

The W ingman

EAA Chapter 495 - Roseburg, Oregon

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Around the Patch:

by Joe Messinger
Newsletter Editor/Webmaster

Our last meeting at George Felt Field was one of the best yet. Most people left knowing we had learned a few things we probably didn't know or hadn't given much thought lately. We kicked things off with a rather old AOPA video, "Flying in Foul Weather." We were taken into the cockpit of an old Cessna for an excursion, as a VFR rated pilot wandering into IFR conditions. After several demonstrations it was summed up to: 1. Trust your instruments, and 2. Make a 180 ° turn away from the weather.

Now that doesn't mean you shouldn't use other resources, if you have the equipment, such as contacting a controller who can vector you to clear air, or checking your weather map and head for what looks like the nearest clear spot.

Our treasurer, Mark Ralston let everybody know to spread the word that we are selling a classic (running) Continental A-50 engine. This engine was manufactured before the Second World War and would be perfect on a classic airplane project. But, [take a look at the ad](#) Mark placed on Barnstormers. Nice photos, Mark. Since the ad is working its way down the list you might want to pass the link around to friends who might be interested.

We made some decisions that affect members and chapter friends. We decided that it was time to fold our "First Saturday Breakfast" tent and resume when the weather starts warming up. We have also started making plans for a Chapter 495 Christmas Party in the big hangar at Felt. Since Freedom Flight is now a chapter event, we decided to attempt to put it together again, in memory of Paul Schafer, whose idea it was in the first place. For the few who might not know what Freedom Flight is all about, Paul wanted to find a way to celebrate our freedom to fly anytime to anywhere in this grand country as long as we followed the rules, a freedom not all countries enjoy. It's not going to be easy but we feel it can be done so look for more details in the next month or so.

Our meeting concluded with a talk, by Mark, about the Boeing 737 Max accidents that made news in 2018 and 2019. Mark, who had worked at Boeing, and had credible knowledge about the incidents, tailored his talk to look at what we, as pilots can learn from these two tragedies. Our airplanes are, in no way, like a 737 Max, except that they are airplanes and, the same principles of flight apply. After a lengthy discussion of what is known, and the conclusions drawn, and recommendations by the FAA, from these accidents, and changes made to the airplanes by Boeing as a result of these accidents, Mark concluded with his summery.

Lessons for Pilots?

Avoid flying when your plane has multiple deferred maintenance or an excessive number of inoperable components.

Don't get "rattled" when things go wrong in the cockpit. Fly the plane. Remember your basic flying procedures and fly as you were trained.

Be decisive. Don't excessively delay making a decision to correct an unwanted flight condition.

If you have a copilot, COMMUNICATE. Employ Cockpit Resource Management.

If you have an autopilot, don't fight the autopilot trim with the yoke or stick. Disconnect autopilot and trim manually.

Know how your airplane systems work and train yourself in their operation.

Chapter Officers

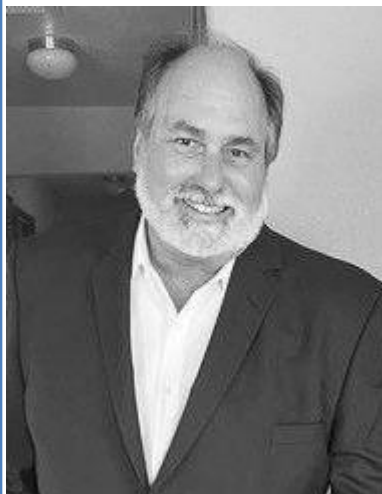
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Friend of aviation, Dan O'Neil passes away unexpectedly



Chapter 495 lost a good friend when Dan O'Neil passed away unexpectedly from untreated heart issues on Aug. 28, 2021 at the age of 65. Dan worked with several members of the chapter and was considered by some to be an unofficial honorary member.

Dan was from Southern California, where he met and married his wife, Yvonne in 1983. Five years later in 1988, they moved to Roseburg, where they built a life surrounded by family and a community of friends.

He worked as a machinist and fabricator and was often found in his shop working on a variety of projects. To Dan, no project was too small, and every repair or fabrication received the utmost attention. He had a lifelong passion for aviation and aeronautics; when not at his shop, he enjoyed making model airplanes and all things related to racing. Dan had been working on a "drop tank" racer he and a group of friends hoped to run at Bonneville Salt Flats. It was one of those projects that would get done "someday." During the Reno air races Dan could often times be found in the pits working as a volunteer mechanic on airplanes such as the infamous Rare Bear.

For a while, before starting his business, in a shop on Diamond Lake Blvd, he worked for Dan Sprague.

Dan is survived by his wife, Yvonne O'Neil, and children, Danny (Devon) O'Neil and Kelly O'Neil. He is also survived by his father, Dan O'Neil, and two brothers, Chris (Denette) O'Neil and Tim (Tammy) O'Neil; along with a loving extended family.

The family said that a memorial service will be held at a later date. They asked that contributions be made in his name to two organizations Dan held dear: EAA Chapter 495's Young Eagles program, and Saving Grace Animal Shelter where he found his best friend, Betty

It's Super Cat on the prowl

You may have heard a buzzing sound lately and looked up to see a small white and orange low wing monoplane flying around like an oversize radio control model airplane. Except that the very realistic looking pilot waves at people on the ground. That's no toy buzzing around up there. It's Dan Sprague flying his Super Cat, the first airplane he built. It's good to see it in the air on a clear day. If you haven't been to Dan's hangar you wouldn't know that the Super Cat has spent quite a while hanging from the ceiling, collecting dust. Recently Dan decided it was time to bring the little bird down for some exercise, and everybody who has seen it in the air walks away with a grin. Damn, that looks like fun.



The photo was made by Rhonda Sprague, who is quite a good shooter. With a camera, that is.



Rose Bags Buffalo with Bow

Hunt of a Lifetime: Buffalo with a Bow and Arrow. He DID it! That's all Bonnie Rose said on her Facebook post along a photo of Dennis kneeling next to a Bison he had shot, not with a gun, as many hunters would do but a Bow and Arrow, which is the only reason we're including this information in the Wingman. An arrow flies! Doesn't it?

Dennis is an avid bow hunter and has shot elk and other critters with his trusty Bow and Arrow, forsaking gunpowder for a tightly strung string.

Rose GlaStar September 2021 Build Report



Next was fabricating and placing the flap track reinforcement angle braces to fortify the flap tracks.

Then the leading edge skins were riveted to the nose ribs to create the 15 foot wing leading edge. The entire assembly was mounted to the forward spar, the ribs were riveted to the spar, and then the leading edge skins were flush riveted to the outside edges of the spar. Each row of about 140 rivets took about a day to prepare and rivet.



This report is all about riveting on the two main wings, so not much to actually write about. It starts with riveting the main and aft cove ribs to the two spars and installing the main truss that supports the wing strut.



Next was riveting the lower main skins to the forward and aft spars, more 140 rivet rows. I went through three people doing these (many thanks). The last project for the month was riveting the skins to four of the six main ribs. This was fun because nearly each rib

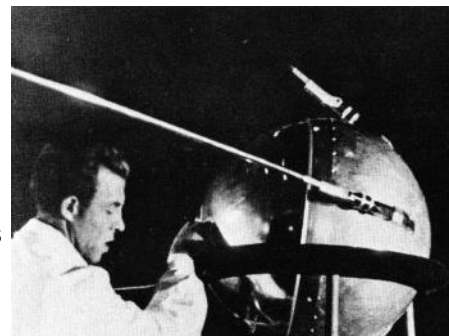
required a different type or size rivet.

It was also fun since Ken Nichols was my helper for the day (and it took longer because we talked too much). The other two ribs get done later. Next month? Hundreds more rivets.



This Month in Aviation History

4 October 1957 (USA) — Russia launches the first Earth satellite. The 184-lb. "Sputnik" attains an orbital velocity of 5 miles per second. It was launched into an elliptical low Earth orbit as part of the Soviet space program. The satellite orbited for three weeks before its batteries died and then continued silently for two months before it fell back into the atmosphere on 4 January 1958. It was a polished metal sphere 58 cm (23 in) in diameter with four external radio antennas to broadcast radio pulses. Its radio signal was easily detectable by radio amateurs, and the 65° orbital inclination and duration of its orbit made its flight path cover virtually the entire inhabited Earth.



The satellite's unanticipated success precipitated the American Sputnik crisis and triggered the Space Race, part of the Cold War. The launch was the beginning of a new era of political, military, technological and scientific developments. The word "sputnik" is Russian for satellite when interpreted in an astronomical context; its other meanings are spouse or traveling companion.

{Wikipedia}



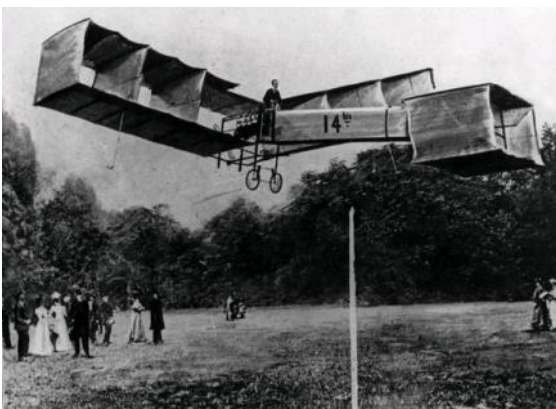
9 October 1934 (USA) — Gold-Medal of the Fédération Aéronautique Internationale is presented to Wiley Post. Wiley Hardeman Post (November 22, 1898 – August 15, 1935) was a famed American aviator during the interwar period and the first pilot to fly solo around the world. Also known for his work in high-altitude flying, Post helped develop one of the first pressure suits and discovered the jet stream. On August 15, 1935, Post and American humorist Will Rogers were killed when Post's aircraft crashed on takeoff from a lagoon near Point Barrow in the Territory of Alaska. Post's Lockheed Vega aircraft, the *Winnie Mae*, was on display at the National Air and Space Museum's Steven F. Udvar-Hazy Center from 2003 to 2011. It is now featured in the "Time and Navigation" gallery on the second floor of the National Air and Space Museum in Washington, D.C.

{Wikipedia}



14 October 1947 (USA) — Capt. Charles "Chuck" Yeager (1923-2020) becomes the first person to fly faster than sound. Yeager enlisted in the U.S. Air Force in 1941 at the age of eighteen. He worked as an aircraft mechanic and pilot before going over the Atlantic to fight in World War II. Upon returning from war, he entered test pilot school and so impressed his superiors that he was selected to fly the X-1 from over 125 senior pilots. On October 14, 1947, Yeager broke the sound barrier over the town of Victorville, California in his Bell X-1 airplane, "Glamorous Glennis," named after his wife. He was able to reach 670-mph or Mach 1.015 at Muroc Dry Lake, California. During the fifties, he flew several experimental aircraft for the Air Force and investigated various accidents. In 1960 he was appointed director of the Space School at Edwards Air Force Base. He went to Vietnam as

a wing commander in 1966 and flew over 120 combat missions. In 1986, Yeager was appointed to the Presidential Commission investigating the Challenger accident. {NASA}



23 October 1906 (France) — Brazilian aviator Alberto Santos-Dumont makes the first sustained airplane flight in Europe in his own airplane, the N°14 bis. Santos-Dumont (1873 to 1932) was a Brazilian aeronaut, sportsman, inventor, and one of the very few people to have contributed significantly to the early development of both lighter-than-air and heavier-than-air aircraft. The heir of a wealthy family of coffee producers, he dedicated himself to aeronautical study and experimentation in Paris, where he spent most of his adult life.

He progressed to heavier-than-air machines, and on 23 October 1906 he flew about sixty metres at a height of two to three metres with the fixed-wing 14-Bis (also dubbed the *Oiseau de Proie*—"bird of prey") at the Bagatelle Game-field in Paris. {Wikipedia}

JUST FOR GRINS



The winner of the caption contest is Mark Ralston with his entry: "OK George, they've just repaved the ramp for the third time this month, so let's get this straight. First we tilt the rotors up, and only *then* do we start the engines." He wins a hotdog lunch at Costco from the big spender of Chapter 495.

From our friend, **Larry Durst** we get several jokes from or about Kulula Airlines, A South African carrier that doesn't take itself too seriously. Kulula's head office is situated in Johannesburg. Kulula airline attendants make an effort to make the in-flight "safety lecture" and announcements a bit more entertaining. Here are some real examples that have been heard or reported:



On a Kulula flight, (there is no assigned seating, you just sit where you want) passengers were apparently having a hard time choosing, when a flight attendant announced, "People, people we're not picking out furniture here, find a seat and get in it!"

On another flight with a very "senior" flight attendant crew, the pilot said, "Ladies and gentlemen, we've reached cruising altitude and will be turning down the cabin lights. This is for your comfort and to enhance the appearance of your flight attendants."



On landing, the stewardess said, "Please be sure to take all of your belongings.. If you're going to leave anything, please make sure it's something we'd like to have."

From a Kulula employee: "Welcome aboard Kulula 271 to Port Elizabeth. To operate your seat belt, insert the metal tab into the buckle, and pull tight. It works just like every other seat belt; and, if you don't know how to operate one, you probably shouldn't be out in public unsupervised."

"In the event of a sudden loss of cabin pressure, masks will descend from the ceiling. Stop screaming, grab the mask, and pull it over your face. If you have a small child travelling with you, secure your mask before assisting with theirs. If you are travelling with more than one small child, pick your favourite."



After a real crusher of a landing in



Johannesburg, the attendant came on with, "Ladies and Gentlemen, please remain in your seats until Captain Crash and the Crew have brought the aircraft to a screeching halt against the gate. And, once the tire smoke has cleared and the warning bells are silenced, we will open the door and you can pick your way through the wreckage to the terminal.."

Part of a flight attendant's arrival announcement: "We'd like to thank you folks for flying with us today.. And, the next time you get the insane urge to go blasting through the skies in a pressurized metal tube, we hope you'll think of Kulula Airways."

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