



Next Meeting-Sunday Oct 3rd. Noon lunch with meeting at 1:00.

President's Message

Well, lots of things fly around here, some slow and some fast. One of the fastest is time! At least for me. And since we are about into October I want to remind everyone that we will hold Officer Elections before the New Year. We plan to do things a little differently this time, which I feel will provide a more fair and equal vote and hopefully invite wider participation. The process will be as follows, first thing, we should only be nominating those that have interest in serving, so I will ask any member in current and good standing to notify me of their interest in the various positions. Then, at the appropriate meeting I will provide identical ballots with those names listed. Each member can check their vote for each. The ballots will be anonymous and unsigned. More on that later.

In other news, the smoke is Gone! Yay! And some nice flying has presented itself finally. Now if we can get the small Air Force of planes being built rolling out before winter things will get interesting. Many of you have seen the builds, and they are beautiful. It is fascinating to have so many that are in equal stages of build. There may even be an unspoken little race going on here, I am not certain. One last thing, keep in mind that Airport Day is coming! And so far it appears to be a good one. We will be asking anyone that can to help us with whatever they can. Especially the Pancake Breakfast. We will discuss this again at the next meeting. Hope to see you in the air, or on the ramp.

Joe

Treasurer's Report 9/22/2021

Checking account balance 6/31/2021	\$2,354.07	
Cash box		\$200.00

Receipts

cash	donations	\$ 64.00
		\$ 64.00

Transfers

Expense

Check	food	(\$ 15.42)
check	Pacific Power	(\$ 24.62)
		(\$ 40.04)

Deposits

Receipts	\$ 64.00
interest	\$.10
	\$ 64.10

Ending balance

checking	\$2,378.13
cash box	\$ 200.00
Funds available	\$2,578.13

September Meeting Minutes-9/5/21 (Submitted by Joe)

Start. 1:00pm with pledge.
Attendees. 20

Airport News: updates regarding Airport Day. No need to replicate here. Christian going to new job with Netjets.

New biz: none

Old Biz: none

Flyouts/ Etc: Reno Air Races. Joe is crewing on a restored Spitfire in competition for best of show.

Chicken Drop update: 9/10

Mather show: 9/25

Asked for volunteer commitments for Pancake Breakfast : Dennis, Stan, McGloons, Applegate, Nate and wife, Dick, Michelle (we need 10).

Agreed on \$7.00 adults and \$4.00 kids

No free breakfasts. As usual.

Meeting ended 1:22pm.

October Meeting

Discussion of Airport Day and our breakfast will be at the top of the list. We can also get personal accounts of the Reno races from Joe and Dave McGloons. Time permitting, we can progress to project updates and maybe review photos from the Independence Fly-in. All attempts to show them last month ended in failure, possibly hardware related. Got that resolved for next time.

Around the Chapter

Return to Service



Allen Runia is into an annual on his Bonanza. No surprises so far. Hopefully, it will get a clean bill of health and he'll be flying again in a couple of weeks.

Dennis Crawford's Ercoupe is on hold pending the receipt of new exhaust manifolds. He was given a delivery date of 10/8, so he should be turning wrenches again within the next week or so. At least he has painted his cowling parts, so they're ready to go. Oh yeah, at home, not in the hangar. That's a no, no.

Projects

Tracy's CH701 is ready to go. He's taxied it, but Chris Beebe has agreed to make the initial flights. With a bit of luck, that may happen soon. Tracy is champing at the bit. I'm watching it rain as I write this, and I'm hoping that means good VFR conditions will return with some consistency. I've taken photos of it in front of his hangar and in front of the chapter hangar. I'm looking forward to documenting the first flight.

Dennis Mitchell has submitted the paperwork to obtain an N-number and get his CH701 registered. The FAA is backlogged and it may be a couple of months or so before he has both. In the meantime, Ryan helped him sync the carburetors. He says the engine runs smoother and idles better. He's now finished putting in the belly door attachment hardware and has new hard rubber cushions for the landing gear attachment fittings. He's hoping to be ready for inspection sometime in November.

Dick connected the fuel system after getting the wings on and also replaced the round tube wing struts with airfoiled ones. He got a brief engine run-very brief. Another electrical gremlin showed up and disconnected power to the panel. So he has some more troubleshooting to do. Hopes it's nothing more than a loose wire of something else equally simple to resolve.

Now this looks like real progress! Phil reports that he still has one gear leg and the wheel pants to finish and then paint. He'll be concentrating on getting them done while the warm weather is still here. But the photos he sent me show that he's definitely spent a lot of time in the paint booth. Hopefully, the remaining parts won't take much longer.



No captions provided, but this looks like the upper cowling.



Putting the wheel pant together.



And the fuselage, outside and in.

Around the Airport

County

- Jerrad Brown has been hired as the new Operations Manager. Welcome aboard!
- The Wildlife Hazard Mitigation Plan studies remain to be scheduled by the regional USDA Wildlife Mitigation expert. Geese, turkeys, deer, and coyotes are frequently active on or near the runway, especially at the north end, so this is not a frivolous exercise.
- Environmental Science Associates has begun work on the EA for the runway extension, including that needed for the full extension. The approved 700' extension is 100% covered by a FAA grant. Cost to fund the remaining portion is \$113,320.
- Environmental Assessment for westside hangar development is underway.
- The Airport Advisory Board has been asked to review the current Minimum Standards and make recommendations regarding updates. The last revision to our Minimum Standards document was 2009. Ashland and Medford standards were provided to use as reference documents. This task is expected to require several months to complete and public input is encouraged.
- Mascot will be awarded the contract for the first part of the fuel tank project-tank and pump skid.
- The "Advertisement for Bids" will soon be issued for the second part of the project-site preparation. Estimated total cost is \$786K with \$300K covered by two COAR grants.

AIRPORT DAY PLANS (from 9/8 Planning Meeting)

Plans continue to gel for Airport Day, but the potential impact of COVID restrictions and firefighting demands inject a certain degree of tentativeness. But, given this is an outdoor event with plenty of opportunity for social distancing, planning is proceeding on the expectation of success. We're also hoping current fire suppression efforts will show considerable progress over the next several weeks, making the planned participation by the ODF and other firefighting units possible. With that in mind, here's where we are at this juncture.

- Depending on firefighting assignments, Croman, and possibly Erickson, will participate. A water drop demo is a distinct possibility.
- The ODF is planning a booth and we'll maybe get a visit from Smokey the Bear, hopefully without singed fur.
- Dave Palmer has agreed to present an ultralight "demo".
- Dutch Bros. will provide fly-by's of their corporate aircraft
- Pacific Aviation will display their fleet and provide rides.
- Mercy Flight will display both a fixed wing aircraft and helicopter
- The Oregon Aviation Historical Society will bring their "Traveling Museum" down from Cottage Grove.
- We expect a good static display of homebuilt aircraft even if they are predominately local.
- Oh yeah-Joe has arranged to have a WWII vintage "Corsair" on display. He'll be coming from Sacramento, so we need good between here and there to make this a certainty.
- A version of the Chicken Drop contest will be held with public participation offered in the form of choosing their preferred winner and prizes.
- There will be a car show, maybe with a live band to provide entertainment.
- KAJO will be on hand to do a remote broadcast.
- We'll have a variety of food vendors and breakfast served by EAA Chapter 725 starting at 8:00. Cost will be \$7 for adults and \$4 for children under 12.
- Parking will be at Fleming Middle School with shuttle bus transportation to the airport.
- Lisa is posting publicity to Facebook and Instagram. Leah Baker is working up the flyer.
- The next planning meeting will be Sept. 29 at 3:00 either in the FBO training room or outside on the lawn. The primary priorities will be to set the agenda and locate the static displays.

FIFTH ANNUAL CHICKEN DROP CONTEST

Friday, October 10th dawned clear and calm. A perfect day for Joe's 5th Annual Chicken Drop Contest. Thirteen aircraft were entered and three winners were awarded trophies. Well, actually, four. Airport Manager and Airboss Jason Davis' support and participation was crucial to the safe operation of this event, so of course he got a special one. The winner walked away with the \$100 pot. It was, as were the previous 4, a fun and safe event for all. Thanks to Andreas Blech and Sean McGillivray for sponsoring a catered lunch for the participants. We even had a Bay area representative who, literally, just dropped in. Sorry I didn't get the bombardier's name, but Aaron Limatainen and he were on their way to the Hood River fly-in from their home base at Concord, CA. Because Florence was fogged in the day before, they diverted to G. P. and overnighted in the campground

. Woke up to all the activity getting ready for the Chicken Drop and decided to stick around. Didn't win anything, but I think they enjoyed mixing it up with the locals and I invited them back for Airport Day. Hope they make it and bring friends.

So here are a collection of photos to record the event for posterity. I think I have properly credited the photographers, but I'm sure I'll hear about if I've made any errors.



Joe and Jason conduct the pre-flight briefing. (Stan)



The winner is in there somewhere. (Ann)



Joe's hand-made trophies are first class. Maybe I'll try for one next year. (Joe)



Gotta give him an E for effort but, somehow, this high-tech bombsite didn't gain Dennis any advantage over the other competitors. (Stan)





A line-up of competing aircraft ready to go. There was a considerable mix of aircraft types in the contest this year. (Ann)



And here's the target. As a ground crew member, I figured the best place to stand to avoid getting hit was right on ground zero. I was right. (Joe)



Let the fun begin. Richard and Linda Colton are ready to go after one of those trophies (Linda)



Here's Bear on his run. His chicken dropper is son Elijah. Good for a trophy. (Ann)



And here's Phil over the target. But I didn't get the name of his chicken chucker. Have to do a better job of that next year. (Ann)



And the winners are: Bear and Elijah, 2nd at 40 ft, Nick Madston, 1st at 35 ft, and Wayne and Jeanette Pinger, 3rd at 50 ft. (Ann)



With any luck, Jason will have a whole wall full of these by the time he retires as Airport Manager. (Ann)



That much fun really builds up an appetite. Thanks to Andreas and Sean for making sure we didn't leave hungry. Or if we did, it was our own fault. (Joe)

VSI Aviation

Here's a preview of the kind of artistry we'll see on the RV10 when it's completely finished. John Stahr is a master and that's an understatement. This is just the vertical and it appears he's got a bit more to do. Imagine what the entire airplane will look like when he gets done with it. If you can, you're doing better than I am. All I get is a headache from trying. But it certainly will be nothing short of spectacular.



Right side: Elon Musk, Space X, and a variety of NASA launch vehicles. He even included the car Musk launched into space. ←

Left side: Dick VanGrunsvan and his stable of RV's. I think he's got them all except for the RV5. Having seen pictures of that airplane, I think I know why it wasn't included. →



Baker Avionics

Mostly business as usual, but they'll be starting the avionics upgrade on Sean's Turbo Commander next month.

Pacific Aviation

- Twenty five students are in various stages of instruction between G. P. and Medford. No student was ready for a checkride this previous month.
 - 92Q has returned to Medford. Pacific rotates assets between G. P. and Medford depending on the student load and type of instruction required. They are contractually required to keep 2 aircraft at the Medford facility.
 - Darin recently bought a Cessna 150 and he is completing five hours of dual with Skye in Echo Romeo for insurance purposes.
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Farther Afield

The following text and photos were provided by Joe. Dave McGlooin and Bear Perrin were also at Reno. We can get first person reports at the meeting. (ED)

RENO AIR RACES 2021

I attended my 26th season of the Air Races last week. I was assisting with the exhibit and competition for my friends original 1944 Spitfire. See attached photos. It is owned by a collector in Sacramento and is part of a large Group of 16 warbirds, all in museum shape but flying. I've had the good fortune to fly one of the Mustangs a number of times. The races were great, as usual, and the Unlimited Gold was won by Dreadnought, a Sea Fury flown by Joel Swager with a course speed of 426.89. The military provided a spectacular display including Demos by two F-35s, two Osprey helicopters, a U-2, and others. Their ground static displays were also top notch this year. The USAF Thunderbirds put on an excellent show as usual as the headliners. There were numerous displays of new aircraft by a number of manufacturers including Pilatus, Carbon Cub (a tricycle gear cub ?) and some newcomers. I was very pleased to witness full stands and a lot of visitors and vendors once again to the Fastest Sport on the Planet !

By the way, we won both People's Choice and Grand Champion with the Spitfire and I was interviewed by a few publications including Air and Space. I also spread the word about our upcoming Airport Day event. One thing I noticed, these 71 year old legs don't take to standing and walking like they did 26 years ago.

Joe



And one of the all-time classics, a beautiful Staggerwing Beech. Joe says it was their neighbor for the show. What a neighborhood! I couldn't make out the registration so could not get the model or owner's info.



This restored Stinson SM8A "Detroit" is owned by the Cord-Duesenberg Museum. Stinson became a wholly-owned subsidiary of the Cord Company in 1929. At that time, Cord also owned Lycoming engines.



World's shortest runway. This airshow act goes back to the days of the Barnstormers.



Now landing one of these on that van would be cheating.



Never seen this one before. A go-fast 2-place glass airplane called a GB1 Gamebird. Registered to AVSTAR, Inc., Seattle. Don't know if it raced in the Sport Class.



Jon Sharp-designed NXT Sport Class racer fielded by Relentless Racing. Aircraft in this class are rapidly approaching course speeds previously only achieved by Unlimited racers.



Joe sent me several photos of the variety of military aircraft in attendance. Many performed flight demos including this Boeing V22 tilt-rotor "Osprey".



And here's a F-15E "Eagle", but can't tell where from. Hard to believe the first F-15 flew almost 50 years ago.



Plumbing has long-since been deleted from the selection criteria. Joe said the lady pilot who flew the above F35 flight demo gave the crowd quite a show. Demonstrated just about every capability of the aircraft except ordinance delivery.

And yep, that's a U-2 pilot Joe is talking to.



The USAF Thunderbirds were the headliners and put on their typical first class airshow. The aircraft in the foreground is a WWII/Korean war era Fairey Firefly. Origin unknown, but it's painted in authentic Royal Navy colors.



And here's an overview of the crowd and some of the display aircraft. Joe is probably down there with the Spitfire.



A Sport Class racer rounds the home pylon.



A line-up of qualifiers for the Gold Race



Here's Joe with Alan and the Spitfire owner. The Spit took the top two awards: People's Choice award sponsored by the Smithsonian Air and Space Museum, and the Neil Armstrong Aviation Heritage Trophy.



They're everywhere. James and son Charles are just at home wandering among warbirds as they are dropping a chicken out of an Ercoupe. Joe made sure they got a good look at the Spitfire.



Homeward bound after an exhausting, but very satisfying, weekend at Reno.



Yep, it was a great 4 days. Now it's time to head for home and get some sleep.

Future Happenings

October

16th: Grants Pass Airport Day, Chapter 725 Breakfast

November

7th: Chapter Meeting-Election of Officers

December

Christmas Party??

And Finally

So how do you get an overhead shot of an award-winning Spitfire directly below you? Well, if you're flying a Pilatus PC-7, long-time friend Joe is your back-seater, and he has a camera, it's simple. Just roll inverted, stabilize at negative one g, and Joe can (and did) get this impressive shot through the canopy while hanging from the harness. Roll upright and continue on home. All in a day's play.



EAA Chapter 725
Grants Pass Airport-3S8

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

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