

The **W**ingman

EAA Chapter 495 - Roseburg, Oregon

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Chapter 495 kicks off flying season in grand style



About a dozen aircraft from classics to aging spam cans and shiny new home-builds gathered on the north ramp of Roseburg Regional Airport (KRBG) on Saturday March 27 for a show and take a ride. Your editor got a ride in chapter president Dennis Rose's sleek Cozy Mark IV. If getting these old bones in was a bit of challenge, getting out seemed almost impossible, if not entertaining for bystanders to watch. But in between, the ride was fantastic, cruising at around 170 mph and topping out at just over 200 mph and climbing at over 2,000 fpm. If you ever get a chance to take a ride in this futuristic Rutan design, I can recommend it highly. Robert Wright got to experience the open cockpit in Mark Ralston's Skybolt and his two sons, Orville and Reimar were treated to rides with Colleen Roberts in the family 182.



In addition there was much hangar flying and admiring of aircraft. People kept remarking about how beautiful a day it was, "Perfect flying day," could be heard over and over again. I'm sure several of us went home to nurse our first sunburn of the season. We were glad to see Ken Nicholls in attendance after taking quite a fall last month as reported here with some humor, which Ken said he enjoyed.

Mark brought the Continental A-50 that had been donated to the chapter out on its test stand, all hooked up and ready to run. Mark has been working on the engine in hopes of bringing it to life. He cranked and cranked on the prop, but it just wouldn't start. There were a few promising pops but it failed to roar to life. So at the end of the day it went back home with Mark for more work, no doubt.

For a first event after many months of quarantining due to COVID-19 it was a rousing success. This may be the buildup to a summer event where we'll encourage folks to fly in from the surrounding area and invite the public to come and look at the airplanes and offer Young Eagle rides. Stay tuned and if the board feels we could make a success of such an event, be prepared to bring out your flying machine and show it off. More photos on the following pages.

Chapter Officers

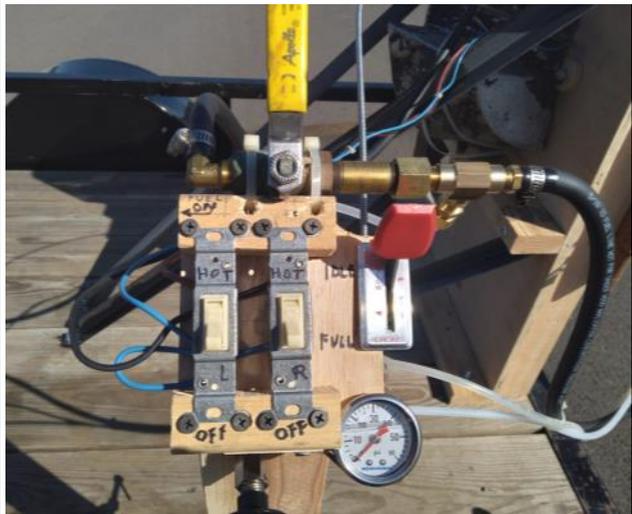
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Thanks go out to Bonnie and Dennis Rose, Paul Schafer and Tal Botner for helping out with photos in this issue. Keep them coming.

Rose GlaStar March 2021 Builder Report

While waiting for the next Aircraft Spruce delivery, I set up the mini-lathe and learned which levers and knobs not to turn, made lots of aluminum shavings, incorrectly sized pieces before finally producing twelve usable 3/8" tubing, threaded inserts for the future door-latching project. Glasair no longer sells this option although for about \$3000 they will sell you the original door upgrade. I plan to stick with the previous upgrade, using my new inserts and still-to-be-made clevises.

With new resin in hand, I returned to the main gear wheel pants. This simple looking job that seemed to take forever but the final result looks great. I started on the aluminum leg fairings but ran short on the hinge material used to seam them together, so I will complete them next month.

I was told about a fiberglass instrument panel in the donated EAA stuff stored in Kevin Bruton's hanger. The GlaStar kit supplied panel is cut from a piece of thin sheet aluminum, or nice fiberglass ones can be purchased for less than \$500 (not much less). I decided to take on the challenge of using the one that was in the EAA discard pile.



Original



After First Cut



Discarded pieces

From the picture, it is hard to tell what I started with but as near as I can guess, it may have been for a helicopter, based on the shape, or it could have been a rear bulkhead for a boat for all I know! In between the other projects, I spent the month cutting pieces off, bending parts, re-fiberglassing parts back together at different angles, measuring and cutting more off until something resembling an instrument panel showed up. It is certainly a custom job, unlike any other GlaStar.

The final project for this month was the nose wheel fairing. Another simple looking job that was not simple and involved lots of "put it on, take it off, make an adjustment and repeat" work. Once again, it looks pretty good finished.



There is about a week of miscellaneous projects to finish after which the fuselage will go into a corner and the big scary wing assembly will begin. Skilled riveting advisers are welcome.

This Month in History

3 April 1933 (Nepal) — Two British-built aircraft, the prototype Westland Wapiti V modified into the Wallace (G-ACBR), become the first to fly over the top of Mt. Everest, at 29,802 ft. the highest point of land on earth, and to photograph the summit from above.



6 April 1890 (Java) — Anthony Herman Gerald Fokker, Dutch pioneer aviator and aircraft manufacturer, is born in Kediri, Java. His Fokker D.VIII was one of the finest all-around fighters of the WWI. He became a naturalized United States citizen and his Fokker T-2 made the first non-stop flight across the United States In 1926, the North Pole was over flown in a Fokker tri-motor airplane.

12 April 1961 (USSR) — At 9:07 am, Moscow time, the Soviet rocket “Vostok 1” takes off from Tyuratam in central Asia, launching Flight-Major Yuri Alexeyevich Gagarin into space and the history books. After a single orbit, the first human in space lands safely Back at the space center at Baikonur, Kazakhstan.



18 April 1942 — USAAF Lieut. Col. James Doolittle led 16 North American Aviation B-25 “Mitchell” bombers on the Tokyo raid. Twenty-four B-25Bs were modified for the mission. Armor was removed; the remote control lower turret was replaced by a 60 gallon fuel tank. A 225 gallon tank in the bomb bay in the bomb bay and a 160 gallon collapsible tank in the crawl way above the bomb bay were added. These tanks increased the fuel capacity from 694 gallons to a total of 1,140.

In an effort to lighten the airplanes painted broomstick handles were fitted in the tail as dummy guns. The top-secret Norden bomb sight was removed and replaced with a “Mark Twain” sight made from two pieces of aluminum. The normal crew of 7 was reduced to 5 – pilot, co-pilot, navigator, bombardier, and flight engineer/

gunner.

The crews were trained to make takeoffs in 350 feet in a 40 knot wind with the plane loaded to 31,000 pounds – 2,000 pounds over its designed maximum load. They also practiced over-water navigation and low-level bombing runs using the new sight.

The aircraft were launched early when it was feared that they had been spotted by Japanese patrol boats. Instead of launching the planned 500 miles from Tokyo they were over 800 miles from their targets when they took to the air.

Not your usual \$100 hamburger

Rumor has it that there may be another new burger joint in town. Now, why do we report this in our chapter newsletter, you ask? Well, the proposed location is a 2-acre vacant lot in the 2800 block of Northwest Aviation Drive, just south of Home Depot and adjacent to Interstate 5. That puts it right in our backyard, so to speak, and it happens that it will be an In-N-Out. We understand it's in the early planning stages but being so close to KRBG don't be surprised if it becomes a pilot's hangout. Since it'll be within walking or biking distance from the north ramp, you'd better check your weight and balance.

There's a new biplane in town

It seems there is a new airplane in the Botner hangar. Tal and his wife, Rachel are well known for their family involvement and with a shiny new Christian Eagle in the hangar we are sure the Botner grandkids will be getting their share of open cockpit thrills. When we asked Tal about it, a sly grin came about his face and we knew he was going to have some real fun. The Christen Eagle II was designed by Frank Christensen in the 1970s to compete with the Pitts Special. It later became the Aviat Eagle II in the mid-1990s. It is an aerobatic sporting biplane that has been produced in the United States since the late 1970s. We didn't have enough space on this page for a picture but it will be found on the next page.

STOP! THINK! AND KEEP IT SAFE!!

One of the things brought up at the last Board meeting was the subject of the fall Ken Nichols took last month. Even though Ken enjoyed the humor of the article, at his expense, in last month's Wingman, after all what can you do but laugh was his attitude, we could all learn from his experience. We need to be more careful, especially those of us who are getting a little longer in the tooth, yours truly included. We had a member who was down lately with a shoulder injury sustained while working on a project at his home and even some of our younger members will occasionally twist an ankle or smash a thumb. We all play with airplanes and we all know they can be dangerous machines. They have myriad ways of hurting you real bad, so let's all just slow down and take it easy. I have a cousin who put it pretty good one day, "Be good to yourself since you are the only one of you we got," he said. I know we are all looking forward to a summer of flying, so FLY SAFE.

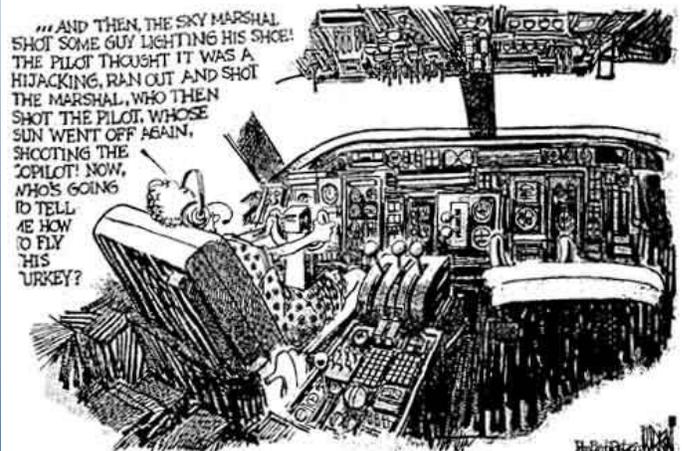
Newsletters are made of words and pictures

A word about pictures and stories that are used in the Wingman and on the Chapter 495 website: As I have said on numerous occasions, this is your newsletter and website. I shoot lots of photos and since that's what I used to do for a living, it gives me no thrill to see my work, words or photos, published and if you have taken the time to send me something of interest to the members, I will use your contributions over my own. So keep posting to Facebook where I glean many photos and stories or send them to me directly.

JUST FOR GRINS



Tal's new airplane. April Fools!!!



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