

The

Wingman

EAA Chapter 495 - Roseburg, Oregon

PO Box 41, Roseburg, OR 97470

<http://495.eachapter.org>

• eaachapter495@gmail.com



Around the Patch:

by Joe Messinger
Newsletter Editor/Webmaster

Chapter Vice President and Young Eagles coordinator, Robert Wright has been hard at work organizing the upcoming Young Eagles rally set for June 12. If you haven't gotten a call yet, be expecting to hear from him about helping out for a few hours that day. If you know anybody who has a youngster or a niece or nephew, or maybe a grandkid in the 8 to 17 age range, let them know about the event. Be sure to tell them that this is free for the kids and a good way to get an introduction to aviation. Stress that a parent or legal guardian must be present to sign the EAA waver in order for the youngster to fly. We hope to see all of you in attendance at Roseburg Airport that day. The event begins at 10:00 and runs until 2:00.

For those of you who missed the last meeting, we started with a video showing how to reuse spark plug gaskets safely. The secret is to anneal them before reusing. Remember, these things are made of non-ferrous metal and the procedure is different than for ferrous (steel) metals. After you heat the gaskets, a soldering torch will do, they are quenched in water. This will leave them soft and ready to use. Yes we may have over simplified the process so you may want to watch the [Kevin Lacey video](#) we watched. You might have seen him on the TV show Airplane Repo.

Much of the discussion centered on the upcoming Young Eagles day. We also discussed one of the things most near and dear to a pilot's heart, other than flying, and that's eating. It was decided to restart our first Saturday breakfast tradition. George Dorius made the mistake of scratching his head when the call for volunteers went out and he volunteered to stand in for Chapter head Chief, Ken Nicholls. Breakfast will begin at 9:00. Saturday June 5 at Felt Field. We know there will be pancakes and coffee, but who knows what else? So get out your \$5.00 and be prepared to enjoy the fellowship of local pilots and some good chow.

Since Paul Schafer was feeling left out, he was put in charge of a \$5.00 per person spaghetti feed for the next meeting, June 15, where the Young Eagles rally will no doubt be dissected. Salads, garlic bread, desserts, and other accompanying dishes will be welcome. We will be having a speaker that night. Tim Talen from the Oregon Aviation Historical Society, located at Cottage Grove Airport will present a study of the 100 Year Anniversary of Oregon Aviation. For you history buffs, like myself, and anybody who loves aviation, this is a do not miss event.



Our friend, and soon to be full-fledged member of 495, C.J. Bryant has finally bought an airplane, even though he doesn't have a pilot license yet. It's a Cessna 150E, which he purchased after his son, Duncan flew the airplane and gave it a thumbs up. Duncan, who has several ratings such as single engine land, multi engine, instrument, etc. and is working on his CFI (looks like dad will be his first student) flew the bird up from its old home in Ventura, California. He said he was bucking head winds all the way and it took about 9 hours flying time to make the trip to Roseburg. The airplane comes fully equipped, and features Ads-B in and out and a Continental O-200 for power.

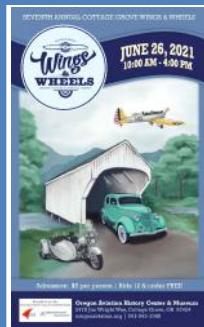
Chapter Officers

Dennis Rose, President: 831-331-6517 • Robert Wright: Vice President 707-724-2707

Mark Ralston , Treasurer: 562-673-8499 • Steve Kame, Secretary: 541-672-8437

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

Joe Messinger, Newsletter Editor & Webmaster: 909-851-3802



Wings & Wheels is coming to Cottage Grove!

The Oregon Aviation Historical Society, located at Cottage Grove Airport is sponsoring the Seventh Annual Cottage Grove Wings & Wheels, Saturday, June 26, 2021. All aircraft and cars or motorcycles are invited to participate. So, if you wish to participate, request a registration form from oregonaviation.org@gmail.com, download the registration and return it to them. They would like to have the registration forms returned as soon as you can manage. Let's have a good turn out and show everybody what 495 is all about.

It's not really a Morgan 3-Wheeler

You may have seen a little three wheeled contraption that, from a distance, looks a lot like a Morgan 3-wheeler driving around the airport recently. Owner and builder, Randall Rounsville stopped by my hangar the other day so a few of us could take a look at his creation. He said it's his version of a Morgan 3-wheeler made from a Suzuki 1400 Intruder. After 9 months and about \$5,000 invested he has a street legal machine. He plans to show the car, which is legally considered a motorcycle, and give rides, to smaller individuals since the cockpit is a bit cramped. So, if you see him around the airport, flag him down and get a close-up look.



This Month in Aviation History



◆ 6 June 1944 (England/France) — A huge airborne armada, nine planes wide and 200 miles long, carries American and British troops across the British Channel for the D-Day invasion of Europe. AAF and Allied aircraft flew approximately 15,000 sorties in support of the D-Day invasion.



◆ 11 June 1926 (USA) — The first flight of the Ford 4-AT "Trimotor," an all-metal monoplane which competes with the three-engine Fokker and becomes a pioneer American airliner. It is known affectionately as the "Tin Goose."



◆ 12 June 1942 (Romania) — Twelve B-24 "Liberators" made the first attack against the Ploesti refineries. Operation Tidal Wave took out refineries in an attempt to deprive German forces needed oil and gasoline. This mission was one of the costliest for the USAAF in the European Theater, with 53 aircraft and 660 air crewmen lost. It was proportionally the most costly major Allied air raid of the war, and its date was later referred to as "Black Sunday".



◆ 17 June 1928 (Canada/Wales) — Amelia Earhart becomes the first woman to fly across the Atlantic as a passenger as she accompanies pilot Wilmer Stultz and mechanic Louis Gordon on their flight from Newfoundland to Wales in a Fokker C-2. Less than four years later, she flies the Atlantic alone.

Rose GlaStar May 2021 Builder Report

May was a short month for building. We were out of town for the first half of the month and then it took some more time to catch up with local chores and deal with avionic problems in the Cozy.

About half of the GlaStar wing has half ribs that they call hat ribs to support the skin between the main ribs. There are 33 of them in each wing with about 25 holes each.

Bonnie helped me position and drill them.



There also a couple of one-inch aluminum strips that reinforce the upper main spar near the strut attach fitting, another 130



holes, drill twice (two hole sizes).

Then all the holes in the upper and lower main spars and several ribs are enlarged from #40 to #30.

In preparation of dimpling and riveting, each hole in each piece that has been drilled has to be deburred (removing the little ridge around the hole that is left after drilling). There are lots of holes by now!

The final one-day project was to reinforce and install the pitot tube onto the wing.

What is geocaching and why do I care?

On the next page you will find a set of geocaching instructions from our president Dennis Rose. Unlike most other geocaching adventures, which involve lots of walking, this one takes place in the sky.

Just what is geocaching, you may ask? Geocaching is a type of global treasure hunt of people looking for caches, or hidden stashes of objects. Geocaching may also be described as a series of hide-and-seek games, where hiders provide clues for seekers. Seekers use GPS to find hidden caches.

Caches are the hidden treasure. In our case, a landmark observable from the air. Latitude and longitude provide the caches location.

The hobby has changed since its start in Oregon in 2000, when it was called geostashing. Geocaching was started by a group of people who were interested in technology and geography. They used GPS devices and the Internet to re-invent the older hobby of letterboxing. Letterboxing is a lot like geocaching, but the clues are provided in booklets or other printed material.

Waymarking is similar to virtual geocaching. Waymarking clues lead participants to interesting spots or trails. Some national parks and wilderness areas do not allow geocaching, since physical objects are involved, although they encourage waymarking as a good way to see the area. Many state and local parks organize or participate in their own geocaching events. So, it looks like we will be doing some aerial geocaching, or waymarking.

Geocaching has evolved from a small hobby to huge, well-organized treasure hunts for people of every age and ability. There are nonprofit organizations, as well as businesses for geocaching. The largest is geocaching.com. According to their website, there are 742 geocaches around Roseburg alone.

So, climb into your airplane and find a willing passenger to help navigate and take the photos of the landmark on the ground to prove you were successful in finding the “geocaches.” Good luck and fly safe.

Just another reason to bore holes in the sky

EAA Geocaching Flying Challenge by Dennis Rose

Instructions:

From KRGB, fly to the first point using the heading and distance and suggested altitude. You should arrive at a recognizable landmark. Watch those cross winds if not using GPS.

Have your passenger take a picture to show you found it. Remember, it should be under you so you may need to circle unless you have a glass floor.

Use the next heading, distance and suggested altitude to fly to the next point and take a picture.

Continue until all points have been reached.

Follow all FAA regulations and of course watch for traffic.

The entire route is about 125 miles so it should take less than 45 minutes in a normal aircraft like mine.

Have fun, enjoy the scenery and be safe.

We will talk about it at the next meeting, assuming you can find your way to the airport.

Start KRBG 43.2393/123.3559

POINT	FROM	TO	HEADING	DISTANCE	ALTITUDE
#1	43.2393	43.2641	64	12.5	3000
	123.3559	123.1096			
#2	43.2641	42.9637	204	26.0	5000
	123.1096	123.4366			
#3	42.9637	43.4768	353	35.7	4500
	123.4366	123.3478			
#4	43.4768	43.0472	185	32.0	3500
	123.3478	123.5614			
#5	43.0472	43.2393	37	17.1	2500
	123.5614	123.3559			

On a personal note: In my younger days I made my living with a camera, working for a major metro daily in Los Angeles as well as magazines and later as a freelancer for newspapers. I was lucky enough to meet some pretty interesting characters along the way, but one of the most interesting wasn't a celebrity, politician, or other famous person. No, he was another working photo-journalist like myself, but in his case had much more experience than I at the time. His name was Sanford (Sammy) Greenwald.

I loved to listen to Sammy's stories. He was near retirement at the time and had lots of yarns to spin. He had put aside his still cameras and was shooting for a local TV station using a small light weight 16mm wind-up motion picture camera shooting "B roll." Why do I mention him in this forum? Well, I am an aviation history buff and this is why I began the "This Month in Aviation History" feature. So, if you scroll up a couple of pages, you'll see one of Sammy's photos taken from the tail gunners spot of a B-24 as they were on a low level bombing mission over the Ploiesti oil fields in Romania. >>> Joe Messinger

The Wingman is a publication of EAA Chapter 495, Roseburg, Oregon. Permission is given to republish content with appropriate credit. While every effort is made to present accurate information no claim is made and no liability is assumed, expressed or implied as to the technical accuracy or safety of the material presented. The viewpoints expressed are those of the author/s and are not necessarily those of EAA Chapter 495 or the Experimental Aircraft Association Inc., Oshkosh, Wisconsin.