



NEXT MEETING

**Saturday April 6, 11:00, Chapter Hangar. Yaay, spring has arrived!
Burgers and Dogs (and other good stuff) to follow-invite your friends.**

President's Message

Hi Everyone!

EAA Chapter 725 now turns a positive corner upward in multiple ways. 14 members paid their \$20 local annual dues as of St. Patrick's Day two weeks prior to cutoff on 1 April 2019. One member paid the \$40 headquarters Oshkosh national dues. If more have paid, please advise the treasurer, David Applegate of this development. These collectively portend faith in our continued existence as an active chapter.

A few days ago, some members flew north to the Myrtle Creek's Airport to challenge its 2500 foot runway and the celebratory bike ride to their local flyers' roost and eatery one mile away. I even flew yesterday by renting Pacific Aviation's Cessna-152, "ER" for a half hour including two touch and go's.

The sun now graces us with bright weather and an overnight legacy of most nights above freezing. Let's warm up!

In anticipation of April mowings, weed whacking, and park rejuvenation, now is the time to check out our small gas engine equipment in our hangar. Moving the shave and shower house from our EAA hangar into summer position follows closely.

We must also clean out and sanitize our refrigerator!

I look forward to our fun in working together in the coming weeks. Remember, we meet at our hangar on "National Tartan Day", Saturday, 6 April 2019 for our bar-b-que. See you all there!

Clear skies!

Nate

March Meeting Minutes

Call to order. 11:03 a.m. by President Nate Riffle

Pledge of Allegiance to United States flag. 11:04 a.m.

Guest and New Member introductions: Returning member Chris Beebe and new member Jeff Karmy joined with us again.

50/50/ Second Chance. Not conducted: Treasurer was absent.

Grants Pass Airport Advisory Board: Stan Loer advised us that the Advisory Board did not hold the February meeting; thus, no report is forthcoming.

Old Business

Stan Loer advised us that Puget Sound Antique Flying Club (PSAFC) will fly into Grants Pass Airport to arrive at 1:00 p.m., Tuesday, July 9th, 2019.

The airport has arranged for vendors to serve interested public attendees.

EAA 725 will help park approximately 40 aircraft.

New Business

Visits to Medford airport control tower: Joe Williams advised that seven people have signed up thus far. Groups of up to six persons are allowed up at one time. Any U.S. citizen may attend. Date and time will be advised by Medford Airport.

Leadership Bootcamp: Led by EAA Oshkosh representatives John Egan and a second instructor was hosted by EAA 326 at Thun Field, Pierce County Airport, Puyallup, Washington. This one day training occurred on Friday, 22 February 2019. Nate and Cheryl Riffle attended taking voluminous note. We presently await a hard copy mailing from Oshkosh of their complete presentation, parts of which will be shared with our membership.

Kudos to Stan Loer for his continuously outstanding monthly newsletter that we eagerly read and enjoy each month.

Spring Ideas: This is the best time to upgrade or repair our EAA 725 hangar. Members discussed several related areas of endeavor noted below.

Upgrading the existing fluorescent light bulbs in the hangar overhead: Phil Cloutier will research related costs. Joe Williams will talk to the Airport Manager, Larry Graves, about his excess fluorescent lights and hangar door maintenance contractor.

The hangar roof has some leaks. Nate Riffle will seek and mark the source of these leaks.

Segmented Circle: Larry Graves desires the damaged circle to be rebuilt in the same area, but to a lower profile, roughly four to six inches in height.

Upgrading the Chapter 725 website is in process by webmaster, Ed Lee.

We would enjoy more summertime aviation events to other chapters and visits by others to our airport and hangar. Stan Loer recommended a visit to EAA Chapter 292 in Independence for their fly in — one of the best!

Members recommended that a list of former members be compiled to invite them to some kind of local event to be in addition to Grants Pass Airport Days. We may plan a flyin.

Dennis bought a new tool, an “English Wheel” (164 pounds) to make a new cowling for his Ercoupe. Dennis loves tools! This is his latest.

Some member's idea — a paint project for the airport; can we invite kids to help?

A ball cap for our chapter members: Joe has a source and price. Nate ordered one, a shrunken emblem similar to the hybrid one he sports. See Joe for details. The supplier can also print tee shirts.

Members discussed ways to increase our membership numbers. Ultralight pilots are welcome: most of us remember Dennis Grow who flew his ultralight from Selma to our airport for meetings for years.

Young Eagles challenges and ideas were discussed.

Time to mow and weed whack the park. Sign-up sheet is just inside the hangar door. Make your reservations now!

Dues are due. Richard Colton and Dennis Mitchell each paid their \$20 annual chapter dues.

Meeting was adjourned at about 11:20 a.m. Next meeting will be a bar-be-que in the Chapter hangar on Saturday, 6 April 2019. Spread the word!

April Meeting Program-Crop Dusting South Texas Style-No, you didn't miss it or sleep through it.

This presentation was postponed to April due to the low March turnout prompted by the less than benevolent weather. This has given Joe an opportunity to add a few visuals that he didn't have last month. Should be an interesting program, and one which will have an appeal to a variety of aviation interests. Invite your friends.

Around the Chapter



Myrtle Creek, 3/11. Joe, Dennis, Phil, and Stan head into town for breakfast. Almost déjà vu all over again, but no Nate this time. Replaced by yours truly on a very uncomfortable bicycle seat. Found out that Seven Feathers Casino would pick up at the airport. I think we all agreed that would be our destination for the next trip.

What a motley crew. You can see how “we” attract a crowd (not) everywhere we go.



Now you know what an English Wheel looks like. V.P. Dennis needs a few accessories before he can start forming the new top cowling for his Ercoupe, but it should be functional in a few weeks. Maybe we can get him to give us a demonstration at one of our future meetings?

Dennis Mitchell recently completed a modification to his CH601, replacing the nose gear bungee cord with a Zenair-designed strut modification kit incorporating a set of rubber doughnuts. He’s back flying again and says it’s a great improvement over the original bungee system.

Dick’s Hornet is all ready for its first flight after repairs, but it’s now refusing to buzz. Seems to be some kind of bug that’s ingesting the electrons intended to feed the spark plugs. I’m sure he’s looking for a technical reason, but I’ve normally associated electrical problems with more esoteric causes such as supernatural phenomena or sunspot flareups. A witchdoctor would be more help than me. Or maybe he can enlist the expertise of Mulder and Scully. They haven’t had much to do since the X-Files team was disbanded. Chin up, Dick. I’m making light of it, but I really do understand the frustration. There’s an answer and I’m sure you’ll find it soon.

The Friday tower visit group. I'm surprised they let us in. But it was a great tour, thanks to the organizing efforts of Joe Williams and the generous amount of time allotted to us by Manager Tom Williams. I think we were there for at least 2 hours. Lots of good information transfer. I'd like feedback from the attendees which I can then turn into an article for inclusion in the May newsletter.

By the time we finished the tour, most of us had built up quite an appetite. So it was off to Tin Tin Buffet for lunch. Always a treat. This was a great chapter event and we need to look at more of these types of activities.



L to R: Dennis Mitchell, Marty Robb, Brian Tabery, Stan Loer, Jed Keller, Dennis Crawford, Ed Lee, Phil Cloutier, Nate Riffle, Dave McGloob, and Joe Williams

Airport Goals

Larry is obligated to provide the county commissioners with an annual proposal of both short and long term goals for the airports. This is what he presented to them back in February. I thought it would be of interest to the chapter members and he gave me permission to include it in the newsletter. He will provide additional airport-related information that I will be able to include in the months ahead.

Short Term Goals

- ❖ Create Balanced 2018-2019 Budget Containing Ample Grant Match Capital
- ❖ Complete Closeout of IV Airport Grant-007
- ❖ Complete Construction Projects Grant-008 at IV Airport and Grant-011 at GP Airport
- ❖ Support FAA Publication of New Instrument Approach at GP Airport
- ❖ Facilitate Launch of Southern Oregon Air Academy
- ❖ Bring all Leases up to Currency and clean up Backlog
- ❖ Update Unsafe Wiring in Oldest County Hangars
- ❖ Obtain FAA Grant for GP Master Plan Update – Supporting Runway Extension
- ❖ Obtain Funding for IV Airport Industrial Airpark Development
- ❖ Obtain Funding to Start Building County-Owned Hangars at both Airports

Five Year Goals

- ❖ Complete GP Master Plan Grant Justifying Runway Extension
- ❖ Obtain FAA Grant for Environmental and Engineering Design of GP Runway Extension
- ❖ Line up FAA Capital Improvement Plan Assuring GP Runway Extension Grant Match
- ❖ Obtain FAA Grant for Runway Resurfacing at Illinois Valley Airport
- ❖ Develop Commercial Hangar Zone Along Flaming Rd at GP Airport
- ❖ Obtain Funding to Build Hard Pads for Firefighting Helicopters at Both Airports
- ❖ Facilitate Buildout of NVGSD Septic and Water Infrastructure at GP Airport

Ten Year Goals

- ❖ Build 1500' Runway Extension at Grants Pass Airport Totaling 5500' When Completed
 - ❖ Support Thriving Commercial Services at Both GP and IV Airports Boosting Economy
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Future Happenings

June 1: Ashland Airport Day

June 15: Grants Pass Airport Day. We are doing breakfast, right?

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

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

July 12-13: Wallowa County Fly-in and Airshow. Joseph State Airport, Joseph, OR.

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

Aug. 10-11: "Warbirds over the West". McNary Field, Salem, OR.

Aug. 16-18: EAA Chapter 292 Fly-in Weekend. Independence, OR. A great EAA event. EAA292.org/fly-in for info. **Registration opens April 15.**

Aug. 23-24: Airshow of the Cascades. Madras, OR.

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

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.**

Oct. 5-6: "California Capitol Airshow" featuring the USN Blue Angels. Mather Airport, Sacramento, CA

And Finally-An Editorial Comment

Any discussion of the continuing decline in the number of registered pilots must, and usually does, bring up the influence of cost. Yes, there are other factors involved, but it's the 800 lb. gorilla in the room. Many aviation organizations are addressing the issue and EAA is no exception as exhibited by the number of articles

on the subject in "Sport Aviation". Can't say I'm offering anything new here, just taking advantage of the soapbox.

Cost and value go together for most of us. How much value do we place on pursuing our aviation interests and where does cost say "that much and no more?" Those of us who can afford (and choose) to be aircraft owners are very fortunate, but we still have limits whether externally or self-imposed. But there are viable options to reduce the cost impact depending on the degree of dedication and the willingness to match desire with reality. Ultralights are a growing element of the recreational flying scene. There's not a whole lot of scenery more beautiful than the Rogue Valley and I suspect it's just as enjoyable from the seat of an ultralight as from our Cherokee. The same landscape can look quite different depending on season and sky conditions. If a great part of enjoying flight is the rush that comes the moment the wheels leave the runway and then watching as the world opens up in front of you, this could be a good way to go.

Partnerships and flying clubs also are worth a look. Many very airworthy 2 place aircraft are out there in the 20-30K range and sometimes less. Some can be flown as Light Sport. A 3 or 4 person partnership on such a plane reduces fixed costs significantly and may make ownership a viable option. Scheduling conflicts are usually minimal given how few hours most of us actually fly annually. Many flying clubs don't own their own aircraft, but have rental or lease agreements with owners which give them some relief on commercially charged hourly rates. I'm not sure how that all works, but the Rogue Valley Flying Club in Medford has been in existence for several years, so they must have it figured out. I know they have a website, so maybe the details are available there. If there is any interest in forming a club here, I suspect we could get one of their members to give us a presentation.

Bottom line: There are options to the way many of us entered the world of private flying. Hang glider, powered parachute, ultralight, vintage aircraft, or (fill in the blank). It's all flying. We need to encourage aviating at all levels.

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

Meets: 1st Saturday of the month- 11:00 AM

Nate Riffle.....President

Dennis Crawford.....Vice President

Office Open.....Secretary

David Applegate.....Treasurer

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

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