

The **W**ingman

EAA Chapter 495 - Roseburg, Oregon

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Around the Patch

by Joe Messinger
Newsletter Editor

Since Chief Ken Nichols was under the weather we moved our last gathering to Round Table Pizza. Gil Peterson to come out and reported on what he knows about Felt Field. Hadn't seen much of him since he closed escrow on Felt. When all was said and done many of us got the impression that it might be a good idea to avoid Felt for the time being or use caution if you feel you must land there. Welcome back, Gil. We need somebody to talk about safety from time to time and with Dan Sprague off to Arizona for the winter the chapter is in need.

President Dennis Rose reports the model airplane for our youth education Build and Fly program has arrived. He said it looks like everything has arrived but we haven't done a full inventory as of yet. The build activities are scheduled to take place in Dennis's hangar at KRBG. We have gotten together with the Umpqua Valley Modelers, who will help us, and the youth, build and learn to fly the model. More about this later.

We had plans to turn distribution of this newsletter over to our Secretary Benjamin Brewster, but haven't as yet since he has been having some problems with the EAA email system. Until he and the folks in Oshkosh can get the bugs worked out, we will continue as we have been and I'll send announcements and links to this newsletter from my private email account.

I've been communicating with Joe Williams, Chapter 725 in Grants Pass about the fly-in to Illinois Valley. Which will be coming up later this month. Joe has a friend who owns Taylor's Sausage Store in Cave Junction. He has it set up so we will order of the menu and vittles will be delivered to the airport. Look for more information in your email about the time and date and a link to the menu. This should be fun and an opportunity to get to know some of the folks in 725.

John and Colleen Roberts helped Chris Akin out by driving some of his vehicles from Roseburg to Chris's new home in Florida. We spoke with John the other day and he said he and Colleen were back home safely. They flew out before Ian got there. John said that Chris should be in pretty good shape, not that he won't get a windy, rainy welcome to his new home. Come on back anytime, Chris. There'll be a place for you here.

Be There or be ~~Square~~ *Nominated*

Our next Chapter Gathering is an important one since we will be nominating officers for 2023. Of course one of the best ways to get nominated is to not show up for the meeting and when your name comes up and there is NO objection, your name will be on the ballot. Simple as that. That meeting is scheduled for Tuesday, October 18 at the Church on the Rise, 3500 NE Diamond Lake Blvd. Dinner and social hour is scheduled for 6:00 PM (18:00) and the meeting will begin an hour later. Watch your email in box for updates as necessary.



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

MAVERICK'S KEVIN LAROSA TO APPEAR ON SOCIALFLIGHT

Social Flight <<https://www.socialflight.com>> will be presenting Kevin LaRosa who was the Top Gun Maverick aerial coordinator on **Tuesday, October 4 at 5pm Pacific Time**. LaRosa is Hollywood's Go-To Aerial Coordinator & Stunt Pilot. Log on to hear about the making of Top Gun Maverick and much more! You will need to pre-register for this seminar.

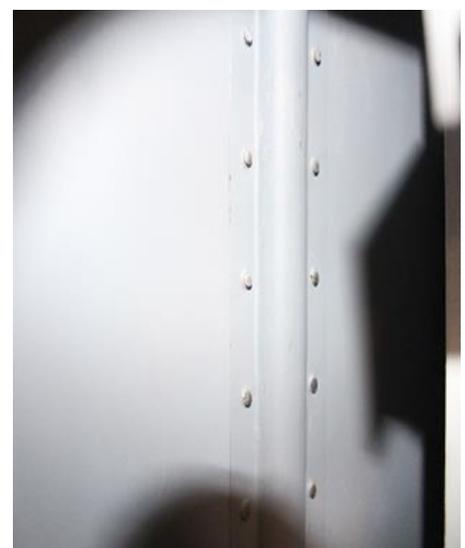
SocialFlight Live is an interactive show dedicated to supporting General Aviation Pilots and Enthusiasts during these challenging times. Regular shows include great interviews, audience Q&A, and advice for pilots, clubs & EAA Chapters, as well as educational presentations and updates on their Titan T-51D Mustang Build. Register today & join in on this exciting presentation.



Rose GlaStar September 2022 Build Report

This month was more about wings and engine accessories.

Ken Nicholls came down from Glide about twice a week for three to four hour riveting sessions, gradually getting upper wing skin after skin (six total) riveted to the wing frame. There are over 2,000 hard rivets involved, requiring a contortionist with small hands to at times blindly reach through small openings while holding a heavy bucking bar precisely squared on the back of the rivet. And then get his fingers pounded by the rivet gun vibrations while the rivet is compressed. Me? I am just standing around with the rivet gun listening to all his reasons why he can't get his hand back out of the hole. It looks like there are only a few more days before the wings come off the jigs, and then fuel tanks, trailing edge and wing tip finish work starts.



Between riveting sessions, I installed engine accessories. There is an Exhaust Gas Temperature (EGT) sensor and a Cylinder Head Temperature (CHT) sensor on each of the six cylinders. These were installed and wires routed to the engine monitor receiver. I also wired up the fuel pressure and oil temperature sensors.

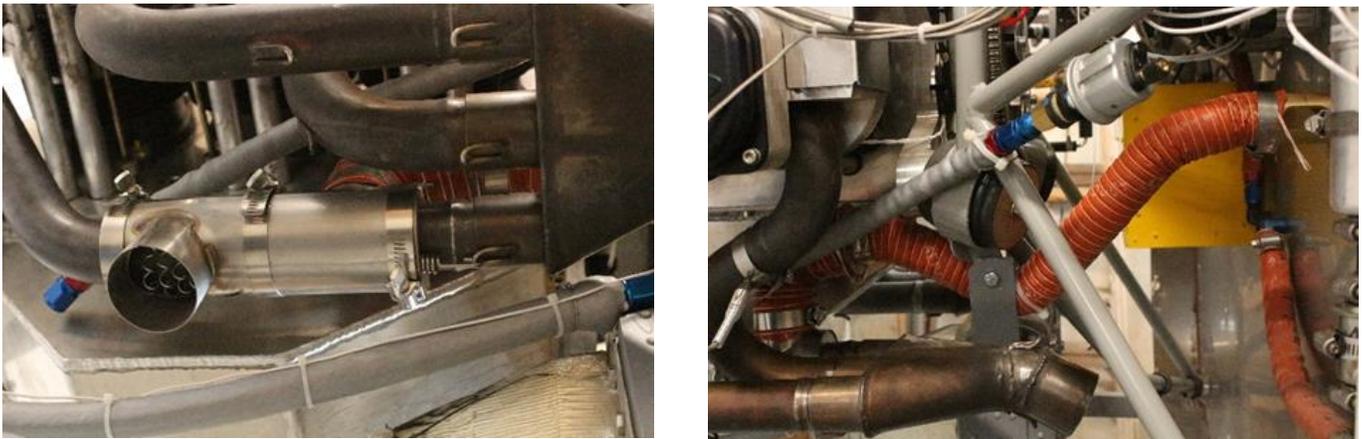


I fabricated the oil cooler hoses and installed them between the engine oil filter and the remote oil cooler.

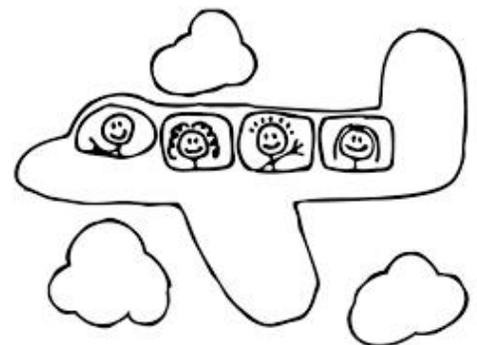
Engine cooling baffles, used to direct the cooling air efficiently through the cylinder cooling fins, are a challenge on all air-cooled aircraft engines. They are a little easier on the ULPower engines because of a simpler design that use fewer parts that are CAD cut to easily fit on the engine. Still, they have to be custom cut to fit the cowl, and either a custom cover or rubber seals need to be made to direct the air into the engine area and through the cylinder cooling fins. The first picture shows paper clips being used to determine cowl clearance. When the upper cowl is placed on the baffle template, they push the paper clips down and show the distance between the baffle and cowl. I chose to use seals as you can see in the second and third pictures.



The last project of the month was installing a cabin heater muff on the exhaust pipe and routing a hose to the firewall valve. The muff consists of a shroud around a portion of the exhaust pipe that has a stretched spring wound around it to increase surface area. There is an outside air source hoses to the muff inlet. The air is heated through the muff and exits to the firewall mounted cabin heat/defrost/bypass valve.



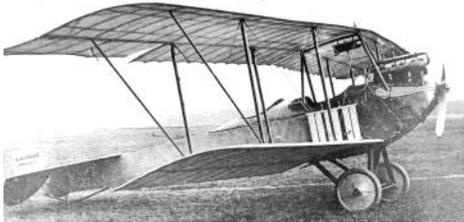
After watching Dennis build on this airplane for some time now, we have been wondering what it would look like. He tried to explain it and we have looked at the project several times but you know, he has two sets of wings in his workshop but he says it's not going to be a biplane. If you remember back when he had his previous airplane (at least he called it an airplane) we were kind of wondering what this one would look like. I mean the last one looked more like a lawn dart on steroids, or an airplane making its way across the horizon backwards. We think the engine will be in front this time and the tail at the back, where it belongs. Other than that, nobody really knows and Bonnie is getting worried so, I asked Dennis for a picture, and he drew one. Thanks, Dennis, now we know. Your comments on Dennis's project are welcome and if you have any suggestions, Dennis might be open to them. Or...maybe not!



This Month in Aviation History:

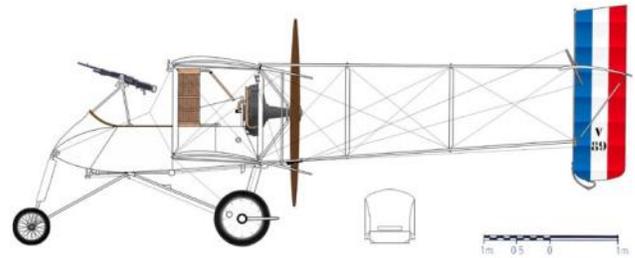
October 4, 2014 The First Aerial Combat Victory Airplane vs. airplane over France

Aviation historians have often considered the first aerial duel between two airplanes to have taken place in 1913 during the Mexican Revolution. Two American pilots, Phil Rader and Dean Ivan Lamb, flying for opposite sides of the conflict, fired revolvers at each other while airborne. They both missed and flew home.



Early aerial battles of World War I all resembled that same incident.

Roland Garros and Lt. de Bernis became the first aviators to inflict damage on an enemy aircraft. They were flying a Morane Parasol, when they shot at a German airplane. The enemy pilot put his aircraft in a dive and escaped. One of the two men onboard was wounded. On September 7, a Russian aviator, Pyotr Nesterov was the first to bring down an enemy airplane. He rammed his Morane into an Austrian Albatros. This technique was rapidly abandoned as both air crews died in the resulting crash.



Finally, French pilot Sgt. Joseph Frantz and his mechanic/gunner, Louis Quénault, shot down a German Aviatik near Reims, and recorded the first official aerial combat victory. Frantz's Voisin two-place pusher biplane had an 8-millimeter Hotchkiss machine gun mounted in the front. The pilot sat in the rear seat. The German observer was seen firing a rifle at the Voisin. When the German airplane came to a rest near the trenches, souvenir hunters stripped it for souvenirs. The victory was lauded in the French press. Frantz was awarded the Legion of Honour, while Quénault got the *Médaille militaire*. The two aviators fame was attributed to the fact that that there had been so many witnesses on the ground. According to news reports, "The French troops ignored the danger of enemy fire, and jumped out of the trenches to watch the aerial battle.

Machine guns would soon be standard on WWI fighter aircraft, known as "scouts" but when the commander of Frantz's V 24 *escadrille* had requested them for his squadron, he was laughed at and criticized for his "Jules Verne" idea. The age of aerial combat had begun.

15 October 1958 (USA) — The North American Aviation X-15 research aircraft is unveiled. The North American X-15 was operated by the USAF and NASA as part of the X-plane series of experimental aircraft, known as hypersonic rocket-powered aircraft. The X-15 set speed and altitude records in the 1960s. It climbed to the edge of outer space and returned with valuable data later used in aircraft and spacecraft design. The X-15's highest speed, 4,520 miles per hour was achieved on 3 October 1967. Piloted by William J. Knight, the X-15 flew at a speed of Mach 6.7 at an altitude of 102,100 feet or 19.34 miles. This set the official world record for the highest speed ever recorded by a crewed, powered aircraft. That record still stands today.



- Crew: One
- Length: 50 ft 9 in
- Wingspan: 22 ft 4 in
- Height: 13 ft 3 in
- Wing area: 200 sq ft
- Empty weight: 14,600 lb
- Gross weight: 34,000 lb
- Powerplant: 1 × Reaction Motors XLR99-RM-2 liquid-fueled rocket engine, 70,400 lbf thrust
- Maximum speed: 4,520 mph
- Range: 280 mi
- Service ceiling: 354,330 ft
- Rate of climb: 60,000 ft/min
- Thrust/weight: 2.07

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