

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

It looks like that if all goes well, our chapter will have two new pilots before the end of the month. Ken Nicholls, who just soloed July 1, will be taking his LSA pilot test on August 17 in his 1947 Ercoupe 415-C. This will qualify him for flying that airplane but if it has rudder pedals he would no doubt need a new exam.

Travis Burns, who purchased Kevin Bruton's Tri-Pacer will be getting his check ride on August 6. We wish both of these members good luck.

We will be bringing back our popular first Saturday pancake breakfast this coming Saturday. We hope to see this return permanently. For those that those who wish to dine al fresco, you may do so. If you haven't gotten the word, Ken Nicholls will be flipping pancakes and scrambling up eggs from 9:00 to 11:00, Saturday August 1 at Felt Field. Fly or drive in.

At our last chapter meeting Rhonda Sprague brought up the idea of bicycles. She said that during their Idaho trip (lots of photos on the next few pages) that they encountered bikes for loan. You could land at a field outside of town and borrow a bike to ride to nearby restaurants and businesses. She proposed we look into this for Roseburg. It sounds like a good idea for a public service project for the chapter. It would need to be approved by and coordinated with the city but we can't see any downside to the idea. So don't be surprised if Rhonda taps you as a volunteer to make this happen.

The subject of the annual Veterans Day parade came up and the chapter members showed mild interest in participating since we don't yet know if the committee will organize it again this year. Of course Steve Kame is chomping at the bit and ready to organize us as he did last year, resulting in a trophy for the chapter. Maybe someday we'll have a permanent home, in which to display it. Again, don't be surprised if you are asked to volunteer in the event the parade happens.

Our events chairman, Kevin Bruton announced a fly-in August 8 & 9. The B-17 Alliance Foundation General Aviation Fly-In will be held at Salem McNary Airfield (KSLE). For more information, call 503.654.6491 or talk to Kevin.

On a more serious note, as he was talking about his new Ercoupe, Ken mentioned that his wife, Ester is again fighting cancer. He said she is tolerating chemo-therapy quite well and they are confident of a positive outcome. Send your prayers and healing energy to Ester. As we all know she is a wonderful lady and one heck of a good cook too. Get well soon, Ester.

Aviation history Videos come to your computer

We hope you enjoy watching the videos we will be linking to in the next few months. Since I am a student of aviation history, especially WWI, and early space flight you will see links to some pretty interesting old airplanes and rockets. If you discover an aviation video you especially like, send it along and we'll share it on these pages.

Watch as Kermit Weeks readies his Sopwith Snipe for Oshkosh in June 2018. This one has a rotary engine on it and not only is it difficult to start without an impulse mag but Kermit learns that even while taxiing the airplane is reluctant to turn left. He doesn't say if it's a Le Rhône or Gnome, but both were popular for airplanes of this vintage. In his analysis he blames the left turning problem on P-factor. I have always been taught that the main reason rotary engine airplanes are so difficult to turn left is the torque of the heavy engine spinning at the front of the airplane. Of course with such a small vertical stabilizer and rudder, P-factor would no doubt enter in to the equation. This is an entertaining and educational video. <https://www.youtube.com/watch?v=VK1OVjloSSY>

Chapter Officers

George Dorius, President: 541-784-7993 • Tal Botner, Vice President: 541-459-3858

Dennis Rose, Secretary: 831-331-6517 • Mark Ralston, Treasurer: 562-673-8499

Paul Schafer, Board Member at Large: 541-513-4579 • Steve Kame, Board Member at Large: 541-672-8437

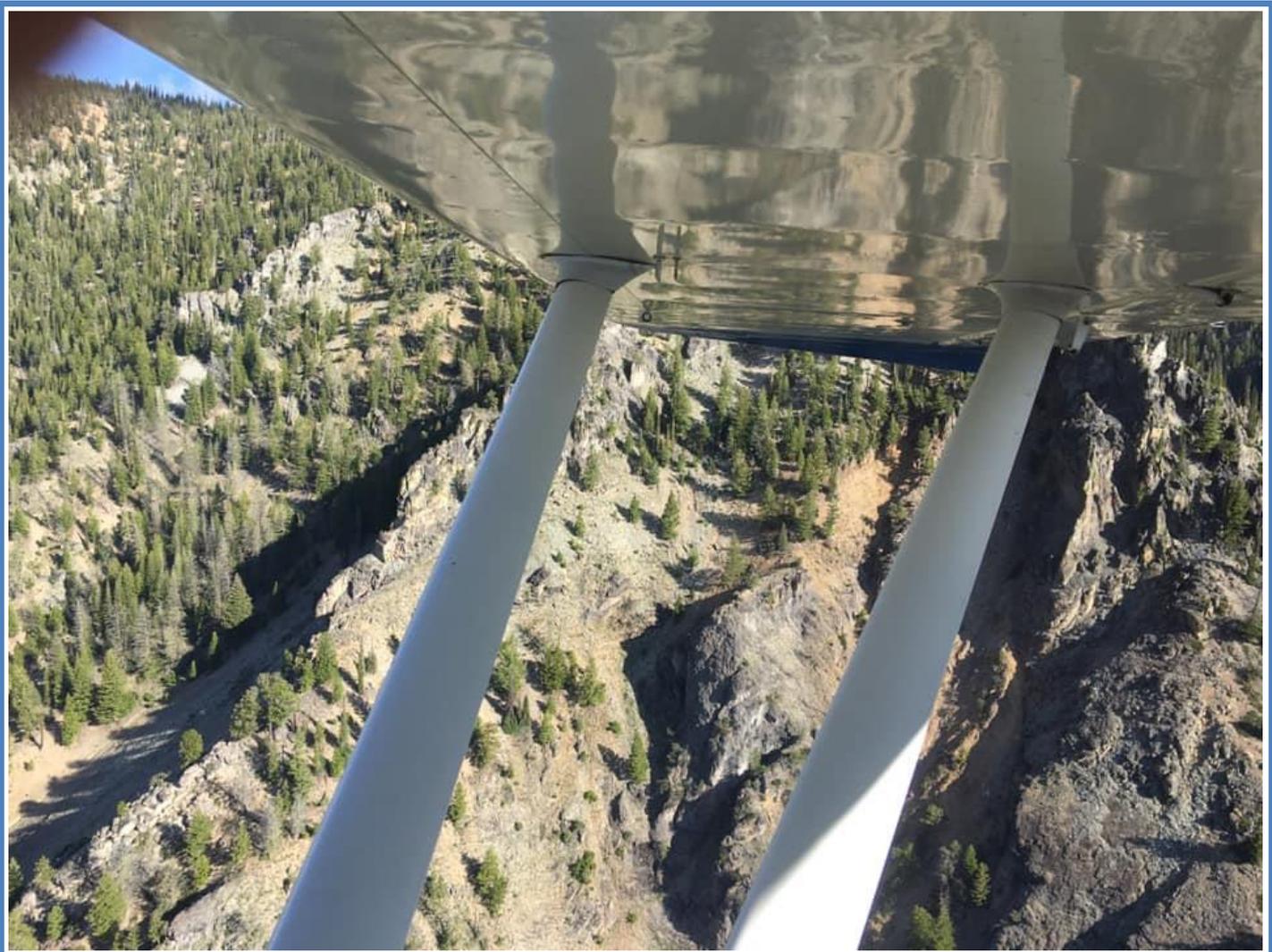
Joe Messinger, Board Member at Large, Newsletter Editor & Webmaster: 909-851-3802

Flying the back country of Idaho

A flight of three of our member airplanes departed KRBG for a back country trip to Idaho. Pilots and copilots Dan and Rhonda Sprague, Kevin and Tammi Bruton, and Tal and Rachel Botner loaded up their airplanes with gear for the adventure. They camped out and by all evidence had a rip roaring time. Thanks to Rhonda and Kevin for the photos. There are more photos and a number of videos on the [EAA Chapter 495 Facebook page](#).









THE LEGEND OF THE NAKED LADY

BY PAUL SCHAFER

“You’re going to do what? That was the first reaction I got when I revealed my intentions to build an experimental aircraft. It was 1999, and I had been kicking the idea around for a while.

I was originally drawn to a round cowled little yellow Kitfox, but when I started looking at the financial commitment it would require, I decided it didn’t fit my previous divorce, spousal support, single life style.

I decided I would look for a project I could pick up for a lesser outlay of cash. I found a Starduster project listed in the paper, about 150 miles up the road. I drove up to look at it.

Upon arriving, I found that it had a very good start, with excellent workmanship. (To my untrained eye) Me being a newbie to homebuilding, I wasn’t totally sure of what I was looking at, and was therefore not comfortable with the price he was asking. It was being sold by a relative of a man who was deceased. He was even less knowledgeable than me. The project was well documented. The builder was an A&P, and a former engineer for Lockheed.



I decided to think on it and left somewhat disappointed. Time passed.... A year later, I was still cruising all the ads and sale sites. Behold, I picked up a copy of the same newspaper in which I had seen the Starduster ad, a year earlier. I called the guy and by talking to him, confirmed this was the same project. With the help from my good friend, we launched his Cessna 150, and set off to appraise this find.

It was indeed the same one, but the asking price was \$1500 less than it was previously. After many questions and inspecting for about an hour, my friend, who was an old time CFI and

A&P, said “If you don’t buy it, I will”.

Convinced now it was OK, I negotiated with the seller and got a further reduction, finally getting it for \$700 less than his current asking. So began the story of “The Naked Lady”.



I purchased the project in August of 1999. Another one of our local A&Ps asked me when I thought I would have it ready to fly. I told him the following May on my birthday. He simply held up a five-finger hand, indicating he predicted 5 years to complete. He was actually off by about 18 months. (It took 6½ years to fly)





Somewhere along the way, I decided it would be really cool to put a radial engine on it. All the other Starduster owners laughed and called me names. (I borrowed that line, they really didn't but the consensus I believe was that I had gone 'round the bend) I resisted the negativity, and became more determined that I really wanted a radial. There is an old Chinese proverb that became my guide while building. "Those that say it can't be done, should not bother the one doing it".

As I neared the end of basic construction, I was blessed to find a friend who had a W-670 220 Continental engine that he was not using, due to upgrading to an M-14P. Now I was really stoked! My dream was starting to materialize.



As all experimental builders discover, the project takes longer than they thought. I believe many discover, as I did, that when the aircraft is completed, the building process was as fulfilling as flying it.

The Lady flew for the first time in May of 2006.



Why was she called the “Naked Lady” (N105NL)? As I was building, I came up with a wild idea. What if I covered her in a clear cover, so everyone could see her beautiful capstrip ribs and oak formers? I began searching for a suitable material. It would need to be heat shrink, strong, capable of being stitched or fastened to the ribs. As I contacted manufacturers of such materials, I found them less than enthusiastic about my idea. I never gave up on the idea, but returned to a more realistic state, and settled on a conventional fabric cover. As a tribute to her, the name remained. (She didn’t have any pants, though)

I flew her for 4 years, logging about 60 hours a year. Many of those hours were with my wingman. It was probably the greatest experience of my life.



On the last day of February in 2010, while on a flight of 2, the Lady lost power over the Coast range of Oregon. She came to rest in a clear cut, while my wingman witnessed the drama from overhead. I was able to walk away with 14 stitches, a couple of bruises, and a broken heart.



The aircraft was recovered 4 days later, and sold to the insurance company.

Not the end of the story. She was bought and rebuilt, flown about 20 hours, and resold.

She was put in a shipping container, and now resides in Cape Town, South Africa. Jatan Motor Museum in Stellenbosch, South Africa.



Three trips around the patch On July 1, Ken Nicholls lost his shirt, well at least part of it. We are sure we all remember the day of our first solo. Did any of you have a flawless three trips around the pattern? We haven't had time to talk much to Ken about it but he did indicate the first landing was a "squeaker" the second one may have bounced a little and the third one wasn't that bad but not perfect. Oh! how self critical we can be at those times. I remember my first sensation was how fast this thing climbs with an empty right seat. EEks empty right seat. And on the third trip around the pattern some fool cuts me off. Don't they know I'm on my first solo for crumb sakes!! Well! anyway, Congratulations, Ken.



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