

# The **W**ingman

**EAA Chapter 495 - Roseburg, Oregon**

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## **Around the Patch:**

by Joe Messinger  
Newsletter Editor/Webmaster

Chapter president Dennis Rose says, "We are currently a "GO" for a chapter Christmas party." The date is set for December 4th at Felt Field. Social time at will begin at 5:00 pm and will be followed by a buffet style dinner at 6:00. The Chapter will provide the main courses of ham and turkey courtesy a generous donation by Gill Peterson. Our chef, Ken Nicholls, assisted by his able sous chef, the lovely Ester, will coordinate side dishes with chapter members so we can share all those family favorites we enjoy so much. Coordinate with Ken at [gaimartin@centurytel.net](mailto:gaimartin@centurytel.net) or call 541-496-0808 so he can help select your side dish. After all we don't want to end up with a dozen versions of green bean casserole. Be the first to contact Ken in order to insure your choice. Don't be surprised if Ken starts contacting members sometime this month if he hasn't heard from you. Christmas is right around the corner and Santa knows if you've been naughty or nice.

But, before that, we will be participating in the annual Veterans Day Parade. Again, our entry is being coordinated by Steve Kame. This year the parade returns to downtown Roseburg and the Grand Marshals are slated to be post 9/11 Global War On Terrorism (GWOT) Veterans.

Steve is looking for able bodied float decorators. We have a tow vehicle and a flatbed trailer on which we'll be displaying George Dorius' yet to be completed Sonari. What will we do if George ever finishes that project? All that needs to be done is to make it all look like a Rose Parade float. We'll have about two hours to make that happen and volunteers are needed. The float and all the decorations to be put on will be somewhere around the parking lot at Douglas and Fowler streets at 0900 so look for us. We have American flags, bunting, Military Armed Forces flags, red white and blue fringe, our EAA Chapter 495 banner, and our Young Eagle banners all available for decorating our float.

Steve has asked that aviation related magazines be donated so we can pass them out along the parade route. They will have a sticker on them, which will remind folks where they got the publication. Contact Steve at [steve\\_kame@yahoo.com](mailto:steve_kame@yahoo.com) or by phone at 541-672-8437 and he will make arrangements to pick them up.

Look for another Freedom Flight come New Year's Day. We checked with a few restaurants with dining rooms only to be informed that they weren't scheduling events at this time due to COVID 19. It looks like we will do like last year and have a hangar breakfast with coffee and sweet rolls, etc. We will have more information next month and remember this event isn't limited to just chapter members.

## **Website update coming soon and your help is needed**

In the next few months we will be updating the Chapter 495 website. We hope to shoot some photos showing some of our people doing what we do at the airport and with airplanes. Things like building an airplane, giving Young Eagle rides, and other things we are known for or hope to be known for. We also need to get caught up on members airplanes. We have had a few aircraft leave our little fleet and a few of our members find themselves blessed with a new steed in their stable, or an airplane in their hangar. So, if you are one of those who are the proud owner of a new (to you) airplane or you aren't represented on the site, let us know and we'll make an appointment to meet with you for a photo session.

### 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

# Rose GlaStar October 2021 Build Report

Another month flew by and still riveting!

Bob Fischer came by and inspected my riveting and suggested some of the rivets were under compressed and loaned me some go/no-go gauges and sure enough, some of the rivets needed more pounding. My daughter, Moriah, helped me get them up to specs.



A few of the tools used on the job.



"Rosie" Moriah Rose  
the riveter at work.



What it looks like finished.

As of now, the lower skin riveting on one wing is completed and it can come out of the jig!

Between riveting sessions, I started working on the ailerons. They are built like the wings, just smaller. Still, there are lots of pieces. All needed drilling, fitting, deburring, priming, refitting and finally riveting.



Aileron parts waiting to be assembled.



A partly assembled aileron.



The UIPower 520is engine that I purchased slightly used is on a truck, heading west. One big piece of the puzzle.

Next month will be more riveting, completing the ailerons and starting on the flaps.

# This Month in Aviation History

- 5 November 1911 (USA) — Calbraith (Cal) Perry Rodgers becomes the first person to cross the United States in an airplane. It was a Wright Model B, which he named the Vin Fiz, after his sponsor's grape soft drink. On his transcontinental flight, Cal had to lay over in the tiny town of Kyle, Texas, as his crew waited for parts to repair the plane's Vin Fiz engine. He had the crew assemble a Wright Model B and offered to take spectators for a ride. He had no takers at \$5, a dollar or even fifty cents but an 11-year-old boy offered him a quarter.



Cal hoisted Newt Milhollon into the passenger seat of the Model B and gave him back his quarter. "This one is a gift," he told the boy. "A gift of flight, the sky and the wind. You will see your whole town and the fields around it. You will know a different world. Now that is a gift to remember." Among his contributions to flight Cal made a courageous and daring 4,000 mile transcontinental flight in 1911. He demonstrated the airplane's potential for long distance travel and air commerce. He established the feasibility of transcontinental airmail service.

- 8 November 1950 (Korea) — The first jet plane aerial combat in history took place in Korea. Lt. Russell Brown, USAF, 16th Fighter-Interceptor Squadron (51st Fighter-Interceptor Wing), engaged with a MiG-15 fighter over the Sinuiju bridges along the Yalu River. Brown was the first to battle and shoot down an enemy jet powered fighter. Brown, flying a F-80C Shooting Star, gained a position in aviation and military history books when he shot down a Soviet-made, swept-wing Mikoyan-Gurevich MiG-15 near Sinuiju, a North Korean city that lay along the Yalu River. Although



the aerial combat between Lieutenant Brown and his MiG-15 opponent only lasted about a minute, it earned him a unique stature in the annals of aviation history. It was his only aerial combat victory.

- 12 November 1921 (USA) — The first air-to-air refueling is made when Wesley May stepped from the wing of one aircraft to that of another carrying a five-gallon can of gasoline strapped to his back. Things have come a long way over the years. No story illustrates that more clearly than the tale of Wesley May, Frank Hawks and Earl Daugherty who, together achieved the world's first aerial refueling by manually transferring gasoline from one plane to another, in 1921. So just how was it done? The plan was simple, first, Wes would strap a gas can onto his back. Then he and Frank took off in his Lincoln Standard biplane. At about the same time Earl Daugherty took off in his Curtiss Jenny. Once airborne and at an altitude of around 1,000 feet, Earl approached the Lincoln Standard while Wes climbed atop the wing and worked his way out to the wingtip. Then, as they had done at barnstorming events previously, Earl came close enough and above the Lincoln Standard for Wes to grab hold of the bottom under wing strut on the Jenny. Wes pulled himself up onto the wing, and worked his way to the front passenger cockpit of the Jenny. The idea was that once in the Jenny's cockpit, Wes would have access to the fuel tank that was located behind the engine. Thus, Wes would pour the contents in the Jenny's fuel tank. After that, all that was needed was just a routine landing. To ensure that the stunt was captured for all posterity, they planned to have a chase plane fly behind and take a photograph of the stunt as Wes climbed from one plane to another. Wes was a skilled stuntman and wing walker, he considered the transfer within his skills and abilities. At best the first aerial refueling was little more than a stunt — but then again, who could blame the three men for trying it. They were barnstormers after all!



- 23 November 1942 (USA) — Dubbed the "Flying Flapjack," the most radical conventionally-engine aircraft ever built makes its first flight when Chance Vought test pilot, Boone T. Guyton, takes the V-173 into the air. We found a couple of videos on this airplane. The first is a [historical presentation](#) outlining the development of the flying pancake complete with period footage of the aircraft, the flying pancake. You will be surprised by the engines used in this large flying machine. You can also take a [virtual walk around](#) of the airplane with retired Chance Vought employees who restored the airplane. The V173 is currently on display at the Smithsonian Air and Space Museum.



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