

The **W**ingman

EAA Chapter 495 - Roseburg, Oregon

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Around the Patch:

by Joe Messinger
Newsletter Editor/Webmaster

I guess I don't need to tell everybody that 495 hasn't seen much going on, at least out there where everybody can see it. We have been kind of hampered by the continuing COVID-19 situation and in some part, Oregon winter weather. The Board of Directors has chosen to forego meetings until we have better weather and we can safely meet with less fear of spreading disease. Watch your e-mail for announcements of meetings or other chapter activities.

A few of us have been see boring holes in the sky on a clear day, but much of the action has been taking place behind closed hangar and workshop doors. Dennis Rose continues his GlasAir project, taking time out to put together a builder report for us each month. Kevin Bruton has been working on upgrading his C175 and Ken Nicholls could be seen working on his Ercoupe 415C before his accident (see below). Your editor has been working on his Ercoupe 415C with Kevin's help. Don't tell anybody, but we're working on a "Coupe" squadron. Paul Schafer is still undecided on the future of his Christavia restoration project. The formerly flying airplane is still unfinished and is so close to being ready, you know 90% done and 90% to go, that one day it's for sale and the next, it's not. Chris Akin continues to chip away at his Merlin PSA project (Personal Sport Aircraft, the single seat version of LSA) and we hope to see it flying sometime this summer. Of course, Dan and Rhonda Sprague have been building their Arizona retreat, no wings, but a worthy project none-the-less. We hear rumors of other aircraft work being accomplished, but haven't had the opportunity to talk with these folks, so no report.

Our president, Dennis Rose, has asked that if you have any ideas for chapter activities this summer, to please contact him, and we will get them on the calendar. Right now we don't have much of anything planned due to restrictions as a result of COVID-19. As a result, we don't have much in the way of chapter activity to report so, we will continue to delight you with some aviation history articles and flying tips. Let us know what you have been doing, aviation related or submit an article to share with the members. Remember, if you have something to sell or are looking for some kind of something to make your life easier, we offer free classified ads for chapter members and friends.

Ken Nicholls makes crash landing

They say that any landing you can walk away from is a good landing. Well, if you talk to Ken Nicholls, who won't be flying his Ercoupe for a few weeks, or months, you'll find out that is certainly true. You see, the last time Ken went flying, it was off a ladder and he landed in the hospital after making his unannounced arrival. The ladder, which went skidding 30 feet, according to Ken, is fine, in case you were concerned. He made a perfect one point landing on his hip, resulting in a painful fracture. We've always said that the bad thing about ladders, chairs, step stools, and the like is they can hurt you, and get you banged up pretty thoroughly. You see they are just high enough to cause injury but not high enough for the parachute to open.

When we spoke to him recently, Ken was in good spirits and still had his usual sense of humor. He said his son was going to build a wheel chair ramp for him so he could get out of the house. Don't be too surprised if you see him rolling around the airport one day soon. Give him a call, Ken loves to yack on the phone with folks.

Chapter Officers

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Continental A-50 engine restoration update

Some time ago our chapter acquired, through donation, a Continental A-50 engine. It has been in the big hangar at Felt Field for some time now and at a recent board meeting the subject of the engine came up. When somebody inquired if it was a running engine there was much shrugging of shoulders and comments that we never really got much past unloading it. After the curious had their fill of inspecting the oddity it was covered up and pretty much forgotten for the time being. That is until the subject was broached, and we decided to investigate further. That is until Chapter treasurer, Mark Ralston and former president George Dorius volunteered to take on the investigation. Following is an update from Mark on the Chapter's Continental A-50 engine resurrection. Thanks, Mark for the report and we hope to see more as your work progresses.

"The other day, George and I went to Felt Field and loaded the engine onto my utility trailer. It rolled easily up the trailer ramp on its roller stand with the help of a come-along. We took it to George's house and gave it a good pressure washing with hot water to clear away some of the external grime. I have it at my shop at home now. I pulled the upper plugs and took a look inside the cylinders and did not see any rust on the upper cylinder walls, but that was only direct view since I don't have a scope. There is considerable oily carbon sludge in the combustion chambers similar to what you would see after running an old lawn mower engine on stale gas. The engine turns over by hand but there is some drag from piston to cylinder walls probably due to gummy crud in the cylinder bores. I pulled off one rocker box cover and verified the cam appears to be operating the valves OK. No sludge or abnormal deposits in that rocker box. The impulse coupling on the starting magneto snapped once when I first turned the crank, then ceased to work after that. So something must be stuck or gummed up on that mag. I could not get it to chuff against my thumb over the spark plug hole on the compression stroke on any of the cylinders, so compression sealing is evidently very poor at this time. I suspect carbon fouling of the valve seats and/or gummed/stuck rings.

I bought a gallon of Marvel Mystery Oil (MMO) at Walmart which I plan to use to persuade the rings to unstick and to help free up the valves and de-sludge the valve seats. I also bought, at Home Depot some 3/4 inch plywood and lumber for the run-up sand that I will mount to the aft end of my utility trailer. I envision a vertical panel of plywood with 2X4 reinforcement around the edges, braced on the "fuselage" side by bolted 1 & 1/2 inch angle iron struts. The angle iron I already have from my scrounge pile. The existing mount truss will bolt to this plywood panel.

Since I have not found anything broken or missing that will prevent it from running, my next step will be to fabricate the mount stand and get it mounted on the trailer. Then I will try to soak the combustion chambers and cylinder bores with the MMO to see if I can get compression to come up. If we can get it to run, I also expect to mix some MMO with the lube oil and circulate that through the engine to help loosen sludge and crud from the internals."

So, stay tuned for further reports and if you have any knowledge about this engine, or maybe some parts laying around, or an interest in helping with its restoration, give Mark a call.

Felt Field maintenance off the table for EAA...Other plans in the works

The subject of helping Gil Peterson, owner of Felt Field, our home for the time being, by rolling the turf field and doing some other minor maintenance work was discussed. When the subject of liability and such came up one board member suggested we get EAA insurance for the day. President Dennis Rose said that he would investigate, and he came back with some bad news for such a chapter activity. Dennis reports that one of the Prohibited Chapter Activities is "airport management and/or airport maintenance". So since rolling the runway is clearly airport maintenance it is out as a chapter event. However, doing it as a courtesy for Gill by field users is a good idea. So, like mowing the field, if a group of us shows up, let's do it. No EAA insurance, we are on our own. Stay tuned and watch your email for information since we are sure some help will be welcome.

Feeling rusty but don't want to attend expensive seminars?

How long has it been since you brushed up on the basics? Well, here's a chance to test yourself and not have to be embarrassed about any failure since only you will know. There is a website out there called [Bold Method](#). Where they came up with the name, we may never know but they have so many flying tips, quizzes and courses, videos and more that you could spend a lifetime on their site and never run out of information to master. So take a look and let us know how you do

Rose GlaStar February 2021 Build Report

February is a short month and had some distraction as I helped Bonnie through a total knee replacement procedure. She is doing well and I think I survived, barely.

Mostly prior to the surgery, I worked on a recommended GlaStar option, changing the supplied small baggage door to a larger passenger-sized door used on the upgraded Sportsman design.



ORIGINAL BAGGAGE DOOR



DOOR GLASSED IN



NEW DOOR CLOSED



NEW DOOR OPEN

This involved fiberglassing in the supplied door, cutting a hole in the fuselage for the larger door, installing a new door frame, installing hinges and handles, and mounting the door to the fuselage. You can see how good it looks in the pictures, and it will be helpful for accessing the large baggage area.

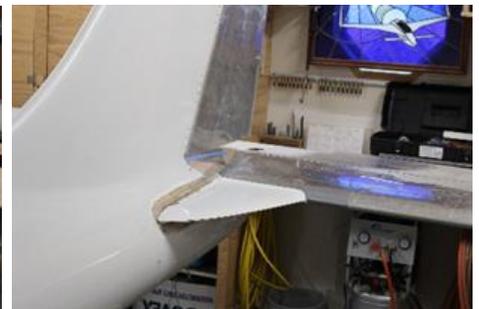
The remainder of the month was spent installing some of the fuselage fairings. These parts are well made molded fiberglass pieces. The most complicated one was the fuselage/elevator fairing which came in upper and lower pieces for each side that had to be bonded together with several reinforcing ribs to strengthen them. This was then bonded to the fuselage and custom fitted against the elevator. The next fairing piece was fitted under the rudder, fairing the rudder/elevator/fuselage intersection. Several smaller, yet time consuming fairings were the tail cone and upper rudder cap. Finally, I started on the main gear wheel pants. At this point I ran out of the old almost out-of-date resin as well as days in the month.



NO FAIRINGS



BONDED FAIRINGS



FUSELAGE/ELEVATOR FAIRING



RUDDER/ELEVATOR FAIRING



TAIL CONE, RUDDER TIP, WHEEL PANTS



BONNIE LIKES IT

When the new resin comes in, I will complete the main gear wheel pants and then the nose gear pant and aluminum fairings for the main and nose gear legs. I also purchased a small metal lathe to try making some of small metal parts that are hard to get from the company and are relatively expensive, since someone has to custom make them. Another skill to learn!

This Month in Aviation History:

1 March 1925 (USA) — Ryan Airlines begins the first regularly scheduled passenger airline service flown within the mainland United States. The service runs between Los Angeles and San Diego.



Passenger cabin of Ryan Airlines' modified Davis-Douglas Cloudster. (San Diego Air & Space Museum)



Ryan Airlines' modified Davis-Douglas Cloudster, (also known as the Ryan Cloudster). (San Diego Air & Space Museum)

6 March 1986 (Germany) — Japan Air Lines embarks the world's heaviest man, an 880-lb Austrian flying from Frankfurt, Germany, as a passenger; 16 seats are removed from the cabin to make room for him.

18 March 1954 (USA) — The first production Boeing B-52A "Stratofortress," (BUFF to some) rolls out of the Boeing plant.



JUST FOR GRINS



A plane was taking off from PDX. After it reached a comfortable cruising altitude, the captain made an announcement over the intercom, "Ladies and gentlemen, this is your captain speaking. Welcome to Flight Number 293, nonstop from Portland to Los Angeles. The weather ahead is good and therefore we should have a smooth and uneventful flight. Now sit back and relax -- OH MY GOD!"

Silence followed and after a few minutes, the Captain came back on the intercom and said, "Ladies and Gentlemen, I'm so sorry if I scared you earlier, but while I was talking, the flight attendant brought me a cup of coffee and spilt it in my lap. You should see the front of my pants!"

A passenger in Coach said, "That's nothing, he should see the back of mine!"

Stumpy and his wife Mary went to the state fair every year. Every year Stumpy would say, "Mary, I'd like to ride in that there airplane." And every year Mary would say, "I know Stumpy, but that airplane costs ten dollars, and ten dollars is ten dollars."

One year Stumpy and Mary went to the fair and Stumpy said, "Mary, I'm 71 years old. If I don't ride that airplane this year I may never get another chance."

Mary replied, "Stumpy that there airplane ride costs ten dollars, and ten dollars is ten dollars."

The pilot overheard them and said, "Folks, I'll make you a deal. I'll take you both up for a ride. If you can stay quiet for the entire ride and not say one word, I won't charge you, but if you say one word it's ten dollars."

Stumpy and Mary agreed and up they go.

The pilot does all kinds of twists and turns, rolls and dives, but not a word is heard. He does all his tricks over again, but still not a word.

They land and the pilot turns to Stumpy, "By golly, I did everything I could think of to get you to yell out, but you didn't."

Stumpy replied, "Well, I was gonna say something when Mary fell out, but ten dollars is ten dollars."

I overheard this while on ground control in MIA.

VIRGIN Ft: "Every time I come to MIA you women controllers give us a hard time."

ATC: "For the nine years I have been a controller, I have never had a problem handling a VIRGIN."

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