



NEXT MEETING

Saturday February 2, 10:00

FBO Training Room

**Please note the change to Meeting Date/Time.
If you show up Sunday, the rest of us won't
be there. Or at least we shouldn't be.**

Remember: 2019 Dues are due. Only \$20.

Hate attending meetings but still want to support the chapter?

Mail your renewal (or new membership) to:

**EAA Chapter 725
1333 Brookside Blvd.
Grants Pass, OR 97526**

Please include your National EAA membership number

President's Message

Amidst these variable wintry days with mixed fog, rain, wind, and sunshine, this is our time of rebirth. We prepare now as a chapter for our activities in the months and year ahead. We spoke some new and old ideas listed elsewhere in this newsletter. Now we evaluate their merits and plan the dates for the best ones. We choose our favored activities by voting as a group which we do best at our meetings.

Our annual dues consist of two parts: National EAA Headquarters Oshkosh dues and local Chapter 725 dues. Show your current EAA Oshkosh card to our Treasurer, David Applegate to list you as paid. David advises me that twelve of us have paid our Chapter 725 dues thus far. Our February meeting provides an opportunity for the remainder of us to support our EAA roots and our local chapter.

We meet next on Saturday, 2 February at 10:00 a.m. at the Grants Pass Airport's FBO classroom. David Applegate is mailing out a questionnaire seeking to provide the widest opinion poll for setting the meeting time for future Saturday meetings. Some have expressed a desire to skip some winter meetings. Perhaps this could be entertained for the late fall. Bring your preferences to the February meeting.

Our hopes to fly on most fair days finds us fine tuning our aircraft repairs and appearances. For those aircraft owners among us with two aircraft, they must work twice as often! For me as a renter, I must fly with an instructor to annually requalify my eligibility to rent Pacific Aviation's aircraft. Tomorrow, I'm gladly getting ready to fly their Cessna 152 for the first time in over two years while it's engine was replaced (or rebuilt?).

We all hope to fly somehow, even as keen eyed airborne observers. Let's make it happen!

Clear skies,

Nate

January Meeting Minutes (Courtesy President Nate)

Call to order: 2:00 p.m. by the President, Nate Riffle

Pledge to U.S. Flag: 2:02 p.m.

Guest and new member introductions.

Mr. Randy Teel and son, Caleb Teel

Mr. Jed Keller

Welcome all.

50/50 second chance: not held.

Airport Advisory Report: no member assigned to report.

Financial Report: Treasurer, David Applegate read the report. In brief, we have \$3497.82 in the bank and \$4,428.39 in credit for future ground lease expenses with Grants Pass Airport.

Old business: President awarded Chapter 725 Officer 2018 service from EAA Headquarters pins to Webmaster Ed Lee and Vice President Joe Williams. In addition, a document "Chapter Service Award" from EAA Headquarters was presented to Joe Williams for 2018 Chapter 725 Vice President service.

New business: Vice President Joe Williams has stepped down as of 31 December 2018. We will miss his active accomplishments in that capacity this new year of 2019.

Elections were held for the vacant positions of Vice President and Secretary. Dennis Crawford and Michelle Rochette, respectively, were elected by the members to those offices.

Attendees today included the following:

David Applegate Stan Loer, Marty Robb, Randy Teel, Caleb Teel, Phil Cloutier, David McGlooin, Michelle Rochette, Joe Williams, Dennis Crawford, Nate Riffle, Cheryl Riffle, Dick Smith, and Jed Keller

Chapter annual dues of \$20 were collected from some of the members present. All members were reminded of the requirement to pay approximately \$40 for EAA Oshkosh national dues separately by email or mail.

Results of a special Chapter 725 meeting on 4 January report by President Nate Riffle. All members were invited: the following group attended and offered suggestions.

Dennis Crawford
Stan Loer
Nate Riffle
David McGlooin
Dick Smith
Phil Cloutier

Problem: shrinking Chapter membership numbers. The Chapter has approximately 17 members: of these, about 9 do much of the work. 29 members, wives, and guests attended our Christmas Party. Why is there attrition? Members move away to new locations. Some pass on ("flew west"). Some have impaired physical health or aging.

Solutions offered:

Invite new residents to our area to Chapter activities such as fly aways, flying, work parties.

Use national EAA register to invite former active members listed as living in our local area.

Disseminate broadly planned Chapter activities for the year as well as pop-up activities as they occur.

Attend fly outs to other airports within reasonable flying range and invite interested guests.

Include interested guests in local airport work party and fly in breakfast activities.

Improve both planning and communication by:

Update Chapter member roster to current information.

Email Chapter newsletter and popup activities.

Telephone new items, activities, or requests to newly interested people.

Provide informal aircraft work observations by guests on members' projects at the Grants Pass Airport, usually on a Tuesday or Friday morning at 9:00 a.m., normally followed by lunch.

Use postcards for interesting forthcoming activities.

What do we offer guests and prospective new members?

Aviation knowledge and experience in:

Building light aircraft.

Flying light aircraft.

Variable paths for increasing aircraft knowledge:

Flying instruction by Pacific Aviation.

Home built aircraft.

Purchasing used aircraft.

Other flying aircraft pursuits such as military service, or flying schools.

Parties of various types: Hangar BBQ, Christmas Party, occasional private yard parties.

New activity suggestions.

Potluck luncheons prior to meetings and other gathering occasions.

Jet Boat trips downriver to luncheon lodges in season.

Special guest lecturers such as Ms. Washburn from Oregon Aviation Historical Society.

Gather better knowledge of Sport Aviation, e.g. Invite a guest lecturer.

New flight safety discussions by a knowledgeable member or guest presenter.

(suggestion: invite Brett Hopper from Dutch Brothers).

Fly out to Illinois Valley airport to visit Bill Gettles, knowledgeable pilot and mechanic.

Fly out to Klamath Falls Airport: contact USAF public relations officer there. See Larry Graves, Airport Manager at Grants Pass for ideas on this item

Tule Lake field trip. It is an interesting historical and geological area.

Who hits on our website? Get info from our Webmaster, Ed Lee.

Work on a private homebuilt aircraft such as a Stitts Playboy.

Other New business.

Meeting Day. Shall we keep the present 1st Sunday of each month, 2:00 p.m. ?

Membership voted no and 1st Saturday of each month, 10:00 was approved.

What are our Chapter financial recurring bills? (We are a non-profit organization).

Annual property tax for the EAA Hangar.

National dues including insurance of \$420 underway by Treasurer.

Grants Pass Airport ground lease fees.

Monthly power bills.

What potential work projects may be in the offering to offset our A/P ground lease fee?

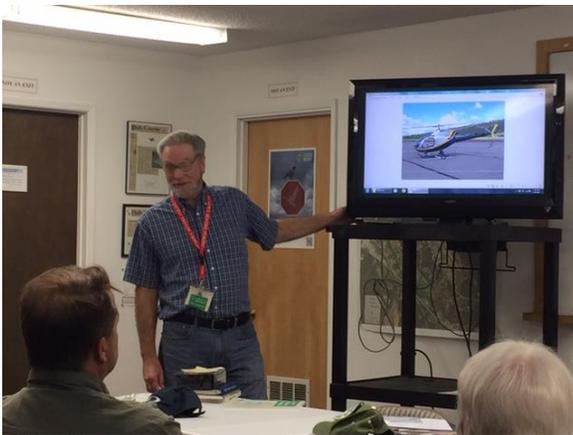
Taxiway letters painting.

Segmented circle upkeep

Compass Rose painting.

Other? President will contact Larry Graves to inquire.

Presentation. Phil Cloutier showed slides and video about his early experiences flying homebuilt helicopters with Kathy Cloutier. It was most interesting and provided another option for want-to-be aircraft builders.



Adjournment: the meeting was adjourned at about 3:30 p.m. by vote of members.

February Meeting Program

Joe Wilson has scored a twofer: He's talked two mechanics(A & P/IA's) with Pacific Aviation into presenting a program on maintenance which is allowed to be performed by the aircraft owner. Maybe a few comments also about 100LL vs mogas. One for sure and maybe both will become new chapter members. I think we need to clone Joe.

Brainstorming

As you can see from the January meeting minutes, there are a lot of ideas floating around about what activities we can pursue this year as a chapter and what we can do to recruit new members. Lots of options, so please review the minutes and give some thought to activities we can pursue this year. Nate has asked me to put together a survey to get feedback from the chapter membership. I'll try to put something together by the February meeting, but no promises.

Around the Chapter

Arizona winter sunshine has long faded from memory. Fog, rain, or an occasional snow shower is far more likely to be the order of the day these winter months as I head up I5 toward the airport. But I know at least Phil, Dennis, Joe, and Dick will be there. Dave McGlooin and Ed Lee too most days. Don Wilson and Nate come out occasionally also. Can't forget David Applegate. I think Marty must be holding out for warmer weather. Smartest one of the bunch. However, there's always room for more as new member Jed Keller is finding out. So think about joining us on Tuesday and Friday mornings. Hangars are open and there's always something going on even if it's just idle conversation. Baldini's too.

But it's not all play and no work. With Phil's able assistance, Dennis is back into the belly of his Ercoupe, this time doing some corrosion treatment. Phil has completed his condition inspection and is ready for the new season. Dick is continuing to get his Hornet repairs completed so he can move on to his new project (see below). Nate has now completed his annual Pacific Aviation check ride, so he's good to go. Well, we really can't call that "work". Joe is no longer grounded. Fortunately, there was a patch of decent flying weather (didn't last long) just after the engine work was completed, so Joe and his Ercoupe could get reacquainted. If the sunshine returns, he should complete his BFR with Dave Palmer this weekend.

Continuing the weather theme. Rain grounded the birds late Thursday afternoon (17th). Also Chris Laws and Gryphon McArthur whose flight from Watsonville to Lebanon was cut short as they ended up weathered in here. Gave us an opportunity to get acquainted a bit Friday. Chris is president of Chapter 119 and owns an open cockpit homebuilt reminiscent of a 1930's vintage low wing taildragger. I don't remember what he called it but it's an evolution of the "Space Walker" by Warner Aircraft and their website calls it a "Sportster". Anyway, they were still grounded Saturday, but I hope they were able to continue their flight on Sunday. I also hope we were able to offset the boredom that can accompany sitting out weather at a foreign airport at least a little bit. Lots of us have been there, done that. I'll extend an invitation to join us for Airport Day. Should have sunshine by then. Sorry, didn't take any pictures.

Probably the most significant new development is Dick Smith's acquisition of a Zenith CH701. I went up to Starks Twin Oaks airport (neat little airport just south of Hillsboro) with him and his Eugene friend Dennis Betts to pick it up a couple of weeks ago. Phil generously loaned his trailer for the mission. As you can see, there's something missing on the nose. It actually flew for about 19 hours with a Limbach VW conversion, but the engine quit twice and the owner decided to sell rather than replace it with a different one. Funny, Dick just happens to have parts of two O200's that he acquired from Donna. A perfect match. The Hornet is just about ready to fly again and will soon be on the market. Then it's full speed ahead to get the 701 up and flying by fall.



First look. Sure hope the gear tread will fit between the side rails. Maybe the owner decided to sell since he has a nice Czech motor glider to play with.

Whew! Just fits. Now let's lash it down and head for home.
A perfect day. Sunshine is good.



Dennis and Dick make sure everything is properly secured. Only one wing could fit on the trailer, so Dick had to return the following week for the other one. Fortunately, he got up and back before the rain arrived.



It's just visiting.

Note: I'd like to expand this section beyond the airport boundaries. But it seems my world is kinda small, so I don't hear much about other stuff going on with our chapter members. Maybe it's because I haven't asked 'till now. There's room in "Around the Chapter" for a lot more than I've been including. New grandkids? Birthdays? Travel plans? Visiting relatives? Most anything is fair game if you don't object to seeing it in print. Send it to me and I'll put it in.

The Huskies are coming, the Huskies are coming!

Well, I might be offending some Cougars fans, but, since I'm referring to the Puget Sound Antique Airplane Club, Huskies seem to be a better fit geographically speaking. The point is, we've been selected for a 2 day stop on their 2019 air tour. Their current planned arrival is early afternoon on July 9th (Tuesday) with a Thursday departure. They're expecting upwards of 40 aircraft, mostly antiques and classics, and approx. 60-70 members. Won't know for sure until much closer to their launch date. Their "schedules" allow a lot of flexibility during the stops. Make sure the members know what the neighborhood has to offer and let them make their own choices. I think the only thing for certain is the Hellgate jet boat dinner trip due to the need for advance reservations, but even that is optional. Beyond maybe helping with the arrival, I'm not sure what else we could contribute to their visit. Hosting an arrival barbecue would be a challenge given the size of their group, but it might be worth considering, especially if we could do it in cooperation with some other organization. Or maybe there are other options that would be a better fit. I'm pretty sure we will be welcome to join them on the Hellgate excursion if any of our members are interested, but I'll confirm that. This will be a great aviation event for the airport and the community, and I think we should somehow be a part of it.

Future Happenings

I don't expect a whole lot to show up on events calendars until we get closer to spring. However, I do have several to start off our calendar and will appreciate any additions you might come across in aviation publications or elsewhere.

Feb. 22: EAA Chapter Leadership Bootcamp, Seattle. Nate is planning to attend.

May 4 (1st Sat. and every 1st through Sept.): Cottage Grove. Oregon Aviation Historical Society fly-in breakfast.

June 15: Grants Pass Airport Day

June 22: OAHS Wings and Wheels. Vintage aircraft, automobiles, motorcycles, and bicycles. Highly recommended.

July 9-11: Puget Sound Antique Airplane Club Air Tour visit to Grants Pass.

Aug. 3: OAHS Jim Wright Memorial Stearman Fly-in.

Aug. 16-18: A SWAG on my part, but I suspect this will be the Independence Fly-in weekend. A great EAA event.

Aug. 31 (Sat, Labor Day Weekend): Second annual OAHS Great Oregon Homebuilt Fly-in.

Sept. 6-8: Annual WAAAM (Western Antique Aeroplane and Automobile Museum) Fly-in, Hood River. **If you don't have a bucket list, start one and put this on it.**

Full Disclosure: I'm now a member of the Oregon Aviation Historical Society Board of Directors. Don't intend to turn this into an OAHS mouthpiece, but you may be seeing a bit more material on this year's activities in future newsletters. The OAHS is the only aviation organization within a fairly reasonable proximity (2 hour drive from G. P., less than 100 air miles from the airport) to us that has a museum and active summer events calendar. The history of aviation in Oregon is closely aligned with the history of homebuilding, so you might want to check it out this summer. Hours (Apr –Sept) are Mon-Thurs and Sat 10-4. Brochures at Pacific Aviation. I'm going to try to get a museum display here for Airport Day.

And Finally: A Modest Proposal

Most of you know that I'm a board member of the Southern Oregon Air Academy. Our primary efforts have been directed toward conducting aviation-based summer "camps" for middle school students, but we have expansion plans. Probably the most ambitious is an airplane build program for high school-age students which we're hoping to launch sometime next year. Not exactly a new idea and I've started researching existing programs to understand how they work and how we might be able to adapt their procedures to our own. One problem: We don't have an obvious build site. I don't see my hangar as a suitable candidate. A couple of my fellow board members asked me to approach the chapter to see if we would be receptive to the idea of providing space in our hangar. I figure the project would need a minimum of 600 sq. ft. and the space would be tied up for about 2 years. I don't know if that much could be made available without unacceptably compromising what we require for our chapter activities. Certainly couldn't do it without some additional reorganization but, if it was doable and agreeable, we would be compensated at some mutually agreed-upon rate. Something to think about. And yes, I realize there is a proposal on the table to consider taking on Marty's Playboy as a chapter restoration project, but there are a number of unresolved issues there so it's far from a given. So now we have 2 potential options for increasing the utilization of the hangar, 4 really. "Other" and "None of the above" are always options.

Thaaaaaaaat's all, folks

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

Meets: 1st Saturday of the month- 10 AM

Nate Riffle.....President

Dennis Crawford.....Vice President

Michelle Rochette.....Secretary

David Applegate.....Treasurer

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

Ed Lee.....Webmaster

www.eaa725.org