



NEXT MEETING

Sunday, November 4, 2:00 PM

FBO Training Room

Remember: Daylight Savings Time Ends This Weekend

President's Message

Dear Members,

Our numbers in this Chapter 725 have diminished in slow attrition for the past few years. This has been due to active retirement, death, and relocation elsewhere to be near family or far away from marijuana lab explosions. We who remain are challenged to carry on, fearing the ultimate closing of our Chapter. Nevertheless, we have the capacity to excel and prevail in member acquisition and activities.

We are blessed with great skills in aircraft fabrication, be it fabric or metal, and the camaraderie that engenders completion of each component of the envisioned aircraft to final assembly. Due to the vision of our forebears, our Chapter hangar provides the assembly housing for those members building components in their garage or barn. In recent years, we maintained this hangar by upgrading the electric capacity, hot water availability, clearing out the junk, upgrading our airport park and shower out back, and more.

We must keep thinking positive!! Seize important activities, such as flyaways as they occur. Encourage interested acquaintances as they express interest in our airborne machines and lives. Invite them to our activities and work parties.

We can move forward in various related ways. For one, we can fix the hangar doors by encouraging Larry in our endeavor. We can upgrade the floors, perhaps similar to Stan's hangar floor covering installed by Brent and Donna. Among us in our collective discussion, there are bound to be more good ideas.

I challenge us to transcend our apparent limits, move forward by inviting new folks to share in our exciting potential ahead. Think positive and share the fun of working together!

Enjoy Clear Skies,

Nate

October Meeting Minutes

Call to Order: 2:00 p.m. by the President

Pledge allegiance: yes.

Guest and new member introductions: none recorded.

Attendees at this meeting included the following:

Phil Cloutier, Kathy Cloutier, Dennis Crawford, Stan Loer, Dave McGloon, Derek Reed, Nate Riffle, Marty Robb, Michele Rochette, Joe Williams.

50/50 / Second Chance: Total income \$11.00. Earnings \$5.50.

Treasurer's Report: the Treasurer was absent, but Dennis Crawford brought a copy of his report.

Airport Advisory Report by Stan Loer.

- 1) Fly Baby aircraft is gone. It was at Beagle temporarily.
- 2) Avionics were stolen from a visiting aircraft, including a glass cockpit instrument board worth \$70,000.
- 3) New instrument approach procedure looks like it will be available in January 2019.
- 4) Hangar door repairs are proceeding slowly. Thus far, 12 of 42 hangars are done. The average rate of accomplishment seems to be one hangar per day.
- 5) Existing segmented circle will not be repaired. Will be replaced, but also needs to be relocated.
- 6) The Cozy aircraft on a pole concept is forwarded to County Engineering Department for design at this time.
- 7) For a new above ground jet fuel tank, an estimated \$400,000 is required.
- 8) Fuel supply costs seem too high for the airport. Negotiations with supplier continue.
- 9) Joe Williams is busy assisting the Airport Manager in regards to airport planning commission. They are trying to get the runway extended to 5500 feet, a length for which the federal government will pay.
- 10) The airport's sanitary system is at maximum capacity. No new lavatories may be added.

Old Business: Cozy aircraft, presently sitting on the tarmac beside the EAA Hangar, has its status noted above.

New Business: Elections due in November meeting. The position of Secretary is still vacant. Interested parties are invited for the election.

Fly-outs and other Activities. Another may occur to Myrtle Creek Airport in the near future.

Second Chance Drawing: done.

Presentation: Aircraft carrier operations by Nate Riffle.

Round About. Not recorded.

Additional Comments or Questions. None noted.

Adjourned Meeting: Done at 3:15 p.m.

November Meeting Program

Unless there's a last minute change, the program will be the showing of the video on the STOL competition at the August Chapter 292 (Independence) fly-in. Very professionally prepared and fun to watch.

"Selling" EAA- an Editorial Comment

Perhaps a lot of pilots look at EAA and only see the emphasis on home-building. That certainly drove the establishment of the organization and remains a cornerstone to this day. But, at 65 years old, EAA has come a long way since its founding. Recognizing that, once completed, homebuilts operate in the same airspace as everyone else and with the same pilot license requirements, EAA gradually became a voice for opposing regulations that might put additional restrictions on the ability to fly one's creation. Or simply fly, for that matter. Homebuilding wasn't for everyone but there's strength in numbers, so EAA came to actively support a wide range of aviation interests from ultralights to warbirds. Since the FAA takes a hard look at accident statistics, pursuing these interests safely became a key to keeping them out from under the Fed's microscope. Thus all the emphasis on safety issues, from training to currency to maintenance. The high cost of flying can certainly kill a budding interest, so it looks like EAA is getting into the promotion of flying clubs as a way to at least alleviate the expense to some extent.

AOPA and EAA are arguably the two primary organizations that look out for those of us who fly just for fun. I doubt that LSA or Basic Med (warts and all) would have gone anywhere without the concerted efforts of both organizations. Guess I'm trying to say that EAA promotes a broad spectrum of aviation interests at the non-commercial level and can serve the interests of anyone who pursues flying primarily as a recreational interest or just likes airplanes. Maybe that's our sales pitch. Will it work? I don't know but, as our membership declines (and we're not alone), we need to find a way to appeal to the broadest based aviation interests we can think of. Before long I'll run out of "early EAA" stories and move on to other subjects. If anyone has an "AH-HA" moment, let me know. I'll gladly push it in the newsletter.

Around the Chapter

At some point you have to stop talking about it and just do it. That occurred on Friday, Oct. 12, when Joe, with Nate as passenger and Phil, with Dennis in the front seat, flew off to Myrtle Creek for breakfast. There they traded airplanes for bicycles for the short ride to Little Susie's café. Great trip, great food. Wish I could have flown along, but I had other commitments. Oh well, next time. Maybe a few more airplanes can join in. I think they have 7 bicycles available.



What a perfect day for flying. CAVU in all directions.

Sure glad this isn't the way we're getting home. BTW, weren't there 4 of us when we started out?



Phil graciously took me flying in his Super Sport on Saturday, the 20th. A beautiful morning over the Applegate. Not a bump anywhere. Been a long time since I've flown with a stick, but I managed to keep it upright. Thanks a lot, Phil.

Chicken Drop

With a reprieve from the smoke, Joe William's 2nd annual Chicken Drop took place on Sept 25th. Seven aircraft participated. This certainly is a fun event and a lot less messy than flour bombing. We owe Joe a big "Thank You" for personally sponsoring this activity. Due to potential liability concerns, it's best not pursued as a chapter activity, but we can certainly individually participate and support it. With common sense rules, it's perfectly safe and the kind of thing that used to be a fixture at fly-ins years ago. Snoopy's dog house was a popular target. "Curse you, Red Baron!!" So let's get behind these kinds of fun aviation activities. Larry is fully supportive and open to almost anything that brings more flying to the airport. Next up: Joe's talking a spot landing contest. Stay tuned.

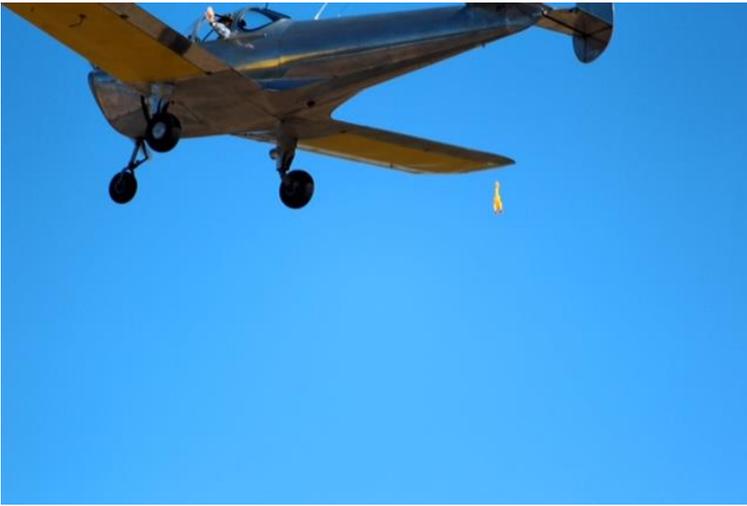
Here is a sampling from the photos taken by Ann McGlooin. Thanks much since my phone never left my pocket. There are additional ones on display in the FBO. Check them out Sunday.



First rule for the ground crew: Stand close to the target. That's the safe zone. Dave, Joe, and Stan prepare to record results. Is Bud looking for pointers?



Ready, aim. Dennis approaches the release point.



Chicken away! I don't think it was ever seen again.



Hailey and Jordan, from Pacific Aviation. Not sure who was flying and who was bombing, but they were a winning combination.



Dick and great grandson Brennan in Joe's Ercoupe. How many of us got our very first airplane ride as a chicken bomber?



And the winner is.....Dan Burton from Medford flew away with 1st place at 11 ft.



**2nd (13 ft.) AND 3rd (23 ft.)? Really?
Hailey, have you been practicing?**

**Bud Liberatore took 4th with
43 ft. Will that plaque fit in
your airplane, Bud?**



Congratulations to all the winners. And there will be future opportunities to further hone your bombing skills. Joe definitely has plans to continue this as an annual event.

Note: “Farthest from the Target” was 200 ft. That “winner” will remain anonymous.

Second Beginning-Tom Story Special and Pete Bowers Fly Baby



Story Special S/N 2, photo taken recently at Cottage Grove



Pete Bowers at the controls of his FlyBaby

There's obviously a connection here. Thanks to Bowers FlyBaby.com for much of the following information.

Tom Story, from Beaverton, built his first airplane in 1938. It was based on Wimpy, a 1935 single place, low wing, open cockpit, tube and fabric airplane with wire braced wings designed by Les Long. Story Specials S/N's 1 and 2 were completed in 1954 and repeated the same basic configuration, albeit a bit larger and heavier. S/N 2 is based at Cottage Grove and is owned and flown by the Story Flying Club. S/N 1 was recently acquired by the Oregon Aviation Historical Society and will be restored to flying condition.

Pete Bowers was a Boeing engineer and accomplished aviation writer/historian. He designed the Fly Baby to compete in the first (and only) EAA design competition held in 1962. Simplicity and low cost were among the criteria, so the fuselage was a simple wood box and the wings could be folded, another requirement of the competition. The judges were duly impressed and Fly Baby was declared the winner. Pete would evolve the basic design into a biplane and 2 place version he named Namu.

So what's the connection? Well, in 1957, about the time that EAA announced its design competition, Story Special S/N 2 was sold into the Seattle area. Pete Bowers became a co-owner, giving him plenty of opportunity to become very familiar with the construction and flying qualities. He was quick to acknowledge that a whole lot of Story Special went into the Fly Baby design with the major differences being reengineering the fuselage into a wood structure and designing the folding wing mechanism. And the N number? The "F" was an abbreviation for the type of copying system(?) he expected to use for the plans and the 500 represented the number of plans he hoped to sell. By Pete's death in 2003, that number was well over 5,000.

Future Happenings

December 13: Chapter Christmas Party at the Grants Pass Country Club. Cocktails at 5, dinner at 6. Don't forget to bring a "White Elephant" for the exchange if you wish to participate. Also, a toy (not Christmas wrapped) for contribution to the "Toys for Tots" program would be gratefully appreciated. As I'm typing this, I think we need about 8 additional hungry souls to make up our commitment of 30 attendees. So invite your friends and neighbors to join us for an enjoyable evening and provide the numbers to Dennis Crawford. He's coordinating the count with the manager.

And Finally



The latest addition to the “Cozy Plane-on-a-Pole”. V. P. Joe Williams has been the main driver behind this project from the very beginning. Now he’s acquired and applied chapter logo to the fuselage and it looks really great. With a bit more clean-up and the addition of a “jet” tailpipe, Cozy will be ready for its permanent mounting. Next spring, maybe?

EAA Chapter 725 Grants Pass Airport-3S8

Meets: 1st Sunday of the month- 2PM

Nate Riffle.....President

Joe Williams.....Vice President

Office Open.....Secretary

David Applegate.....Treasurer

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

Ed Lee.....Webmaster

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