

# The **W**ingman

EAA Chapter 495 - Roseburg, Oregon

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## Around the Patch

by Joe Messinger  
Newsletter Editor

Another month has gone by and either nobody is flying or everybody is hiding the fact. The only action we're seeing in the chapter is from President Dennis Rose who is hard at work on his GlaStar project. So I guess the only thing to do is report on last month's meeting. Again, our chef, Ken Nicholls did a yeoman's job of preparing a dinner of spaghetti and meat balls with all the trimmings which were provided by members. At this Month's meeting we'll enjoy Pizza ala Ralston, prepared on the spot by Mark and if we're lucky, his lovely wife Jan. One of Mark's secrets is the special pizza flour he has sent over from Italy. This is not to be missed.

Dennis gave us a presentation on airplane seat building. It's not stuffed with the kind of foam you buy at the local craft store but a special aircraft grade (read expensive) foam. He has several hundred dollars' worth of foam in his seats. He had one seat covered in a heavy fabric, but that was just for practice. When his seats are finished they will be sporting genuine bison hide, from a critter shot by Dennis himself. This month we will hear from Sam Carter, a guy who might get around the pattern in half an hour or so, if he's lucky and the wind doesn't kick up at the wrong time. Sam flies powered parachutes and will be explaining how they work and all you need to know to really fly "low and slow." This sounds like a unique presentation you won't want to miss. Talking to Sam, he is quite enthused about this kind of flying.

Ken Nicholls took off his chef hat and apron to put on his Young Eagle coordinator hat and gave us the low down on our upcoming Young Eagle rally April 22, with April 29 as a rain date. Ken said we already have two youngsters signed up so we are optimistic Ken's dance card will be filled by show time. At least we should have some photos of kids to fill up a couple of pages in next month's newsletter.

## Rose GlaStar March 2023 Build Report

Well, most of the airplane is still in the workshop and not at the airport. In the last six weeks, there have only been a couple of days when there was no snow on the ground around the house (cold), and the outlook for the first part of April is more rain and snow up here. No point in working in a cold dark hangar.

Instead, I have been doing smaller, more tedious tasks. I installed a iLevel 3 AW ADS-B receiver. This unit includes solid state gyros (AHRS) and a GPS, besides receiving traffic and weather. It is hard wired to the GRT EFIS to show traffic and weather, and has the AHRS and GPS as backup inputs. It will also Bluetooth the information to the iPad and other portable electronics.



### Chapter Officers

Dennis Rose, President: 831-331-6517 • John Roberts, Vice President: 541-580-3860

Mark Ralston, Treasurer: 562-673-8499 • Benjamin Brewster, Secretary & Webmaster: 541-231-8456

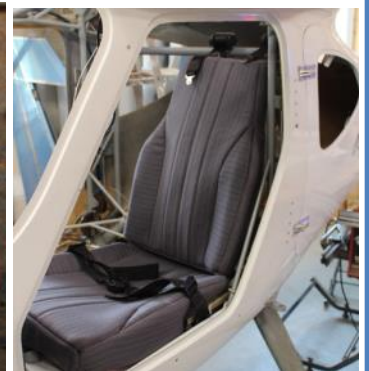
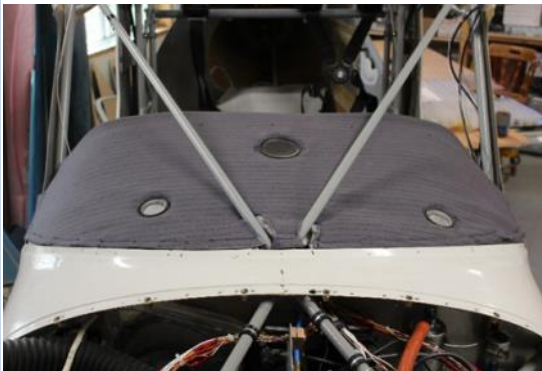
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The rat's nest of wire behind the panel was bundled and tied, and the defrost plumbing was installed. I had previously fabricated a fiberglass glare shield to cover the back of the instrument panel. I got the trusty sewing machine out of storage, found some left over cloth from the Cozy project, and started sewing a cover.

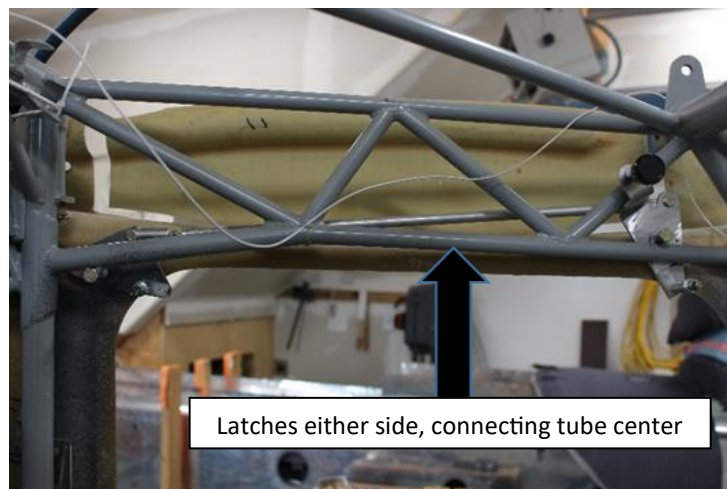


Since the sewing machine was out, I also started work on making practice seat covers for the previously made foam seat cores. Using directions from several sources, I made templates for the seven different parts needed for each seat bottom and back, sewed the cloth/foam/cloth layers together for each part, and then sewed all the pieces together to make the cover. I completed the pilot side seat bottom and back before running out of cloth. The long term plan is to use full grain bison leather for the final covers, which will not be needed until the test hours are flown off some time in the future.

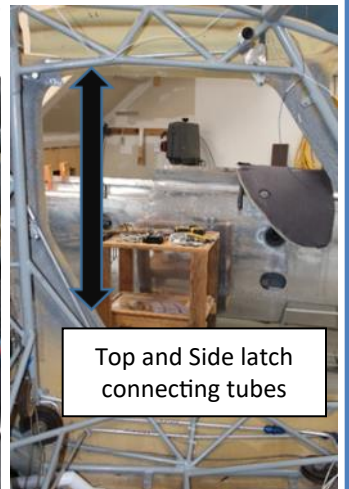


Another time-consuming task needing done was making all the parts for the door latch system. Glasair found that the original latches needed some beefing so they developed a heavier duty option (\$\$\$). I decided to trade some time for money and machined a lot of the small pieces in-house. Each door has four latches connected with three adjustable length 0.375 inch diameter tubes. Each tube needs two threaded ends, a threaded shaft, locking nut, and two threaded clevises. The 12-each aluminum ends and clevises were machined on my mini-lathe.

The latches rotate into four stainless steel "U" shaped dogs glassed to the fuselage. They had to be bent and pounded into shape. The latches were installed in the steel guide tubes welded to the fuselage. Finally, the three 0.375 tubes were cut to length, the end fittings glued in and bolted to the latches. Now, I just need doors to latch to.



Latches either side, connecting tube center



Top and Side latch connecting tubes

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