

# The W ingman

**EAA Chapter 495 - Roseburg, Oregon**

PO Box 41, Roseburg, OR 97470 <http://495.eaachapter.org> • [eaachapter495@gmail.com](mailto:eaachapter495@gmail.com)



## **Around the Patch:**

by Joe Messinger  
Newsletter Editor/Webmaster

As we come to the end of 2020 and the beginning of a new year we look forward to some new beginnings and a return to some of the old ways. I don't mean just the pandemic but some new and resurrected ideas and activities for Chapter 495.

We begin the year with a new Board. President Dennis Rose will be at the controls this year and he is working on some new ideas for the chapter. Joining Dennis on the board will be Vice President, Robert Wright, Secretary Steve Kame, Treasurer Mark Ralston and Board Members at Large, George Dorius, and Ken Nicholls. The group is hoping to have a few more activities for chapter members this coming year than we were able to pull together in 2020.

We will begin the year with a scaled down Freedom Flight, weather permitting. Instead of a sit-down breakfast, Kevin Bruton has offered his hangar as a gathering place for coffee and donuts followed by some flying unless the weather Gods are acting up, in which case we'll get down to some serious hangar-flying. You might as well since the Rose Bowl Parade has been cancelled this year.

Once in a while a little sunshine comes our way and in my case it was delivered by Chris Akin. A couple months ago I bought an airplane (Ercoupe 415 C) down in the Los Angeles area and since my insurance carrier wants me to have some retraining prior to soloing, I couldn't fly it home myself. Chris came to the rescue and I wouldn't have wanted for a better pilot for the job. The airplane has a climb prop (which will be changed) on it and he reported it was over revving in climb, something I experienced when I flew it out of Cable Airport in Upland, with an instructor. It was also losing oil at the rate of almost a quart an hour, something I didn't experience. Not good, but the good news is that it appears to be a leak rather than a major (read expensive) engine problem. I was lucky that not only is Chris a superior pilot but he is also an A&P and knew how to manage the situation. Now to clean it up and locate the leak. There are a few other things that need attention but the price was right and, as I have said before, if you were 74 years old, you'd be having a few things that need attention. Getting it to Roseburg and in the hangar was like getting an early Christmas present. Thank you Chris, you're the best.



I also want to thank Kevin Bruton, who called me as Chris was near arrival to KRBG. He asked if I would like to get in his airplane and fly out and meet Chris in the air. We climbed on board and after some pretty crisp navigation, found Chris and the Ercoupe above the clouds between Grants Pass and Canyonville. After joining up we flew a loose formation while I managed to twist and turn this way and that and get a photo of my new toy in flight. Thanks, Kevin, I really appreciate that. My friends, this is what EAA is all about. Helping each other out and spreading the love of aviation.

A few other people deserve a thank you, and since I am bound to forget somebody I apologize in advance. That said; our new president, Dennis Rose has been contributing to our newsletter each month with an update on the progress of his GlaSair, now under construction. He has indicated we can look forward to continuing reports in the months to come. We hope you are enjoying and learning from Dennis' reports. Thank you, Dennis for the contributions you make to this newsletter and the chapter.

### **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

Steve Kame is another person who deserves thanks for his support both to the Wingman and Chapter 495. It has been through his efforts that we have had a high quality entry in the annual Veteran's Day Parade and celebration.

Paul Schafer deserves a round of applause for all his work, often times behind the scene, coordinating Freedom Flight, for one. Supporting and often taking the lead on the youth education program we hoped to get started last summer and if the stars align just right we hope to get off the ground this coming summer. Some of you may know Paul was the driving force behind the re-organization of Chapter 495 after the previous administration threw up their hands and quit when they couldn't get new blood on the board. If you didn't, now you do.

Dan and Rhonda Sprague, you are always posting to Facebook and it's easy to lift your adventures and share with the members and friends of 495. Thanks for allowing us to do this. Look for some of Rhonda's photos elsewhere in this newsletter.

Rachel Botner stepped up when we needed a Young Eagle coordinator. Unfortunately due to Covid 19 we didn't get to do many Young Eagle flights let alone a rally. This is something we hope to do this coming summer. We hope to have at least one Young Eagle Rally in June on international Young Eagle Day this summer and our new VP Robert Wright has stepped up to the plate and said he would give it a try since Rachel asked to be relieved of her position. Let's all give Robert the support we know he will need. Not only will we need pilots to fly the youngsters, but we'll need lots of volunteers to help with registration and other non-flying jobs.

We are planning for a general membership meeting on Tuesday, January 19, 2021. If we are indeed able to have this meeting safely with the appropriate social distancing members will be notified. If you are not a member and would like to attend a meeting as our guest, contact us at our email address, [eaachapter495@gmail.com](mailto:eaachapter495@gmail.com) and we will provide you with the information about time and place.

At the recent Board meeting held in Dennis' "man cave" above his workshop a discussion ensued about the financial health of the chapter. In a word, or three, "It's not good!" One of the things it comes down to is that we need more new members. We need idea people who can come up with ideas to help us generate income. The Board rejected the idea of raising the dues but if it's necessary and the Board were to take such action, we would likely loose members, something we don't want to do. The Board knows that there are some folks who are members of EAA and would like to join a chapter but just want to be a member and attend meetings. Maybe they would want to fly some Young Eagles, and occasionally help a fellow member get some work done on their airplane but they say, "I DON'T WANT TO BE AN OFFICER." Don't worry, the board will respect that but we are sure that if they become involved with the chapter, they'll want to help out somewhere. They'll just need to find their niche.

## *A little Aviation history: the Vought V-173*

The Vought V-173, a proof-of-concept aircraft has a circular wing 23.3 feet in diameter with 16.5 foot diameter propellers on the wing tips. It was designed by Charles Zimmerman who speculated that the drag, which is created by wingtip vortices near the tip of conventional wings, would be reduced by placing the propeller at the wing tip. Zimmerman believed that takeoff and landing speeds could be kept low, and still demonstrate high-speed performance. Such an aircraft, he thought, would be desirable for carrier operations. When he showed his idea to NACA (NASA's predecessor) it was suggested that he approach private industry to develop his ideas further. NACA didn't feel they could adequately finance the project. Chance Vought built and tested a quarter-scale model. After which they convinced the Navy to fund a full-scale aircraft.



The Navy ordered the construction of the Vought XF5U-1, which was essentially the same design as the V-173. It was built heavier and stronger, and powered by two Pratt & Whitney R-2000 radial air-cooled engines, each producing 1,600-hp. Power was routed to the two four-bladed props through gearboxes and some complex cross-shafting. The project was completed but never flown since the Navy decided to concentrate on jet technology, which had the potential for higher speeds. Below is a link to a discussion and walk around of the V-173. [https://www.youtube.com/watch?v=SSkVC9bCMg&feature=emb\\_rel\\_end](https://www.youtube.com/watch?v=SSkVC9bCMg&feature=emb_rel_end)



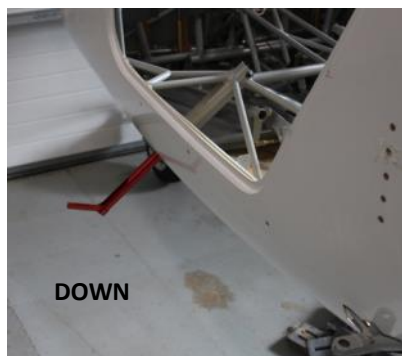
## Rose GlaStar December Progress

December building started off with completing November's task of putting the hinges on the horizontal stabilizer/elevator system. With the wider hinge material and experience from the first try, construction went much smoother. Note the lack of margin material for the rivet holes in the first try hinge material at the bottom of the picture. After the cables were hooked up, the elevator even moved! The airplane looks more complete with the tail feathers on.



For most of the month I worked on small fuselage related projects. I started installing brake line system with the upgraded braided hoses instead of Nylaflo tubing, but quickly found that I was lacking several elbows. I also started on some optional jack lift point brackets and the optional future tail wheel bracket but needed some 1/4" aluminum "L" material and longer bolts. I sent money to the magic parts store.

I installed a pair of really nice third party retractable steps to aid height challenged people after Bonnie struggled to get into Bob Fischer's GlaStar. These install onto the conventional main gear tubes built into the tube frame for easy conversion between tail wheel and tri-gear.



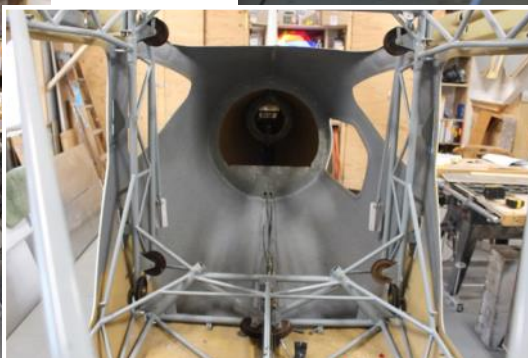
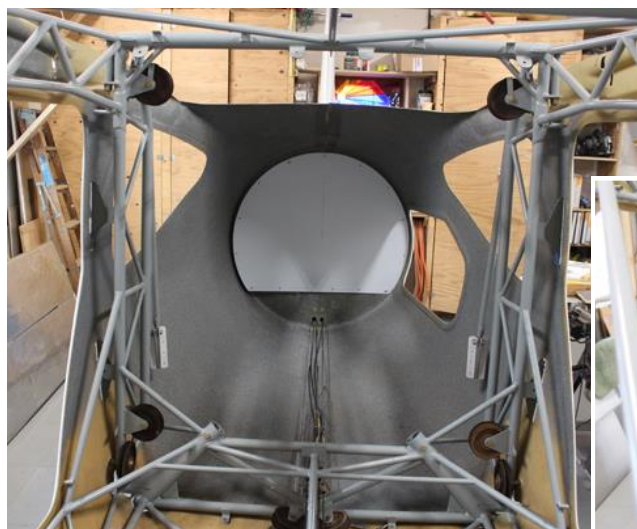
DOWN



RETRACTED

I found the stainless steel sheet material for building the firewall. Looked easy, only a couple of pages of instructions, but I was rightly suspicious. It must be fitted, taken apart, drilled (sharpen bits) refitted, trimmed, refitted, more drilling (sharpen bits again), more fitting and taking apart. Then finally riveting (anyone know how to tell a monel rivet from an aluminum rivet?) followed by one more trim and install. I didn't do the final riveting to permanently install it so I can access the nose for as long as possible.

The bulkhead behind the baggage area requires a cover so one was cut out of aluminum sheet and nut plates installed to hold it in place. Sounded easy until it got to hanging upside down and backwards riveting in the nut plates.



**GlaStar**



I received the ordered parts and started making the optional brackets. One pair bolts onto the landing gear and provides a flat point for jacking up the wheel. It was highly recommended by other builders and the designer provided a drawing. Took some head scratching and trimming -- bolt it on, take it off, trim, bolt it on, take it off, trim. (sound familiar?) -- but they look good and functional in the end. I also fabricated the tail wheel bracket for future upgrade and will glass it in next month (year?).



PLANS and PARTS



WITHOUT JACK BRACKET



WITH JACK BRACKET

Then it was time for four grand kids, snow tubing, Christmas and one good day to give airplane rides.

Dennis Rose

## Homebuilders Week – Online Event Starts January 26

***An online opportunity to learn about all aspects of building your own aircraft***

By Charlie Becker, EAA Homebuilt Community Manager

EAA is launching a new online learning event for aircraft builders: ([www.EAA.org/HomebuildersWeek](http://www.EAA.org/HomebuildersWeek)). It will be five straight days of educational forums covering a broad spectrum of aircraft building topics. It will launch on Tuesday, January 26, 2021, and run until Saturday, January 30, 2021. The live online presentations will be open to everyone interested in building their own aircraft. Sessions will start at 1 p.m. CST and run until 8:30 p.m. CST daily.

This event is an opportunity for a new person to jump in with both feet and learn a lot about the wonderful world of homebuilding. We will cover areas like getting started successfully and techniques when building with sheet metal, composites, steel, and wood. But it won't be just for the newbie; we are offering in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. There will be something for every builder, whether you are just starting out, knee deep in a project, or just received your airworthiness certificate — it is going to be a great learning opportunity.

EAA is working with industry experts, kit manufacturers, and other subject matter experts to provide top-notch material for builders. The sessions will be live and allow plenty of time for attendee questions. Recordings will be archived and available to EAA members for review.

The launch of EAA Homebuilders Week coincides with the 68th anniversary of the founding of the Experimental Aircraft Association in 1953. Those founding members of EAA lit the fuse on the homebuilt movement that provides affordable access to aircraft ownership and today has spread worldwide.

EAA Homebuilders Week is possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, Inc., and Van's Aircraft, Inc.

Visit [EAA.org/HomebuildersWeek](http://EAA.org/HomebuildersWeek) to review the schedule and sign up for a session.



## This Month in Aviation History:

This month we start a new feature, "This Month in Aviation History." Each month we will highlight several historical events from the history of aviation. We hope this will open up conversation about different aspects of our passion to fly. If you have a favorite aviation event from the past and would like to see it featured here, please send it along.



✦ 1 January 1914 (USA) — The world's first scheduled airplane passenger service operated by an airline company, the "STP Airboat Line," begins at 10:00 A.M. when Anthony Janus flies his first passenger, the former mayor of St. Petersburg, Abram C. Pheil, from St. Petersburg to Tampa, Florida. The airplane, a Benoist XIV, was a small biplane flying boat built in the United States in 1913. The fare for the 22-mile over-water flight, which took 23 minutes, was \$5 (equivalent to \$127.62 in 2019) with a surcharge if the passenger weighs more than 200 lbs. Travel by car would take some 20 hours, while a boat trip could be made in about 2 hours.

✦ 5 January 1959 (England) — The Fairey "Rotodyne," piloted by W. P. Gellatly and J. P. Morton, sets a world speed record for convertiplanes of 190.9 mph over a 62-mile circuit.

✦ 27 January 1967 (USA) — Astronauts Gus Grissom, Roger Chaffee and Ed White are killed in the Apollo 1 fire on pad 39.



## We found it on facebook



Chris Akin got a free 10 day fishing trip to Mexico. The way he tells it, his boss called him and offered the excursion. Chris reported he landed enough fish to feed a small army but there won't be a fish fry in our future since he had it all canned. Nice job if you can get it!



Dan and Rhonda Sprague are spending the winter months in Yuma, Arizona while the rest of us freeze in Roseburg. At least Rhonda shared some of her beautiful Arizona sunsets. Take a look at the Yuma airport on Google Earth. Maybe that has something to do with it. Now, get an airplane down there and do some aviating.



Looking at the picture on the left it may be that we spoke too soon about Yuma being so warm. It looks like it cools off around about sunset, or are you just putting us on to make the Oregon folks feel better. But then, there's that other one over there!



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