



Next Meeting

11:00 January 4 at the FBO Training Room

**Reminder: Annual membership dues are due-only \$20. Bring to the meeting or mail to:
EAA Chapter 725, 1331 Brookside Blvd., Grants Pass, OR 97526**

President's Message

First and foremost I want to thank everyone who has supported me along the years. And truly it has been most of you for sure. My management style is simple. I am not "managing" anything. I am a part of a group of likeminded folks. I believe the objective here is to gather likeminded folks together. We all love aircraft and anything related to them. We love to fly, we love to hang around other people that do the same. We love to help each other with their goal. I have learned a lot watching Dennis, Phil, Stan, Don and Dick and if I was able to hand them a screwdriver I felt proud to be involved! We are a small little chapter and should act like it. But we should continue to wholeheartedly support Airport Days and any Flyin activity we can. Also, let's all try to invite new folks in. But as far as our chapter, nobody is more important than anybody else. We all love wings, of any kind! Thank you for your support and let's enjoy flight, or any part of it you may experience along the way, believe me, these are memories that will stay with us all forever !

Joe

December Meeting Minutes-Not

Since the annual Christmas party substituted for our normal meeting there was no business meeting. So—no minutes. But we had a really good time. Great food, socializing, and a fun white elephant gift exchange. I'm including a few photos from the party in the next section, but haven't really sorted through my collection what with the holiday season in full swing and a partially reassembled airplane in the hangar (annual inspection time, don't you know.) So it's sort of a short month getting the newsletter out. I'll beg off publishing a full complement of photos this time around and promise a lot more next month.

Around the Chapter-Christmas Party at the Grants Pass Golf Club



White elephant gifts on the right, toys for tots on the left. The banquet room is nicely decorated for Christmas and it's all ready for the party to start.



A bit of pre-party socializing with our favorite adult beverages. What could be better than this?



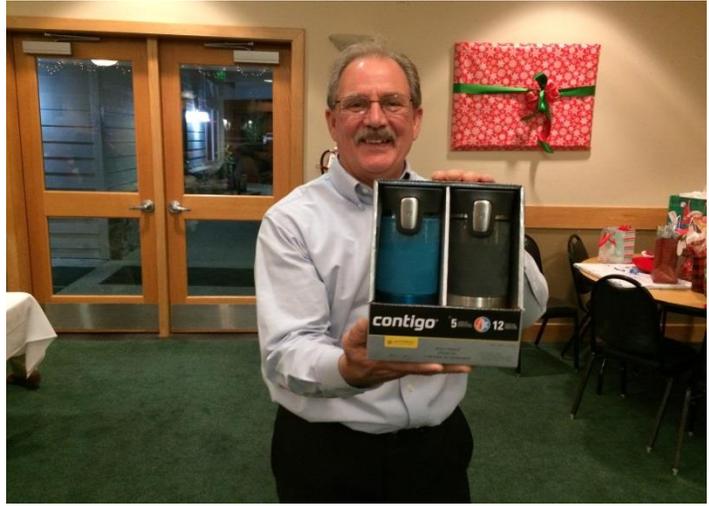
Chow time. They always lay out a great spread and we are the sole occupants for the evening. Two very good reasons why we keep coming back.



Incoming President Joe Williams receives the MVP award from outgoing President Nate. Joe was responsible for recruiting several new members during the year and was our volunteer contact with firefighting crews that based at the airport throughout the summer.



Ann McGloin scored a “Bad Landing” trophy. Hmm, didn’t we see that one last year?



Allan Runia got these mugs the first time around, but he didn’t get to keep them long. They made several temporary stops over the course of the exchange. I’m not sure who ended up with them.

Around the Chapter-Phil Cloutier’s CH650 Project

Phil sent me several photos of his CH650 project. These were taken a few months ago, so, at the rate he’s going, he probably has the airframe on the gear by now. Well, maybe not.



Arrival. The entire airframe kit in one box.



Sheet metal structures require lots of clecos during assembly. These look like flaps to me, but they could be ailerons. Phil will set me straight if I’m wrong.



Based on another photo not included here, I’d say this shows Phil assembling the stabilizer .



The beginnings of the fuselage structure.

Flash!! Joe Williams reports that Darin Hecker scared Bear so badly that he got out of the airplane today (Christmas Eve) and told Darin he was on his own. So congratulations are in order to Darin for his first solo in an airplane with a wing that's bolted solid to the fuselage. (OK, I think Darin can take a little ribbing but, actually, this is quite a memorable accomplishment. Sincere congratulations for sure.)

Around the Airport

There's a new kid in town. Dutch Bros. has taken delivery of their brand new Cessna CJ4 and Joe Williams sent me a couple of photos. Megan MacDonald now has her type rating and also an ATP, so she has dibs on the left seat and it's a single pilot aircraft. Don't know who else will upgrade. Maybe she'll figure out a way to ensure that there is only one set of keys and she has it. Share? Why?



Selected Specs from Wikipedia

Span	50' 10"
Length	53' 4"
Empty Wt.	10,280 lbs.
Max T/O Wt.	17,110 lbs.
Fuel Capacity	870 gal.
Max. Cruise	451 KTAS
Range	2165 nm
T/O distance	3,410 ft.
Landing distance	2,940 ft.
Passenger Capacity	10
Engines	Williams Research FJ44-4A
Thrust(ea)	3,621 lbs

Sure glad the fuel bill doesn't come to me.

You may remember a couple of months back I included a photo of a patch of ground north of the campground that looked like it had been prepared for something. Well, fertilizer (called money) was applied and a new airport equipment storage and maintenance shop building has been growing there for the last few weeks. It's not quite finished, but getting close. Should make it a lot easier for our hard-working crew to maintain their service equipment and keep the airport functioning smoothly, at least to the extent humanly possible. Thanks to Joe for the photo.



Our tax dollars not-so-much at work? Way back when, a new instrument approach was predicated on getting an AWOS at the airport. Well, that system has been in place for several years now. After a few fits and starts, the approach was finally defined but is yet to be published and can't be used until it is. I don't think there are any technical issues holding it up. Not sure what the name of the official FAA publication is, but it must have "Next Month" in the title. Of course, it's not really urgent. Not like we have a lot of fog and low ceilings in the wintertime around here.

I have some information on projects contained in the airport master plan, but I think I'll hit Larry up for input right from the best source. Want the best, most accurate, and up-to-date information available. The master plan layout drawing is complicated and much too small scale to be readable in this format. I'm sure he can come up with another way to present the plan. It's in 3 proposed phases: 1-5 years, 6-10 years, and 11-20 years. Lots to sort through.

Future Happenings

At this time, I only have Oregon Aviation Historical Society 2020 events to post in our calendar. But it's a start. I'll keep my eyes open for other organization's aviation activities and would appreciate all of you doing the same. I'll include anything I can get from any legitimate source.

May 2: OAHS pancake breakfast, 9-noon. All you can eat. Cottage Grove Airport. \$6 adults, children under 12 free.

June 6: Same. Is there a pattern here?

June 27: 7th annual OAHS Wings and Wheels Event, 10-4.

July 11: You guessed it, another OAHS pancake breakfast. It's obviously a once each month event during the summer.

August 1: This time the pancake breakfast is coupled with the 42nd annual Jim Wright Memorial Stearman Fly-in.

August 29: Great Oregon Homebuilt Festival and, yep, another pancake breakfast.

And Finally-OAHS Project

As a board member, my objectivity is questionable and there may be a small conflict of interest here. So be it. The Oregon Aviation Historical Society is embarking on an ambitious display project set to be fully assembled by February of 2021 and I'm looking forward to being a part of it. It should be at least of casual interest to all state EAA members and then some. I'll quote here from the December OAHS newsletter with a few editorial comments of my own thrown in. I expect to get updated with more specific details at the Jan. 11 board meeting.

*"On February 11, 1921, the Oregon Department of Aviation was born-the first aviation department in the entire nation!" This department greatly benefitted early Oregon homebuilders as it licensed both pilots and aircraft and continued to do so even after the federal government claimed authority over everything aviation and largely shut down homebuilding in the rest of the country. Thus the origin of the notorious (to the CAA) **Beaverton Outlaws**. "Aviation pioneers in the state made numerous contributions to the field of aviation. OAHS is organizing a team of sponsors, donors, and volunteers to celebrate the 2021 Centennial birthday in a big way. To inform and educate people about these pilots, homebuilders, and their amazing contributions, there will be a traveling exhibit, various multi-media presentations, and an entire historical documentary film. Three planes will fly and three will be transported to several locations along with displays of historical artifacts and informative exhibitions to tell the remarkable Oregon story. OAHS staff and (VP) Tim Talen have met with the Department of Aviation and other potential partners over the past two months planning the traveling museum and developing the partnerships necessary to making this vision a reality."*

Flying Aircraft

*Tex Rankin's 1931 Great Lakes (completing restoration)
Story Special #1 (OAHS restoration project)
Story Special #2 (Story Flying Club)*

Static Display Aircraft

*Les Long's 1935 low-wing "Wimpy" (OAHS restoration project)
Anzani-powered mid-wing Longster (OAHS display aircraft)
Henderson-powered high-wing Longster (loan from WAAAM)*

The 2 Story Specials were featured in formation flight on the first color cover (June 1960) of Sport Aviation magazine. It is the intention of OAHS to recreate this cover photo as accurately as possible for a future issue of Sport Aviation once the Story Special #1 is restored to flying status. Pete Bowers borrowed heavily from the Story Specials design in the creation of his "Fly-baby".

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

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

Joe Williams.....President

Dennis Crawford.....Vice President

Office Open.....Secretary

Phil Cloutier.....Treasurer

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

Ed Lee.....Webmaster

www.eaa725.org