

The W ingman

EAA Chapter 495 - Roseburg, Oregon

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Around the Patch

by Joe Messinger
Newsletter Editor

If you missed our July meeting you missed out on one of the best feeds yet. The offerings included BBQ chicken, salads, potato, tossed green, cold slaw, pasta and fruit. There were lots of extra goodies to go along with all that and it was all for a suggested donation of \$7.00.

We now have a new guy in charge of the web site. Benjamin Brewster, our secretary and resident tech guru will be taking over as webmaster. This is fitting, as Ben, I hate to admit, but it's true, is much more current on the inner workings of the web than I am at this stage of the game. Ben will also be managing the chapter email, something that has really just been limping along since we lost Paul Schafer, who had set it up and knew the system inside and out. At Ben's suggestion, we decided to change the chapter web address to <EAA495.org>. Stand by for notification as to when this becomes active. Ben will have it set up so that both this new URL and the old one, <<https://chapters.eaa.org/495>> will point to our website. This means that if you have the longer (old) address bookmarked, there will be no need to change it but when telling folks what our web address is, you can give them the new address since it'll be easier to remember. In case you aren't aware, Ben is an honest to goodness computer whiz and we are lucky he has seen fit to join us. In addition, Ben will take over sending out notices of publication for the Wingman. Those are the emails you receive monthly telling you that the newsletter has been posted and is available for your viewing.

We talked about the Youth Education Program we have been planning and it looks like we have most of our ducks in a row. We will be building the model in Dennis's hangar, which is available until such time as Dennis is ready to move his project from his house to the airport for final assembly. We have made contact with the Umpqua Valley Modelers, an AMA (Academy of Model Aeronautics) chartered club and one of their members who will be our lead contact for the project. Dennis should now have all the needed information and will be ordering the model kit, using points from your Young Eagle Flights, which will pay for the kit. Now all we need is the young people who will participate. This is your chance to get one of your kids, a grandkid or a friend, who has expressed an interest in aviation involved in this project. Let Dennis or myself know if you have a young person who wants to participate and we'll make contact with them and reserve a place for them. We will be looking for between six and eight youngsters of Young Eagle age for our first bunch. Parents will need to sign the Young Eagle waivers and any other required documents before the youngster begins the program since this is a Young Eagle program and we would imagine the occasional airplane ride will be involved.

We have decided to continue the tradition of Freedom Flight. The next one will be held on Sunday, January 1, 2023. We will make a reservation at a restaurant near the airport for the breakfast and follow that with a day of flying, weather permitting. In the event the weather isn't cooperating we'll retire to somebodies hangar or hangars for coffee and more hangar talk. This is what we have done in past years and as Paul Schafer often noted, "Somebody got in the air each time, even if it was a trip around the pattern below the scud." We also decided we would hold this event in honor of Paul and Tal Botner, both of whom were active members of the chapter. In fact Paul was responsible for the event having started it more than 15 years ago. Watch this newsletter and your email for more information as the time for the event gets closer.

Dan Sprague spoke briefly about a midair collision that recently happened at North Las Vegas Airport. The accident involved a low-wing PA-46 turboprop Piper Malibu and a high-wing Cessna 172. The two airplanes collided while on short final for the same runway. According to reports the Piper was cleared for runway 30L while the Cessna, who had been doing pattern work in a right pattern was cleared for runway 30R. The piper mistakenly lined up for 30R and the two collided on approach. It was a classic accident involving a low wing airplane letting down on top of a high wing and neither could see the other. Dan said that

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Dan said that this points out the need to keep your eyes open and be looking all directions. Just because you are talking to a tower operator doesn't mean you should turn your observation over to them. They are often busy folks and need to be talking to lots of other pilots.

It was announced (officially) that Ken Nicholls had passed all the tests, jumped through all the hoops and is now a licensed LSA pilot. CONGRATULATIONS, KEN!!!

CJ Bryant held a week-long Aviation Camp at the Phoenix School. Seven boys and one girl took part, learning to cut, bend, drill and rivet aluminum. When that project was done each student went home with their own tool box that they had constructed. They also flew the flight simulator that the Schafer family donated to Chapter 495. Any chapter member who wishes to try out the simulator is welcome to do so. All it will take is for you to contact CJ and make arrangements. The school phone number is 541-673-3036 or you can email him at cjbryant@roseburgphoenix.com.

A couple of events were discussed. Steve Kame reported that things are progressing according to plan for the Veterans Day Parade in downtown Roseburg. This will not be an EAA event since EAA insurance does not cover formation flights. According to Steve, a military jet will fly over either the parade route or the VA hospital. He said it still isn't clear which it will be. This will be followed by a flyover by a group of area pilots flying, most likely in trail with the faster airplanes at the front of the line. If you think an in trail formation is easy take a look at this video of a flight of [Ercoupes going into OSH](#).

Ken Nicholls is working on a fly-out to Illinois Valley Airport, about four miles north of Cave Junction, the third weekend of September. Wolf Edmonds, Captain Drake's Family Aerial Adventures, has rooms at his lodge for those who don't wish to camp out. Naturally it would be wise to contact Wolf and make a reservation. He can be reached by phone: 541.415.0600, or email: captaindrakesfaa@gmail.com. You should be able to arrange a gyrocopter ride and one of the attractions is the Siskiyou Smokejumper Base. Stuart Roosa, command module pilot on Apollo 14, was a firefighter at the Siskiyou Smokejumper Base during the 1953 fire season.

EAA 495 Member Perishes in Single Vehicle Accident

We are sad to report that on Tuesday, July 26, we lost another member when Loyd Price, 78 died following a single vehicle accident while traveling southbound on highway I-5, near milepost 155. According to reports, his silver Toyota left the roadway about 3:30 p.m. and struck a guardrail, traveled down an embankment and rolled, stopping on the railroad tracks.

It was reported that Loyd was alert when medical personnel arrived but suffered a "medical event" and was pronounced deceased. His passenger, Deborah Price was transported to Peace-Health Sacred Heart Medical Center at Riverbend in Springfield where she was treated for her injuries. According to hospital spokespeople she was listed in fair condition.

We don't have any information about services for Loyd at this time but will circulating, either by e-mail or this newsletter, any information we receive from the family.

Vans Aircraft Introduces First High Wing Design at Oshkosh



Van's Aircraft of Aurora, Oregon has announced their first high wing airplane, the RV-15. They displayed the first Engineering Prototype aircraft at this year's EAA AirVenture. The airplane will be capable of back country operations and the plan is to offer either a tailwheel configuration or later, tri-gear and floats. We would imagine skis for winter snow operations would also be offered. As one could well imagine, there are lots of questions to be answered. Take a look at some of the videos shot at Oshkosh for a pretty good look at the airplane. <[Van's RV-15 details revealed](#)> <[Vans Aircraft RV-15 Bush Plane! Engineering Prototype Airventure 2022](#)> <[RV-15 - Designing and Building the Engineering Prototype Airplane](#)>

Rose GlaStar July 2022 Build Report

There is not much to report for July. We made two trips to see kids, had COVID for a week, then lots of property chores.

The main construction project was to complete the cowl modifications of moving and resizing the engine cooling inlets. The position needed to be raised and the intake area reduced to about 15 square inches per side as shown in the pictures.



Right Upper Done



Left Upper Done, Lower Plugs Formed



Lower Cowl Holes Glassed Closed

In addition, firewall wiring was moved for a cleaner installation, and the engine intake air duct from the cowl air inlet filter was installed.

Since the wing control cables were installed at the end of June, the plan for August is to work on closing the wings.

This Month in Aviation History:

We took a little different approach this month and went out of the month of August with this list, but for good reason. While going through my research for this month's history I found that quite a few altitude records were established or broken in the month. We begin with the first ever hot air balloon flight made September 8, 1783 by Jean-François Pilâtre de Rozier of France when he ascended to an altitude of 79 ft.



Jean-François Pilâtre de Rozier

He went on to break his own record with a flight to 266 ft. a mere two months later on October 19, 1783. Pilâtre de Rozier continued his exploits in hot air balloons eventually reaching an altitude of 3,300 ft.

On December 1, the same year, Jacques Alexandre Charles and his assistant Marie-Noël Robert, both of France made the first flight in a hydrogen balloon to about 2,000 ft. Charles then ascended alone, the same day, to the record altitude of 8,900 ft.



Jacques Alexandre Charles



Berson

Skipping forward to the 20th century, we find Arthur Berson and Reinhard Süring soaring to an altitude of 35,433 ft. in the hydrogen balloon *Preußen*, on July 31, 1901. *Preußen* had an open basket, and oxygen for breathing was stored in steel cylinders. This flight contributed to the discovery of the stratosphere.



Süring



August 30, 2006, fixed wing, heavier than air aircraft entered the picture when Steve Fossett (pilot) and Einar Enevoldson (co-pilot) flying their high performance research glider Perlan 1, a modified Glaser-Dirks DG-500 soared to 50,761 ft. This record was achieved over El Calafate (Patagonia, Argentina) and set as part of the Perlan Project.



On September 2, 2018, within the Airbus Perlan Mission II, again from El Calafate, the Perlan II piloted by Jim Payne and Tim Gardner reached 76,124 ft., surpassing the 73,737 ft. attained by Jerry Hoyt on April 17, 1989 in a Lockheed U-2: the highest subsonic flight.



26 August 1954 (USA) — Major Arthur Murry flew the Bell X-1A rocket aircraft * and reached a record official altitude of 90,443 feet. The motors in the X-1 are not air breathing but carry their fuel and oxidizer on board.



28 August 1957 (UK) — A record altitude for manned aircraft is achieved by the RAF Canberra serial no. WK 163 piloted by chief test pilot M. Randrup. He flies the aircraft to 70,310 ft. with the aid of a Double Scorpion rocket motor.

31 August 1977 (USSR) — Soviet test pilot Alexander Fedotov claims a new world height record for manned aircraft when he climbs to a height of 123,523 ft. flying the Mikoyan E-266M.



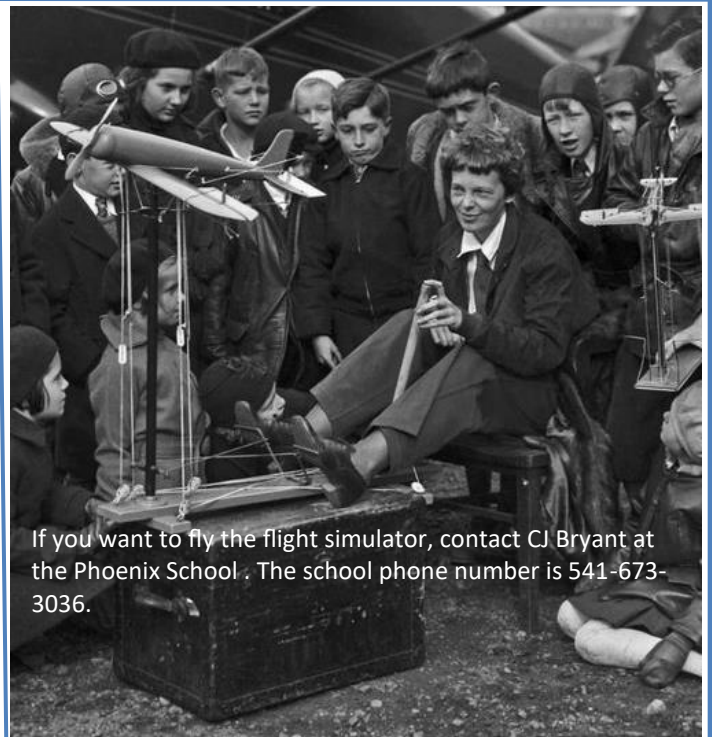
* Scroll down the page for the video.

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1969 Cessna 150J, Total time: 5476.5 HRS, Time SMOH: 1051.4 HRS, Good Paint & Interior, Newer Tires & Battery, Complete set of Wheel Pants, Custom Cover, B&C Lightweight Starter, Brackett Air Filter, Spin-on Oil Filter, Tail Mounted uAvionix ADS-B Out, MX-300 Nav-Com, King KT-76 XPDR, King KN-64 DME, Madras Wing Tips with Wing Tip Strokes, Complete Factory Logs to Present Day \$29,500. Contact Richard Colton 541-218-0708



If you want to fly the flight simulator, contact CJ Bryant at the Phoenix School. The school phone number is 541-673-3036.

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