

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/Webmaster

May's gathering of the clan of EAA Chapter 495 started off with a bang, or at least a scorching poof as the greasy grill belonging to The Church on the Rise flamed up and scorched the hair off Chief Ken Nicholl's arms. Thankfully the most damage seemed to be to the burgers on the grill, which now resembled hockey pucks in both appearance and texture. So with all the excitement settled down, the gathered gentlefolk directed their attention to the business at hand.



Dennis O Connor kicked off the program with an entertaining slide show and talk about his [Bearhawk Patrol](#) build. The Patrol is a two place tandem high wing kit plane. The fuselage is welded steel tubing and fabric as is the tail assembly. The wings consist of metal spars and ribs, covered with flush riveted sheet aluminum. Dennis talked about some of the specialty tools he either purchased or fabricated, such as [Knu-Vise](#), a line of toggle clamps, and the [Numatx](#) (hydraulic) rivet squeezer which he described as being indispensable once you start using them.

Due to the lack of flying aircraft and the lack of pilots, Chapter 495 won't be participating in the International Young Eagles Day coming up on June 11 this year. We unfortunately lost two pilots, and their airplanes, due to untimely deaths last year. Also, two of our pilots have moved from the area to the eastern area of the country. We hope to be able to participate in next year's event and possibly hold some smaller local events during the summer.

Keep your eyes out for anybody who might be interested in owning a Continental A-50 since Mark still didn't get any nibbles on the last Barnstormers or Craig's List ads. This engine was donated to the chapter a few years ago and our treasurer, Mark Ralston (also an A/P) resurrected the engine and got it running with the idea of selling it to generate some much needed funds for the chapter.

The Oregon Aviation Society Museum will be hosting the 7th annual Wings and Wheels event at Cottage Grove airport Saturday, June 25th. If you intend to participate they ask that you fill out and return their [application form](#). This is one of those events that is getting bigger each year and it would be an ideal opportunity for you to get a look at the museum and learn about Oregon Aviation history and the "Oregon Outlaws" who were instrumental in kicking off the homebuilt airplane movement.

Another such event will be happening at Grants Pass Airport. I hear from Joe Williams, president of EAA Chapter 725 that they will be having war birds, helicopters, an F15 flyby, food trucks cars and lots of other stuff.

Speaking of Joe, I got an email from him the other day and he shared a flying adventure he had the other day, kind of scary. He says, "A couple days ago I was at 5000' over the Applegate. Another coupe was in trail. (He flies an Ercoupe 415C.) Suddenly fuel started spewing from a leak at the header cap. (bad gasket) Not a big deal until I realize someone had used plain silicone

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

when putting in my windscreen many years ago so the gas started wicking thru it! Then is when it started running inside and down behind my panel!!! Then running into my shoes!!!

Yep. Serious. I made it back but at 1500' on a rather urgent straight in. I could not see and had to lower the left window and lean my head out on final!!! Crazy!

All is ok. No fire. My main concern. I was real worried about fire. But I shut down on 31 and rolled off. All turned out ok." And he goes on to say, "Someone hand me a drink please."

This is another thing to add to your preflight checklist. Make sure those gaskets are soft and pliable with no cracks. Might be a good idea to have a spare handy.

Reports have come in from the Sprague and Bruton households that the new Top Gun movie, "Top Gun: Maverick" is not to be missed. We would imagine you won't have much to talk about at the next meeting if you haven't seen it.

Anybody interested in flying the simulator can contact CJ Bryant at Phoenix School. 541-673-3036 Extension 1118. He said that the end of this month would be a good time since classes will be over by that time.

And the last item for this month, we hope, was an email from Kandi at City Hall, well actually two emails. One was in regards to the annual airport lease rates which are adjusted each year on July 1st. Per your lease agreement, rates are adjusted using the CPI (currently the CPI-U West index) which is currently 4.5%. Your lease states increases shall not exceed 3%. Therefore, this year's increase will be capped at 3%. At the May 23, 2022 City Council meeting, the Council adopted the attached update to the fee schedule as it pertains to airport fees. If you missed this email from her, Kandi can be contacted at kstreet@cityofroseburg.org. We wonder if the rents will go down if we ever see a period of deflation.

NOTE: If you have reoccurring payments setup through your financial institution, you will need to modify the payment amount prior to the July payment being processed.

The second item is in regards to work being done on the runway. The runway is tentatively scheduled to be closed beginning June 6, 2022 through June 9, 2022 from 7 am to 4 pm. A NOTAM will be issued.

EAA Friend "Randy" Rounsville goes West

Roseburg Airport lost another pilot, this time from COVID 19, according to reports. Randall "Randy" Rounsville went west on January 19 of this year. The 60 year old pilot, who was not a member of our chapter, but known to most of us was always willing to do some serious hangar flying, and was best known for burning up the taxiways in his replica of a three-wheel Morgan. He also flew a Vans RV, which he kept in a hangar on the west side of "B" row. He and his three-wheeler was featured in the [June 2021 issue of the Wingman](#).



Our chapter is invited to join his family and other friends in a celebration of life, which will be held June 11 at 1:00 pm in Central Park, Sutherlin. After the memorial a potluck will be held in the Community Building, so bring your favorite potluck dish. Attendees are asked to bring their own chair.

495 SEEKS YOUNG EAGLES COORDINATOR

Chapter 495 is looking for a Young Eagles Coordinator. In order for us to successfully promote the Young Eagles program we need someone to carry the ball. Launched in 1992, the Young Eagles program has dedicated more than 25 years to giving youth ages 8–17 their first free ride in an airplane. It's the only program of its kind, with the sole mission to introduce and inspire kids in the world of aviation. Today, more than 2 million young people around the world have enjoyed a free introductory flight through the Young Eagles program. For more information on how you can volunteer to be a Young Eagles Coordinator or work on the committee contact chapter president Dennis Rose 541-784-7993 | eaachapter495@gmail.com.

Rose GlaStar May 2022 Build Report

May was pretty much about installing the engine cowl. I received the shorter 55mm prop extension, installed it, and mounted the propeller spinner.



55mm and 90mm EXTENSIONS

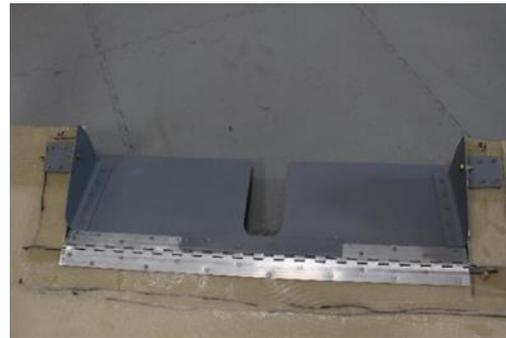


INSALLED EXTENSION

Glasair now makes several different cowls with two different systems for getting the air out of the engine compartment. For the Sportsman cowl, the lower cowl is dished out below the fuselage intersection. The GlaStar version has an adjustable aluminum cowl flap. The cowl flap is more complicated to make but seems to work well and matches my cowl, so that is what I made.

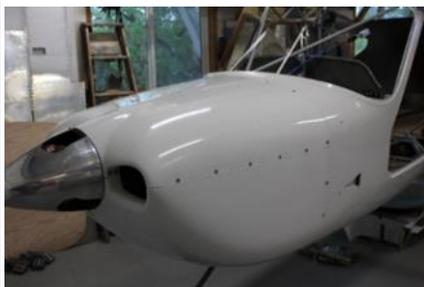


COWL FLAP OUTSIDE VIEW



COWL FLAP INSIDE VIEW

The first step was fitting the cowl to the engine. This sounds easy but is actually a fairly complicated three-dimensional puzzle with the goal of matching the front of the cowl circle to the prop spinner circumference leaving a 3/16 inch gap clearance and having the spinner about 1/8 inch above the cowl to account for the future engine sagging on the new rubber engine mount isolators. This took several full days of trimming and fitting.



I chose to use Cam-Loc half-turn fittings to attach the cowl to the fuselage. These go in the flange where the stainless steel firewall and fiberglass shell are riveted together and the directions advise to slightly adjust the holes to avoid the rivets. This I did. However, it didn't note that the receptacles that are riveted in place are about four times the size of the holes. Thus I had to drill out several firewall rivets and move them to clear the receptacles. The plans also positioned one of the fasteners where it hit the engine mount, so that had to be moved as well.

To attach the cowl sides, the plans suggest using hinge material and removing the hinge pins to take it apart. Lots of builders reported that getting the hinges mounted so the pins went in easily was very difficult. One person had the pin back out during flight and almost reach the prop. The Cozy had several of these and although they looked really good, the pins were always hard to install. The alternative is using more traditional screws and lock plates, which I did.

I purchased a pair of Infinity multi-button stick grips for a bargain price but then had to purchase and install new wire and a couple of switches to make them work. So far I am still ahead in \$\$.

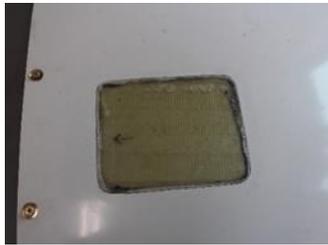


INFINITY STICK GRIPS



EXTENDING THE WIRES

I had to postpone several fiberglassing projects because there is a shortage of resin, with a several month backlog from the main vendors. Another builder suggested a vendor in Florida and I was finally able to get some from them. The oil inspection door was missing but there was an indented cutout for it in the cowl. So I used it for a mold, made one, and got it installed with a hinge and latch.



The final project for the month has been the design and fabrication of the engine air induction cowl inlet. This consists of a large NACA inlet feeding into a filter box. Since I am using the ULPower engine, my filter system is different so I made forms for the NACA inlet and filter box and fiberglassed my own. Note: use foam for the filter box form instead of wood so you do not have to cut and drill out the wood piece by piece. I cut the NACA inlet hole in the lower cowl. One of the design needs for a working NACA inlet is an airfoil shaped inlet. This was made with a 16 ply fiberglass lay-up on the cowl and sanded to shape, then the pieces were glassed inside the cowl.



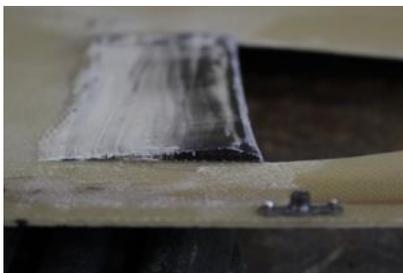
WOODEN FORMS



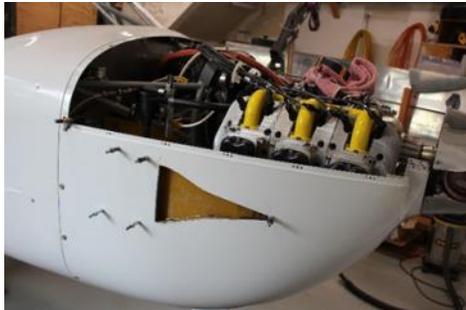
FIBERGLASSED FORMS



FINISHED PIECES



AIRFOIL INLET



INSTALLED EXTERIOR



INTERIOR

This Month in Aviation History:



✦ 5 June 1989 (USSR) — The Antonov An-225 "Mriya" flies in to Paris-Le Bourget for the 1989 Paris Air Show, carrying the Soviet Shuttle "Buran" on its back. When it takes off from Kiev to fly to Paris, the combination has a takeoff weight of 1,234,600 lbs., the greatest weight ever lifted into the air.



The Antonov AN-225, has been destroyed during the Russian invasion of Ukraine, according to Ukrainian officials, generating alarm and sadness among the aviation world in which it occupies almost cult status. The enormous aircraft, named "Mriya," or "dream" in Ukrainian, was parked at an airfield near Kyiv when it was attacked by "Russian occupants," Ukrainian authorities said, adding that they would rebuild the plane.



✦ 17 June 1942: Jacqueline ("Jackie") Cochran departs Canada to become the first woman to fly a bomber across the Atlantic Ocean. She ferried a Lockheed Hudson from Canada to Scotland. The airplane was a twin-engine Lockheed Model 414 Hudson Mk.V (LR). The United Kingdom's Lord Beaverbrook and the United States Army Air Forces Chief of Staff, Major General Henry Harley ("Hap") Arnold, felt that civilian women could serve as pilots of military aircraft in non-combat situations. Famous record-setting pilot, Jackie Cochran, was selected for the assignment. Cochran, navigator, Captain Edgar Grafton Carlisle, O.B.E and a radio operator known only as Coates departed Montréal, Québec, at 1920 G.M.T., 17 June, en route to Gander, Newfoundland. They flew 809 nautical miles



in 5 hours, 4 minutes before landing at 0024 G.M.T., 18 June, and remained there overnight. Authorities felt that Cochran was not strong enough to operate the Hudson's hand brakes so she would fly the bomber as First Officer, but Captain Carlisle would make all takeoffs and landings.



✦ 21 June 1913 (USA) — The first woman to make a parachute jump from an airplane is Georgia "Tiny" Broadwick. She jumped from an airplane designed and piloted by Glenn L. Martin from an altitude of 1,000 ft. over Griffith Park in Los Angeles. Later, in 1914, while doing demonstration jumps for the U.S. Army, Broadwick's static line became entangled in the tail assembly of the airplane. On the next jump, Broadwick cut the static line off and while holding the short piece of line, jumped from the airplane and pulled the cord while in freefall. She was credited with the first freefall jump and the invention of the ripcord. This proved that aviators could jump from an airplane, open a parachute and survive. Also in 1914, Broadwick jumped into Lake Michigan, becoming the first woman to parachute into a body of water.

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