

# The **W**ingman

EAA Chapter 495 - Roseburg, Oregon

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## Around the Patch:

by Joe Messinger  
Newsletter Editor/Webmaster

We kicked off the year in grand fashion with a beautiful flying day and the traditional New Years Day Freedom Flight. Unlike previous events of its kind this year's Freedom Flight didn't start out with a greasy breakfast as was previous tradition. That means your editor missed his usual once-a-year chicken-fried steak and eggs breakfast. **Thanks to Kevin and Tammi Bruton** who opened their hangar to the group, we were treated to coffee and donuts and other sweets that would make your teeth itch. Breakfast may have been toned down due to the pandemic infesting Roseburg and the rest of the world, but not the flying. After a morning of satisfying our sweet tooth and hangar flying (behind masks or appropriately socially distanced) most of us took to the sky. One of us took off in one airplane and somehow, magically landed in another. Wonder about that trick? You had to have been there.



While most of the participants were local we did have a few visitors. Mike Danielle flew in in his beautiful red Great Lakes open cockpit biplane, hardy fellow that he is came all the way from Cottage Grove.



Mark Ralston got a ride in Dennis Rose's Cozy, and when the two of them got stuffed in the front seats it was indeed "cozy." Later they swapped airplanes and Dennis was treated to a Skybolt ride. Our local singing jet pilots John and Coleen Roberts took to the sky in their Cessna 182. Ken Nicholls and Wayne Boyter climbed aboard

Wayne's RV-6 for a spin around the valley. Chris Akin flew in with his Cub and took a couple of folks for rides. Since his airplane was down for its annual inspection, Steve Kame rented a 172 from the FBO and that was pretty much the last we saw of him. There was so much activity that it was impossible to keep up with who was flying with whom, which of course is kind of the idea of the event. There were lots of grins behind masks and

those not wearing them outside, socially distanced for their protection.



A few days later, Chris Akin flew Al Satteria's Mustang for the last time, taking it up to the new owner near Tri Cities, a trip of about 289 miles, according to Google Earth. With his wife, Lucette, in the back seat (hanging on for dear life, we would imagine) Chris made the trip in 55 minutes at about 65% power. Kevin Bruton, flying his Cessna 175 only took 2 hours and 20 minutes to make the same trip in order to pick them up for the return flight home. We'll all miss seeing that green and white aerial hotrod burning up the skies around Roseburg.

We plan to continue our "This Month in Aviation History" series and there may even be a test at the annual Christmas party we hope to have at the end of this year. Also, this month you will find an article of some controversy about who really was the first woman pilot to fly in the United States? After reading this you'll have to decide for yourselves.

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# COVID-19 CDC testing update for international travel

Have you been thinking of taking a trip to nearby Canada or the warmer climes of Mexico? Maybe a weekend jaunt in your own airplane or even flying commercial. Well, here's something you need to be aware of. The Centers for Disease Control and Prevention announced that effective January 26 they be requiring all passengers arriving in the United States from a foreign country flying by general aviation and commercial airlines "to get tested no more than 3 days before their flight departs and to provide proof of the negative result or documentation of having recovered from COVID-19."

"This order applies to all flights, including private flights and general aviation aircraft (charter flights)," according to the [CDC FAQ page](#). "Passengers traveling by air into the US are required to have proof of testing regardless of flight type." This includes GA pilots as well as family and friends onboard.

All passengers will be required to present proof of a negative "viral test (NAAT or antigen)" and fill out a declaration form before boarding the aircraft. This will apply even to those who have received a COVID-19 vaccine. Individuals, age 2 and over, may present a paper or an electronic copy of the negative test result.

Commercial crewmembers on duty need not be tested, but they must, "follow industry standard protocols for the prevention of COVID-19 as set forth in relevant Safety Alerts for Operators (SAFOs) issued by the Federal Aviation Administration," the CDC said. Airlines, charter operators, and private pilots (PIC) will need to keep passenger declaration forms for two years. Failure to comply can result in legal penalties.

There are other guidelines for transporting of COVID-19 passengers by air. Check the [CDC website](#) for further detailed information regarding that matter. The [CDC has setup a FAQ page](#) which should answer any questions you may have.

## Who did it first? The story behind the first American woman pilot



Bessie Raiche

Who were Bessie (Bessie) Raiche and Blanche Scott and what did they have to do with aviation? Raiche was an American businesswoman, dentist and physician. She was accredited by the Aeronautical Society of America as being the first woman in the United States to fly solo in an airplane. Her accomplishment, although dimmed by the flight of another woman, Blanche Scott, ten days earlier, September 6, 1910, is impressive because Raiche had received no flight instruction or experience prior to her flight.



Blanche Scott

Blanche Scott, who was known as only the second woman to drive across America, had been taken under the wing of Glenn Curtiss who agreed to give her flying lessons. She became the only woman to receive instruction directly from Curtiss, who fitted a throttle limiter on the airplane. While she practiced taxiing on her own on September 6, either the limiter moved or a gust of wind lifted the airplane and she climbed to forty feet before making an uneventful landing. Even though her flight was short and most likely unintended Scott was credited by the Early Birds of Aviation as the first woman to pilot and solo in an airplane in the United States. The Early Birds of Aviation is an organization devoted to the history of early pilots and was started in 1928, 18 years after the two flights took place, which would give credibility to the claim of Raiche having made the first flight.

Although Bessie Raiche's flight on September 16 was ten days later it was accredited as first by the Aeronautical Society of America at the time of the flight. She purposely took off and skimmed over the airfield a few feet off the ground. The Aeronautical Society of America, is a branch of **Fédération Aéronautique Internationale, World Air Sports Federation**, which is the world governing body for air sports. The FAI was founded at a conference held in Paris in October 1905.

Raiche and her husband built a Wright type biplane in their living room and took it outside to their yard for final assembly. They built their airplane from bamboo and silk instead of heavier materials and covering used by the Wrights. On September 16, 1910, at Hempstead Plains, New York, Bessie Raiche made her solo airplane flight. On October 13, 1910, at a dinner the society

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held in her honor, Raiche was awarded a diamond-studded gold medal inscribed "First Woman Aviator in America" by Hudson Maxim of the Aeronautical Society of America.

Raiche and her husband went on to build two more airplanes as part of the *French-American Aeroplane Company*. They were innovators in the use of lighter weight materials in aircraft construction, including the use of piano wire to replace heavier iron wire.

Scott subsequently became a professional pilot as a member of the Curtiss exhibition team at an air meet in Fort Wayne, Indiana, making her the first woman to fly at a public event in America. Her exhibition flying earned her the moniker "Tomboy of the Air." She became an accomplished stunt pilot known for flying upside down and diving from an altitude of 4000 feet pulling up only 200 feet from the ground. She became the first woman in America to fly long distance when she flew 60 miles non-stop in 1911. In 1912 Scott went to work for Glenn Martin and became the first female test pilot. She flew Martin prototypes and in 1913 joined the Ward exhibition team. Scott retired from flying in 1916 because she was bothered by the public's interest in crashes and a lack of opportunity for women to become mechanics or engineers in the aviation industry.

So, we leave it up to you to decide, who was indeed the first woman to fly solo in America?

## Rose GlaStar January 2021 build report

After a great Freedom Flight event, I got back to building.

I accomplished several noticeable fuselage projects this month. Several were custom projects that take a lot of time to figure out, add weight but also add usefulness.



The main bulkhead behind the baggage area has an open center to facilitate access but needs a cover piece for structure. The plans called for a thin sheet aluminum cover with materials supplied in the kit. I cut it out and with lots of effort, bending, stretching, standing on my head, etc. got the attaching nut plates installed. It seemed a little flimsy and prone to oil-canning so with leftover Cozy foam, fiberglass and epoxy, I made a fiber-



glass one that weighs a few ounces more but looks better. I will choose which one to use later, aluminum or fiberglass.



I purchased braded brake lines to replace the supplied Nylaflo lines that are prone to breakage, and installed them with the optional parking brake. The other two planes I have built lacked a parking brake and created a challenge when parking on a slope without someone to insert or remove the wheel chocks.

I also completed installing the tail wheel bracket that I made last month.

The next project involved installing an aluminum control cable cover tunnel along the floor from nose through the four foot baggage area. The factory GlaStar had a baggage floor in the rear half of the baggage compartment and many builders put flooring over the cables in the entire baggage area to create a flat floor. Several secondary suppliers sold kits for this purpose. With my Cozy and Quickie fiberglassing experience, I decided to do my own, based on several past builder designs. Whenever you deviate



from the plans, you automatically double, triple or quadruple the time for project completion, but it was a fun exercise and I think it came out looking good. I glassed quarter-inch-foam-sandwich support bulkheads and used quarter-inch oak plywood covers to fabricate a fixed cover on the aft half and two hinged door covers on the forward section.



Rose GlaStar cont.

The last project for the month was installing the two seats. This consists of two fiberglass seat pans, seat rails and an adjustable seat back. The pans are about seven inches deep and are filled with foam for spine protection with the seats setting on top. The big challenge discussed on the builder's forum is inspection and access to everything under the seats. As designed, the seat backs, rails and pans must be removed for access underneath. This is a multiple hour job. Several modifications have been proposed including costly covers and plates. I decided to cut the pan area from the frame, glass a connecting overlapping flange and reconnect them with screws and nut-plates, again using my previous glassing experience. This multi-step process consisted of cutting the parts apart, masking off the portion of the flange overlap with duct tape to keep the glass resin mixture from sticking, taping the pieces back together, glassing on the 1 1/2 inch flange, separating the pieces after the resin cures, removing all the duct tape, sanding smooth the flange and attaching the screws and nut-plates. Now, it takes a minute to unscrew the 11 screws and have unrestricted access to the plane bottom. The final step was to cut and fit one inch sheet foam layers to fill the seat pans.



Uncut seat pans



Cut and taped



Fiberglassed flange



Cut seat pan



Pan bottom removed



Seats with foam and backs

The plan for next month is to work on various fiberglass fairings and/or the enlarged baggage access door. February work may be abbreviated not only because of the short month but because Bonnie is scheduled for a new knee and is expecting to be waited on hand and foot. (I offered to build and install a homebuilt one -- door hinge, choice of colors -- but she declined, said it would squeak).



Before the end of the year we hope to have at least one Young Eagles event with our new young Eagles coordinator and chapter vice president Robert Wright heading it up. International Young Eagles Day is June 13, this year. So stay tuned for this event and make sure you have your [Youth Protection Program Card](#) up to date. Click on the link and then spend just a few minutes filling out the paperwork. A few days later you should receive an email with your card, good for two years.



We would like to thank Dennis Rose for his continuing series on his GlaStar build. We also thank Coleen Roberts, Bonnie Rose, Rhonda Sprague and all the other folks who posted photos on Facebook for us to pick up. We're sure a few people have been left out here and we apologize. We'd like to acknowledge Paul Schafer, who is the one who came up with the idea of Freedom Flight several years ago. Thanks, Paul, for all you do for 495. If you have had a flying adventure or done something you think would be of interest to our members, please send it along. Remember this is your newsletter.

Speaking of Bonnie Rose, we understand from Dennis's report that she is getting a new knee this month. We're sure get well cards would be welcomed. We'll leave the flowers and chocolates up to Dennis.

## This Month in Aviation History:



✦ 4 February 1902 (USA) — Charles Augustus Lindbergh (1902-1974), one of the most famous aviators in history, is born in Detroit, Michigan.

✦ 8 February 1988 (USA) — The Federal Aviation Administration (FAA) retires an aircraft registration number for the first time, 16020 — that of Amelia Earhart's Lockheed Electra 10-E (The "E" stood for Earhart.) which disappeared over the Pacific in July 1937. The full number was NR16020. The letter "R" indicates that because of modifications from the standard configuration, the airplane was restricted to carrying only members of the flight crew, although Earhart and her advisor, Paul Mantz, frequently violated this restriction.



✦ 20 February 1942 (South Pacific) — Lieutenant Edward "Butch" O'Hare from the *USS Lexington* off Rabaul becomes the first United States Fighter Ace of World War II. O'Hare was also the U.S. Navy's first Medal of Honor recipient during World War II. In 1945, the U.S. Navy destroyer *USS O'Hare* (DD-889) was named in his honor and on September 19, 1949 Chicago's O'Hare Airport (KORD) was named after him. O'Hare went missing on November 26, 1943 during a night mission and was declared dead a year later.

✦ 22 February 1928 (England/Australia) — Australian Bert Hinkler lands at Fanny Bay in Darwin, Australia after 11,000-mile solo flight from England. He is the first to make such a trip, setting four other new records: longest solo flight, longest light plane flight, first nonstop flight from London to Rome and fastest journey from Britain to India. Hinkler had departed England on 7 February and arrived back in his home town of Bundaberg, Australia a few days later on 27 February. During the First World War, Hinkler served with the Royal Naval Air Service as a gunner/observer, for which he was awarded the Distinguished Service Medal. Hinkler was only the second person to cross the Atlantic solo, after Charles Lindbergh in 1927. On 7 January 1933, Hinkler left London Air Park, Hanworth, England, in his Puss Moth in an attempt to break the flying record to Australia held by C. W. A. Scott of 8 days 20 hours. Nothing more was heard of him until his body was discovered in the Tuscan Mountains in Italy. His airplane had crashed into the mountains the same day he departed from London. He was buried — with full military honors on the orders of Italy's ruling dictator Benito Mussolini.



## Freedom Flight South

It looks like Dan and Rhonda Sprague are having just too much fun flying over the Arizona desert. This is their version of Freedom Flight with just one airplane. Have a good time guys. Fly safe and we'll see you when you get home.

