



NEXT MEETING

Sunday, January 7, 2:00 PM

FBO Training Room

President's Message

Our traditional activities, responsibilities, and calendar will remain in effect subject to board and member approval as we identify specific activities and dates.

EAA 725 objectives include keeping our chapter active, viable, and knowledgeable. We must retain experienced members, acquire new members, and teach experimental aircraft building skills as we have previously. Teaching the use of our existing hanger machines for fabricating experimental aircraft structures also comprises part of this effort. Repeating related workshops in wood structures, fabric installation, or riveting directly apply to other methods of fabrication.

New ideas and other building concepts are welcomed for possible inclusion.

Sharing our flying experiences in words or by offering passenger observations in flight to interested potential members can expand interest in our chapter.

Bring your ideas and interested friends to our meetings.

Thank you for electing me to this duty. I will do my best for us.

Very truly yours,

Nate Riffle

From the Newbie

As I assume the position of Newsletter Editor, I recognize that I have very large shoes to fill. Joe did one hell of a job during his tenure. I can't promise that my efforts will represent further progress, but at least I'll try not to take a step

backwards. I'll always encourage members to submit photos and other materials for publication and solicit suggestions to keep this newsletter interesting and informative. That said, here are some of my thoughts on content:

In addition to all the information routinely included (sprinkled with a bit of perverse humor here and there), I'm adding two new entries. Donna Battles will be writing a monthly column called **Pilot Log Remembrances** about personal experiences (and suggestions for enhancing pilot skills) from her several thousand hours as a flight instructor and charter pilot. I'm also including a section tentatively called **Suggestion Box**. It will be where suggestions for potential chapter activities/projects can be posted as a preview for consideration at future meetings. Activities such as workshops, fly-outs, social get-togethers, airport projects, etc. I'll start it off with a few of my own, but I really want member input here. Working from the current address file, I generated a list of 14 airworthy aircraft, at least 2 hanggliders, and 4 projects among our members. I'll be highlighting those over the next several months. This summer, if we can get some of them going the same direction on the same day at about the same time we can really "show the chapter flag" at our intended destinations. So look out 2018. Here we come ready or not.

Christmas Party

Our Christmas party was held Dec. 14 at the Grants Pass Golf Club, our party site for the last three(?) years. I lost track. Thank you, Dennis Crawford, for making the arrangements each of those years. It has really been a great location for us. The best count we had this year was 27 members and guests in attendance. I believe every one enjoyed the great food, comradery, and, especially, the white elephant exchange. Joe and I took some photos, but I have to apologize for not taking notes adequately connecting "gifts" to recipients so the photos shown here reflect only a small part of the fun we all had with the imaginative, unusual, and sometimes downright outlandish items that were revealed once the wrapping paper was removed.



Hail, Hail, the gang's (almost) all here.



Outgoing President Phil and wife Kathy received a well-deserved plaque in recognition of 4 years of service to the chapter.



The start of a new project, Dave?



Latex gloves? This reminds me of my last appointment with my Nurse Practitioner.



The subject is balloons and the title is "Falling Upwards." Is there a new rating in Donna's future?

I think there might be a few places along the Merlin-Galice highway where you can actually buy one of these.



Just what Larry needs to help him navigate between here and Ashland. It's a **F**liight **A**wareness, **R**outing, and **T**racking **S**ystem, **FARTS** for short. It's on display at the FBO.

A closer view of the all-inclusive navigation tool. Who else but Donna could come up with something this clever? I think I see Brent's handiwork in there too. It was voted the best gift hands down (actually, hands up).

The 50/50 drawing was won by Paula Farris, who generously donated the proceeds back to the chapter, as did the winner of the \$100 grand prize drawing, our incoming president Nate Riffle. Thank you both very much. Nate, your generosity earned you the privilege of being our 2019 president also. And so we brought our year's activities to a close.

By the way: Welcome back Dick and Beth. Missed you at the party. Hope you stocked up on enough sunshine and warm weather in Arizona to get you through the next few months.

Meeting Minutes

Minutes? We don't need no stinking minutes. (My apologies to Mel Brooks and "Blazing Saddles"). No minutes this time due to the Christmas Party. Besides, we have photo documentation, so Brent got to take the night off. Everything will return to abnormal as of the January meeting.



REMEMBRANCES Donna Battles, CFII

Calm Air Calamity?

One winter I had flown a charter passenger from Moses Lake to Portland International. As charter pilots do, I waited and waited for my passenger to return for the flight home. By the time he arrived the weather had turned to drizzling rain. The air was calm as we departed to the west and made a climbing turn east to my heading to Moses Lake. I much preferred hand flying the airplane to using the autopilot, especially in this totally smooth air.

Climbing out, the rain subsided but I remained in the clouds, which I would for the remainder of the flight. I began leveling off at 11,000', lowering the nose about 70' below my cruising altitude: by a formula that works for me: 10% of my rate of climb. The air was so stable that during the whole climb until then I had had no need to move the elevator. Adding slight pressure to push the nose down on the twin-engine Piper Seneca, there was no response. By the time I had reached my cruising altitude, the rain I had flown through at lower altitudes had accumulated and frozen the elevator in place. Had I needed to change pitch attitude on the way up, the elevator would likely have remained free.

With no elevator authority, I reduced power and adjusted elevator trim which was still operating. An airplane that normally cruises at 200 mph was now chugging along at 140 (for pilots not used to going 200, this felt like slow flight in a Cessna 172). Seattle Center was following my IFR flight and no doubt was wondering why at my cruise altitude I hadn't picked up normal speed. I also knew I needed to advise them of a revised arrival time, so I gave them a call and explained.

Other than that, the flight proceeded normally until I began my descent. With the elevator still frozen, I just reduced power some more following ATC vectors to the final approach. Just as I intercepted the glide slope, the elevator freed up in the warmer air, and I hardly noticed any effect as the airplane was so well trimmed and the approach so stable. I believe I could have flown it right down to the runway with trim and power adjustments.

I'm a great fan of flying one's airplane in different configurations and using a variety of maneuvers in order to remain comfortable in the airplane, so unusual situations such as this do not unduly alarm you and can be handled with confidence.

Knowing Your Airplane: Here's an exercise for you. After take-off, use elevator trim to fly hands-off at your normal climb speed. When reaching your cruise altitude, *without moving the elevator or trim*, reduce power to maintain your altitude. Be patient until it stabilizes. Note the difference between the climb and cruise airspeeds you experience.

Next, reduce power to set up a gradual descent. Still without adjusting trim, let airspeed stabilize, and note your airspeed. I'll bet in climb, cruise, and descent your airspeed will be within 1-3 mph of each other at the trim setting you have maintained.

Moral of the Story: Power controls altitude, elevator controls airspeed.

Suggestion Box

1. I recommend giving the hangar a good spring cleaning. Maybe between now and about April we can inventory the contents and decide what should stay and what can go. Then maybe we can figure out some improvements in how we store what's left.
2. I suggest we create a chapter information display at the FBO. Activities, aircraft, member projects, projects beneficial to the airport, newsletters, things like that. Should be easy to rotate in new information as we go through the year. There is a location tentatively identified that could accept a panel roughly 3'x3'.
3. I most certainly would like to see the chapter host the Oregon Aviation Historical Society presentation of the "Beaverton Outlaws" later this spring. I think it would be fun, interesting, informative, and perhaps could even serve to recruit a few new members. The OAHS is very enthusiastic about having the opportunity to bring the program south. I've given some thought about how we could make it happen and would be willing to head up a group to work out the details. Full disclosure: I am a member of the OAHS and the article I sent to chapter members on George Bogardus and Little Gee Bee was featured in the OAHS Nov-Dec newsletter. So I have some skin in the game.
4. I think it would be a good idea to review our hangar usage guidelines. I don't think they have been looked at since I was president many years ago and our chapter membership is very different now. I hope there is a copy somewhere in our files. I lost mine when my hard drive crashed last year.

OK, I'm done. See how easy that was? Your turn. Just e-mail me.

Special Note: 2018 Airport Day is June 23rd

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

**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
Ed Lee.....Webmaster**

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