

The **W**ingman

EAA Chapter 495 - Roseburg, Oregon

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Around the Patch

by Joe Messinger
Newsletter Editor

It was another highly successful Young Eagles event June 10, 2023, the EAA's annual national Young Eagles Day. There seems to be some confusion about the number of kids we flew that day. By the count taken by our President, Dennis Rose, and reported at the June 15 Board Meeting, we flew about 60 youngsters. EAA National in Oshkosh gave us credit for 39, a difference of 21 bright, shining faces. By our General Membership meeting a few days later, June 20, EAA National had upgraded us to 42 flown and a total of 65 registered. Hopefully Denis will have a final report during the July meeting.

It's looking more like some confusion between old school paper forms and 21st century computer technology. The Board members discussed the situation and came to the conclusion that we probably weren't the only chapter to suffer this fate and all we can really do is just sit back and let the powers that be figure the situation out. To us, it's reminiscent of the military. You know, one of the most oxymoronic concepts is "military intelligence," at least to the average enlisted man in any service.

Prior to our meeting on June 20, members enjoyed one of Chef Ken's baked potato bars, complete with all the trimmings except not quite enough chili. Oh shucks, but the rest of it was good.

As our meeting was getting started, Richard Jones stood up and offered a set of molds for a fiberglass plane. It seems one of his friends designed this bird and constructed molds for it. No idea how big it is, what kind of engine one would use or any of the finer details about the airplane. So if you are interested in a real mystery bird, contact Richard. We haven't been able to find any contact information for Richard, so you're on your own there but he did say he'd deliver the molds to you and hopefully there are some plans to help you finish the project. Richard has been a regular at the meetings lately so hopefully he will make an appearance at the July meeting.

It was announced at the meeting and it appears to be true the URL (web address,) <<https://eaachapter495.org>> will no longer be active. The correct EAA National supplied URL is: <<https://chapters.eaa.org/ea495>>.

Dorothy Austin once again plugged the Cottage Grove Wings and Wheels that took place June 24. There were lots of classic airplanes and cars for folks to admire.

Most of the rest of this newsletter will consist of photos from our June 10 Young Eagles Rally. We'd like to thank Bonnie Rose, Coleen Roberts and Rhonda Sprague for posting them on our Facebook page. Rhonda introduced a little trick. After shooting a few photos, she would turn her camera (phone) over to one of the Young Eagles, who would snap a few memories of her own, allowing them to capture the moment for themselves. Very clever, Rhonda, we like it!



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Volunteers needed for Breakfast and Kids.

To paraphrase the Marines, "We need a few good men, and women to help out." First of all, Chapter 495 took over sponsorship of Freedom Flight, the annual January 1 event started by Paul Schafer a number of years ago. We lost Paul to an undiagnosed heart condition a few summers back and during COVID we continued the event by meeting in members hangars. When restaurants began to reopen your editor ran last year's event. So now, let me get off this soap box and get to the point of all this. We need a volunteer to pick up the leadership of Freedom Flight. As volunteer opportunities go, this one's pretty easy. Identify a restaurant near Roseburg Airport that will be open that day and who will be serving breakfast. Reserve the date in a room large enough for our group, about 50 to 75 people, design a flier and post it at as many airports as you can, mail it out to various EAA chapters and other airports around the state. I sent the messages out via email and included a pdf attachment of the flier. If you need help with the pdf, let me know and I can help out with that. Then you would put a listing in the News Review and any other newspapers you feel would be helpful. All that's left is for you to show up at the restaurant that day, greet folks and make them feel welcome. Sometime during the breakfast you will want to address the group and let them know the drill. I'll be happy to give the coordinator all the necessary information and be there that day to help out. So, contact me, Joe Messinger or Chapter President, Dennis Rose and let us know you are willing to take on this task. Our phone numbers are in the newsletter at the bottom of the first page.

And, we have a second need for volunteers. We **were** all setup with folks to help with the Young Eagle Build and Fly program, which is an experience for young people to work together and build a radio control model airplane. We have the kit and probably enough youngsters to start the program but we ran into a snag. One of the adult helpers had to drop out due to a major health issue and since his buddy was being forced out, the other person seems to have lost interest. We need somebody who is knowledgeable and, hopefully, knows their way around R/C model airplanes. They don't need to be an EAA member but will need to be cleared through the EAA Youth Protection program. After the young people finish the model, we will take them out to the flying field and each youngster who participated in the build will get a chance to learn to fly the model. This will teach them about airplanes and hopefully spark a lifetime interest in aviation.

Since the young folks will be working with tools, including sharp knives, we should have at least two or three adults present. Again, please contact myself or Dennis Rose to volunteer. Remember, "It's YOUR Chapter."









Rose GlaStar June 2023 Build Report

Summer arrived a couple of days ago and now the day length is getting shorter. Doesn't seem right. Lots of activities going on, most have to do with property upkeep and visiting family, building. Need to keep the priorities straight.

Building has centered on panel wiring and instrument programming before the windshield installation makes behind-the-panel access more challenging. Temporarily hooked up a 12 volt battery and started testing the circuits. No smoke or blown fuses. Had to do some rewiring on the stick buttons resulting from miss wiring a plug connector and needing 12 volts instead of a ground to activate some of the electronics.



Good news – the com radio/intercom, Bluetooth ADS-B receiver/AHRS system, engine instrument system, auxiliary fuel tank pump timers, and EFIS are mostly debugged and working. Added a resistor to the fuel pressure sensor and rewired a GPS input to the EFIS. The Mode S/ ADS-B TailBeacon X transmitter is not working and will need to be sent in for repairs (bought used, “working when removed”).

More trouble shooting and hopefully window installation coming up.

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