

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

This will be a short one since that will reflect the last gathering of Chapter 495. After a meal of burgers and sides, and I will say my burger was juicy and cooked just right by the incomparable Chief Ken, we had a brief meeting. Most of the conversation was in regards to the upcoming fly-out to Illinois Valley Airport, near Cave Junction down in the southwest corner of the state.

We also talked briefly about the Young Eagles model airplane build program. President Dennis Rose said he has ordered the airplane from Oshkosh and we are just waiting for them to do their thing and ship the little bird. More about that later.

Our treasurer reports that we have money in the bank and we reckon we'll decide at the next board meeting just what the menu will be for our September gathering.

Make sure you see the articles down screen about an airport issue and the Illinois Valley Labor Day fly-out.

Labor Day fly-out to Illinois Valley

Our chapter is planning a fly-out to Illinois Valley (3S4) over Labor Day weekend, September 4 and 5. There are basically two ways to get to the airport. You can fly, or you can drive your car, truck, camper, bus or what have you. There are tent camping sites and parking for your motorhome or trailer. Don't spend a lot of your time looking for hookups since there are none to find.

For those of you who aren't in favor of camping out and don't mind spending a few bucks, you should call Wolf Edmonds, aka Captain Drake at 541-415-0600 and make reservations at his B&B, which is a short drive from the airport. If you've flown in, Wolf will furnish your transportation between the airport and B&B.

Sunday evening festivities will begin with a social hour from 5:00 pm to 6:00 followed by dinner. On the menu, Chief Ken has planned Tri-Tip Roast with potato salad, fresh corn, and beans. This will be topped off with fresh watermelon plus any side dishes participants might bring. Beverages will be water and soft drinks or you might wish to bring along another favorite beverage of your choice. Colleen and John Roberts will entertain with some of their musical selections. The next day breakfast will kick off at 8:00 and wrap up at 9:30 with fresh country sausage patties, pancakes, eggs cooked to order, fresh melons/fruit, hot coffee, chocolate and orange juice. Dinner will be \$7.00 and breakfast \$5.00. Now that's two meals for less than the price of two gallons of AV gas.

All that said, it might be a good idea to make reservations. Contacts: Ken Nicholls (land line) 541-496-0808, Esther Nicholls (cell) 541-643-2781, Wolf/Captain Drake's 541-415-0600, DTW contact Wayne Boyter 541-670-1627.

And as Colombo used to say, if you ever watched that show, "Just one more thing." If you have something a little too big to fit in the airplane or might push the weight a little over gross, bring items too large to carry aboard on Saturday Sept 3rd to North hangers complex and to the DTW hanger between 1:00 pm and 5:00 pm and they will be transported to 3S4 Sunday the 4th.

Chapter Officers

Dennis Rose, President: 831-331-6517 • John Roberts, Vice President: 541-580-3860
Mark Ralston, Treasurer: 562-673-8499 • Benjamin Brewster, Secretary: 541-231-8456
George Dorius, Board Member at Large: 541-513-4579 • Ken Nicholls, Board Member at Large: 541-496-0808
Joe Messinger, Board Member at Large, Newsletter Editor & Webmaster: 909-851-3802

September 2022

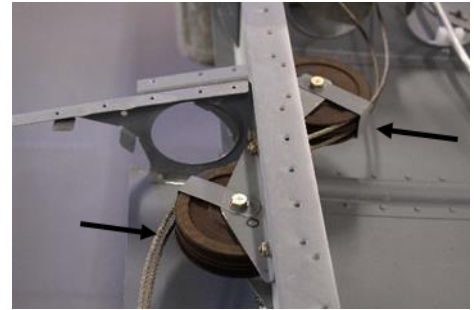
Rose GlaStar August 2022 Build Report

This month was mostly about wings. Since the wings have been fitted to the fuselage and the flap and aileron cables have been installed and rigged, the wing exterior skins can be completed.

The first step was to fabricate and install cable guides on all the pulleys to prevent the cables from slipping off the pulleys if they become slack.

The next step was to complete the installation of wire conduits, wires and fuel tank plumbing and venting. This could not be done until the control cables had been run so there would be no interference with moving parts.

One-half-inch pex-pipe was used for conduits and strung from the wing base to the wing tip. The conduits contain wires for wingtip lights, auxiliary fuel tank pumps, pitot and angle-of-attack tubing, spare electrical wires and pull strings for future access.



WING INTERIOR



CONDUIT END



PITOT LINES AND WIRES



For increased safety and since the plane is designed for STOL operations, I plan to have an angle-of-attack indicator on the instrument panel. This requires a second speed sensing pitot tube installed next to the airspeed pitot but angled about 60 degrees down. This was fabricated and clamped to the heated pitot tube.

Before closing out the wing, Dan Sprague, our EAA Technical Advisor, took time to inspect my project and point out several things that I could improve. Also, members of our EAA Chapter Board inspected and made suggestions.

With the interior of the wing completed, Ken Nicholls and I began riveting on the top wing skins. Interior access for bucking the hard rivets is a bit challenging and there are about a thousand rivets to set in each wing.



FIRST OF SIX SHEETS DONE



NEXT SHEET READY TO GO



Come on Dennis. We've all been holding in the pattern waiting for you to get this thing done. Now stop stalling...just add power!

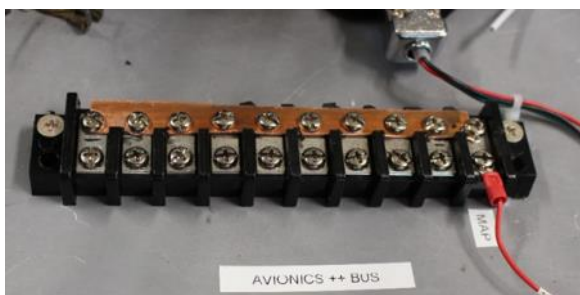
Between riveting sessions, I continued with the engine installation and instrument panel projects involving sensors. I installed an avionics bus to wire everything to. I will be installing a GRT 6000 (6 cylinder) Engine Information System (EIS). One challenge is figuring out the metric (engine) to sensor (standard) conversion fittings. So far, the EIS and harness are installed, the manifold pressure sensor system is completed, and fittings for the fuel pressure, oil pressure and temperature sensors are ordered.



EIS MOUNTED. IT WILL ALSO SHOW ON THE EFIS



MANIFOLD BOX



AVIONICS BUS

Planning Commission Meeting may have impact on airport

We received a message from our friend Bill Woods, by way of member Gil Peterson. According to Bill, there will be a Planning Commission Meeting that may, in his opinion, have an impact on the airport. The meeting is in regards to a Conditional Use Permit to run a private business out of corporate hangars, in this instance specifically for Hangar #12 at the north end of the field.

At this time we have no idea what kind of business is proposed for this hangar. We don't know if they want to use it for inert material storage, a business that would have people coming and going or something in between.

According to Bill's message the meeting is set for 7 P.M. on September 19 in the City Council Chambers in City Hall. Bill goes on to say, "Please plan to attend, even if you are not a pilot. It's your airport. And is vital to our community----Fed-Ex, UPS, Medical Life Flights, The Wine Industry, The Business Community, Fire Fighting----the list goes on and on.

Please inform every citizen that you can to please attend as this is a very important city/citizen's asset that is being threatened. The application by no stretch of the imagination is compatible with our airport. And would present many, many security issues."

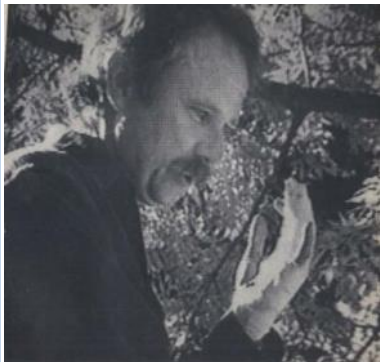
EAA Chapter 495 is interested in anything that might affect our airport either in a positive or negative way. We will wait until we have more definitive information on this issue before taking a stand.



A California photojournalist friend of mine, Michael Meadows, posted a few photos on FaceBook. This is the way they fight fires.

This Month in Aviation History:

- Sep 03, 1987 (Portland, Maine) Co-pilot Paul Boucher landed a 15- passenger Beechcraft 99 as the pilot, Henry Dempsey clung to the cable railings on the door- stairway, which popped open and down when he made an in-flight check after hearing it "rattling." The Eastern Express regional was nearing Portland, on a flight from Lewiston to Boston, when he heard a sound coming from the door of the airplane.



Dempsey went to investigate and fell through the door when it popped open as the plane flew 5,000 feet high at 190 mph. He hung on through an emergency landing. When the plane touched down, his head was no more than 6 inches off the ground. The lucky pilot survived the ordeal with only a cut hand and said it was a harrowing experience.

Tests on the door were completed at Eastern Express headquarters in Bangor and showed no mechanical trouble. The plane returned to service the same week. "There was no "door-ajar" indicator light showing, and the door latched properly after landing," the crew said. "There have been no previous problems with these doors."

As Dempsey was inspecting it, the plane hit some turbulence and the door flew open. Boucher looked back, saw the door open, but could not see Dempsey.



The co-pilot immediately radioed the Portland tower for instructions to make an emergency landing and asked that the Coast Guard be called since he thought Dempsey had fallen out and was lost at sea. "The captain opened the cabin door and got sucked out somehow," Boucher radioed to air traffic controllers.

Dempsey was found prone on the stairs when rescuers reached him, still clinging to the stairway's cable railings, still not wanting to let go. Dempsey is known in Maine aviation circles as, "Hang on Hank." There were no passengers on board at the time.

- September 17, 1908 (Fort Meyer, Virginia) Lieutenant Thomas E. Selfridge was the first person to die in an airplane crash. Selfridge climbed aboard the Wright *Military Flyer* along with Orville Wright at the controls. Spectators observed the aircraft didn't climb as robustly as it had during earlier two-man demonstration flights.



This was possibly because Selfridge weighed 175 pounds, considerably heavier than previous passengers. The airplane circled above the field, drilling grounds at the fort. Suddenly the right-hand propeller broke. Not only would this set up a vibration and asymmetrical thrust that made the aircraft uncontrollable, power would have been reduced to the point the airplane was un-flyable. Selfridge thus became the first victim in a powered, heavier-than-air craft. His death made front-page news around the world. The *New York Tribune* called it "the most severe setback that aeronautics has ever received," coming at a time "when men and nations were ready to accept the proposition that the problem of heavier than air flight had not only been solved, but that commercial and military uses would be found soon for machines already developed."

Although Selfridge was the first to die in this manner, he wouldn't be the last. With each new fatal accident, newspapers and magazines added to the list of fallen pilots. The lists weren't always accurate, in part because the reports came from different countries. As the April 1910 issue of *Aircraft* notes, European publications occasionally reported the deaths of well-known American pilots. Wright pilot Walter Brookins, lived to age 63, but made the list frequently. Aviator Henry W. Walden, who lived until 1964, died at the age of 81 even though his death had been reported numerous times. American publications often had difficulties confirming the deaths of non-U.S. pilots.



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