



Next Meeting-Sunday Aug 1st. Noon lunch with meeting to follow.

President's Message

Tired of summer yet? Funny how we ache for warm days then when it's 100 we ache for winter. Human nature I guess. But I only want fall, nice calm weather with no winds or Density Altitude. So we can fly together again for lunch somewhere! Of course we need to get a few airplanes back in the air first. We have a bunch grounded for MX. We are in heavy planning stages for Airport Day and it looks great! I will write more about that further into the newsletter. Fire season is here. We have some heavies based on field. I've ensured the shower is stocked and ready for the ground crews if needed. I put the "Thank You Firefighters" Banner up this week at the FBO fence.

We are losing one of the great Ramp associates we have had. Austin Brass is moving to Texas to further his pilot training. His goal is to be an Air Ambulance Pilot. A very noble challenge. I let him fly my Coupe as a going away gift. He did great. Hope to hear that he landed a great gig somewhere later. Good luck to him and... I Hope to see you all at the next meeting.

Joe

Treasurer's Report 7/19/2021

Checking account balance 6/31/2021	\$2,270.89
Cash box	\$200.00

Receipts

cash	donations	\$ 56.00
check	dues	\$ 20.00
		\$ 76.00

Transfers

Expense

check	Pacific Power	(\$ 24.58)
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Deposits

Receipts	\$ 76.00
interest	\$.09
	\$ 76.09

Ending balance

checking	\$2,322.40
cash box	\$ 200.00
Funds available	\$2,522.40

July Meeting Minutes

Start 1:00pm
15 attendees

Airport News: mention of Larry's last day.
No other news.

Old Business: (very old). Joe is now working with Jason on the Cozy project.
It will be done but in a schedule that works with the airport budget.

Joe spoke about the many recent crashes, several fatal, involving departure stalls and related accidents. Including the recent Tri-pacer fatal at Beagle after a departure stall on a go-around. Dennis Mitchell explained just such an event he experienced and what contributed. This is a major issue right now and we all need to practice more in our own respective aircraft. Density Altitude is a killer.

End of Meeting 1:40pm.

Joe W.

Around the Chapter

Dennis Mitchell and Tracy Malone brought their CH701's to the July meeting. They're looking really good and show real progress. Tracy's is the one in white and looks to be very close to being ready to fly. I'll cover each of them in more detail in the Projects section, but just wanted to thank them for giving our attendees a chance to look over a couple of projects first hand. Add in Dick Smith's and we could have a real CH701 Air Force by Airport Day.



We haven't had this much activity in the chapter for several years. I'm more than happy to play amateur news sleuth and report on the progress our members are making on their building or refurbish projects. First flights are highly significant milestones, and I'm hoping to cover several this year.

According to Gabe Johnston's builder website, he's now building the vertical stabilizer on his Sonex. The last entry I saw was 7/17 and the photos show what looks like a completed structure. Moving right along.

Phil's days seem to be filled with paint spray, but he's making great progress. Small parts are done and wings are up next. Could be done by meeting time. Fuselage next. Very much looking forward to seeing his handiwork.

On his Supersport, the nagging oil leak problem has been traced to incorrect thread sealer on the oil filter mount attachment bolts. The "right stuff" is on its way.

Dennis Mitchell is installing a new vernier throttle cable and locating a small heater box. Doesn't want to get chilly at pattern altitude. He's ready to paint the glare shield and will install it when he's convinced that everything behind the panel works and is exactly the way he wants it. No first flight projections yet, but he's getting closer with progress made every week.



Tracy's instrument panel. Very clean. This is one area where personal preference really shows. Tracy's 701 is really close. He bought it as a flying aircraft so it doesn't have to go through the DAR inspection process. He replaced the original Hirth engine with a Rotax 912 and did a major airframe clean-up including the new instrument panel. Says it's FAA legal for flight, but Chris Beebe went through it with him and came up with a 22 item squawk list. All these have now been addressed. Chris has agreed to do the initial flight and that may be an accomplished fact by meeting time.



Dick did a really nice job on his instrument panel.



July 17th-1st engine start. Unfortunately, there was no opportunity to do normal engine runs as the oil pressure gauge was not reading. Subsequent troubleshooting pointed to a faulty sending unit. A bit of money and time will fix that.

Dennis Crawford has his cylinders back from Steve's Aircraft all refurbished and ready to go. He also now has new rings and lifters, so he'll soon be turning wrenches clockwise. However, he spent last week with his daughter and son-in-law at Pine Mountain Lake and Hillsboro in (whisper-California) and got a chance to try his hand at 4 airplanes including their TBM, a T6, Extra 300, and American Champ. Maybe he'll tell us a little about his experience, but I won't have photos until next time.

Zach Leitch is prepping his hangar for its new resident. Come about mid-month, it will be the new home for the C172 that has been his family's airplane for many years. He and his dad will be flying it out from Minnesota after he spends several days at Oshkosh. We'll need a full report on Oshkosh and the long cross country at the September meeting.

Allen Runia has found out just how busy one can get after retirement. But he put in an appearance at the airport last week and I was able to learn that he's putting the priority on getting the Lancair 235 ready with right side rudder pedals and brakes. He has all the parts. After it's flying again, he'll tackle the annual on his Bonanza.



Perhaps this fits under the heading of "What our members are doing for fun". Joe sent me this photo of Andreas' 182 after landing on a Skagit River sandbar Saturday. Not an emergency this time. Had to look it up. The Skagit is a river that originates in southwest B. C. and flows into Puget Sound. So I'm guessing this is somewhere north of Seattle.

Around the Airport

County

- Environmental Science Associates will perform the environmental assessment for the full projected runway extension. An FAA grant funds 100% of the EA for the approved 700 ft. extension. Funding resources for the remainder are being pursued. A 10% match will also be required for the construction of the approved extension.
- No current information on the fuel farm project. Bids were supposed to have been opened last Wednesday, but I wasn't able to get updated input by the time I had to put this to bed.
- Planning continues for Airport Day and participants are starting to firm up. Lena Traeger and Joe have joined forces to spearhead the planning and coordinate all the efforts of the "team" in conjunction with airport management. Lena really jumped in with a number of ideas that should definitely make this Airport Day a "cut above". Leah Baker will produce the event flyer. Joe provided me with this current update. The next planning meeting will be Aug. 4.

We have had several very productive meetings regarding the upcoming Airport Day event. As of today we are discussing the following potential activities:

- A waterdrop by Fire Helicopter. Ground static display of Fire Aerial equipment. Attendance by Smokey the Bear. Booth manned by ODF staff.
- Potential flyby of Guard unit aircraft.
- Flyby of Citation jet(s) and Local Turboprops.
- Various static displays by CAP and others.
- A Demo version of the Chicken Drop contest that will involve various aircraft, and audience participation in selection of expected winners. Prizes will be involved.
- A demo of RC aircraft and a classic car show. Music provided by local band. Local radio show by KJO.
- Numerous food and drink carts as well as a Pancake Breakfast by EAA Chapter 725.

All of this and other ideas are being worked on and we expect a very exciting event this year. A tentative date of Friday, Sept. 3 is being proposed.

Joe



Dang! Them chickens sure grew up since last year. Maybe Joe figures you've got a better chance of hitting the target with a chicken rather than a little chick.

Chicken Drop Contest



Howdy fellow cluckers. I am considering September 3rd for my 5th annual contest. It is just before the Labor Day holiday. Is a Friday that everyone seemed to prefer in the past. But I don't want to wait longer or it will conflict with Reno Air Races, which I may be involved in. I also won't wait much after as it will conflict with Airport Day which is having a "Demo version of the contest" on October 16. Let me know your thoughts. We had a very good turnout last year. Hoping for the same.

Thanks all

Joe Williams

Airport Garage Sale

Joe is wrestling with nailing down a date for this popular event and the fall is getting busy. So, right now, it's TBD.

Pacific Aviation

One student successfully passed his Private checkride within the last month. And with only 41.5 hours! That's almost unheard of. Turns out he had a lot of flying time with his uncle. Must have gotten lots of experience in the process. He didn't tell any family members he was taking flying instruction. Wanted to make it a surprise. "Hey, Unc., lets go flying. My treat." Yea, I'd call that a big surprise.

Joe mentioned that Austin Brass wrapped up his last day at Pacific on Friday and will be off to Dallas about mid-month to continue his flight training. Wants to go all the way to ATP. He's planning to finish up his Instrument Rating before he leaves.

So that leaves Lena with a shortage of ramp service help and she is recruiting. These are the people we see repositioning aircraft, helping transients with parking and fuel service, answering the phone, maintaining the FBO office, and numerous other responsibilities which are just part of the job. If you know of any young man or lady who is interested in aviation, a quick learner, not afraid of hard work, works well with others, and can deal well with a certain segment of the public (pilots can be a real pain), you might want to send them Lena's way.

Baker Avionics

A little sparse this time around, but that won't last long. A complete suite of new Garmin avionics components is being assembled for installation into Sean's Turbo Commander when it arrives. Another Garrett-powered turboprop will make its home here. Those engines I understand.

I had hoped to include before and after photos of the Stinson 108-3 instrument panel upgrade, but those photos are proving hard to find. Both Leah and Kiera are sure they are somewhere, just not obvious where. They're still looking, so maybe next time.

VSI Aviation



VSI is focusing on assisting the RV10 builder as this project heads for completion. The cabin superstructure is being fitted and the engine exhaust system has been installed. The intent is to complete the aircraft in time for display at Airport Day. John Stahr is developing a paint scheme depicting the entire Van's product line, so the end result will be nothing short of spectacular. He's an absolute master artist with an airbrush.

Texas 4000

Having started the day at the Prairie Creek campground in OriK, CA, twenty three riders on the Sierra Route of the Texas 4000 bike ride overnighted July 8 at the airport campground. They were hosted by Dave and Ann McGlooin. Ann's niece, Carly Pera, is one of the riders and we were on their route. Founded in 2004 (who knew?), the annual Texas 4000 is the longest charity bike ride in the world and is committed to raising funds for cancer research. Though our facility is normally limited to aviation activity use, a one-time exception was made for this worthy cause.

The G. P. stop was not quite the halfway point on the route, originally planned to end in Anchorage, AK. Due to COVID restrictions preventing entry into Canada, the teams will go full circle, ending back where they started in Austin, TX on Aug 13. It's quite an organized event and demands a lot of preparation and commitment from the participants. Check out their website, Texas4000.org, for more information. Here are a few pictures from their arrival.



Dismount-finally. The bikes went inside later, but this was the scene on arrival.



Dave conducts a post-arrival briefing. The shower facility was especially popular.



The campground becomes tent city.



Chow time. Dave and Ann put on quite a feed for this calorie-deprived crew and also provided breakfast the next morning to send them on their way.

Farther Afield

Despite the heat, the 7th annual OAHS Wings and Wheels event on June 26th was an unqualified success with an estimated attendance of 200, roughly 30 aircraft, and several classic cars and interesting motorized vehicles. Dick Smith and Dennis Crawford made the trip up on I5 and Bear flew up in his Maule with his son, so our chapter was represented. The majority of the visiting aircraft were from the Independence EAA Chapter 292. People's Choice awards were presented for Best Aircraft, Best Car, and Best Motorcycle.

A tremendous last minute effort by many volunteers made it possible to roll out the society's new "Traveling Museum" featuring five notable Oregon aircraft. Four are homebuilts, and two of them (the Story Specials) should be flying soon. The sole production aircraft, a 1931 Great Lakes Special owned by Dorothy Hester and Tex Rankin, will join them upon completion of a multi-year restoration. Pride of the collection is a version of Les Long's low wing Longster built in 1935. Owned, flown, and modified by Myron "Buz" Buswell in the late 30's, it became known as "Wimpy". Restoration to non-flying display condition as owned by Buz is nearing completion. The 4th homebuilt aircraft is a replica of Van's prototype RV3, the original which is in the EAA museum at Oshkosh. We're hoping to bring at least a portion of this display to Grants Pass for Airport Day. I'm including a few photos from the many I took.



The curtain opens on the Traveling Museum. Story boards fit the aircraft into the history of Oregon aviation and also recount the contribution of Oregon aviation pioneers to the homebuilding movement.



A few details remain, but Wimpy has not been this close to being a complete aircraft in many years.



Resurrected from a near-total wreck, the Great Lakes that Oregonians Dorothy Hester and Tex Rankin flew in 1930's airshows will fly again and may make an aerial arrival at our Airport Day. We're all anxiously awaiting the first start of that 6 cylinder Menasco.



Tom Story's 1954 Story Specials, reunited for the first time in almost 60 years. Built in Oregon, they spent many years in Washington State. These two aircraft were featured in flight on the cover of EAA's "Sport Aviation" June 1960 issue, the first color cover of this publication. After that, they went their separate ways. Story #2 remained airworthy in the Story Special Flying Club. Boeing engineer Pete Bowers was a member of the club in the late 50's and the aircraft was the inspiration for his "Fly Baby". Story #1 became a project which was acquired by the OAHS in 2017 and is being restored to airworthy condition. Story #2 came to Cottage Grove in 2012 and is privately owned. With a lot of perseverance and a bit of luck, we may see one or both at G. P. Airport Day.



John Barrong's homebuilt Adams Arrow biplane is surrounded by some of the 2 (and 3) wheel creations on exhibit.



Yes, there were cars to go with the airplanes. More than just the few in this photo, but at least it's proof.



A 1942 Culver Cadet. The prop card says Mark Penner, Manitoba, Canada. The registration data base says Pennair, Inc., Portland. Regardless, this is a very uncommon aircraft to be seen at fly-ins these days.



OAHS VP Tim Talen took home the “Best Aircraft” award for his restored 1928 Stearman C-3B in the livery of a National Parks Airways mailplane. Note: He really doesn’t appreciate having his airplane called a “Boeing”.



Winner for Best Motorcycle was Tim Burns with this 1919 Harley with sidecar. Somehow I missed getting a photo of the Best Automobile, a 1934 Ford Coupe owned by Jim Bales.



OK, one “go fast” home built. This is a Harmon Rocket owned by Dwain Harris, Lebanon, OR. That cowling encloses a 250 hp Lycoming I0540 and it’s a slippery aircraft which cruises at 200+. Maybe we could get him to bring it to Airport Day. Short trip.

Future Happenings

July

26th through Aug. 1st: EAA AirVenture, Oshkosh

31st: Jim Wright Memorial Stearman Fly-in, Cottage Grove

OAHS Fly-in Breakfast, Cottage Grove, 9:00 to noon. \$6.00, all you can eat, under 12 free

(Moved from Aug. 7 to coincide with Stearman Fly-In)

August

14th-15th: Chapter 292 Fly-In and STOL competition, Independence

20th-22nd: Arlington, WA Fly-In and Airshow

September

3rd: 5th annual Joe Williams Chicken Drop Contest, Grants Pass Airport. Date is tentative

4th: OAHS Great Oregon Homebuilt Fly-in, Cottage Grove. Surprise!! Breakfast too.

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

15th-19th: Reno Air Races

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

October

2nd: OAHS Fly-in Breakfast. Last of the season.

16th: Grants Pass Airport Day

And Finally

Maybe I've gone a bit overboard with the June OAHS activities, but this is the stuff of homebuilding history. I'm looking forward to similarly covering other aviation events throughout the summer.

Here's the Sport Aviation cover I referred to in the "Story Special" photo caption. I've given the OAHS June activities quite a bit of space, but much of their mission is to tell the story and preserve the extensive history of homebuilding in Oregon when aviation was young and regulations were just being introduced. The 1954 Story Specials were essentially re-creations of Tom's 1939 design which, in the hands of Oregonian George Bogardus, became "Little Gee Bee", the aircraft he flew twice to Washington D. C. to convince the CAA that homebuilts could safely share the sky with factory-built aircraft. He succeeded beyond his wildest dreams and his trusty steed is enshrined in the Smithsonian Air and Space Museum. George was one of the first three inductees into the EAA Hall of Fame.

With the Storys reunited, it is the intention of the society to re-create this iconic photo once restoration details are completed and both aircraft are flyable.



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