



Chapter 495 Roseburg Oregon

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495 Participates in UCC STEAM event

Once again we participated in the annual UCC STEAM event. And, to paraphrase Robert Burns, The best laid plans of mice and men often go awry. The plan was to display George's latest project but with the weather Gods threatening to drop loads of wet stuff on the event it was considered that discretion was the better part of valor and the only airplane on display was a model of Dennis Rose's Cozy Mark IV.

Six of our members showed up and most stayed for the entire event. Talking with the youngsters and their families were, pictured standing from left, chapter president, George Dorius, and members Gil Peterson, and John Anderson. Seated are chapter secretary, Dennis Rose and board member at large, Paul Schafer. Not pictured is Joe Messinger. After all somebody had to hold the camera.



We signed up nine families with one or more youngsters interested in participating in a Young Eagle flight and they are being contacted to arrange for their rides.

As a closing note, the weather guesser wasn't all wrong. We had packed everything up and just as we were getting to our cars, the wet stuff started coming down.

Apollo XI anniversary approaching...Let's hear your story

As we mentioned in last month's issue of this newsletter, next month will be the 50th anniversary of man's first landing on the moon. If you are old enough to remember that historic event please take a few moments to jot down a few lines about your experience that day and share it with us.

Maybe you attended a watch party or were home with your family. Or maybe you were in school and your teacher assigned a paper to be turned in the next week. Maybe work prevented you from seeing it live and you watched it on the next day's news. Whatever your experience, we are sure it will be of interest to others. If you still have most of your hair and it isn't turning gray, ask your parents or maybe a friend to share their memories of that day. All members, their family and friends are encouraged to participate in this project. All submissions should be emailed to joe@joemessinger.com.

Chapter Officers

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It's not a crime to go around

Something just doesn't feel right. You have that feeling in the pit of your stomach that makes you a little queasy but you can't identify it. The end of the runway is coming up a little faster than what feels comfortable or the centerline is way off to one side and you can't get back to it. Then that little voice in your ear that sounds like your old flight instructor is whispering, "Go around."

This is a maneuver most of us don't practice often enough, yours truly included. Maybe we don't do it because we don't want to waste what started out as a perfectly good approach. Or maybe we have a pilot friend in the right seat and don't want to be looked at as incompetent. Then again, maybe we have a non-pilot friend along and don't want to make them more nervous than they might already be so we try to force it down. Whatever the reason, maybe we'll get away with it or maybe we'll screw the pooch.

When you do push that throttle to the firewall, be prepared to push the yoke or stick forward also since the extra power will inevitably make your airplane want to pitch up. After all you probably have the trim set for landing and full flaps in. So, it's power, trim, flaps, gear and probably a little right rudder. Oh, and don't forget to turn off your carb heat after the engine is at full song. You don't have to get all caught up in broadcasting your intent. After all other people have eyes. Remember, aviate, navigate and then communicate.

A bit about applying that power. Don't jam it in. Just ease it in, taking about a full second or two at the most to reach the firewall. After all, your engine has probably been at idle for long enough for some cooling to take place and a little fuel to build up in the system. Too much power too soon could lead to no power at all when your engine coughs and sputters to a stop.

Now, you reach for the trim and adjust that from landing to climb. Again, not too fast here. After all, you can hold some elevator as needed until you get your trim adjusted. Push in with forward pressure just enough to keep from ballooning into a stall. If you initiate your go-around before you are in your flare, raising the nose should do the trick and then apply power and clean up the airplane for the next trip around the pattern.

Retracting the flaps will vary from airplane to airplane so knowing what the POH says about this part of the maneuver is essential. Have this information memorized. This isn't the time to pull out the manual and start looking things up.

Lastly, retract the gear and re-trim the airplane for a comfortable ride around the pattern.

In the last couple years Roseburg airport has seen more than its share of landing accidents. Going around doesn't make you look like a less-than pilot. It makes you look like a smart, careful pilot. Maybe we should all start practicing go around maneuvers. I know I sure am.

Coming soon to your in-box, "The Wing Man"

Our newsletter now has a name and in the next few issues you should see some changes to its look. At the last meeting, after enjoying the much awaited Botner Lasagna, the group voted and the winner was, "The Wingman." So now we'll have to come up with a suitable graphic for the masthead. Be prepared to see changes as time goes on since artists are known for constantly "tweaking" things. Please don't get too anxious since, as it has been said, "Rome wasn't built in a day." And, sorry folks but Tal didn't get me that much sought after recipe for his lasagna. Hint! hint!



Ken is back in the saddle again



As we reported in last October's newsletter, Ken Nichols has had several lessons in his Titan Tornado but has more work to do both in his training and on the airplane. Ken reports that in the last few months he has completed work on the airplane and he and Wolf Edmonds moved the little red bird to Illinois Valley where Wolf is based. Since Wolf is in great demand, being one of the few LSA instructors in the area, Ken says that it makes sense to keep the airplane there for the time being.

Wolf has a guest lodge for his students and their families so they can take some mini vacations. Ken and his wife, Ester, plan to make a few trips down south and while Ester is relaxing by the pool or out doing what the ladies do when we are playing with our airplanes Ken will fly with Wolf in the Tornado. Ken says he hopes to complete his training and finally be kicked out of the nest before the end of the flying season.

Post a Free Classified Ad

Personal aviation related ads are free to all EAA Chapter 495 members and friends of the chapter. **NO COMMERCIAL ADS PLEASE!** Repeat ads must be sent in each month. NO PHONE ADS! Ads must be received by one week before the end of the month. EAA Chapter 495 accepts no responsibility as to the accuracy or honesty of any ad. The buyer assumes all responsibility. Send ads to: [Joe Messinger](mailto:Joe.Messinger)

If you are in the market for some **SuperFlite** aircraft paint, 495 friend Greg Marron down in the Jacksonville-Central Point area is selling some at a reasonable price. He is asking \$1,000 for the lot, invoice price was \$1617. Greg, a first time builder, tells me he took delivery in April of this year and when he opened a can he realized the fumes would be just too much for renters living above his shop to tolerate. He is switching to the Stewart System, a water base paint with little or no odor. For more information contact Greg at: jbdri11@msn.com.

JUST FOR GRINS



What is a helicopter? Chris Akins, helicopter pilot tells us it's 10,000 airplane parts flying in close formation around an oil leak.



THE SCARIEST THING ABOUT FLYING IS . . .
THE DRIVE TO THE AIRPORT

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