a real character and a little bit of personality left the airport when poor health forced his retirement. So rest in peace, Mac. We're better for having known you, even for a few short years.

## **County**

Larry made the front page of the Courier again on the 20<sup>th</sup>. Subject was his push to get the full-length runway extension approved before he retires at the end of June and the arguments that justify it. Mainly that jet operators typically have to depart with less than full fuel loads during the high density altitude conditions we experience during summer months. This requires an enroute fuel stop that increases trip times and costs and effects even current operators such as Dutch Bros. While the ultimate goal is a 1700 ft. extension, the FAA has agreed only to 900 ft. Larry is hoping at least for a compromise somewhere in the 1400 ft. range. There are conflicting length numbers being thrown around because a 200 ft. displaced threshold is part of the calculation. Selection of a company to perform the required Environmental Assessments will be made in early Feb. after review of the qualifications of companies bidding for the contract.

Airport Day is tentatively scheduled for June 26 with the 1<sup>st</sup> planning session (a Zoom meeting) on Jan. 28. The agenda has a number of critical items to be resolved and the next newsletter will summarize the discussion.

Larry's pending departure creates the requirement to evaluate candidates for our new Director of Josephine County Airports. He has recommended the promotion of Maintenance Manager Jason Davis to that position. Jason has been on the airport staff for 8 years, is intimately familiar with the operations of both county airports, and has completed training courses on airport management. From where I sit, I would be more than happy to see that choice made by the commissioners. Jason is a valuable asset and I believe he would continue the broad support that Larry has provided to the wide range of activities and interests pursued at the airport.

### **Pacific Aviation**

Even in the quiet of the winter season, things are happening at our FBO. A new CFI, Chad Shultz will soon join the staff. The Medford operation is now open with a 172 and the Seminole assigned to that facility. A minimum of 2 aircraft will be on station, but there will be no permanent assignments. Meanwhile, 92Q is getting a glass panel update and the Cherokee 140 will be on line in another week or two. Three students are ready for their Private check-ride (including Darin) when the weather cooperates and there should be a new Commercial pilot candidate through his check ride by the end of the month.

It's not directly associated with Pacific Aviation, but this seems to be the best place to mention it: Bear is actively recruiting pilots who have aircraft with STOL (a relative term) capability to investigate all the remote airstrips they can find. Several recently visited Half Moon Bar along the Rogue a few miles east of Agness. Their website says the runway is closed for private use but a phone call is all it takes to obtain permission. It's short and the approach is a bit of a challenge. A nice lodge and cabins are on site. I've heard rumblings of additional plans to generate more flying activity, so we'll see how things play out. Half Moon Bar is not accessible by Cherokee, but a lot of us will be looking for fly-out opportunities after a long lay-off last summer.

### **Baker Avionics**

Winter is not slowing down activity at Baker Avionics. Greg reports the completion of the Genesys 3100 Digital Flight Control System installation in Sean McGillivray's Aerostar. It will soon be on its way to Mineral Wells, TX where Genesys will complete the certification process. The major avionics upgrade in the Merlin that has been underway for quite some time is now complete and the aircraft may have flown home by the time you read this. Greg anticipates additional projects of this magnitude will follow.

As reported in the December newsletter, Greg is funding flight instruction for his crew. They are now signed up for the next Pacific Aviation ground school. And speaking of crew, another member has joined. David Pence brings 27 years experience to the business starting with training in the U. S. Navy, then time at Raytheon and several years as Avionics Crew Chief with the Customs and Border Patrol. Greg encourages everyone to stop by and get acquainted.

### **VSI Aviation**



Ryan and Tony are settling into their new digs in Chief's Avionics hangar. They've removed the tail from this RV7-A to accomplish a crack repair per a Van's service bulletin.



## Further Afield

Joe hopped aboard with Andreas Blech in his C182 for a round robin to the coast with Keith Guy in his Maule on the 23<sup>rd</sup>. OK, so it was just a few hours, but at least it wasn't just a trip to the practice area and back. A planned stop at Powers had to be scrubbed because of fog, but they did make it into Cape Blanco and took a lunch stop at Sunset Family Pizza in Gold Beach. Curry County is at the "moderate" level in the covid restriction spectrum, so limited indoor seating is allowed. That, in itself, may be a good reason to hop over the hills when suitable weather returns.



Final to 32 at Cape Blanco. This runway was built during WWII and leased to the Navy. It is owned and maintained by the Oregon Dept. of Aviation.



Getting a great view of the scenic Oregon coastline on the way to Gold Beach.



Downwind for 16 at Gold Beach. Joe said the wind was kicking up pretty good. But then, when isn't it windy at Gold Beach.



Yep, they really did make it to Gold Beach. Here's proof. But the photo I really would like to have had would have been one of them sitting down to eat inside the restaurant. You may have forgotten what that looks like.

## Future Happenings

I'll leave the calendar pretty much as is until it becomes clear just which events are going to actually happen. I doubt we'll have much to go on until about April. Just a SWAG on my part. I did add one June event, the OAHS "Wings and Wheels". This is a lot of fun, but it will conflict with our own Airport Day if we stick with the preferred date. The latest Chapter 292 newsletter published the dates for their fly-in, so I updated the calendar to include that also.

### May through October

Oregon Aviation Historical Society (Cottage Grove): A \$100 pancake breakfast destination the first Saturday of every month. The 42<sup>nd</sup> Annual Jim Wright Memorial Stearman Fly-in will be held in August, followed by the Great Oregon Homebuilt Festival in September, both held concurrently with the respective breakfasts.

### June

**June 26: Grants Pass Airport Day**

**June 26: OAHS Wings and Wheels, Cottage Grove. Vintage aircraft, automobiles, motorcycles, bicycles and more.**

### July/August

Jul. 26 through Aug. 1: EAA AirVenture, Oshkosh

July 30 through Aug. 1: Oregon International Airshow, McMinnville featuring the USAF Thunderbirds

**Aug 20-22: Chapter 292 Fly-In, Independence**

Aug. 20-22: Arlington, WA Fly-In and Airshow

### September

Sept. 10-12: Western Antique Aeroplane and Automobile Museum Fly-in, Hood River

Sept. 15-19: Reno Air Races

Sept. 25 and 26: California Capital Airshow, Mather Field, Sacramento featuring the USAF Thunderbirds

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## A Visitor from the Neighborhood



Kari and Joe dropped in for some of our cheap gas before heading back to home base Medford. This is a beautiful Beech T34 with extensive upgrades including engine, prop, tip tanks, and glass cockpit. At least that's what is visible. Been flying it since last October. Kari says they also own an Embraer Tucano and used to do a formation aerobatic routine in L-39's. They've been in several times before but I just wasn't in the right place at the right time. I invited them to come over for Airport Day and maybe even a meeting when we can resume our normal routine.



## And Finally

The best place I can find in the newsletter to give an update on the James Good Chicken Drop U-Tube Videos series. His aircraft-mounted cameras provide great imagery and having son Charles along really makes for some very enjoyable father/son conversation. Charles seems like a really cool kid and he's an integral part of these adventures when he can join dad. My impression is only from the videos. Hope to get better acquainted this year.

As of last month, I had only seen Part 1, which was his first leg from Grass Valley to Weed. As I write this, he and Charles are airport hopping on their way home and he's up to Part 6. Part 7 will be the final leg home, but it's not yet posted. Here's the sequence to date. Just Google James Good Chicken Drop Videos and they all come up.

- Part 1: Grass Valley, CA (home base) to Weed. Charles was feeling a bit queasy, but he made it all the way.
  - Part 2: Weed to Grants Pass. Catch the "Chicken Drop" radio chatter on CTAF as they approach the airport.
  - Part 3: The contest, awards presentation, and setting up camp. The weekend weather was perfect. CAVU. The surrounding hills have never looked better. The Visitor's Bureau would have been very happy.
  - Part 4: Grants Pass to Ashland. Charles wants to make several stops on the way home, so the legs are going to be short.
  - Part 5: Ashland to Siskiyou County. Miles long runway and that's about it.
  - Part 6: Siskiyou County to Montague. A five mile hop. What was supposed to be a quick stop turned into an adventure in exploration of the airport, town, and surrounding hills. Turned into an overnight camping stop.
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## **EAA Chapter 725 Grants Pass Airport-3S8**

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

**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**