



Next Meeting

**12:00 Sunday, October 4 in the EAA Hangar
Lunch (Looks like pizza this time) with Meeting to Follow**

President's Message

As we try to enter the fall season, many of us are hoping for some of those calm wind, good visibility days we usually enjoy. This year has been far from the norm in every way. The fires have again presented horrible smoke-filled days that often saw IFR conditions. Sadly, this year's fires have been largely man made, up and down the West coast. At any rate it has not helped us pilots any. On a recent day, I was itching to just fly the pattern. AWOS was calling for Variable winds at 4 to 12. Not the worst, I thought. And always good practice. But I've learned at this airport that "Variable" and calling runway 13 means STAY HOME! But no, I had to prove to myself I am not afraid of a little wind. Within seconds of launching my right wing came up, taking the right gear with it. Well, being a stock Ercoupe with no rudders, I could not simply use aileron to solve it. In my case aileron input is also my steering. So it became a challenge. My airspeed swung wildly between 70 and 40 mph! I fought it around the patch. On short final my body became extremely "tightened" in southern regions. As I attempted a controlled flare, wind shear took over and I dropped it on from about 6'. Luckily my trailing link gear took the assault and protected me and my plane. Later in the day someone asked, "What did you learn from it?" An excellent question. I said, if you even have a minimal amount of doubt in your mind, abort...period. Fly another day.

(By the way, I did fly three perfect landings a couple days later so it reminded me I DO know how to land properly.) So, as Fall weather takes control, make good decisions and don't think twice about keeping it in the hangar for another day.

us Joe

September Meeting September, 9-6-20

Started. 1:05pm. 18 attendees

Visitors: Jay

Dave Palmer detailed a recent deer strike he had in the KingAir air ambulance at night. Totaled the engine.

Wayne explained a difficulty obtaining his most recent medical.

Andreas detailed an expansion he is doing to accommodate Sean's airplanes. He also brought their new Varga (Morrisey) aircraft for the group to look over.

Financial : balance is \$3223

A report on the recent hangar sale and upcoming chicken drop contest was given by Joe.

Joe W. us



I want one. Chapter members give Andreas' 1962 Morrisey 2150A a thorough visual inspection. He owns it in partnership with Sean McGillivray and Keith Guy.



The Cal-Ore Life Flight King Air that experienced a prop strike during one of Dave Palmer's night landings. The airplane is repairable. Can't say that for the deer.

Treasury Report 09/22/2020

Checking account balance 8/31/2020	\$3003.07
Cash box	\$200.00

Receipts

cash donation	shower	\$10.00
cash donations	food	<u>\$53.00</u>
		\$63.00

Transfers

Expenses

check	Joe Williams	food	(\$23.00)
check	Phil Cloutier	Nice badge	(\$ 5.00)
check	Pacific Power		<u>(\$32.61)</u>
			(\$60.61)

Deposits

interest	\$.25
cash from receipts	<u>\$ 143.00</u>
	\$143.25

Ending balance

checking	\$ 3085.71
cash box	<u>\$ 200.00</u>
Funds available	\$ 3285.71

October Meeting Program

Like last time, an open forum. We have a number of issues to discuss going into the winter months. First and foremost is making the hangar useable for winter meetings as changes to the FBO Training Room makes the space no longer adequate for us.

Area Fire Photos

It was difficult to impossible not to focus on the unprecedented level of fire activity impacting many western states and, more recently, here in southern Oregon. Along with many others, I have acquired a file of photos from various sources, so I thought I'd lead with a few, courtesy of Joe Williams and Larry Graves. Good news: As of the 15th, the extraordinary efforts of the ground and aerial crews had kept the South Obenchain fire from overrunning the towns of Eagle Point, Butte Falls and Shady Cove. Still not completely safe, but at least the Level 3 evacuation notices were rescinded. How to say "Thank you". At times like these, the words we have available seem totally inadequate.



This is the Almeda fire that did so much damage to Phoenix and Talent. Not sure where Larry was when he snapped this, but it's a lot closer than I'd care to be.



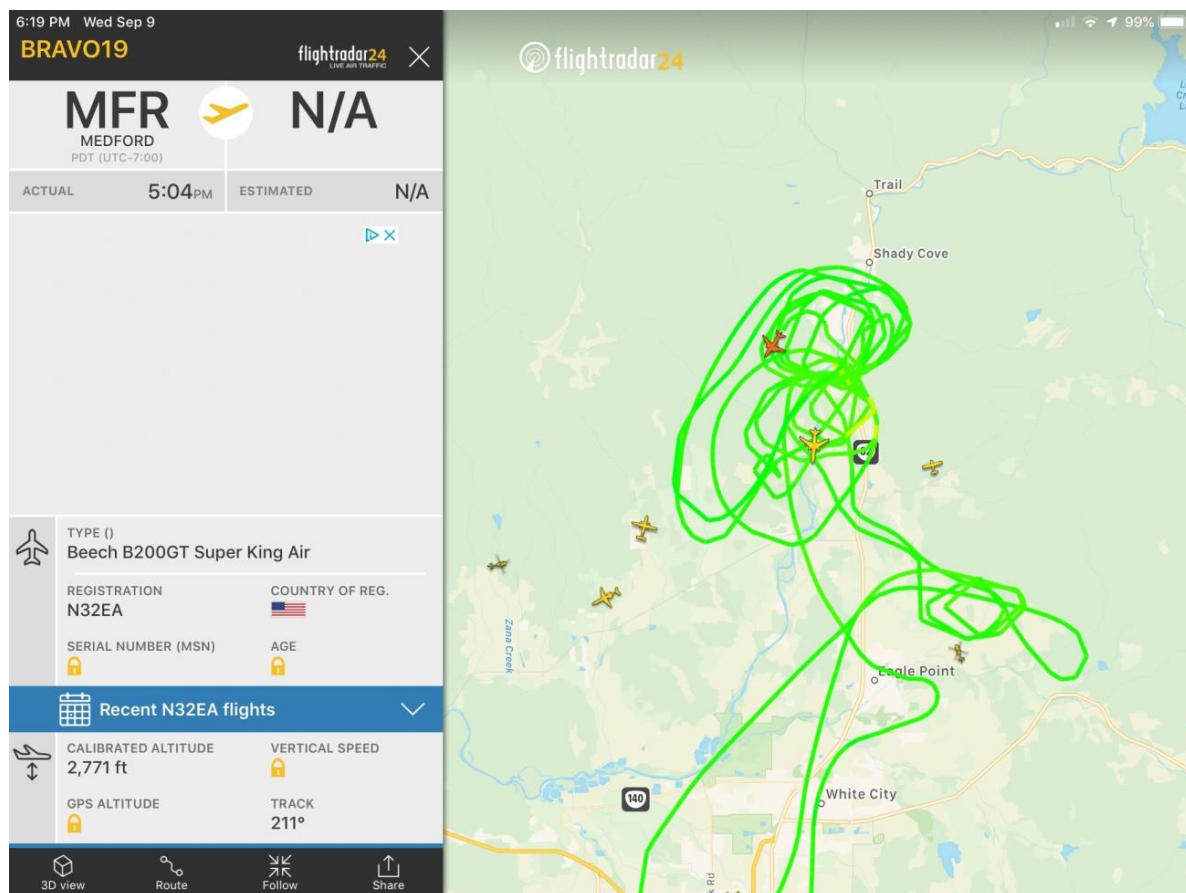
Joe Williams parked along 62 and got this photo of a MD80 dropping retardant on the South Obenchain fire.



Joe forwarded this photo which a friend of Jenny's sent her. This is the South Obenchain fire burning near Eagle Point and was taken on the 12th from their back deck.



Another Joe photo of Tanker 10 making a retardant drop on the South Obenchain fire. This is about 10 miles from his father-in-law's Eagle Point house.



Joe took this screenshot of the Flightradar24 app showing the flight paths of the firefighting aircraft on the South Obenchain fire. Image is from early evening Sept. 9.

Around the Chapter

Projects

It will be at least mid-month before Dick Smith sees his engine, but he has a motor mount which he can work on fitting up to his firewall in the meantime. That will have to share time with the landscaping, fencing, and other items he and Beth have to address on their new home.

Dennis Mitchell has run the engine on his CH701 project, but found it to be a bit rough at idle. After consultations with Ryan and Chris Beebe, he's decided to rebuild the carburetors. Yes, that's plural. It's a Rotax, so there are two. That's in addition to a myriad of other details he has on his "to-do" list.

Dave McGlooin is starting into the condition inspection on his Sonex. Is it that time again?



Two new photos from Phil Cloutier on his CH650 project. Looks like he's making good progress. These show his cowling being fit to the fuselage and his instrument panel all powered up. No smoke!

Just Passin' Through



Dennis Crawford got an opportunity for a short visit with his daughter and family as they stopped at the airport on their way home from a Washington vacation. The Lundquist family left to right: grandson Tyler, granddaughter Alexis, son-in-law Chris, and daughter Denise. Of course the old man had to get in there too. The airplane is a Socata TBM 700.

Around the Airport

Latest from the County

At the last meeting we got a heads up from Airport Board Chairman Andreas that Airport Manager Larry Graves is planning to retire. He certainly deserves a lifestyle with less hassle and frustration. Larry says he's announced it to the commissioners, so he's OK with spreading the word to a larger audience via our newsletter. It will be effective at his 10th anniversary, which is June 30th next year. Larry has recommended the commissioners promote current Operations Manager Jason Davis to Airport Manager and Lisa Javoric, his current Executive Assistant to Assistant Airport Manager. He is hoping Ryan Christian will remain on staff as the Lead Airport Maintenance Technician.

Larry has pursued a number of major projects during his tenure here and many have been completed. He has been a great supporter of the wide variety of general aviation activities, both business and recreational, which we have come to recognize as routine. "It's the climate" and the climate for general aviation at the Josephine Co. airports is very favorable thanks in large part to his untiring efforts. As his retirement date gets closer, I plan to highlight many of the projects and activities in which his leadership, influence, and cooperation was instrumental to their success.

Chicken Drop



Smile, Joe. I have helped on the ground crew since year 1. I can honestly say that the safest spot is ground zero. But flight safety has been paramount and it really is a safe, fun event (ed).

Yes Virginia, there will be a Chicken Drop this year. We are working on the date (see "Future Happenings", ed), and I am building the trophies. It will be the same as the previous three in that each contestant will pay \$5.00 for entry. The winner takes the pot. Last year it was \$100.00. Not bad for having a blast while flying. There is no special talent needed. Just an open window or cockpit to release a rubber chicken out of at the right time. It is legal under the FARs. The top three closest to the bullseye will also win a hand made trophy. It is a lot of fun to be a contestant, but also very fun to watch. I have a special surprise for the kids this year as well. It is very well managed, and safety is of utmost importance. Stay tuned for details and please do either come and participate, or just watch. This will be our fourth year! (This is an independent event and not affiliated with EAA).
us Joe

Pacific Aviation



The intense smoke has put a real crimp in Pacific's flight training activity so there's little new to report there. Hopefully, normal operations will resume soon.

This Piper Seminole is a recent addition to the rental fleet. Now students who want to advance beyond single engine ratings will have multi-engine training available right here at home. So far, 5 students have expressed interest in pursuing a multi-engine rating. John Smith will be their instructor, but both Bear and Christian plan to acquire their MEI rating.

VSI Aviation

Bear Perrin has sold his RV12 and Ryan has it to incorporate a couple of service bulletins, add a canopy shade, and generally make it ready for its new owner. It will soon be headed north to its new home in Washington.

Upgrades and mods have been completed on Dave Palmer's Tango. All it needs is seats and a new weight and balance and it will be airworthy again.

Parts which were on order for the KR-1 have been delivered, including a new motor mount. Will include photos next time.

Drew Meltebeke continues to make progress on his AirCam and now has an instrument panel on order.

Baker Avionics

Greg and Leah told me earlier that they hoped to be able to announce a major milestone in time for this newsletter, but they wouldn't give me a clue. Well, it's no longer a secret. Launch the balloons and light the fireworks, it's time to celebrate. As of Thursday, Baker Avionics has been designated a full-fledged Garmin dealer, completing a process that began earlier this year. I'm not exactly sure what "full-fledged" means, but Garmin is the big dog in the gen. av. avionics industry so it's got to be good. Signs will be up within the next few days.

Watch this space



This site, near Andreas' current hangar at the south end of the airport is being prepared for a new VLH (very large hangar). It is a joint venture with one or two partners and will house several aircraft, both individually and jointly owned. There's also a small structure under construction in front of his hangar. You'll find out about that one next month.

Future Happenings

- Oct. 3:** Benton Air Faire, Redding, CA. This hasn't been cancelled. Breakfast 8-11. Field is closed 8-9 AM for RC demo. Check the website for a complete schedule of activities and times.
- Oct. 16:** Pot-luck bar-b-que at Baker Avionics hangar. Bring protein and a dish to share. They'll provide the grill. Starts at 4:30. A great hangar flying opportunity.
- Oct. 16:** Annual Joe Williams Chicken Drop. This is the tentative date, but it should be a "go" unless inclement weather causes postponement. There will be a briefing at 10:30 so, contestants, plan your arrival accordingly.
- Dec. 17:** Chapter Christmas Party at the Golf Club

And Finally



Joe got a photo of this visiting flying sea monster a few weeks ago. It's a Lake LA-4 amphibian from Sacramento, no further information. Sure is an impressive and very imaginative paint scheme. You know it's not a recent photo because the hills aren't obscured by heavy smoke.

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

Meets: 1st Sunday of the month-1:00 P. M

**Winter months: Pacific Aviation Training Room
Social Hour starting at 12:00 noon**

Summer months: Chapter hangar with barbecue at 12:00 noon

Joe Williams.....President

Dennis Crawford.....Vice President

open.....Secretary

Phil Cloutier.....Treasurer

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

Ed Lee.....Web Editor