



Chapter 495

Roseburg Oregon

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Original Chapter Charter Finds a New Home



Chapter 495 was established by the late Bill Austin, Dorothy Austin's husband, May 3, 1974. Paul Poberezny, founder and president of the Experimental Aircraft Association, signed the document recognizing approval of the chapter charter, which was accepted by Austin, the first chapter president.

At our last meeting Dorothy Austin, unofficial "Keeper of the Charter," passed the document on to the chapter. In doing so, Dorothy spoke briefly about the charter members who are listed, what they flew and a few stories about them. They are: Ernest G. Swinn, Wally Brisbin, Ernie Knigge, John Sandige, Lloyd Crowell, Bill Austin, Glen Fields, Arthur Allsep, Eugene Hasselgrave, Dick Calderwood, Dale Allred, Charley Melton, M. P. Hays, D. F. Sattem, and Tom Hyers. The charter will be kept at Felt Field until such time as we get a more permanent home.

African Children's Choir Sees Roseburg from Above



In mid-December of last year three of our members showed one of the most important reasons why we fly. Chris Akin reports that a group of children from the African Children's Choir preformed at his church, the New Life Church in Roseburg Sunday, December 17, 2018. "They put on an awesome show for us. During the show the kids all introduced themselves and said what they wanted to be when they grow up," Chris said. "One of the boys said he wanted to be a pilot."

After service Chris talked with the group leaders to see if he could take the future pilot for an airplane ride. They said yes and asked if it would be possible to take them all for a ride and his answer was "why not." He enlisted the help of Kevin Bruton and Tal Botner who were happy to help. Rob Levin let them set up at the FBO on Monday and all 17 kids and all the adults in the group were treated to a ride. "They were one of the most enthusiastic and grateful groups I have ever got to fly with," Chris P.2

Chapter Officers

George Dorius, President 541-784-7993 • Tal Botner, Vice President 541-459-3858

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African Children's Choir's: said. The future pilot got to sit in the front and do some flying and was super happy. His name is Joshua and he is pictured below. Kevin reported that they flew a standard loop to Wildlife safari, river forks and back.



According to their website the African Children's Choir's mission is to help Africa's most vulnerable children today so they can help Africa tomorrow.



The African Children's Choir was founded in 1984 and their members are the ambassadors for the millions of suffering children in Africa. According to their website the choir tours North America (USA and Canada) and England. Funds raised on tour go towards the education of each touring Choir child and to their fundraising organization, Music for Life, which works in Uganda, Rwanda, Kenya, and South Africa, to improve the lives, education and futures of thousands of children.



*Story and photos:
courtesy Chris Akin,
Kevin Bruton and Tal
Botner.*



Around the Patch:

by Steve Kame



When we got back, Bob went home and I pulled the Rebel back into its' hangar. That's when everything started going south.

I saw a small blue stain under the wing and thought to myself, "Oh, that's probably a gas stain from when I overfilled the tank". I wiped it off, but the next day, it was back. Hmmmm? I thought that maybe an easy to get to fitting may be the culprit. Wrong. I started to really look to see where it was coming from, and in the process, ended up cutting two inspection panels aft of the tank. The Rebel has a wet wing which is a good thing for light and strong, but when they spring a leak, it's a bugger. So far, I've re-Prosealed two seams, and just when I thought I'd fixed it, you guessed it, a small blue stain. I've gotten a lot of advice from a lot of people, some joking, (Only fill it half way--Use car gas, because there's no dye) some serious (Beware of gas fumes in an enclosed area—Use a box fan to keep the fumes away). It's been pretty cool when I've been working on the problem, and I've got another order of Proseal on the way, so maybe by the time that you're reading this, I'll have the seep fixed. That's what really bugs me. It's not a drip,..... drip,..... drip. It's a small seep. Just enough to make a stain! ARRGH!!!

On the bright side, the weathers' been crappy and there haven't been too many really nice days to fly, so I haven't lost too many nice days. Oh, by the way, in February, the Northwest Aviation and Trade Show is at the Puyallup Fairgrounds, along with the EAA Boot Camp at Payne Field and I'll be going to both of them. If you're not going, but would like me to pick up something at one of the vendors booths, let me know. If you haven't been there, it's pretty cool.

I've talked to Clint Newell about helping with our float, tow vehicle and display in the Nov. 11th Veterans Day parade and he's going to get with his insurance provider, to see if his insurance will cover the event. November is a long way off, but I'd rather be ahead of the curve than behind it. C-YA!! Board Member Steve

Freedom Flight 2019 Celebrates with Perfect Weather

Freedom Flight is an annual event organized 13 years ago by Paul Schafer. The point is to celebrate our freedom to fly in this country, a privilege people in many other countries don't have. Besides, it's just a darn good reason to go flying. This year about 30 local pilots took advantage of a sunny, calm New Year's Day to fly from the Roseburg Regional Airport.

Local pilots want to keep the tradition going and meet every year on January 1 to fly around the Umpqua Valley. Airplanes of all kinds can be seen, from kit planes and other experimental aircraft to classics and shiny new modern birds.



This year we met at Elmer's Restaurant for breakfast. By the time checks were paid and everybody was ready to leave, the fog had lifted and it was a beautiful flying day over the Umpqua Valley. News Review reporter Dan Bain climbed on board with Kevin Bruton in his Piper Tri-Pacer and photographer Mike Henneke Rode along with Dan Sprague in his Maul.

Several pilots pointed their airplanes toward the Glide area and landed on Chris Akins' up-hill landing strip. Others flew to the Callahan Mountains to the west, while others went north toward Sutherlin P:4

Freedom Flight: after circling UCC and the fish ladders.

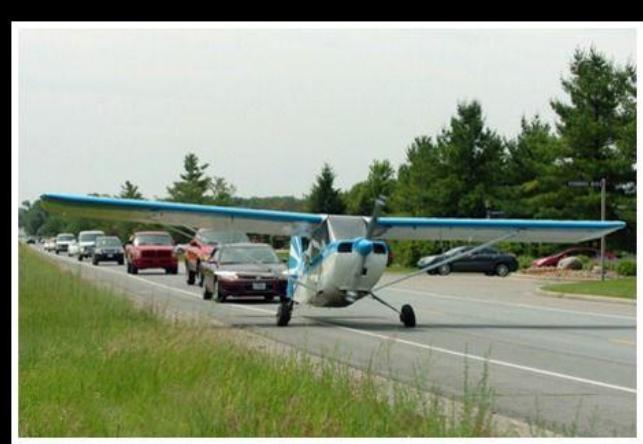
This time it was perfect flying weather but such isn't always the case. Some years pilots brave rain or low fog, just staying in the pattern but being able to say they flew that day.

Even though many of the pilots participating in Freedom Flight are members of the EAA it isn't an official EAA function and all licensed pilots are welcome to join in. In fact there isn't really any organization except for breakfast and somebody spreading the word which results in a flock of pilots itching to get into the air.



I took my granddaughter, Diane with me and she shot a few photos and since nobody else shared me any of theirs..., well what can I say? *Story by Joe Messinger Photos by Diane Molendes*

JUST FOR GRINS



THE SCARIEST THING ABOUT FLYING IS . . .
THE DRIVE TO THE AIRPORT

A man in a hot air balloon realized he was lost.

He reduced altitude and spotted a woman below. He descended a bit more and shouted, "Excuse me, can you help me? I promised a friend I would meet him an hour ago, but I don't know where I am." The woman below replied, "You are in a hot air balloon hovering approximately 30 feet above the ground. You are between 40 and 41 degrees north latitude and between 59 and 60 degrees west longitude."

"You must be an engineer," said the balloonist.

"I am," replied the woman, "How did you know?"

"Well," answered the balloonist, "everything you told me is technically correct, but I have no idea what to make of your information, and the fact is I am still lost. Frankly, you've not been much help so far."

The woman below responded, "You must be in Management."

"I am," replied the balloonist, "but how did you know?"

"Well," said the woman, "you don't know where you are or where you are going. You have risen to where you are due to a large quantity of hot air. You made a promise which you have no idea how to keep, and you expect people beneath you to solve your problems. The fact is you are in exactly the same position you were in before we met, but now, somehow, it's my fault!"