

The Wingman

EAA Chapter 495 - Roseburg, Oregon

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Around the Patch

by Joe Messinger
Newsletter Editor

On the surface it looks like there isn't all that much to talk about this month, but when you come from a background on newspapers and

magazines, you'd be surprised what one can dig up. But more of that later. Let's talk about the latest Chapter Gathering. Chef Ken (did you know Chef is French for Boss?) started out the evening with French Dip

Sandwiches. This sparked a discussion about the origin of the French Dip. I mentioned that I had dined, on several occasions, at Phillippe's, the restaurant that originated French Dip and tried to explain how it had all been a happy accident. John Roberts spoke up and said he too had dined there. If you happen to be in Los Angeles, I'd recommend it for the wonderful "down home" food, but don't expect a fancy white table cloth dining experience. This is a working man's diner. If you want a list for your next trip there, ask me, I love "dives."



We talked some about our next Young Eagles Rally, tentative scheduled for August 19. With the next chapter meeting scheduled for August 15, I was questioning whether we would have enough time to plan and advertise the event. In conversation with Ken Nicholls, our very capable Young Eagle Coordinator, I expressed these feelings and he told me he was getting the same feedback from several chapter members. As a result it looks like we'll be waiting until later in the year for the next event. Stay tuned for more about this later.

We had one announcement of a flying excursion, via Facebook. The Sprague's, Rhonda and Dan made a run to Idaho, Spokane and Sand Point, to see friends. This is certainly the way to travel.

I'm about running out of things to dig up but here's one last one that should be of interest to all of you and will bring a smile to most of your faces, and most certainly. Mr. Dan Sprague. So Dan, you got your ears on? Here goes! Some time ago I was put up to playing a practical joke by writing a story about a blue high-wing airplane and the pilot who was practicing short field landings, as I remember. On one of these landings, the pilot landed and quickly found himself looking back to from where he came. He had gotten out and inspected the ground looped airplane and finding no damage, proceeded to taxi back to his hangar. Well, I guess a lot of folks read the story and called Dan. Dan called me and you could tell from the tone of his voice, he was beyond, "pissed." He wanted, no, he demanded a retraction, which appeared in the next issue of the newsletter. It explained it was all a joke and since, if I remember correctly, it couldn't have been anybody named Sprague, because they were out of town when the alleged incident happened. Dan wanted one other piece of information, "Who put you up to that?" He asked. I told him, at the time that I had promised not reveal my source. It wasn't good professional journalistic practice, it never was and it never will be. In fact, in California, where I worked for magazines and newspapers, working journalists are protected by §1070 of the California Evidence Code from being forced to reveal their sources or show unpublished work, such as notes, negatives or digital files. But, now I think the time has come. Most folks who have been around Roseburg and the airport for any time have likely figured it out that the culprit who put me up to such an evil scheme was none other than...than...than, no, I just can't do it. Not in print anyway. So Dan, give me a call and I'll tell you and if you want to spread it around, that's up to you.

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August 2023

Rose GlaStar July 2023 Build Report

The month started with completing trouble shooting the avionics, and resulted in some bad news. I have been trying to get a GPS signal to the EFIS via two routes. One was with a relatively cheap GPS receiver made for a computer interface but was said to have a NEMA interface that is the protocol for the EFIS. I couldn't get it to work. I also tried to serial input the iLevel GPS signal that generates the information for the IPAD EFIS system, but that also didn't work. So I gave up and will purchase the certified GPS made for the GRT EFIS.

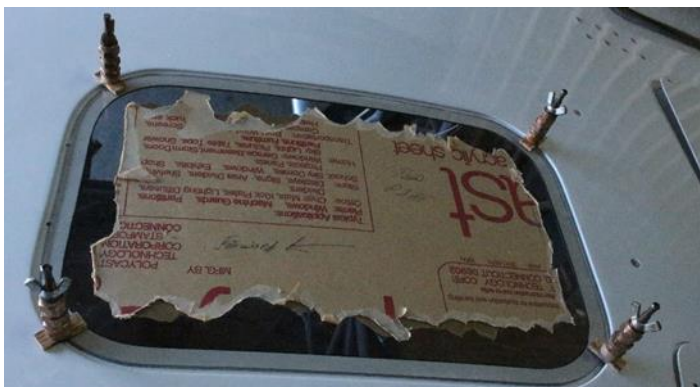
A second problem was that when I activated my used "working when removed" TailBeaconX transponder/ADS-B transmitter, it didn't work. No problem I thought, I will spend the money I saved buying used, and get it repaired. NEWS FLASH!! They are not repairable. So, I had to purchase another transponder, a Trig TT22 Mode S remote mount unit that also will interface with the GRT EFIS, so I can be ADS-B compliant. When I learned to fly, a COM radio and VOR receiver were the newest and best. Progress is expensive.



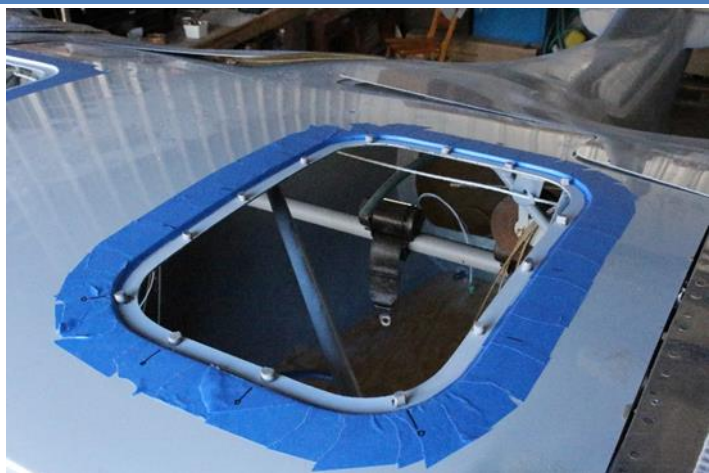
TOOLS FOR FITTING A WINDOWS: 4 ½" GRINDER AND FINE-POINT PEN FITTED WITH A SPACER FOR EXACT FIT

The last actual big construction project left is installing the windows. This includes two skylights, two cabin door windows, baggage door window, rear window and windshield. The window installation is a multi-step process that was developed as an improvement over the original kit installation, using a silicon based window adhesive instead of a fiberglass wrap. The advantage of the silicon (brand name SilPruf) is that it is a flexible product allowing the Plexi-glass windows to expand and contract without creating pressure points that can cause cracking. It also makes them fairly easy to remove and replace if needed.

Installation steps include custom trimming to exactly match the frame opening, multiple layers of tape to provide a professional result, custom leveling the window to match to fuselage contours, and a choice of steps depending on if and when you are painting the fuselage. An added complication for me was that I couldn't locate one of the windows and had to order a replacement (3 to 4 weeks to deliver). I sure hope I don't find the missing window next month and have to explain it to Bonnie, especially after the transponder fiasco.



SKYLIGHT CLECOED IN PLACE WITH SPECIAL ADJUSTABLE CLECOS AND THE MULTI-LAYERED TAPING



14 SILPRUF STANDOFFS



SKYLIGHT CLECOED AND WIGHTED IN PLACE



DOOR WINDOW WITH STANDOFFS



DOOR WINDOW CLECOED IN PLACE



INSTALLED WINDOWS

So far, the skylights and 3 door windows have been installed. I have been holding off on the windshield hoping I can get the GPS and transponder units wired in behind the panel first, but shipping times may make that impractical.

While holding off on the windshield, I started prepping for painting by finish filling the fiberglass taped areas around the baggage door and engine cowl modifications and tail fairings. I used a product called Poly Fiber Super Fil which is an ultra-lightweight epoxy filler that adheres to both composites (fiberglass) and aluminum and is relatively easy to sand. Anyone who has worked with fiberglass knows about the sanding time and mess involved in getting it ready for paint. Fortunately, compared to my other two builds, there are only small areas of raw fiberglass that needed to be prepped on this project.



TWO PART EPOXY SUPERFIL



BEFORE FILL



SUPERFIL APPLIED



SUPERFIL SANDED SMOOTH



TAIL FAIRING



ENGINE COWL

For next month: final avionics installations, windshield and last window installations, and prepping for paint.

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