



## Around the Patch:

by Joe Messinger  
 Newsletter Editor/Webmaster

The year started out, as most of the past years have, with Freedom Flight 2022. Pilots and friends gathered once again in Kevin Bruton's hangar at KRBG for coffee, sweets, hangar flying and just plain old catching up. Mike Danielle drove down from Cottage Grove, his Great Lakes being in maintenance. We had lots of airplanes and pilots, and rarely did a seat go unoccupied, except the front seat of Mark Ralston's colorful Sky Bolt. If his flying garb was any indication, most people figured it was just too dad-gum cold to be flying around in an open cockpit.

We had our last general membership gathering at Felt Field for our Christmas party in December and opted for Round Table Pizza for the first get-together of the New Year. Gil Peterson looked more relaxed and rested than he has in months. We're sure it's nicer to have a few more \$\$ in the bank account and not so many responsibilities. Congratulations Gil.

We hear Ken Nicholls is headed to the hospital to get a new hip. This happens Friday, February 4, so give him several days to recover before inundating him with get well messages. We spoke with Ken last week and he looks forward to getting some meaningful pain relief from this procedure.

As you all know, we also said "goodbye" to Tal Botner, who lost his battle with cancer. I had the pleasure to see him on one of his last outings when I was having dinner with a couple of (non-aviator) friends at Alexander's Greek Restaurant. We spoke briefly and he told me the outlook wasn't good. Tal seemed to be at peace with his fate. I have to say I admire the man since I'm not sure I could be so strong in such circumstances. Much to my regret I was unable to attend the Celebration of Life that was held for him that I understand from speaking with Rachel, was well attended with representatives from EAA Chapter 495, the Umpqua Valley Modelers, his employees and assorted friends. Rest in peace, Tal.

## 495 Looking to having a new meeting home

Dennis Rose and our head chief, Ken Nicholls have secured a meeting place for our next chapter gathering. The current plan is to have it at the Nazarene church annex building above the church at 3500 NE Diamond Lake Blvd in Roseburg. We will plan on a, "bring your own meal affair." We can use this opportunity to see if we like the facility and allow the church leadership to meet us and if they like what they see, determine a use fee.

## When it Rains, it Pours...

Word has it that Rachael Botner took a header off her bicycle and broke a wrist on one side and the other arm. Rhonda Sprague has set up a meal plan at <https://www.TakeThemAMeal.com/RAWV0556>. The need starts right now so sign up since her family members will need to get back to work following the loss of Tal.

### Chapter Officers

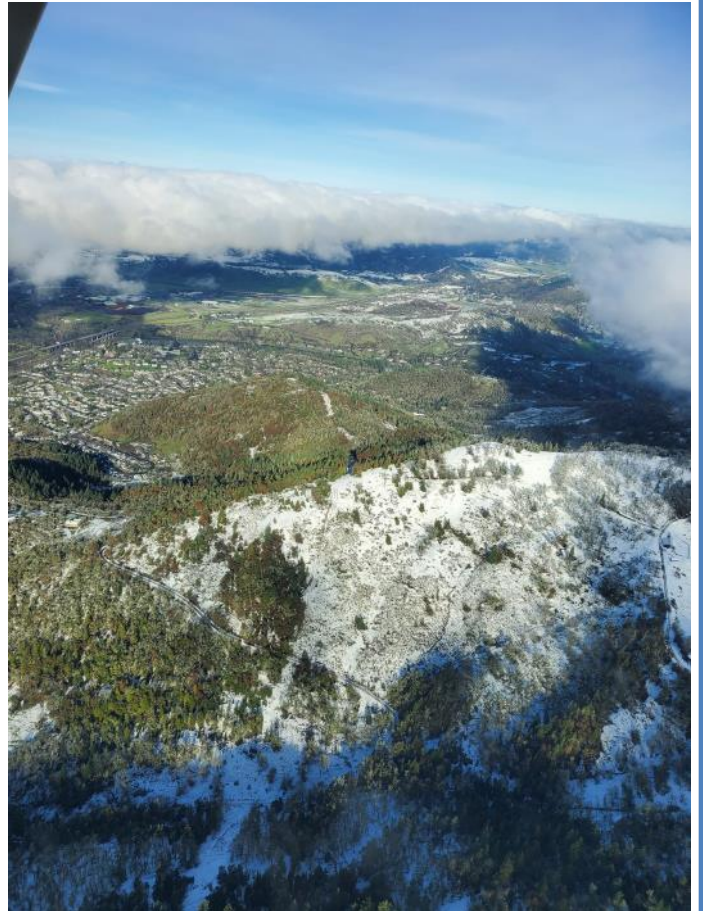
Dennis Rose, President: 831-331-6517 • John Roberts, Vice President: 541-580-3860  
 Mark Ralston, Treasurer: 562-673-8499 • Benjamin Brewster, Secretary: 541-231-8456  
 George Dorius, Board Member at Large: 541-513-4579 • Ken Nicholls, Board Member at Large: 541-496-0808  
 Joe Messinger, Board Member at Large, Newsletter Editor & Webmaster: 909-851-3802

# Gong hei fat choy

*Happy New Year 4719 - Year of the Tiger*



Photos from Freedom Flight #15 - 2022



Top left, Mark Ralston and his Sky Bolt, below that Ken Nicholls prepares for engine start in his 1947 Ercoupe, under Ken, Alan Goodwin taxis out in his RV6-A. Top right An aerial from Al Gerharter, below that Kevin Brudon Departs in his Cessna 175. It looks like Reach got into the fun but probably working. Lower right Wayne Boyter in his RV6.





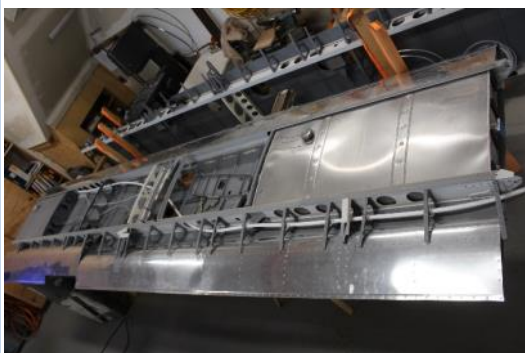
## Rose GlaStar January 2022 Build Report



With the Christmas holidays and two feet of snow past, building resumed on the GlaStar. To begin the New Year, with my wife, Bonnie and daughter, Moriah helping, we moved the fuselage and wings up into my larger house garage for the wing/fuselage assembly. Bob Fischer loaned me the special wing/strut drilling jig and some custom made scaffolding to support the wings in place for drilling the struts at the proper 15° incidence. Each wing took a day to position and drill three holes but, except for putting a small dent in the leading edge of a wing when I got impatient, it went more smoothly than expected. Ben Brewster helped move everything back to the shop and Joe Messenger cheered us on. They had come over for an EAA leadership meeting.

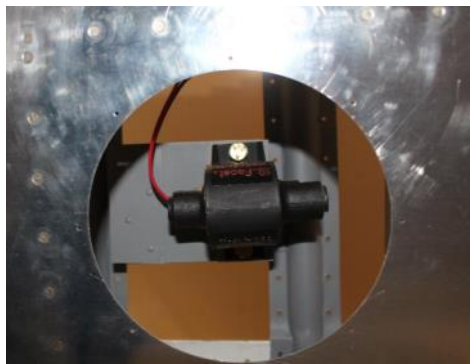
After moving the parts back in my shop, I started installing the flap and ailerons onto the left wing. Sizing and installing all the spacers to get them into position was a challenge. Installing the control cables was postponed until the wings are back on the fuselage. This will need to be done before the wing top skins can be riveted on.

The 15 gallon main and 10 gallon auxiliary fuel tanks were installed. The auxiliary fuel tank fuel is pumped to the main tank so a fuel pump complicates the plumbing system. Also, many builders recommended positioning the fuel pump in a different place than in the plans in order to have better access for inspection and maintenance. Anytime you deviate from the plans, even following someone else's directions, adds hours to the build.



The last step to complete the wing components is installing the five standard, plus one extra inspection hole covers. This is what I am working on now.

After several months of waiting, both the Airmaster constant-speed propeller and the dynafocal engine mount have arrived. Both were expensive



to purchase and ship but are necessary for converting what I have from a glider to a powered aircraft. I may bring the prop to the next meeting for show-and-tell, since it significantly differs from the historical governor powered constant-speed props.



Next month's goal is putting the aileron, flap, fuel tanks, etc. into the right wing and then maybe start the engine installation.

# This Month in Aviation History

- 3 February 1964 (USA) — The Federal Aviation Agency launches “[Operation Bon-go Mark 2](#)” to investigate the effects of supersonic flight; over the coming months, a Convair B-58 “Hustler” will fly through the sound barrier at low altitude over Oklahoma City. The B-58 was developed during the 1950s for the United States Air Force (USAF) Strategic Air Command (SAC) to replace the subsonic B-47. Convair adapted the delta wing used by contemporary fighters such as the Convair F-102 in order to achieve the high speeds desired. Four General Electric J79 engines in underwing pods powered the supersonic bomber. It carried a single nuclear weapon plus fuel in a combination bomb/fuel pod underneath the fuselage instead of the usual bomb bay. Four external hard points were added later, enabling it to carry up to five weapons.

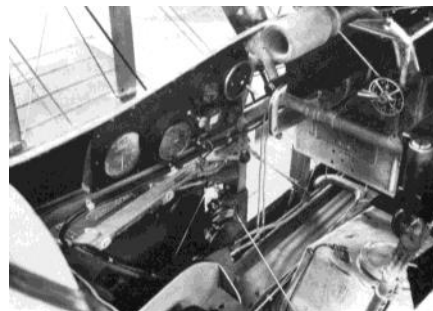


- 6 February 1946 (USA) — A TWA Lockheed “Constellation” lands at Orly airport, Paris, from LaGuardia, New York, to complete the airline's first scheduled international flight. Commissioned in 1939 by TWA's eccentric owner, Howard Hughes, the Lockheed Constellation, AKA, “Connie” broke the era's transcontinental speed record on a flight from Burbank, California, to New York in 1946. Lockheed built only one VC-121E (military version of the “Super Connie”) to serve as President Dwight D. Eisenhower's personal airplane from 1954 until he left office in January 1961. Eisenhower named this aircraft, his third Constellation, *Columbine III*, after the official state flower of Colorado in honor of his wife Mamie. She had been honored as an adopted daughter of that state. Mrs. Eisenhower christened the *Columbine III* with a flask of water from Colorado instead of the traditional bottle of champagne.

- 21 February 1919 (USA) — The prototype of the first United States designed fighter to enter large-scale production, the Thomas-Morse MB-3, makes its maiden flight.



The previous year, in 1918, Thomas-Morse had been asked to design a new single-seat fighter. It was to be superior to the latest SPAD models, designed around the 300hp Wright H license-built Hispano-Suiza water-



cooled V-8 engine. The all-wooden design was entirely conventional with a one-piece upper wing and two separate lower sections of RAF 15 airfoil. The top wing had solid spruce spars and three degrees of dihedral and ailerons were fitted to the upper wing only. This wing accommodated a radiator and a 3-gallon gravity fuel tank. It had a large cut-away section to enable access to a very cramped cockpit. The cockpit was so small that there was no room for an instrument panel, so these were scattered around the cockpit wherever space could be found. Two more fuel tanks were placed in the fuselage. One was an 18 gallon tank, forward of the pilot and the other, a 20 gallon tank under the rudder bar. Two 30 caliber Marlin machine-guns were mounted beneath a turtle-deck cowling. Four prototypes were ordered and the first flew at Ithaca on 21 February, 1919, achieving a speed of 168mph and climbing to 10,000ft in 4min 52sec. This was claimed as an unofficial world record for Service-type aircraft. In 1927, several MB-3Ms and MB-3As were used in the filming of *Wings* to portray SPADs and German aircraft. Several were destroyed in crash scenes.

## More from Freedom Flight

Left: John Anderson and his RV7-A departs in front of County Commissioner Chris Boyce as he arrives in his newly acquired Cessna 205



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