

The **W**ingman

EAA Chapter 495 - Roseburg, Oregon

PO Box 41, Roseburg, OR 97470 <http://495.eaachapter.org> • eaachapter495@gmail.com



Around the Patch:

by Joe Messinger
Newsletter Editor/Webmaster

As the year comes to a close, the next event Chapter 495 will be holding is the annual Christmas party. George Dorius and Ken Nicholls will be preparing the ham and turkey, donated by Gil Peterson. All the other dishes will be prepared by you, our membership, making your family favorites. Make sure you have checked in with Ken so as not to have too much of the same thing. That could get real boring, a dozen versions of mashed potatoes. The festivities will kick off in the big hangar at Felt Field with a social hour at 5:00 pm and dinner served at 6:00. They tell me the committee will be having something special but we'll just have to wait and see what it is.

The chapter's present to you is \$5.00 off of your regular \$25.00 yearly dues, but only if the dues are paid at or before the January meeting. So why don't you just pony up at the party since we're sure our treasurer, Mark Ralston will be glad to take your dues that night. This way you can take it off your 2021 taxes.

So what else did you miss if you didn't attend the November meeting? First of all, you missed Ken's special recipe tacos, with his seasoned meat with a secret blend of herbs and spices. Dinner was followed by a short but entertaining video showing short backcountry take offs. Take a look at the [Backcountry Aviation](http://BackcountryAviation.com) site and enjoy the various videos highlighting different aspects of backcountry flying. If you think this type of flying and camping is for you there is contact information where you can learn more about this kind of adventure and find out about seminars they offer.

Treasurer Mark Ralston reported that we still own a Continental A-50 since he didn't get any solid offers from our Barnstormer's ad. It may have been that we were asking too much for the engine so we may drop the price and try selling it again next year. Only time will tell.

Our elections were held and the officers elected for 2022 are: president, Dennis Rose, vice president, John Roberts, treasurer, Mark Ralston, and secretary, Benjamin (Ben) Brewster. Three board members at large were elected. They are: George Dorius, Joe Messinger and Ken Nicholls. Welcome John and Ben. We are looking forward to having some new people and ideas to help make 495 just that much better this coming year.

Ben, who is a tech guru associated with Oregon State University, is still attempting to get into the flight simulator that was donated by Paul Schafer's family following his passing. He said he had been able to get a look at the hard drive and determine that it had a recent version of Microsoft Flight Simulator and nothing else other than its operating system. More on that front later.

Saturday, January 1, 2022 will be Freedom Flight day. This celebrates our freedom to fly in the USA almost without restriction. This is a privilege many other countries don't afford their citizens. We will be meeting at Dennis's hangar on the north end of KRBG starting at 8:00 am. It is planned to have at least coffee and donuts available and possibly a hot breakfast. That will depend of getting the grill and other things moved from Felt to Roseburg. Look for email notification during the month as plans are firmed up.

The meeting was concluded with a presentation by Dennis Rose. As many of you know Dennis sold his Cozy and is building a Glastar. So he needed a new engine and after much research he settled on a ULPower Aircraft engine. Look for an article on the ULPower engine on page 2 of this newsletter.

Chapter Officers

Dennis Rose, President: 831-331-6517 • Robert Wright: Vice President 707-724-2707

Mark Ralston, Treasurer: 562-673-8499 • Steve Kame, Secretary: 541-672-8437

George Dorius, Board Member at Large: 541-513-4579 • Ken Nicholls, Board Member at Large: 541-496-0808

Joe Messinger, Newsletter Editor & Webmaster: 909-851-3802

ULPower Aircraft Engines available for experimental aircraft



ULPower Aircraft Engines is a Belgian company, which manufactures engines designed for light aircraft and rotorcraft use. Currently the engine is not certified for certified aircraft in this country but we understand they are working to correct this situation. When the founding partners were asked to fix an issue with another brand engine they decided instead to build a new engine from scratch. They decided their new engine should feature FADEC (Full Authority Digital Engine Control), it should be simple, robust, easy to maintain, and have a low parts count, with a high power to weight ratio. They wanted an air cooled engine with direct drive and they wanted to produce an engine that wouldn't break the bank, having a low cost of ownership and be able to run on either AVGAS or MOGAS with ethanol.

ULPower Engines was officially formed in March 2006 with the development of the 97 hp UL260i. This engine has been used on several light aircraft and in 2017 Sonex introduced the "B" model with a firewall forward ULPower option. In 2009 they introduced several engines to their line. Among them, the UL260iS (107 hp), the UL 350 i/iS (118/130 hp) where the stroke was increased from 74 to 100 mm, as well as the UL260iSA (107 hp) with a fully inverted oil system.

The product line was expanded again in 2013 with a line of 6-cylinder engines in both 3,900 cc (140/160 hp) and 5,200 cc (180/200 hp) variants, both with higher or lower compression requiring different minimum fuel grades depending on availability in the buyer's area. In 2020 the UL520T was introduced, a turbocharged 520i, resulting in 220 hp to 15,000 feet altitude.

The ULPower engines are modular. They all have the same bore of 105.6 mm and the stroke is either 74 or 100 mm, which makes the 260 and 350 series of engines. Adding an extra set of cylinders produces the 390/520 family. The engines can be used in either tractor or pusher configurations. Currently, the recommended TBO is 1,500 hours. At this time a standard overhaul will cost you \$6,500 or a factory new overhaul will set you back \$9,000. These engines come complete with the exception of an oil cooler. In the package you will find engine wiring including wiring to the panel and a CANBUS and RS232 connection for engine monitoring on an EFIS. Also included are: cooling baffles, exhaust, generator, ECU, fuel injection, fuel pump, fuel and air filters, spark plugs and harness. For more information, visit the [ULPower](http://ULPower.com) website.



You probably don't want to fly with this guy



Recently we read about a fellow you probably wouldn't want to fly with anytime soon. It seems Dennis Collier, a licensed Traverse City, Michigan pilot, paid \$110,000 for a 2010 [Seawind](#), a four place all fiberglass amphibious airplane. He picked the airplane up from Brackett Field (KPOC), in Pomona, California, an airport your editor knows well, having flown into there many times.

The seller said that while the plane hadn't been flown for two years, a pilot friend had taken it for a test flight and the aircraft was ship-shape, with only 20 hours of flying time on the engine. We didn't see anywhere in the articles we read that Collier had ordered a pre-buy inspection so one would expect that he might have some surprises coming.

Collier took off and radioed Brackett tower that he was going to do a test flight over the airport and climbed to 500 feet above pattern altitude. He stayed above the pattern making left hand turns. After the first turn he noticed the nose pulling up without

Seawind: inputs and he set up for landing after the third time around.

FAA records show Collier landed “gear up” and while he escaped injury, the *Seawind* got pretty banged up. So he hadn’t even left the environs of Brackett airport and he had crashed the airplane. After the airplane was repaired he took off headed for New Mexico. While making his first night landing in 30 years the engine stalled causing the plane to come down hard beside the runway taking out a sign and runway lights. Again, no injuries reported. As dawn broke at Four Corners Airport in San Juan County (KFMN) it became evident that the tail of the *Seawind* was damaged. After the airplane was repaired a test flight ended in another runway incident, with minimal damage to the airplane, the airport manager said.

So far Collier had made three takeoffs and three crash landings but he was off again. After leaving New Mexico and being in the air for a couple hours, more problems arose. The left wing servo hinged tab was stuck and the plane was pitching up. It took all of Collier’s strength to control the aircraft and there was stalling, there was skipping through the rough and there was crisscrossing the runway but after four attempts, Collier said he landed at O’Neill Municipal Airport in Holt County, Nebraska (KONL). Incident number four. After making some minor repairs his next test flight ended in another crash. Collier said that he went back to work on the plane and found and fixed some crossed wires. With that he left Nebraska and was off to Michigan and home.

As he neared Schoolcraft County Airport (KISQ) near Manistique, Michigan the hydraulic pressure gauge was registering zero and the fuel gauge showed an uneven supply. Collier radioed the airport to ask whether there was a spotter on the ground who could look up as he passed and let him know if the landing gear was down — no response. He had been pretty sure the nose gear was not extending and the nose hit during landing and the plane skidded down the runway. The next day some Michigan State Troopers, responding to reports of a crash landing at the airport, helped Collier lift the nose of the airplane while he added hydraulic fluid to the system and lowered the nose gear.

The plan was to head south, over Lake Michigan, Beaver Island, Charlevoix and land at the Boyne City Municipal Airport (N98). Per his promise to the FAA, Collier wrote in his diary he’d leave the landing gear down for the 25-minute flight. At 7:22 pm, [Flight Aware](#), an air travel database, shows the *Seawind* over Manistique. At 7:49 pm, July 4, 2021, the plane disappeared from radar. That was about the time Collier said the engine sputtered and he smelled something burning. He’d just passed Beaver Island, and was out over open water when he turned back, hoping to land at the island’s airport.

As luck would have it the engine quit and our intrepid traveler was going to be in the lake. Airplanes don’t like to land on water with the gear down. “The gear caught the water and the plane went forward and with a big splash went nose down vertically and into the water.”

When the Coast Guard arrived Collier was sitting on the tail of the slowly sinking airplane, which now rests at the bottom of Lake Michigan. And, by the way, he decided not to insure the airplane since it was too expensive. Among the lessons he learned is, “Everyone cares,” Collier said, of the general aviation community. “They take you under their wing and into their hangar.”

Rose GlaStar November 2021 Build Report



Another month flew by and still riveting! Sounds just like last month.

But first, my new slightly used ULPower 520iS engine arrived and was safely unloaded into my shop utilizing Mark Ralston’s engine hoist. For those that missed my presentation at the last EAA Chapter meeting, the six cylinder air cooled engine is rated at 200 hp at 3300 rpm for 5 minutes and 185 hp at 2900 rpm for cruise. It is designed to use 93 octane mogas with ethanol or 100 LL and weighs about 30 pounds less than an O-320. I have also purchased a matching 3 blade Airmaster electric controlled constant speed propeller yet to be delivered.



Rose Glastar: As projected, I completed the assembly of the two ailerons during the first week of November and moved on to the flaps, the last sub assembly before mounting the wings to the fuselage. Similar to the ailerons, the flaps are just twice as long with twice the number of pieces. They also take twice the number of cleco clamps to hold them together prior to riveting which will be done next month. Then the wings can be mounted to the fuselage, if there is enough time between Santa events. Speaking of which, I hope so see lots of people at the Chapter Christmas celebration on December 4th.

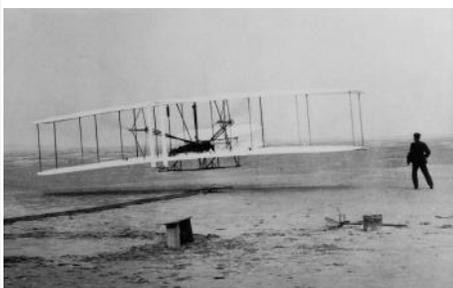


This Month in Aviation History

✦ 3 December 1945 (England) — A DeHavilland “Sea Vampire” fighter becomes the first purely jet—powered airplane to operate from an aircraft carrier, when Lieutenant—Commander E. M. “Winkle” Brown lands his aircraft on the *HMS Ocean* in England.



✦ 7 December 1941 (Hawaii) — A Japanese surprise attack on Pearl Harbor, Hawaii begins the United States presence in World War II. The surprise aerial attack on the U.S. naval base at Pearl Harbor on Oahu Island, Hawaii, by the Japanese precipitated the entry of the United States into World War II. The strike climaxed a decade of worsening relations between the United States and Japan. After the attack, Admiral Isoroku Yamamoto is quoted as remarking, "I fear all we have done is to awaken a sleeping giant and fill him with a terrible resolve." He was correct, as President Franklin D. Roosevelt said "No matter how long it may take us to overcome this premeditated invasion, the American people in their righteous might will win through to absolute victory."



✦ 17 December 1903 (USA) — First sustained controlled flight in a powered aircraft. On the morning of December 17, 1903, Wilbur and Orville Wright took turns piloting and monitoring their flying machine in Kill Devil Hills, North Carolina. Orville piloted the first flight that lasted just 12 seconds and 120 feet. On the fourth and final flight of the day, Wilbur traveled 852 feet, remaining airborne for 59 seconds. That morning, the brothers became the first people to demonstrate sustained flight of a heavier—than—air machine under the complete control of the pilot. They built their 1903 glider in sections in the Back room of their Dayton, Ohio, bicycle shop. That afternoon, the Wright brothers walked the four miles to Kitty Hawk and sent a telegram to their father, Bishop Milton Wright, Back home in Dayton, Ohio: “*Success four flights Thursday morning all against twenty one mile wind started from level with engine power alone average speed through air thirty one miles longest 57 seconds inform Press home Christmas.*” Two videos will give you better insight on their accomplishment. The [first video](#) is an animated presentation showing how their ideas continue even on to today. In the second video comes from [Nova](#). In this production you will see live action of replicas of some of the Wright brother’s kites and early gliders flying.

The Wingman is a publication of EAA Chapter 495, Roseburg, Oregon. Permission is given to republish content with appropriate credit. While every effort is made to present accurate information no claim is made and no liability is assumed, expressed or implied as to the technical accuracy or safety of the material presented. The viewpoints expressed are those of the author/s and are not necessarily those of EAA Chapter 495 or the Experimental Aircraft Association Inc., Oshkosh, Wisconsin.