



## **Next Meeting-Saturday July 3rd. Noon lunch with meeting to follow.**

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### **President's Message**

As I write this, I have just learned of a fatal crash at Beagle field today involving a local pilot. Witnesses say it appeared to be a stall, spin during a go around. Our condolences go out to the family of the pilot.

In roughly the last 3 months there have been almost 100 accidents reported by the NTSB. This included fatal and non-fatal, commercial and private but most being private. Most recently these include an alarming number that fall in the category of VFR into IMC, the "impossible turn", departure stall, and general inexperience. Most recently what appears to be a departure stall during instruction in a Cirrus in Truckee where the Chute was deployed below 500', And the aircraft landed inverted, killing one. But also included are numerous failed "impossible turn" events. It seems that all of us need to take time to consider our own aircrafts performance if a 180 is to be attempted. This can be done at altitude and simply using your own performance numbers. While we all may say that we would never do it, if the time comes we may find ourselves doing just that to save ourselves, or our aircraft. I've never seen it practiced during a flight review, so get up there and try it sometime. You may learn something that will save your life. As far as the other "types" listed, another simple one to avoid is VFR into IMC, with all of the advanced weather reporting options today there simply is no excuse for this one anymore. There are a number of very good YouTube sites now that specialize in focusing on accidents and their causes. Among these are "Probable Cause" with Dan Gryder, and the "Blancolirio channel" with Juan Browne. Both extremely experienced ATP pilots that are experts in this field. Well worth your time. Spend a few minutes and refresh your own opinions of how you would handle an emergency, they surely happen more often than just practicing engine outs during your BFR! Happy, and SAFE flying!

Joe

## Addendum

Lots of conversation on Andreas site. Is a sad thing. But gosh, we all recognize the issues. Density altitude, maybe mechanical ? A go around in a place that is NOT good for one. He was there to drop off for annual. But as I said elsewhere tonight... here was a man, a pilot, who owned his airplane, and only wanted to fly. And this was all he owned and this was his avenue to be a pilot. Good for him to pursue his dream. Sadly it ended in failure and his demise. On Father's Day of all things. Bear said he was praying for him. I responded ..."that is the best we can all ask for in the end". Thank you Bear.

Joe W. US

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### Editor's Note

The "news" in this newsletter stays close to home. We're on the cusp of numerous summer activities, but coverage will have to wait until next month.

It was good to see some new faces at the June meeting. RV12 builder Mark Michael's schedule and our meeting date were finally compatible, so we got to welcome a new member. You'll see more on him in the Projects section. We also had three visitors: Jim Hammell, from Medford, who's building a CH701 (another one!), Brad Baum who made the trip all the way from Brookings, and Ali Tarraff, also from Medford, who's a Pacific Aviation student and has a strong interest in Wittman Tailwinds. Here's hoping they will want to return.

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### Treasurer's Report 6/19/2021

Checking account balance 5/31/2021	<b>\$2,143.80</b>
Cash box	<b>\$200.00</b>

### Receipts

cash	donations	\$ 70.50
check	dues	<u>\$ 140.00</u>
		\$ 210.50

### Transfers

#### Expense

Check	Joe Williams-Food	(\$ 59.94)
check	Pacific Power	<u>(\$ 23.57)</u>
		( <u>83.51</u> )

### Deposits

Receipts	\$ 210.50
interest	<u>\$ .10</u>
	\$ 210.60

### Ending balance

checking	\$2,270.89
cash box	<u>\$ 200.00</u>
<b>Funds available</b>	<b>\$2,470.89</b>

## June Meeting Minutes

Start 1:00pm  
20 attendees

It is GREAT to have our resident Chef back at the grill finally! Thank you Dennis Crawford!

AIRPORT NEWS: Yet another Cozy update. Most likely this will not be completed anytime soon. I have personally requested it be delayed until the Airports Financial situation is more stable. But, we WILL make it happen.

Airport Day is shaping up, with numerous plans being worked on, including more food trucks than ever, the Classic car show, flybys, etc. Details will follow as things are shored up.

Another Garage/Hangar Sale is happening this summer with a date to be announced. We will also be repainting the letters on the ramp soon, stay tuned.

Local Builds are progressing with quite a number being very close in their status. We may end up with a group "first flight" at the rate things are going.

We have had donations of \$100 from David Applegate, and \$25 from the shower box. The Campground and Shower has been seeing regular use this year.

Stan Loer discussed various flyout possibilities, such as Crescent City, Gold Beach, Cottage Grove, Prospect and the grass strip at Powers. Hopefully soon we will have a bunch of airplanes and pilots ready to go.

There is a retirement gathering on June 30 (actually, June 25-ed.) at the FBO classroom for Larry Graves. A flyer is posted in the FBO. It seems Tacos are the planned entertainment. I have been told Larry will attend dressed as his childhood Hero...the Rubber Chicken. Not to be missed.

Meeting ended at 1:35pm

us Joe

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## Around the Chapter

### *Another Note*

Individual projects aren't the only ones that deserve coverage. The chapter also takes on projects, both for the airport to offset our hangar ground lease charge and to raise money to cover our operating costs. Here are examples of one each:

We have a pending project to repaint the logo in front of the FBO. The county bought the paint, so we just need to get a crew together to do the work. Please let Joe know when you would be available to help. We have money in our county "account" and we get credit for maintaining the campground, but that isn't very labor intensive right now. We need other sources and this is one. If we had to pay for our ground lease, it would be approximately \$90/mo.

Airport Day is Oct. 16. It's not too early to start thinking about a breakfast. This has been our one major annual fund raiser for several years. We have normally started serving at 8:00 and it takes about 10 worker bees to support it. A "second shift" at about 10:30 to give our early birders a break would be greatly appreciated but not absolutely necessary. Joe needs to know if we'll have enough volunteers to pull it off this year. For publicity purposes, a decision will be necessary by about August.

## Projects

Dennis Mitchell has made a few engine runs on his CH701. The carburetors will require some fine tuning to get them perfectly synchronized, but they're close. The engine runs did, however reveal a leaking fuel pump. R and R, quick fix. Better than the first suspicion of a leaking radiator. There also are some electrical gremlins to be evicted. He's getting a minus 17 gallon fuel quantity indication when he powers up the glass panel. That ain't right.

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According to Gabe Johnston's builder website, he has riveted the fiberglass tips to the stabilizer. No indication as to what's next but, from the photos, the workmanship to date looks first class.

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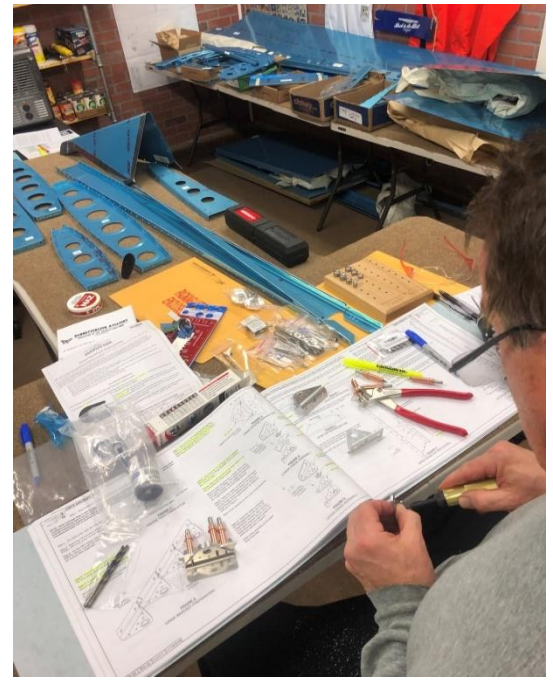
Mark Michaels is a 777 pilot for American Airlines. He's a first time builder and started a RV12 project this year. He got a ride in a RV-6 at the factory 20 years ago and has wanted to build a Van's product ever since. Well, now he's livin' the dream. As you can see from the photos, he's well along on the empennage. His second kit will arrive in September.



Christmas in February.  
Now the fun begins.



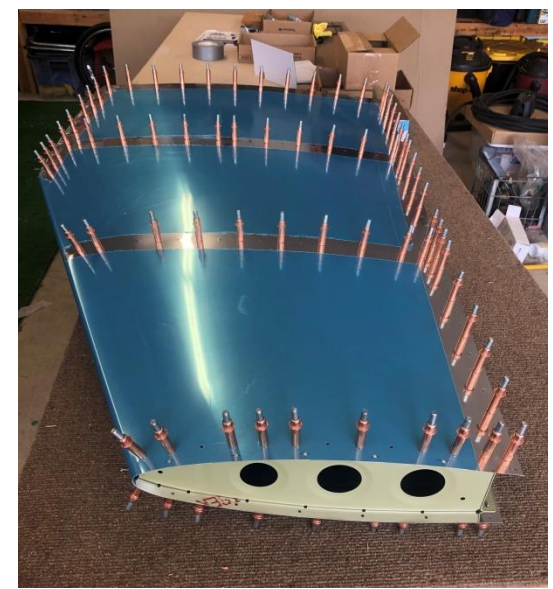
Parts is parts. And lots of  
them.



Attach Part A to Part B  
using fasteners Part C.  
No, this is not Ikea.



When you're building  
in aluminum, you can  
hardly have too many  
clecos.







Phil is finally able to use his paint booth and he sent me a picture to prove it. Was too cool to paint. Now maybe too hot? Can't be very comfortable all suited up. And is that mask COVID-compliant?



Dick is finishing up his firewall forward tasks. He has the engine controls connected and is routing plumbing lines. Some wiring work is yet to be completed before he can run the engine. He's not making any predictions.

Dennis Crawford reports he is still waiting on Steve's Aircraft to finish up his cylinders. He's holding off on ordering new lifters until he can verify that his cylinders are 0.015 over so he can order the new piston rings at the same time. Meanwhile, he's got everything cleaned up and new rubber installed or on hand. Hopefully, I'll be able to report that he's putting the engine back together next time around.

## **Around the Airport**

### **County**

Lisa tells me that the fuel island project start has slipped to mid-July.

Preparations for Airport Day are now seriously underway and it looks like it will be a good one. Many ideas for activities and displays were kicked around at the June 9<sup>th</sup> planning meeting. Follow-up contacts required. The car clubs will participate and 5 food vendors have been lined up. Dutch Bros. aircraft will be on display and I'll report on other participants as they are confirmed. The next meeting will be July 14 at 3:00 in the FBO Training Room.

### **Pacific Aviation**

- 92Q is back on line after being down for engine maintenance.
- Pacific Aviation has added a C182 to their instructional fleet. It's available for \$199/hr.
- 1 of the 3 students prepping for June check rides is now a Private Pilot. 2 are pending. There's still a week left in the month, so they may make it.
- Medford continues to show a lot of activity.
- Four active instructors are on staff and they're looking for one more. Preferably with an Instrument Instructor rating.
- As I was taking down these notes from Bear, their instructor Chad Shultz (he's one of the four) returned from a check ride with a brand new Instrument Instructor rating in his pocket. Congratulations, Chad.

### **Baker Avionics**



Baker gave this Mooney Mk-20K a complete panel makeover. Above-before, below-after. Sure is a lot cleaner in glass and all it takes is money. Thinking back, however, it hasn't been that long ago that this transformation in a single-engine aircraft would have been more expensive by several orders of magnitude, if possible at all. And, with the many options available to builders, glass panels are becoming common in homebuilts.

I should have a before and after comparison for the Stinson next month. That will be interesting.



## VSI Aviation



The RV10 builder assist project has sprouted wings and the left wing long range fuel tank was being fitted when I took this photo. Ryan says there's another RV10 project behind this one, but it will be a standard kit. Quick build kit lead times are out into the next millennium. After that it's an Evolution and maybe a Bearhawk, so he figures he's backlogged out to September of next year.

## Afraid of Heights?



Actually, I am although I don't feel nervous at all strapped into an airplane. But in the loft in my home shop, I stay well back from the edge. Fortunately, the crew building Sean's hangar doesn't seem to be afflicted with that phobia. They've now moved on to adding the roof and it's a long way down. Completion in late July or August looks quite doable. Just in time to provide a new home for the Turbo Commander that Sean will be bringing to Grants Pass.

## Texas 4000



In case you're not familiar with the Texas 4000, it's an annual charity bike ride to raise money for cancer research. The riders are all college students. The group started in Austin, Texas in early June and consists of about 100 riders split up into four sub-groups. The Sierra group of about 22 riders will be stopping in Grants Pass on July 8<sup>th</sup> and using the airport campground for a brief overnight stay. David and Ann McGlooin will be hosting the group while they are here. The original destination was Anchorage, Alaska, approximately 4000 miles and over 80 days from Austin but that changed after the Canadian border was closed due to COVID. They will still ride the 4000+ miles however, just return to Austin via a different route. Any additional hosting assistance is always welcome or just come by to say hello. More details are available by contacting Dave or checking [www.texas4000.org](http://www.texas4000.org)

Four thousand miles? I'm lucky to make four thousand feet.

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## Farther Afield

Tis the season, but lingering COVID restrictions cancelled some late spring activities, so we're getting off to a slow start. However, next month I'll have coverage of the OAHS Wings and Wheels event which will include the unveiling of the new traveling museum featuring at least 3 vintage Oregon homebuilts. Plans are to bring it down to Airport Day.

I'm open to including travel photos, aviation or not. Maybe you'd just like to show us your grandkids that you haven't seen since 2019. Or maybe you'll take a trip to the Antarctic and bring back some photos of ice fields that might make us feel cooler (and probably a bit jealous). Or perhaps be fortunate enough to have friends who will take you to Las Vegas in a Lear 45, like Joe. Let's celebrate summer and return to, and share, the activities that normally occupy our summer months. But by all means-stay cool as we're exposed to these unusually high temperatures.

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## Marketplace



As reported last month, the owner of this KR-1 project recently passed away and his daughter is now actively looking for a new owner. It has been a fill-in project at VSI Aviation, so Ryan has all the information on it. It appears to be fairly complete with all or most parts to finish. The most valuable item will be the VW engine. No information as yet regarding asking price. If you're interested, contact Ryan Marshall at (541)844-6120.



## Future Happenings

### June

25<sup>th</sup>: Larry Graves Retirement Party, 12 noon, FBO Training Room

**26<sup>th</sup>: OAHS Wings and Wheels, Cottage Grove. Vintage aircraft, automobiles, motorcycles, bicycles and more. Green means "Go". This is the first event of the season that I know of and is within reasonable proximity. I highly recommend it.**

### July

9<sup>th</sup> and 10<sup>th</sup>: Wallowa Co. Fly-in, Joseph State Airport (KJSY), Joseph, OR

26<sup>th</sup> through Aug. 1<sup>st</sup>: EAA AirVenture, Oshkosh

30<sup>th</sup> through Aug 1<sup>st</sup>: 42<sup>nd</sup> annual Jim Wright Memorial Stearman Fly-in

### August

7<sup>th</sup>: OAHS Fly-in Breakfast, Cottage Grove, 9:00 to noon. \$6.00, all you can eat, under 12 free

Aug 14-15: Chapter 292 Fly-In, Independence

Aug. 20-22: Arlington, WA Fly-In and Airshow

### September

4<sup>th</sup>: OAHS Great Oregon Homebuilt Fly-in, Cottage Grove. Surprise!! Breakfast too.

10<sup>th</sup>-12<sup>th</sup>: Western Antique Aeroplane and Automobile Museum Fly-in, Hood River

15<sup>th</sup>-19<sup>th</sup>: Reno Air Races

25<sup>th</sup> and 26<sup>th</sup>: California Capital Airshow, Mather Field, Sacramento featuring the USAF Thunderbirds

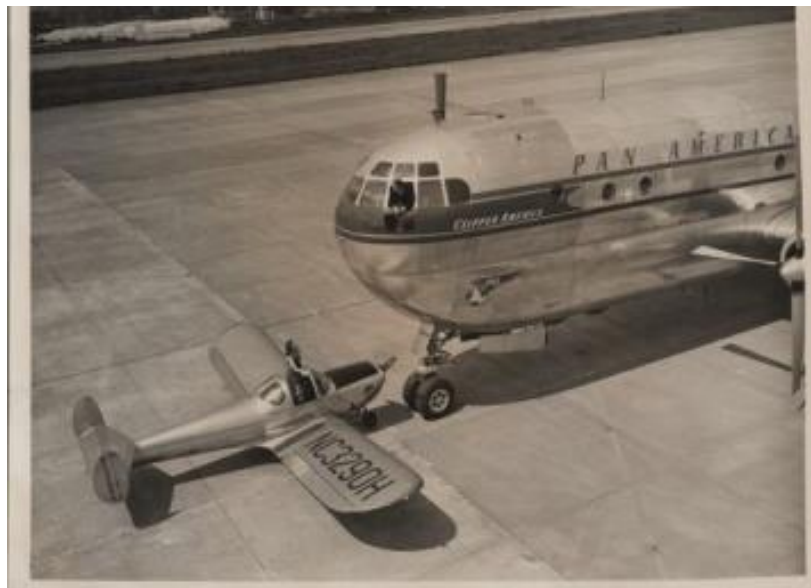
### October

2<sup>nd</sup>: OAHS Fly-in Breakfast. Last of the season.

**16<sup>th</sup>: Grants Pass Airport Day**

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### And Finally



We've got to stop meeting like this.

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

**Meets: 1st Sunday of the month-1:00 P. M at the Chapter Hangar**

**Note exception for July only**

**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**