

# The **W**ingman

EAA Chapter 495 - Roseburg, Oregon

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



## Around the Patch

by Joe Messinger  
Newsletter Editor

Let me begin here with an apology. As most of you know, I try to have the Wingman to your in box on the first of the month and no later than the second. Here we are late and I feel you are due an explanation. Anybody who works with technology knows that it will fail from time to time and that's what happened. Fortunately I have a very good computer guy. Of course just as I get restarted I have an attack of difficulty breathing and end up in the ER. They decide to keep me off the streets overnight so I check into Roseburg's most expensive hotel with some of the worst food in town. I got sprung several days later and am still under doctor's orders to rest, so it's a little writing and then some rest. So, now you know, "the rest of the story." So on to getting you caught up.

Our monthly gathering had a little than larger attendance last month and we're wondering if the pizza by Ralston had anything to do with that. Thanks Mark and Jan. You two always do a wonderful job on your pizza and we know it'll be welcome any time. Dennis reported that, with some help, his GlaStar is now in his hangar at KRBG. The wings and tail are in place but not firmly attached you know how it is. The bird is 90% done with 90% to go, and I think anybody who has built a flying machine can tell you, "been there, done that and got the Tee shirt." Dennis reports that it's cold in that hangar in the mornings.

Young Eagles Coordinator (Chef) Ken Nicholls cooked up a wonderful Young Eagles day on Saturday April 22. Dennis Rose reports that we flew 64 registered kids. Not bad considering this was a practice run to work out bugs for the June 10 event, in which I understand we'll be participating. Dennis asked some of those working the event to give some feedback on how they felt things went and where we could make improvements. So far, some pretty good ideas have been coming in. John Roberts suggested each of the aircraft pick a parking spot and stick with it all day and Rhonda Sprague had several good suggestions like having a way to keep track of which kid would be flying with which pilot and having wipes on hand in case a kid steps in "dog poo" or loses their lunch. These are things only a mother or school teacher would think of. Good thinking, Rhonda. Thanks to Rob Levin for the 10¢ per gallon discount on gas.



We had a good number of photos posted on Facebook so scroll through the pages and you can see some that I downloaded since nobody bothered to send me any. I shot a few myself around the model and some of CJ Bryant showing off his Cessna 150 and explaining the workings of the controls.

I was working at the Build, Fly, Learn table where we signed up five potential students for the R/C model airplane build. I had David Johnson and Terry Thomas from the Umpqua Valley Modelers with me. They brought a flying R/C model, similar to the one we will be building, to demonstrate how they work. Looking around I saw nothing but smiling kids. This is what we want.

More Around the Patch next page

### 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

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

Joe Messinger, Board Member at Large, Newsletter Editor: 909-851-3802

## Around the Patch:

Rhonda reports that the Sprague family has a new addition in the hangar. They have acquired a new to them Cessna 172. It's a 1977 vintage so maybe Dan will try to run it down the street at the next Graffiti Days event this summer. Rhonda says, "We are so excited! A special thank you to Chris Boice for transportation to help pick her up!" Rhonda continues, "This plane is a powerhouse! It has autopilot, for when I want to nap 😄 . It can carry 2500 pounds gross weight, so I can purchase extra hats and hoodies in my new smaller size and then they can be stored in the extended luggage compartment 😊 . It also has a larger engine\*. New paint and leather seats round out some of the extra features on this girl"



\* PS: ALL technical questions should be sent to Dan as Rhonda says she is just learning the proper details.

That sounds pretty exciting. Congratulations to Dan and Rhonda.

Speaking of exciting things, I spotted a bird I put many an hour on while I was a member of the Foothill Flying Club based at Cable Airport in Upland, California. You can see it by turning to page 56 of the May 2023 Sport Aviation magazine. There she is, N701GB, serial number 01 of the Gobosh 700 line. I understand she isn't flying these days but there are lots of photos on line featuring this little bird in flight. Unfortunately somebody left their much bigger airplane on the ramp and didn't tie her down and even neglected to set the brakes. Well, Cable has a little more wind than we do and it's said nothing is flat on the airport so when the bigger airplane started rolling, it was only the Gobosh that kept it from going any further, like to the runway. A tragic end to a beautiful bird and so much fun to fly.



Now you talk about fun, here's a guy that likes to fly low and slow, well, at least slow, because if he wants to, he can get pretty high, meet Sam Carter. He flies what is known as a powered parachute, which will allow the operator to hang almost motionless in the sky or clip along at up to 55 knots, if classified as an ultralight. Sam gave us the low down on the rig he operates and even spread the canopy out in front of us for our inspection. His favorite way of flying is to use a foot-launched rig with the motor strapped on his back. A few steps and you're flying.

A helmet is pretty much a must and it should have earphones and a mic for the radio. For a little more money one can get a three or four wheel version, which is going to make takeoff and landing easier for those seniors among us. Not only is this a relatively safe way to get in the air, there were only four deaths in four years, according to Sam but it's also one of the cheapest ways to fly. For the backpack version your hangar can be the corner of a room and the larger rigs are smaller than most compact cars. Two place versions will allow you to take a friend along. When asked about reserve chutes, Sam said it is recommended and in that case must be packed by a licensed rigger and inspected on a regular basis.

An internet search turned up the following regulatory information regarding reserve chute maintenance: According to the U.S. Department of Transportation, Federal Aviation Administration Advisory Circular, Subject: Sport Parachuting, Date: 5/18/11, Initiated by: AFS-800 AC No: 105-2D Section 14. PARACHUTE PACKING., Sub section a. Reserve Parachutes. Paragraph (1) The reserve parachute must be packed by a certificated and appropriately rated parachute rigger (see § 105.43(b)). See part 65, § 65.125(a)(2) and (b)(2) for supervision of other persons. And Paragraph (3) The reserve parachute must be packed within 180 days before the date of use if the parachute system is made of materials substantially resistant to mold, mildew, or other rotting agents, or within 60 days of the date of use otherwise. (See § 105.43(b)). Most skydiving operations will either have a certified rigger on staff or can help you find one.

Sam and his buddies fly out of Myrtle Creek airport (16S) and can be seen "hanging around" the airport on a regular basis, so watch out for them on final.

# Young Eagles Day. *A Day of Miles of Smiles!!!*





Many thanks to all who contributed pictures. There are too many of you to name so we won't even try!

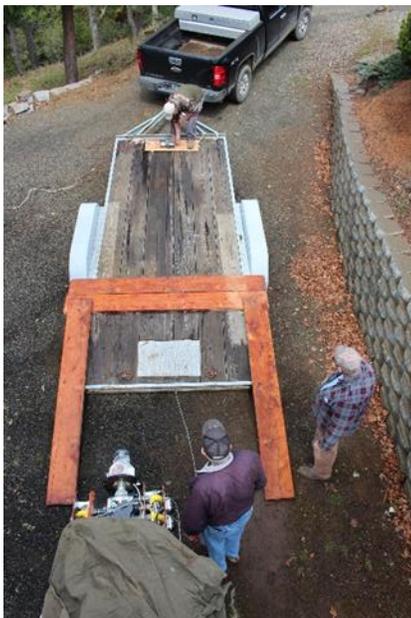
# Pizza Night with Mark and Jan ✨



## Rose GlaStar April 2023 Build Report

**THE BIG MOVE.** The beginning of the month started with some small “make it better” projects but primarily involved preparing to move building operations to the airport. On Friday, April 7, Bob Fischer called and said he was on his way with George Dorius’ trailer. I was thinking Saturday was the day, so the scramble was on to make it work. A couple of quick calls brought eager neighbors as Bob arrived.

The first thing we noted was that the GlaStar gear was about a foot wider than the trailer. A quick check with a neighbor’s trailer resulted in the same problem. But if you can build an airplane, you can modify a trailer. A few 2x12s and deck screws fixed the problem. With the help of a Harbor Freight winch and lots of arm waving, the fuselage was loaded and on the way. Bob took a scenic route to the airport, so all of Roseburg could admire the plane which was then uneventfully unloaded and moved into its new home. A second trip brought over the wings and the move was completed.

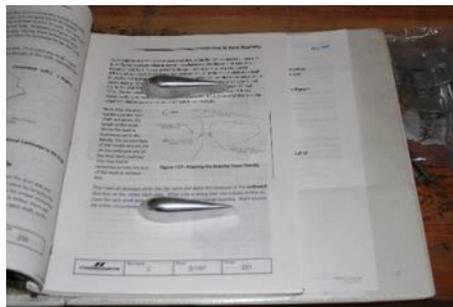
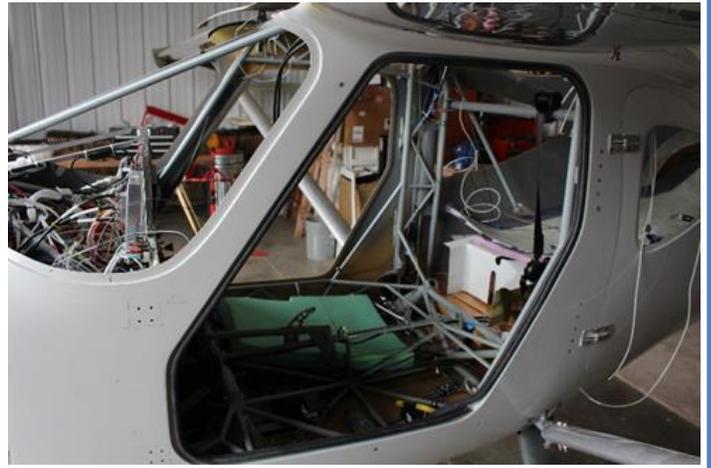


Over the next couple of days, with Mark Ralston’s help, the wings and tail were bolted in place. I completed an AD to re-enforce the tail cone and the horizontal stabilizer and rudder were bolted on. For the first time, it looks like an airplane.

The plans suggest waiting until the wings and engine are in place before installing the doors and cockpit roof, in case these heavy structures flex the metal tube cage and cause misalignment. With everything in place, the remainder of the month was spent installing the two doors. The hinge parts were found, the doors rough trimmed and hinged to the frame (for the first time). Removed the hinges to trim the door frames for the door seal. Repeated several times.

Installed the four latches for each door, marked where they attach to the door dogs and glassed the dogs in place. Repeated several times. (Photos next page)





The last door project was installing the exterior door latches and locks.

All are welcome to come by and inspect my work. Hanger I17 on the north side at KRBG. I will be there most afternoons. As Steve Kame says, "99% done and 99% to go".

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