



The Wingman

495

Roseburg, Oregon

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Pancakes and airplane treasures will be featured at Felt

It looks like the month of August will start out with a bang! Saturday, August 3 we will gather at Felt field. Breakfast will begin at 0800 with the remainder of the day taken up with our second (Annual?) fly-in and swap meet. Clean out your hangar and bring your aviation junk, which will hopefully be seen by others as aviation treasure. It should be a good day for pancakes, scrounging, horse trading, and shade-tree hangar flying.

Billy Chatfield, Freedom of the Skies Aviation, has some activities planned including trophies for best aircraft and food. For more information, contact Billy.

A group will gather Friday at 10:00 for a field mowing party and much of the early setup will hopefully be done then. Let's get out there and participate. It's your chapter.

Airport security is a concern, even at a small field

Let's keep the gate locked. Gil Peterson, owner of Felt Field reports that there has been some suspicious activity around the airport. If you see somebody you don't know, especially folks driving in, ask how you can help them find something. When in doubt, contact Dr. Steller (he likes to be called Doc.) and his wife Inez, who live in the house at the 28 end of the runway. Dean Speer, the grounds keeper and all around good guy is another resource when dealing with strangers. If you drive in and find the gate locked when you want to leave, you may need to contact one of these folks in order to exit.

Billy Chatfield, has his business, Freedom of the Skies Aviation on the field. On some days, a group of model airplane fliers can be seen flying about halfway down the field. These folks have Gil's permission to use the field and they are supposed to have a hand held radio tuned to CTAF to monitor approaching traffic. Gil lets us meet at Felt Field at no charge so let's help him out. It's good for all of us.

The Wingman masthead is developing

At the top of this page, you see the first iteration of our Wingman newsletter masthead. As we said last month, the plan is to try out several ideas. No doubt some folks will just hate, or love one or another of these ideas as they come up, and I'm sure I'll hear about all your feelings. So look forward to another try next month. If you have artistic ability and want to give it a shot, by all means send me your art and we'll, "run it up the flagpole and see if anybody salutes."

In the future I'll be playing around with airplanes, birds, graphics, cartoons, and the like. This is what makes publishing fun. ... Joe Messinger

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A mother makes sure history in the making is not missed

Sometime ago, we asked for your remembrances of watching man's first stroll on the moon. A few days after the July newsletter came out, an email appeared from Rhonda Sprague. Thanks, Rhonda. This is short but it sums up the feelings I'm sure many of us had of the event. If anybody else wishes to share your memories of this or any other history making aviation event, please send me an email.

I was 9: I remember my mom making us stop whatever we were doing (playing somewhere) and come to the front room... and we never watched TV during the daytime! She told us we needed to watch, because it was history being made. We watched, my older brother, my younger sister and I. The black and white TV, finally showed an astronaut, climb out and lumber down some small steps. Then he bounded across the surface of the moon.

Dan and I were at NASA in March. We saw the ground control room and other items that represented moments of space history. The giant step for mankind is so real there. I recommend it as an adventure for everyone!

Rhonda

A tradition is put to rest...Pilot's lunch ends

Due to dwindling interest, the monthly, "Pilots Lunch at Karen's," will be suspended, effectively immediately. For the past three or four months attendance has been down to two, Paul Schafer and myself. As I said to Paul last month, "we can get together for lunch any time." Besides, the restaurant has been kind enough to hold their private room open for us and we are certain they could put it to better use.

When my wife and I moved to Roseburg, I was looking for an EAA chapter to join. A search of the EAA national website revealed that Chapter 495 was located in Roseburg. Upon making an inquiry about the chapter, I was contacted by Harry Baumgartner, who gave me a tour of KRBG and told me about the monthly lunch meeting, which in those days filled Karen's little side room. Each month I would get a phone call from Harry reminding me about lunch the second Monday. Since I was secretary of the "old 495," I took it upon myself to keep the tradition alive, when Harry passed, but resorted to email for monthly reminders. Over a period of time fewer and fewer people showed up and it looks like it is time to put this tradition to rest.

Do you really need a reason to go flying? Well, OK read on

Some reasons to burn up some 100LL in August and early September include the Arlington, Washington fly-in and balloon fest, the weekend of August 16, 17, 18. At the end of the month the Cottage Grove experimental fly-in will be held on August 31.

On the weekend of September 6, 7, 8, the annual WAAAM Hood River fly-in is being staged. Rumor has it that they are raffling off a 1946 J-3 Piper Cub. There are only 2,500 tickets available at \$100 each. All proceeds go to the museum. For more information visit the [WAAAM](#) website.

Closer to home, Jennifer Weiss and her friends, including EAA Chapter 495, will be staging the 5th annual Tom Weiss Labor Day fly-in on Monday, September 2nd. The event will feature a fire fighting camp for kids and the silent auction will offer a Reggie Jackson autographed baseball bat. Proceeds go toward scholarships for deserving area students.

Food trucks will be on hand, as always, and the fire department will be stirring up their irresistible kettle corn. In the past, a band has been on hand to keep the place jumping. This is a family friendly event so pack up the kids and grandkids, drive or fly on out to Felt Field and enjoy the day.

Teen students build airplane, fly Cape Town to Cairo

Oftentimes pilots are quizzed, by ground-bound folks, about their fascination for all things aviation. I would imagine most people could find, in a room filled with pilots, at least twice the number of answers to that question as there were pilots in attendance. Most of them will have a personal answer such as, "I like the thrill," or, "I fly for business, or it's a peaceful way to get away from the stress." But in many cases they will also say, "I love sharing my love of flying." And one of the best ways to do this is to share that passion with a young person. This is what EAA Young Eagles is all about.



But, let's take it a step further. I recently saw an article about a group of South African teenagers who flew from Cape Town to Cairo, Egypt. And, if that isn't accomplishment enough, they did it in an airplane they built themselves. The four-seater Sling 4 plane was assembled by a group of 20 students from vastly different backgrounds over a period of just three weeks, according to the report. The airplane was constructed from a kit manufactured in South Africa by the [Airplane Factory](#).



Pilot Megan Werner, 17, founder of [U Dream Global Foundation](#) project, said she was sparked by her passion to inspire and was thrilled by the accomplishment. "The purpose of the initiative is to show Africa that anything is possible if you set your mind to it," she added.

The crew landed in Namibia, Malawi, Ethiopia, Zanzibar, Tanzania and Uganda during the, five week, 7,455 mile trip. Another Sling 4 plane, flown by professional pilots, accompanied the teen flyers, whose goal was to give motivational talks for other teenagers along the way. Again, aviators sharing their excitement for aviation with others.

The excursion saw different teams of the twenty teenage pilots chart a course that cut across several African cities and towns spreading the key messages of an African narrative that started as a dream.

A few months ago, in the February newsletter, we, had an article about three of our members, Chris Akin, Tal Botner, and Kevin Burton, who took time out of their busy lives to see that 17 youngsters and their adult chaperones each got an airplane ride. Let's all see if we can help spread the word around. Give Young Eagle flights to some kids and spread the love...the love of all things aviation.



JUST FOR GRINS



Why I'm a pilot and not a doctor...When I was young I decided I wanted to go to medical school. At the entrance exam we were asked to rearrange the letters PNEIS and form the name of an important body part, which is most useful when erect. Those who said SPINE went on to be doctors. The rest of us went to flight school.

Some Flying Truisms:

If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick all the way back, then they get bigger again.

Flying isn't dangerous. Crashing is dangerous.

It's always better to be down here wishing you were up there than up there wishing you were down here.

The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.

Helicopters can't fly; they're just so ugly the earth repels them.

When in doubt, hold on to your altitude. No one has ever collided with the sky.

A 'good' landing is one from which you can walk away. A 'great' landing is one after which they can use the plane again.

The only time you have too much fuel is when you're on fire.

The three most useless things to a pilot are the altitude above you, the runway behind you and a tenth of a second ago.

Father Patrick Mulcahey had just gotten his pilots license and offered to fly Rabbi Aaron Zuckerberg to the ecumenical council meeting in Aspen. They strapped into the father's brand new Cessna 182 equipped with all the latest bells and whistles. It had a glass panel, complete with engine monitor, all the navigation and weather aids, ADSB in and out and just about everything else the gadget loving pilot might want. Father Patrick, as he liked to be called, went through a complete briefing telling the rabbi what to do in case of any of the various emergencies they might encounter, from an engine out, to an inflight fire and beyond, which, scared the living daylights out of Rabbi Z, as he liked to be called. But he had committed to this flight and wasn't about to back out.

They lifted off and climbed into the bright blue, cloudless sky to an altitude of 7000 feet. Father Patrick had already filed a flight plan but then, just to be on the safe side, called for flight following, was given a squawk code, and reset his transponder. Rabbi Z's knuckles were getting whiter by the moment, but he remained silent.

They flew for almost two hours without even a bump in the air. The rabbi began to relax and enjoy the virtues of not fighting bumper to bumper traffic for hours on end. Father Patrick called the tower and asked for runway 15 and said that he had information whiskey. They were cleared to land and as they touched down a loud kahwump could be heard and felt as they bounced and flailed along, stopping almost perpendicular to the runway. As soon as they stopped rolling Rabbi Z jumped out of the plane, knelt down and kissed the ground. Standing, he touched his forehead then his lower body followed by his left and right breast. "Rabbi Z, I didn't know Jews made the sign of the cross," Father Patrick remarked. The rabbi looked at him and said, "Crossing, who's crossing? I'm checking, spectacles, testacies, wallet, watch, and if it's ok with you I'll ride back with Sister Mary Elizabeth in her new Subaru."

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