



NEXT MEETING

Sunday, March 4, 2:00 PM

FBO Training Room

President's Message

Skies have been foggy, cloudy, and cold. Our aircraft heaters strive to warm us if we briefly succeed in VFR flight. We seek more favorable air! March brings a time of cold winds mixed with warming breezes. We anticipate better flying weather. We may soon invite companions interested in flight to join us aloft to revel in our superb green mountains and swift white water rivers.

In preparation, we now have opportunities to upgrade our EAA hangar, aircraft, and showcase our skills in various disciplines as we prepare for better flying weather. Who will volunteer to lead demonstration aircraft workshops in the various structural types and systems, and related weather flying conditions. Some topics are noted below? You may think of other workshops. I visualize hangar cleanup in March followed by a new workshop each month as subject leaders volunteer.

Spruce framing, fabric coverings, and preservation.

Metal tube framing, aluminum, and other metal skins.

Various types and favorability of aircraft welding.

Electrical systems, magnetos, alternator charging, and battery.

Weather information sources, forecasts, cloud types, incidence of fog indicators.

Cheryl and I are going on vacation for a period in March, but we will return to work in April. Who will the first volunteers be? Please advise your board members accordingly.

Clear skies to all!

Nate

February Meeting Minutes

The meeting was called to order at 2:00 p.m. by Chapter President Nate Riffle.

Following the Pledge of Allegiance, Dennis Best of Eugene, Oregon was introduced as a guest.

The chapter thanked Joe Williams and Dennis Crawford for supplying pizzas from Baldini's.

Reporting on the January Grants Pass Airport Advisory Board meeting Stan Loer and Brent Battles noted the installation of an airport facilities standby generator. A contract for upgrading electrical service to the county hangars is out for bid. Electrical conduits and corrective wiring will be provided along with one 8' LED light fixture for each hangar.

David Applegate reported the current chapter account balance as \$3,264.00. Very few members have remitted dues for 2018 and the remainder are urged to get dues in to the treasurer as soon as possible.

Nate reported on the Board's tour of the chapter hangar for the purpose of assessing the fate of chapter property and determined the following:

- Heavy cook stove to be replaced by a smaller unit somewhat larger than the recently acquired pair of stainless grills.
- Kitchen stove and microwave remain
- Green microwave for discard
- Floor fans - to be replaced by ceiling fans
- Rival electric skillet for discard
- Vanity cabinet to be returned to donor Stan Loer
- One of two racks of folding chairs for discard following selection of best chairs for retention
- Bulky folding picnic tables for discard
- Old style television for discard
- Old wooden table for discard
- Podium for discard
- Auto engine stand released to David Applegate
- Small metal trailer for discard
- 3 file cabinets for discard after sorting contents

No fly-outs are currently under consideration. GP Airport Day set for June 23rd.

Phil and Kathy Cloutier reported on their visit to Bandon and the Bandon Airport where they visited with Wayne Cook and associates of Bandon Aviation Services. It was mutually agreed to promote GP Airport Day and the 40-50 member Bandon Aero Club's upcoming Fish Fry (date to be determined). It was noted that a manned shuttle service to town is available at the Bandon Airport.

Discussion ensued regarding chapter membership. Joe Williams noted weak points of length and lack of interesting content of meetings (which are currently under revision by promoting program presenters and relegating to the Board a number of functions not required for presentation to the membership as a whole). Suggestions were made to solicit other aircraft owners and pilots to visit a meeting. Contact can be facilitated using the Airport Manager's tenant e-mail list. Caution was raised regarding giving the impression that small groups of members gathering together from time to time were exclusionary. Specifically, all are welcome to the Tuesday and Friday migrations to Baldini's for lunch.

A further suggestion was made to create a sign of significant size for permanent posting on airport grounds describing the chapter and inviting visits and membership. Sign should list the wide range of aviation interests encompassed by the chapter.

With the business of the meeting concluded, Marty Robb presented a fascinating and often very humorous tour of his early aviation exploits beginning in the 1940s with a solo at age 16 from an 1,800' dirt rectangle at Arlington, California owned by a Mr. Cable who later developed Cable/Claremont Airport. Early flights were in aircraft without electrical systems and radios. With non-sensitive altimeters pilots were taught to judge an altitude of 500' where maneuvers were commonly practiced. Other highlights included his private pilot check ride in which he did two successive loops to the glee of his examiner. "Pilots, then, were taught not to be afraid of their airplane."

After distributing a campground mowing calendar for sign-up, the meeting concluded with Dick Smith winning the 50/50 drawing and contributing his share to the chapter treasury. Thank you Dick! The meeting adjourned at 3:17 p.m.



Photo by Joe Williams

Marty Robb fills us in on his early flying experiences at the February meeting. I won't say Marty has been flying a long time, but one of the main reasons for keeping eyes out of the cockpit early on was to avoid the possibility of a mid-air collision with a pterodactyl.

Our program at the March meeting will feature Brent Battles discussing the cross country round trip he made in 2002 in his Zenith 601, "Sojourner". The map of his journey is shown at right.



This list of members' flyable aircraft and projects is based on our membership list as of Dec. 2017. If I missed anyone, please let me know. I hope all will renew for 2018 and maybe we'll add a few more this year.

LSA (All Types)

CH601 (Experimental)	Chris Beebe
CH601 (Experimental, Project)	Dennis Mitchell
Ercoupe 415C (Type Certified)	Joe Williams
Ercoupe 415C (Type Certified)	Dennis Crawford
Kitfox 1 (Experimental)	Dennis Crawford
Ercoupe 415C (Type Certified)	Richard Colton
Luscombe 8A (Type Certified)	John Pribilo
Aeronca Chief (Type Certified, Project)	Fred Clark
Hornet (Experimental, Project)	Dick Smith
Ecolot Topaz (Factory Built)	Brent and Donna Battles
Lambada Motorglider (Factory Built)	Doug Schmidt
Sonex (Experimental)	David McGloon

Experimental (Non-LSA)

Wag-Aero Supersport	Phil Cloutier
Van's RV-6A	Derek Reed
Van's RV-8 (Project)	Stan Loer

Other

Piper Cherokee 180	Stan Loer
Piper Cherokee 140 (Restoration Project)	Ed Lee
Cessna 140	Marty Robb
Beech Bonanza	Carl Spletzer
Ultralights	Dave Palmer



REMEMBRANCES Donna Battles, CFII

Back to the 45, this time in a Super Cub

December 2, 1984

The mission for the day was to pick up the ranch foreman to check on his herd of cattle which could range many miles from the home place. It was nearing time for pregnant heifers to begin dropping their calves, and he'd be needing to ride out on horseback to tend to the newborns and anything else that needed his attention. Having only a general idea of where the herd might be - namely somewhere within several thousand acres west of the river, surveying by air was the only practical way to send him in the right direction. The day was *very cold!* Certainly not above 20° with crystal clear skies, absolutely no wind, and incredible visibility. Absolutely spectacular. And promising to be even colder at the altitude of the 45 Ranch. So I dressed accordingly: Jeans with multiple layers of long johns, lace-up insulated boots over heavy wool socks, a parka and stocking cap, a borrowed pair of snowmobiler gloves, and sunglasses to ward off the glare of the sun. I would occasionally have to remove a glove to tune the radio, key the hand-held mike (no headsets in those days), adjust the altimeter, and the like.

The 1:15 flight out was smooth, comfortable, and incredibly beautiful. The Super Cub handled the undulating snow-covered strip handily. Nothing like my previous experience in the fully-loaded Cessna 182 which you may recall. I had the Cub stopped before the runway descended into the swale, and I taxied downhill and into the corral built to protect an aircraft from nosy cattle. The foreman was ready to fly, and we spent about 45 minutes locating segments of the herd. When taking closer looks I was low enough to literally be on the watch to dodge fence posts (not that any fences were to be seen).

Fast forward a year . . . definitely winter time

Flying a Piper Seneca, I flew at night from Moses Lake to Spokane to pick up three businessmen. By then in my career as a charter pilot I was attempting to really look "professional," and had dressed accordingly: thin slacks, thin socks, "fru-fru" shoes, and chic lightweight jacket. At altitude, the outside temperature was well below zero.

After about 45 minutes on the ground, I and my passengers loaded up for the 90-mile return flight. With engines started, I called for my IFR clearance, and turned on the Janitrol cabin heater, which runs off the aircraft fuel supply. Departing straight out to the west, I realized the heater had yet to ignite and tried several times to recycle its starting procedure, but to no avail.

It didn't take long for the cabin to become *really cold*. My feet seemed to turn to dead weight, losing sensation operating the rudder pedals. Fingers were so cold I lost feeling in them making manipulating controls - including radios and switches - extremely difficult. To the point of becoming a safety issue. Thankfully the flight only had to last a bit over a half-hour. For me, this was a very short flight, as far more often flights would take me to either Portland or Seattle, an hour or more away in a Seneca. The same experience on a flight like that qualifies as a genuine emergency!

When you contemplate flight in cold air, you think of being enclosed in a secure cocoon where a touch of heater will easily take the edge off. Leaving an airport in the Northwest at 1,500 MSL at 40°, a 2-hour flight

over the Cascades or Siskiyou at 9,500 feet will have you spending a whole lot of time at 0-10°. Will your heating system measure up?

Moral of the Story:

Dress for the most extreme weather you can imagine for your flight. You can always peel away unnecessary layers. (*Extreme includes the prospect of being forced down far away from relief. Stowing a couple of compact "space blankets" can sure add to your peace of mind, let alone a real survival pack.*)

Airport Happenings (Thanks to Joe Williams, text and photos)

A Born again beauty may fly again.

A couple of years ago I reported on a Beech 18 that was saved from ruin. She had sat in the weeds over at the old MARKS building since the 70's. She got purchased and brought over to a hangar next to Brent and Donna. A couple of old crusty pilot/ mechanics worked on her for a couple years. I talked with them many times. The main guy working was something of a movie character himself, a chain smoker with brown tobacco stains all in his beard and hands. They were confident they could make her fly again. (I had doubts). Then a legal battle erupted involving liens, etc. and I never saw them again. I finally learned that the older mechanic had passed away.

The new owners showed up this week to dismantle her. The Stockton Aviation Museum is taking her apart for transfer. I talked with the guys and they feel they will have the #1 engine running in a month, and hope to have her FLYING in a year! I've climbed all over this beautiful old relic. The panel is amazing with an old radar, and pretty good equipment. I'm happy someone may save her. I might add the nice old guy working on her asked me a couple times to give him a ride in my Ercoupe because he Loved Coupes, I am sad it did not happen. Well, here are a few pics. And one is when it was still flying in the 70's. She had been destined for Alaska when the project collapsed. I am very happy there may be new life for this beautiful bird. I wish I could know all of her history. What a story she could tell. I was at the airport today as they were making final adjustments to the load, and about to leave for Stockton. One of the workers told me they would fly her back to Grants Pass to show us it could be done. I hope so.



Maybe she'll look like this again.



Future Happenings

Rather than preparing an events calendar this year, I'll just put selected summer activities in this section of the newsletter. I'll keep my eyes open regarding any aviation events that I think might be of interest and will appreciate receiving any input from our members.

April 7: First Oregon Aviation Historical Society fly-in breakfast of the season. 8:00-11:00. Repeated every 1st Saturday monthly through November. Only 90 statute air miles from G. P.

June 3: "Beaverton Outlaws" presentation by the OAHS at our hangar following the June meeting. Watch this space.

Aug 17-19: Independence Chapter 292 Fly-in. 20+ forums plus the 2nd annual Alaska-style STOL competition. A preliminary schedule is on their website, eaa292.org. Registration opens March 15.

Special Note: 2018 Airport Day is June 23rd

News Flash!! Congratulations to Derek and Paula on their recent wedding. Well it's about damn time. (I take full responsibility for the editorial comment.)

Hope to see you all at the next meeting. Remember: Dues are due. \$20/year

And Finally

Wake up Dennis! Time for lunch.
(Buy an Ercoupe and this could be you.)



Photo by Joe Williams

EAA Chapter 725 Grants Pass, OR – 3S8

Meets: 1st Sunday of the month- 2PM

Nate Riffle.....President

Joe Williams.....Vice President

Brent Battles.....Secretary

David Applegate.....Treasurer

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

Ed Lee.....Webmaster

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