

# The **W**ingman

EAA Chapter 495 - Roseburg, Oregon

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## Around the Patch:

by Joe Messinger  
Newsletter Editor/Webmaster

Our last chapter gathering of the year was one of the most well attended of the entire year. It was our annual Christmas party and it seems a good time was had by all. We had ham and turkey, donated by Gil Peterson and prepared by chiefs Ken Nicholls and George Dorius. The remainder of the meal was contributed by members, each bringing a favorite holiday dish. Presents were handed out if you were lucky enough to have your number drawn in the raffle. Take a look at photos elsewhere in this newsletter to get a feel of the event. Thanks to Bonnie Rose for contributing some of the photos.

For those of you who were not there, you may have missed the news that that was the last event of its kind that will be held at Felt Field.

As he said in his brief remarks to the group, Gil Peterson explained that he had sold his beloved airport and escrow is scheduled to close in the next few days. Gil let us know that since George Felt Field is still a privately owned, public use airport, aircraft will still be welcome to land and take off. We spoke to George Dorius, who has a hangar there and he said that as far as hangars are concerned, there is no change for now other than rent is to be paid to the new owner. If you plan a flight there, it might be advisable to check with somebody who has landed at Felt recently to find out about the condition of the field in regards to pot holes or runway obstructions.

## Tal Botner goes west

Most of you have heard by now that Tal Botner lost his battle with cancer on Christmas Eve. We were going to try to find the words to explain to those didn't know Tal, just how much he was loved and how much he loved life and flying. Thankfully that task was taken out of our hands when his daughter, Kali, posted a tribute to her father on Facebook. For those of you who might not have been lucky enough to have been one of Tal's Facebook friends, the following is her heartfelt tribute to her father.

*My wonderful daddy took his last breath at 3:50am on December 24th. We've needed a few days to let it sink in and grieve as a family. He left this earth much sooner than we would have wanted and our hearts are shattered. However, we are at peace knowing he is no longer suffering and has eternal life with our Father in Heaven. He was a hard worker, loved the Lord, and loved his family immensely—his legacy that we will pass on to his grandchildren and future generations.*

*Thank you to all who have been following along with my daddy's journey this year, and thank you for all your prayers, kind words, and support. We are still in the process of planning his memorial and don't have anything officially set right now. Out of respect, we ask that we are not bombarded with questions about the funeral right now. There will be more information to follow.*

*Those who knew my dad, knew that flying his Cessna with his beautiful wife was one of his favorite things in the whole world. We will always hold onto our memories of him and keep them close to our heart.*

*Fly high, daddy. Kali Potter*



See Tal, next page

### Chapter Officers

Dennis Rose, President: 831-331-6517 • Robert Wright: Vice President 707-724-2707

Mark Ralston, Treasurer: 562-673-8499 • Steve Kame, Secretary: 541-672-8437

George Dorius, Board Member at Large: 541-513-4579 • Ken Nicholls, Board Member at Large: 541-496-0808

Joe Messinger, Newsletter Editor & Webmaster: 909-851-3802

Tal: We also know that Tal will be missed by another family of fliers, The Umpqua Valley Modelers. We present their thoughts with minor editing of some factual repetition:

*Our thoughts, prayers, and well wishes are with the Botner family.*

*Tal was always happy to assist anyone that needed help in the hobby, in business and was one of the key members in developing the Kingery Ranch flying site. (A model airplane flying site near Yoncalla.) Donating equipment, labor and materials, helping to make our field what it is today.*

*Tal could always be seen at the field, Plat I (A reservoir near Sutherland where the club holds a model floatplane event each June.) and many of the regional events in his characteristic choice of dress, T-shirt, cargo shorts and a big smile for anyone he met. He had a great love for the hobby and flying, both R/C and full scale aircraft. Tal will be missed by us all.*

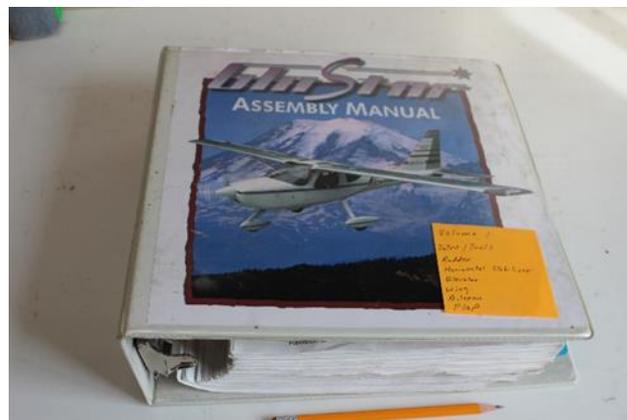
*Chuck Johnson, Umpqua Valley Modelers*

Thank you Kali and Chuck. You both summed up the love Tal had for people and they for him.



## Rose GlaStar December 2021 Build Report

Lots of great family time this month mixed in with a little building. The December progress consisted of finishing the two flaps. With these built, I have reached the milestone of completing the first of the two volumes of construction directions. I did skip ahead and have about half of volume two already done but now the individual structures start coming together. When the snow melts, the fuselage and wings will need to be moved into my larger garage where the wings can be mounted to the fuselage, one at a time. Then the ailerons, flaps, fuel tanks and associated cables, wires and plumbing are inserted before the wing top skins are finally riveted on, completing the wings.



# Chapter Holiday Gathering



## There's a new A/P in Chapter 495 — Kevin Bruton passes test

Our own Kevin Bruton announced at the chapter Christmas gathering that he has achieved a milestone in his aviation career. He is now an A/P mechanic after working for 10 years to get the necessary 3,000 hour logged working under the supervision of a licensed A/P. After studying for six months he was able to pass the written test on the first try and is ready to go. He said he will take a rest for a while before going for his I/A. But, in the meantime if you need some minor maintenance, that is beyond the scope of pilot/owner, done on your certified airplane, talk to Kevin.

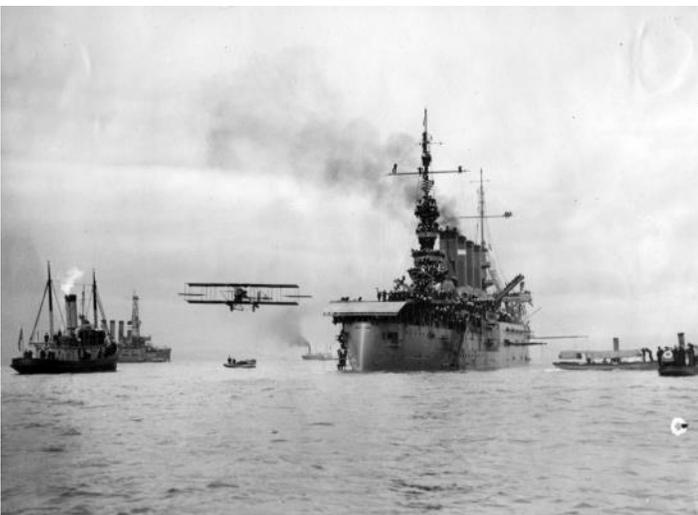
## This Month in Aviation History



✦ 3 January 1923 (France) — French Lieutenant Thoret makes the first soaring flight of more than five hours in a Hanriot HD-14 biplane as he flies with his engine stopped in a slope lift (using hill-side air currents) in Biskra, Algeria. Research shows some confusion as some sources list the event as taking place on January 5, lasting for seven hours and three minutes. Either way, it was quite a feat for the day.

✦ 6 January 1928 (Nicaragua) — Pilot Lt. Christian Frank Schilt, USMC, lands a Vought O2U-1

“Corsair” in the street of a Nicaraguan village to rescue wounded officers. Eighteen servicemen are rescued and, for his bravery, Lt. Schilt is awarded the Medal of Honor. He was one of the first Marine Corps aviators. In addition to his actions in Nicaragua he saw action in World War I, the Haitian and Nicaraguan campaigns, World War II and the Korean War. He retired after nearly 40 years of active service and was promoted to the rank of four-star general at retirement.



✦ 18 January 1911 (USA) — Eugene B. Ely makes the first landing by an aircraft on a ship when he flies his Curtiss pusher biplane from Selfridge Field near San Francisco to a specially prepared wooden deck on the stern of the armored cruiser *USS Pennsylvania*.

This flight was also the first ever using a tail hook system, designed and built by circus performer and aviator Hugh Robinson. Ely



told a reporter: "It was easy enough. I think the trick could be successfully turned nine times out of ten."

**EAA Chapter 495 wishes you a  
Happy and Safe Flying 2022**

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