

The W wingman

EAA Chapter 495 - Roseburg, Oregon

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Around the Patch:

by Joe Messinger
Newsletter Editor/Webmaster

On Saturday, June 12, Chapter 495 joined with chapters from all around the country for National Young Eagles Day. Sixty youngsters showed up, with parents in tow, and had the opportunity to fly, as reported by our Young Eagle coordinator and VP, Robert Wright. Before the flying started, we were treated to a demonstration of a couple of our military fighting force. Two Bell Boeing V-22 Ospreys from the Marine Medium Tiltrotor Squadron 161 flew in the previous day and were staying at Roseburg Airport for a few days. Their crews would take the birds out to a nearby location where they were running training exercises. As we were trying to get our activity started, the Ospreys were going through an extensive pre-flight, which delayed us for about a half hour, made lots of noise and burned a whole lot of fuel.

After they departed, to the delight of those waiting for their Young Eagle flight, things rolled right along. The hope was that every youngster would be able to have a front seat and be able to follow along on the controls, but since we had so many young folks wanting to fly, that was impossible and it looked like every seat would be filled on each flight.

At the end of the day we had a bunch of tired but smiling pilots who seemed to enjoy themselves. Parents were all smiles as their youngsters clutched new log books and shared their adventure with friends. The only sour face I saw all day was on a little girl who was too young to fly that day, but she did brighten up when she got to sit in an airplane and have her picture taken.

We would like to thank the pilots who participated by flying our Young Eagles or displaying their aircraft. They are, in no particular order, and I apologize if I forgot anybody: Rhonda Sprague, Cessna 150, Dan Sprague, Maul, Duncan Bryant, Cessna 150, Steve Kame, Murphey Rebel, Coleen Roberts Cessna 182, John Roberts, the same Cessna 182, Kevin Bruton, Cessna 175, Dennis Rose, Cozy Mark IV, Chris Boyce, Cessna 172, and Chris Akin, Robinson R44. Paul Schafer had his Piper Vagabond, and Les Stuart, his Cessna 210, on display. Paul and Les were using their airplanes to help the Young Eagles understand basic principles of flight and what the control surfaces do to guide the airplane through the sky. Others who brought airplanes out for display were George Dorius, a partially finished Sonerai, Dan Sprague, Super Cat, Mark Ralston, Steen Skybolt and chapter friend, Clint Newell brought out his classy Cessna 510 Citation Mustang. Mark also had the Continental A-50 engine, which was donated to the chapter, and he has lovingly restored to running condition on display. From time to time he would fire it up, much to the delight of the crowd.

At the meeting a few days later, we gave Mark a big hand and then discussed what to do with the A-50. The consensus was that it is too valuable to be taking it apart and reassembling as an exercise in how to rebuild an engine. We seemed to agree that it could serve the chapter best by selling the engine. After researching, and determining a fair market value, we will put it on the market and hope there is somebody out there restoring an airplane that originally used this engine, and wants one for their project. But what to do with any funds generated from the sale? Naturally, another discussion ensued and we seemed to be in agreement that we don't know what we would do with such a windfall. The group also agreed that we don't want to see it used to buy hot dogs and pancakes until the money is gone.

It was also announced that there will be another, by invitation only, Tom Weiss Labor Day Fly-In at Felt Field. Jennifer Weiss has called upon us in past years to help with the airplane end of the event and we have been able to help her out. We should expect another request this year and will step forward to make the event a success. If any of you newer members don't know who Tom was, just ask one of the more seasoned chapter members to fill you in. We will, no doubt, as in years past, be "invited" not only to enjoy the days activities but also to help with marshalling airplanes and other matters aviation.

Chapter Officers

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495 makes appearance at Cottage Grove Wings and Wheels

On Saturday, June 26, several chapter members braved the heat and flew up to Cottage Grove for their annual Wings and Wheels event. Dan Sprague led the way in his Super Cat. Bonnie and I departed a half hour later in the Cozy and landed behind a T-34. Shortly after getting parked, Dan arrived, having flown up the free-way route. Dorothy Austin was on hand to warmly greet us. Al Goodwin came in next with his RV6.

We talked to lots of interested people and saw some great planes. They ranged from new homebuilts to the beautifully restored antiques that birthed Oregon aviation that we learned about at our last meeting. There were beautifully restored land vehicles spanning a similar time period.

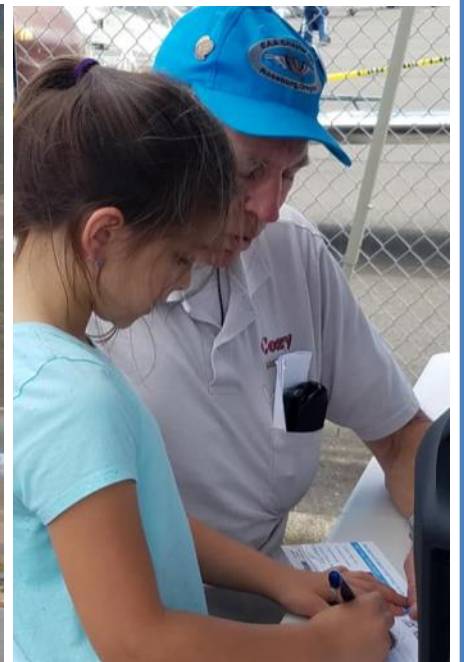


We also talked to Paul Schafer, Robert Wright and his sons. By 11:30 things were heating up so we skipped the pulled port sandwich lunch and all headed back to Roseburg before the density altitude got out of hand. Al was first to depart then Dan. We gave Dan a 45 minute head start this time and he beat us home (barely).



Throughout the remainder of this issue of the Wingman, you will find photos of our Young Eagles day event. Thanks to all who contributed their photos.

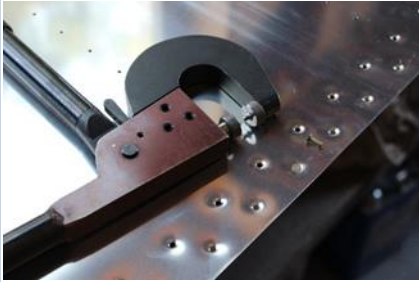
More Young Eagles



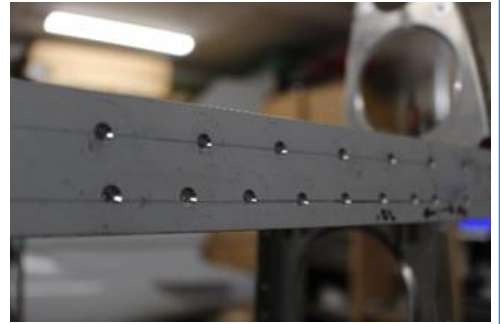
Rose GlaStar June 2021 Builder Report

This month included lots of time-consuming repetitive work that doesn't show much noticeable progress. Each of the thousands of holes drilled for the wing assembly needs to have the sharp edges smoothed on both sides of the hole, called deburring. This is done with a special tool or more often an oversized drill bit.

The next step for the holes in the thinner material such as wing skins is to dimple them for flush mounted rivets. Again, there are lots of holes. Many close to the edge can be done with a hand squeezer. George Dorius loaned me his C-frame dimpling/ riveting tool to dimple the larger wing skins that I am still working on.



On the thicker materials, such as the spars, the holes need to be counter sunk to the correct depth determined by the thickness of the dimpled material being riveted on. There are three different thicknesses of the aluminum wing skins, so three different depths to the more than 1,500 holes.



The next step is to prime all of the interior wing parts so they are protected from future corrosion from moisture as the result of humidity condensation, rain, or even salt water spray (float plane operations). To do this, all the parts need to be removed from



the main wing spars, labeled with wire tags so they find their way back to the correct spot, grease and ink marks cleaned off and finally spray primed with a self-etching primer. This step also includes the interior part of the wing skins.



I have completed most of this work for the right wing, next month will be the left wing.

Hang Glider distance Guinness world record still stands

Flying out of Zapata, Texas, USA, Dustin Martin (USA) and Jon Durand (Australia) set off together on 4 July 2012, with Martin flying his Wills Wing T2C and Durand his Moyes Delta Litespeed RX 3.5. Powered by energy bars and drinks, both men beat the previous record, but it was Martin who emerged victorious from this simultaneous 11-hour duel, landing some 5 km (3.11 miles) further on than Durand in the Texan city of Lubbock, 764 km (474.73 miles) from the starting point.

Both pilots were flying as part of the World Record Encampment, an annual meeting of record-hungry hang-glider pilots who take advantage of the long days and early starts that flying in central Texas offers.

Martin and Durand started their final glide next to each other and could almost have held hands. The flights were achieved at an average speed of 69 km/h (42.8 mi/h). Martin was awarded a Guinness world record, which still stands, for his effort.







Many thanks to all who shared their photos for this issue of the Wingman. They are: Coleen Roberts, Rhonda Sprague, Bonnie Rose, (What's the matter guys?) and Paul Schafer. Keep on looking...we have more photos saluting our Young Eagles and their pilots.

This Month in Aviation History



◆ 2 July 1919 (UK) — The first crossing of the Atlantic by airship, as well as the first double-crossing (return flight), is made by the British rigid airship, R-34. This giant dirigible, which flies non-stop from Scotland to Long Island, New York, has a 30-man crew and is piloted by Major G.H. Scott.



◆ 13 July 1957 (USA) — President Eisenhower becomes the first United States president to fly in a helicopter when he is flown from the White House to an unnamed military post in a USAF Bell UH-13J.

◆ 14 July 1914 (USA) — Dr. Robert H. Goddard is granted a patent for his liquid fuel rocket engine. Robert H. Goddard (1882-1945) is recognized as the father of American rocketry and as one of the pioneers in the theoretical exploration of space. Goddard dreamt of exploring the Earth's upper atmosphere and, ultimately, space using rocket propulsion. Although his work was revolutionary, he received little public support for his research. Following his theoretical work on the physics of rocketry, he began experimenting with different rocket engines. Believing that liquid propellants offered the most promise, he successfully launched the first liquid-fueled rocket on March 16, 1926, on a farm in Auburn, Massachusetts. His more advanced work and patents allowed American scientists to build, test, and fly more advanced rockets at the dawn of the Space Age.



◆ 17 July 1969 (USA) — The Apollo 11 Saturn V rocket blasts off from the Florida Space Center in route to the first moon landing.

◆ 20 July 1969 (Moon) — Neil Armstrong lands the lunar module "Eagle" on the surface of the moon. His immortal first words are, "that's one small step for man, one giant leap for mankind." USAF Colonel "Buzz" Aldrin joins Neil Armstrong on the surface of the moon while USAF Lt. Colonel Mike Collins remains in orbit.



◆ 25 July 1909 (France/England) — Louis Blériot of France, who flies his Blériot "No.XI" monoplane from Les Barraques to Dover, England in 37 minutes, makes the first airplane crossing of the English Channel. The event

increases public and government awareness of the possible military aspects of the airplane.



Oregon-the birthplace of homebuilding



Prior to our last meeting between hotdogs (left over from our Young Eagle day) and the business meeting we were treated to a presentation by Tim Talen, vice president of the board of directors of the Oregon Aviation Historical Society. This year we celebrate 100 years of aircraft home building in this country and the state of Oregon. Homebuilding of aircraft started in Oregon, at Bernard Field in the town of Beaverton, situated in the western part of the state just south of the border with Washington. The Bernard Airport site was redeveloped in 1969 as "Bernard's Beaverton Mall", now known as Cedar Hills Crossing. (Wikipedia) When the Federal Government started getting interested in aviation, they tried to stop homebuilding, which had begun years earlier in the Pacific Northwest. They came along and told Oregon pilots that their airplanes weren't safe and they'd have to stop this nonsense. But, you know Oregonians, hard headed and won't be

pushed around, especially by a bunch of pencil pushing bean counters from DC, who wouldn't know a thing about airplanes. In fact amateur homebuilt airplanes were illegal until 1953.

Oregon was the first state to inspect homebuilt airplanes and issue aluminum license plates. The state board of Aeronautics was established in Oregon in 1920.

They were known as the Beaverton Outlaws and operated much like the eastern moonshiners. No, they didn't load up with hooch and deliver it around the countryside, but when the newly established CAA (later FAA) showed up, hangar doors would be closed, and there would be nothing to see. In fact if you were out flying, your hangar would be closed up by a buddy and upon your return, you would see this and fly on to another field and wait until it was safe to return home.

George (Bogardus) is responsible for the federal licensing category of "Experimental" aircraft. In 1947, under a special license, he assembled and flew a modified Long – Wimpy (that he dubbed "the Little Gee Bee) on an incredible trip from Troutdale, OR to Washington, D.C. demonstrating to the Civil Aviation Authority that homebuilt airplanes were both safe and reliable. The officials agreed and the new category became law. For the first time, pilots could legally fly aircraft they had built themselves. (OAHS website)

Tim covered a lot of material that evening, too much to repeat here, so a visit to Cottage Grove and the Oregon Aviation Historical Society is in order sometime this summer.



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