

# The **W**ingman

EAA Chapter 495 - Roseburg, Oregon

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## Around the Patch

by Joe Messinger  
Newsletter Editor

We begin this month's report with our upcoming annual Chapter 495 Christmas party, which is right around the corner! Chefs Ken and Ester will be whipping up a batch of barbecued tri-tip roast with parmesan red potatoes. The remainder of the meal will be all the wonderful side dishes you members bring. Again, we wish to thank Gil Peterson who will be footing the bill for the main course. Please RSVP soon so Ken and Esther can help guide food choices for your side dishes. To contact Ken, his cell is, 541-643-5545 or call his land line, 541-496-0808. If all else fails, you may contact Ben Brewster, our chapter secretary at 541-231-8456.

Side dish ideas include: Bread: rolls-butter, Salads: Green, pasta, Jell-O with fruit, Starches: pasta dish, mashed potatoes, scalloped potatoes, Vegetables: Broccoli dish, Carrots-peas medley, green beans and mixed green salads.

Hors d'oeuvres: Little smokies, fresh vegetables plate with dip, fruit platter, Deserts: Let your imagination run wild. Christmas only comes once a year.

The chapter will provide water, sodas, coffees and teas. Our host has requested that no alcohol be served at this facility.

Date: December 10th, 2022

Time: Social hour begins at 17:30 (5:30 pm for you civilians) followed by dinner at 18:30 (6:30 pm).

Place: Our normal meeting spot, Church on the Rise, 3500 NE Diamond Lake Blvd, Roseburg.

There's a rumor circulating that we might have some live music furnished by John and Coleen Roberts. We'll just have to wait and see. Other entertainment will be a gift exchange so if you want to participate, bring that white elephant gift. We hope to see you all there to help celebrate the holidays. Anyone who wishes to help decorate, be there by 16:00 and lend a hand.

Another part of the entertainment will be installation of officers, who were elected last month and awards (certificates and pins) from EAA National in Oshkosh will also be handed out.

Speaking of Oshkosh, EAA has instituted a new policy for Young Eagle Coordinators which will begin this month. In order to inform Young Eagles volunteers of the current program guidelines and requirements, EAA will be launching Young Eagles risk management training this month. The training will consist of a 30 minute pre-recorded webinar and a short quiz. A quiz score of 70% or better will be required to pass and the course must be repeated every three years.

**Only Young Eagles coordinators will be required to complete this training before a chapter's first rally of 2023, or by April 30, whichever comes first.** Other chapter volunteers, pilots and chapter officers are encouraged to take this training. You may follow [this link](#) to find that information or you may visit [EAA.org/YEVolunteers](http://EAA.org/YEVolunteers) and finding "Young Eagles Risk Management Training" under the "Chapter Resources and information" section. If you have any questions, please contact the Oshkosh office at [yeagles@eaa.org](mailto:yeagles@eaa.org).

Another note about Young Eagles...EAA is offering double Young Eagle credit to chapters for youngsters flown between January 1 and July 31, 2023. Also, pilots who fly 30 or more Young Eagles between August 1, 2022 and July 31, 2023 will receive a special edition polo shirt. So fly those young people and help your chapter and yourself.

Mark Ralston reported that he has the A-50 Continental engine off the trailer and engine stand so we can sell it. The asking price

## Chapter Officers

Dennis Rose, President: 831-331-6517 • John Roberts, Vice President: 541-580-3860

Mark Ralston, Treasurer: 562-673-8499 • Benjamin Brewster, Secretary & Webmaster: 541-231-8456

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

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

is \$1,800.00 or best acceptable offer. This would be an ideal engine for a classic airplane of certain marques such as the Aeronca Scout, several early Aeronca model 50 Chiefs, the Luscombe 8, Piper J-3 and J-4, as well as early Porterfield and Taylorcraft designs.



The meeting was wrapped up by our secretary Ben Brewster who reported on his recent solo cross-country flight. Like many of us he flew a Cessna 172 and his assigned route was from Independence, OR (7S5) to KRBG and return. Soon after making contact with flight following, Ben was warned about a jet making a close pass. He also reported another airplane following him and for some reason kept getting closer and following his every move, which, of course was a concern until he figured out it was an electronic reflection of his own airplane. Just too many gadgets in airplanes these days. By all the nodding heads and knowing smiles it looked like most everybody in the room could relate to Ben's experience.

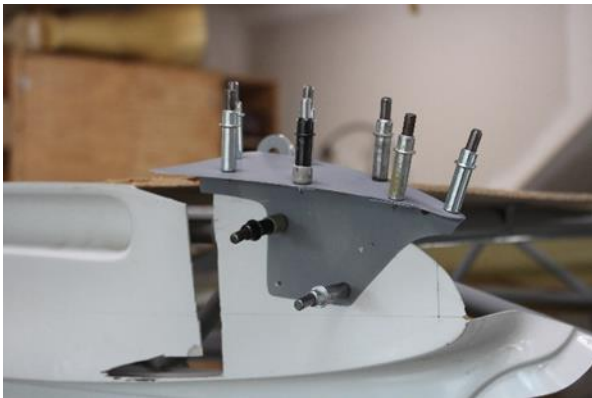
Editor's note: One last thing! For the last two years I have been doing a column on aviation history. This time we finish the year with a "Christmas miracle" and a New Year's Eve story. We haven't gotten much response about these tidbits of aviation history, and since researching these stories to ensure accuracy is time consuming, I've made a decision. No! You can't change my mind! This is the last one, unless somebody wants to research and write the column, I'd be happy to publish it.

This month we get two build reports from two members. We have the Dennis and Dennis reports. While our esteemed president, Dennis Rose continues his ongoing report on his GlaStar build, Dennis O'Connor has sent us an update on his Bearhawk Patrol project. He seems to be back to work on it and it looks like it will be a pretty nice flying machine when finished. Looking good, Dennis and Dennis. Keep those reports coming.

## Rose GlaStar November 2022 Build Report

This month was still more about wings, will it never end?

Last month ended with riveting of the close-out cove strips on the left wing. Another wing task was the fabrication and assembly of what the designers call the Delta Wing components. These are two, triangle shaped pieces, one inboard and one outboard on each upper wing surface, that keep the air attached during high angle-of-attack STOL maneuvers. They are made from aluminum sheet stock with lots of cutting and bending, to the point that I had to make an extra set because of mistakes. I made a set for each wing.



Inboard Delta Wing



Outboard Delta Wing

Next was a repeat of what was done to the left wing last month for the right wing this month i.e. installed the main and auxiliary fuel tanks and associated end-wing ribs plus the close-out cove strips. (photo next page)





Right Wing Cove ready for rivets



Wing Tip



Underside of right wing with flap, aileron and tip

I am trying to get as much work done at home as I can before transporting everything to the airport for final fitting and assembly, so I skipped ahead a little and installed the right fiberglass wing tip while the right wing was on the table and will do the same for the left wing during the next couple of days. Then they are both ready to go to the airport.

The plan for next month is to work on the instrument panel, electrical wiring and fuel lines in the fuselage and whatever else I can do before moving it to the airport. The plans recommend that the engine and wings be attached to the fuselage before installing the doors and roof in case there is any flexing of the tube cage that affects the fit.



## O'Connor Bearhawk Patrol November 2022 Build Report

Work on the Patrol was delayed for almost three months. A combination of travel and health issues prevented more progress. Happy to say I am back on my feet and have regained momentum on my project. I am really enjoying the building process and am looking forward to getting it into the air.

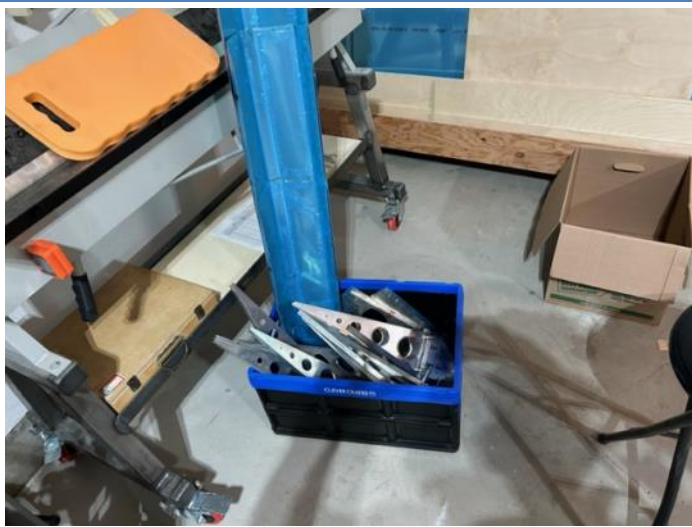


The Bearhawk Patrol ailerons have been completed and are stored in a safe place.



Work on the right flap assembly has been paused while I wait for warmer weather. I need to corrosion proof the nose skins.





All the holes have been drilled for the left flap assembly. Dimpling and priming are the next steps for this project. Also waiting for warmer weather.



Since I can't move forward with the flaps, I've started on the right main wing spar. Plan to complete both main and rear wing spars before the New Year.



I purchased all the internal steel parts and hinges for the wings from AviPro. They are anxiously awaiting their turn.



I also purchased a wing rib kit from AviPro. The ribs are hydro formed and were delivered in excellent shape. I have been very happy with AviPro and Mark Goldberg.

### ***This Month in Aviation History:***

- 25 December 1981 USAF Lieutenant Thomas Tiller was the recipient of a Christmas miracle when he was rescued from the Atlantic Ocean by a fishing boat, the first vessel to cross his path one day after the Air Force had officially suspended the search. He was found 35 miles off the South Carolina Coast. Tiller had been floating in a life raft since 18 December after the McDonnell Douglas F-4 Phantom I that he was flying in as a navigator/weapons officer had crashed into the Atlantic off Wilmington, North Carolina. The crash was due to catastrophic electrical failure. Both lieutenant Tiller and the pilot Lt. Michael Mattson had ejected when it was evident that the airplane could not be saved. Mattson, 24, of Joppa, Md., was the commander of their F-4E Phantom jet. Lt Tiller never saw Lt Mattson again after they had ejected during a night training intercept mission 20 to 30 miles off the coast near Wilmington.



- 31 December 1908 (France) — Wilbur Wright at Auvours, France, makes the first flight over 2 hours. He flies for 2 hours and 20 minutes, covers 77 miles, and wins the first Michelin Cup for long distance flight.

**“NEED TO KNOW” REPORTS —The Wingman can neither confirm nor deny the authenticity of the following information. This report was generated last year and was just recently released in anticipation of similar activity this winter.**

- ✦ 13/15 December (North Pole) — U.S. satellites detect unusual activity at an obscure secret aerodrome in the vicinity of the North Pole. Infrared images show a HCAV (Hypersonic Christmas Air Vehicle) in the area. U.S. Military Forces have been placed on the SANTACON2 alert level. A small jolly man with a white beard and wearing a red suit was observed in the area.
- ✦ 16 December (North Pole) — U.S. satellites and the elite ESS (Eskimo Surveillance Squadron) confirmed covert activity at the secret aerodrome. The previously detected HCAV appears to be shaped like a small sleigh. The small jolly man was seen in the cockpit of the HCAV. Nine tiny reindeer, one of which is reported to have a red nose have been spotted in the area. U.S. Military Forces remain at the SANTACON2 alert level.
- ✦ 17 December (North Pole) — Escalated activity at the secret aerodrome have caused U.S. Military Forces in the area to go from SANTACON2 to SANTACON3 alert level. The previously detected HCAV has been reported to have made several test flights. The small portly jolly gentleman with the white beard was observed conducting the HCAV test flights. The HCAV's propulsion unit has been confirmed to be an 8-pack of tiny reindeer. Intel projects that the HCAV is expected to be fully operational by the evening of 24 December.
- ✦ 18 December (North Pole) — A faint ROL (Ring Of Light) approximately 100 miles in diameter has appeared in the vicinity of the NPA (North Pole Aerodrome.) The elite ESS has been dispatched to investigate.
- ✦ 19 December (North Pole) — The ROL previously reported is now approximately 37 miles from the NPA. The elite ESS discovered that the ROL is comprised of thousands of small ElfEx delivery sleds speeding towards the NPA. At this point the contents of the ElfEx delivery sleds is unknown. U.S. Military forces around the world have been upgraded to SANTACON3 level.
- ✦ 20 December (North Pole) — The ROL has converged on the NPA. Thousands of miniature ElfEx delivery sleds have been observed unloading their cargo onto small conveyor belts. One member of the ESS was able to determine that the cargo boxes are all covered with decorative wrappings. U.S. Military forces around the world have gone to the SANTACON4 alert level.
- ✦ 21 December (North Pole) — The decorative wrapped cargo boxes that were delivered to the NPA via ElfEx delivery sleds are streaming off the hundreds of small conveyor belts and being prepped for loading onto the HCAV. The boxes are all being scanned per security protocols to make sure that none of them contain lumps of coal. U.S. Military forces around the world remain at the SANTACON4 alert level.
- ✦ 22 December (North Pole) — The NPADC (North Pole Aerodrome Distribution Center) appears to have become fully operational. All of the boxes with the decorative wrappings reported yesterday are currently in the process of being sorted by location and by “naughty” or “nice.” The TSA has requested a full PD (Pat Down) of all boxes, but it appears that the NPADC will not be able to comply due to time constraints. The portly gentleman with the white beard and the red flight-suit was noted at the NPADC. U.S. Military forces around the world remain at the SANTACON4 alert level.
- ✦ 23 December (North Pole) — All of the boxes with the decorative wrappings reported yesterday are in the process of being loaded into the cargo bay of the HCAV. The HCAV cargo bay seems to have an infinite cargo capacity. The previously reported ElfEx delivery sleds have been redeployed to form what appears to be a 10 foot wide by 10 mile long North/South runway. The portly gentleman with the white beard in the red flight—suit has filed a 24 hour flight plan covering all 24 time zones around the globe. U.S. Military forces around the world remain at the SANTACON4 alert level.
- ✦ 24 December (North Pole) — Fueling of the HCAV's propulsion unit comprised of eight tiny reindeer has been completed and reattached to the HCAV. A ninth, the lead reindeer is reported to have a red navigation light. The HCAV has taxied to the North end of the NPA runway and is in position for takeoff. The identity of the portly gentlemen with the white beard and the red flight-suit has been uncovered ... he is Mr. Chris Kringle! aka Santa Claus aka Father Christmas, of North Pole, Earth. At precisely 23:59:00 Zulu the HCAV started a 60 second takeoff run and disappeared into a hypersonic blinding flash at exactly 24:00:00 Zulu. Final communications from Mr. Claus aboard the HCAV were ... "Merry Christmas to all, and to all a good night!" U.S. Military forces around the world have gone to SANTACON5!
- ✦ 25 December (North Pole) — The HCAV returned, without incident, to the NPA for a year of avionics upgrades, structural enhancements and refurbishments.

NOTE: As was noted at the beginning of this report, the above occurrences took place near the end of the calendar year 2021 and is expected to repeat this year. FAA, NTSB, NASA, CAP, EAA, AOPA and other national and international aviation organizations will be on alert during the same period this year. Any observations should be reported to appropriate authorities. It was determined last year that the above described actions seem to pose no threat to national or international security and are meant only to bring happiness and joy to people around the world, especially the younger citizens. A phrase heard coming from the pilot of the HCAV was, “Merry Christmas to All and to All a Good Night.

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