

# The W ingman

EAA Chapter 495 - Roseburg, Oregon

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## Around the Patch:

by Joe Messinger  
Newsletter Editor/Webmaster

We don't have much this month since most of the time has been taken up with planning a celebration of life for Paul Schafer, in concert with some of his family. The last time I saw Paul was at the August First Saturday Breakfast at George Felt Field. We spoke briefly and Paul seemed to be in a hurry to get elsewhere so we pretty much exchanged hello and see you later. Little did I know that would be the last time I would see him. He passed away from a heart attack the evening of the following day. Rest in peace, my friend.

## Paul Schafer goes West...RIP



The last Saturday of last month members of Chapter 495 and friends and family of Paul Schafer gathered to say good bye. To some he was a father, grandfather, brother or cousin. To others he was a dear friend, mentor and role model. To some he was a band mate, an accomplished horseman and a good friend. Many of us didn't realize it, since Paul was a private kind of guy, but he was a general cut up and renaissance man of sorts as described by his first cousin, and fellow Marine, Don Jenkins (pictured left.)

Only a year apart in age, Paul and Don grew up together, along with older brothers and at least in Paul's case a sister, Rosalie. They both joined the 4-H and played drum in the high school

band, which lead to the opportunity to attend the Seattle World's fair, and play in the Portland Rose Festival parade. When the band was to play the 1812 Overture one year, without a cannon available, Paul went to the track coach's office and got a starter pistol to fill in. Instead of BOOM, BOOM, BOOM, it was pop, pop, pop!!

After graduating from Marshfield High School in Coos Bay, Paul joined the Marines. He was assigned to attend electronic tech school, which Paul wasn't really interested in until he was given the choice of that or the brig. Paul selected the school. Along with the Marines, Paul served in the Army and National Guard with a total of over 20 years of service.

Somewhere along the way in his Marine training, Paul had to make some parachute jumps. According to Don's story Paul was in a helicopter ready to jump when his ripcord got snagged and the chute started to fill up inside the chopper. His jump master gave Paul a shove, going out with him and the canopy streamed over Paul's head and wouldn't inflate with air so it had to be cut away. Paul pulled his reserve and hit the ground just as the canopy inflated. He was put back in the chopper for take two, which went better.

Don related a story that took some of Paul's aviation buddies by surprise. It seems Paul liked to ride horses and wanted Don to join him in a ride one day, something that wasn't quite in Don's wheel house. As Don struggled to hang on he looked up and



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The Schafer clan gathered under the wing of Paul's last airplane, a 1948 Piper Vagabond (PA-17). From left, Chris Adler, Rosalie Halley, Paul's sister, Kelly Schafer, Glen Higgs, Patty Higgs, Nickolas Higgs, Samantha, Annie's daughter, Stan Halley, in the wheelchair and Paul's brother-in-law, Gabriello Higgs, Olivia Higgs, Adriana Adler, Kayla Adler, Paul's daughter, and Cousin and fellow Marine, Don, Jenkins.

there was Paul, sitting backward in the saddle, with his horse at full gallop, laughing.

Don related the story of, "The Naked Lady." She was a Starduster Too, with a round engine, one of Paul's other loves. It looked kind of like an old crop duster and people would often ask what year it was built, thinking it was from the golden age of aviation. We know from conversations with Paul that the name came from an idea he had but could never accomplish. He wanted to cover the airplane with some kind of transparent material that would allow the structure to be seen and after much research found that nothing was available. Paul had been looking for a project and found a partly finished Starduster with lots of little pieces. He enlisted Don to help pick it up and bring it home. Don looked at the pile of parts and asked, "When are you going to fly it?" "May." Well along came May and the project was far from finished. Each year for about six years Don would ask the same question and get the same answer, until finally one May she took to the air.

One of Paul's other loves was "wiener dogs." When you went to Paul's house, you'd better watch out for your ankles because Paul usually had at least one Dachshund on patrol.

Paul always said, "The love of his life was his late wife Annie," who he lost to cancer a couple years back. He had been dating Annie for a while and according to cousin Don, he called one day and the conversation went something like, Paul, "Annie and I have decided to get married, what are you doing today?" Don, "Nothing." Paul, "Meet us at the court house, we're ready to do it." And the rest is history. It was a love affair made in heaven and one of Annie's favorite activities, other than tending her garden, was putting on her headphone radio and driving the lawn tractor back and forth mowing the vast field in front of their house.

Other than Annie, Paul loved nothing more than airplanes. As his "wingman," Mike Danielle said, "If you flew airplanes, you were Paul's friend and if you flew a biplane, you were his best friend." Paul and Mike would often fly together in their biplanes. Paul in the Starduster and Mike in his Great Lakes. One day Mike looked over at Paul and saw him waving and in the other hand was a yellow rubber chicken. I have often seen Mike's Great Lakes with a rubber chicken used as a pitot tube cover.





One day Paul and Mike were cruising along, minding their own business and enjoying one of those perfect flying days. Well, what we mean by that is that any day you can fly is a perfect flying day. All of a sudden Paul heard that sound no pilot ever wants to hear when flying, the sound of silence. For almost as far as the eye could see. There was nothing but forest. Except... right there, the only clear cut for miles. Paul set up a pattern and came in as pretty as you please, except for the broken airplane and a nasty bump on his head. But it was wingman Mike to the rescue, kind of. Paul climbed out of the cockpit and waved to Mike, who was calling emergency and within a short period of time a rescue helicopter picked Paul up and he was off to the hospital. Other than breaking the Naked Lady Paul was most upset that the doctors did too good of a job stitching him up. He was all set to have a "bragging scar," and didn't get it. Time for a Wing Walker.

In 2008, Paul got a bunch of his aviation buddies together for breakfast on New Year's Day, and Freedom Flight was born. It was his way of calling attention to the fact that in this country we have the freedom to fly anytime and anyplace, with certain restrictions for safety and national security, we choose. We can get in our own airplane and fly from coast to coast without talking to anybody, as long as we steer clear of controlled airspace. Paul liked to say that not one Freedom Flight went by without somebody flying. Some days pilots were greeted with cloudless blue sky and others it might be fog to the ground. On those days folks would sit around drinking coffee and hangar flying until one brave soul would take to the sky flying just below the clouds and probably under pattern altitude for one trip around the pattern.

We could go on and on with stories about Paul but in the end it became apparent that Paul was a guy that loved a good laugh and you would join him in laughter even when the joke was at your expense. Everybody loved Paul and you could feel it in the hangar that day. Paul, we will miss you. RIP, Paul Schafer.

The members of EAA Chapter 495 would like to thank the Schafer family for their generosity. They asked that in lieu of flowers, donations be made to EAA Chapter 495, PO Box 41, Roseburg, OR 97470. Chapter 495 is a 501 (c) (3) organization.

## Rose GlaStar July and August 2021 Builder Report

Much of July was spent by planning for and going to Prince of Wales Island in south eastern Alaska with a small group to help in a small rural community with construction projects, Vacation Bible School, and other projects.

July build progress was limited to completing the priming of the internal wing structures and starting the internal fittings for attaching the flaps and ailerons.

August build progress consisted of completing the flap and aileron attachment fittings. This included aileron and flap hinges and associated mounting brackets, flap guide tracks, flap bellcrank assemblies that operate the flaps and several sets of pulleys to guide the various operating cables. Each of these assemblies consisted of multiple parts needing to be cut, fitted, riveted together and mounted on to the wing spars.



Flap Bellcrank Parts



Assembled Flap Bellcrank



Flap Bellcrank installed on Spar



Aileron Hinges and Pulleys



Flap Tracks

The next step will be starting the riveting assembly for the wings, where all the pieces that were made, fitted, drilled and primed over the past several months get transformed into lifting structures that will stick out of either side of the fuselage, on which to bump your head.

During the July-August transition, two major events necessary to the GlaStar completion occurred. First was the unexpected sale of our beloved Cozy Mark IV to a buyer from the Corvallis area. He was looking at a Cozy on the East Coast and contacted me, seeking flight experience to transition into it. His purchase fell through, and subsequently I mentioned that I was thinking of selling my Cozy in the next year to finance the GlaStar. He came down the following weekend, and bought the plane! I delivered it mid-week. Thus ended a 35+ year canard journey. But lots of great flying and people memories remain.



With my newfound \$ windfall, I renewed my search for an engine for the GlaStar. Recommended engines range from 150 to 180 HP and normally include O320 and O360 engines. Bob Fischer, local owner, and other owners' recommendations are for the 180 HP engines that provide enhanced climb and high altitude performance, while sacrificing some carrying capacity. One currently popular engine choice is a modified Continental O340 producing 180 HP in the lighter weight O320 engine block. Back in November, these were selling for under \$30,000. I was shocked to learn the same engine from the same vendor is now over \$40,000, and has a 6 to 12-month backlog (probably explaining the supply-and-demand driven price increase). A casual check of other mainstream engine suppliers showed similar price increases.

I also researched alternative engines such as the Viking Subaru conversion (I know, he cheated a lot of people 20 years ago by going bankrupt but now he has a lot of successful engines installed in the last 10 years), and the ULPower aircraft engines that are gaining popularity in light sport and experimental aircraft. Both of these engines offer current engine technology compared to the 70-year-old, tried and true Lycoming and Continental engines.

The ULPower engine company got its start from the European car rally industry and is based in Belgium. Their first aircraft engine was a 4 cylinder 97 HP first flown in 2006. In 2013, a 6 cylinder line of engines was developed, producing 140 to 200 HP, and last year a 220 HP turbo version was released. These engines are all fuel-injected, electronic ignition, air-cooled, single control (computer mixture control), are made to run on MOGAS with ethanol, weigh 40 lbs less than the equivalent Lycoming, and are delivered with everything needed to fly except an oil cooler. Upon checking with a US dealer in Georgia, I found that their prices had only gone up a little and were at least competitive since they included all of the engine accessories that are extra on other aircraft engines. But still out of my price range (new 200 HP at 3300 rpm (180 HP at 2800 rpm) was about \$36,000 and the 220 HP turbo (at 2700 rpm to 15,000') was \$48,000. However, the dealer had a 200 HP engine just removed from his personal RV-4 (replaced by the turbo) with 200 hours, with the matching constant-speed Airmaster propeller, for a reduced price, and we made a deal. The adventure of homebuilding continues as only a couple of GlaStars and Sportsman aircraft have been fitted with this engine.



I conclude with a salute to Paul Schafer who was an inspiration for building and flying, as well as a personal mentor for living with integrity. He is greatly missed.

## Tom Weiss Labor Day Fly-In cancelled for second year

Due to the continuing pandemic, another year will pass without the annual Tom Weiss Memorial Labor Day fly-in. We received the following message from Jennifer Weiss: She says, "After much discussion and thought, the Weiss family has decided to cancel the Tom Weiss Fly-in this year. This event requires several volunteers, many of whom are from the firefighting, aviation, and education community. With the recent case surge in this area, we are putting their safety at the forefront. We look forward to airplanes, kettle corn, face painting, and fun in 2022.

Love to you all  
The Weiss Family"



# This Month in Aviation History

✦ 11 September 2001 (USA) — The September 11 attacks (called September 11, September 11th or 9/11), were a series of four coordinated suicide attacks by al-Qaeda on the United States on Tuesday, September 11, 2001. On that morning, 19 al-Qaeda terrorists hijacked four passenger jets. The hijackers intentionally crashed two planes into the Twin Towers of the World Trade Center in New York City, killing everyone on board and thousands of those working in the buildings. Both towers collapsed within two hours, destroying nearby buildings and damaging others. A third plane was crashed into the Pentagon in Arlington, Virginia. Hijackers had redirected the fourth plane toward Washington, D.C., targeting either the Capitol Building or the White House, but crashed it in a field near Shanksville, Pennsylvania after passengers tried to take control of the plane. There were no survivors from any of the flights.



Nearly 3,000 victims and the 19 hijackers died in the attacks. Among the 2,753 victims who died in the attacks on the World Trade Center were 343 firefighters and 60 police officers from New York City and the Port Authority, and 8 private emergency medical technicians and paramedics. Another 184 people were killed in the attack on the Pentagon. The overwhelming majority of casualties were civilians, including nationals of over 70 countries.

Suspicion quickly fell on al-Qaeda. Its leader Osama bin Laden initially denied involvement, but in 2004 he finally claimed responsibility for the attacks. Al-Qaeda and bin Laden cited United States support of Israel, the presence of United States troops in Saudi Arabia, and sanctions against Iraq as motives for the attacks. The United States responded to the attacks by launching the War on Terror, invading Afghanistan to depose the Taliban, who had harbored al-Qaeda members. It was not until May 2011 that bin Laden was found and killed. Many countries strengthened their anti-terrorism legislation and expanded law enforcement powers. Some American stock exchanges stayed closed for the rest of the week following the attack and posted enormous losses on reopening, especially in the airline and insurance industries. The destruction of billions of dollars' worth of office space caused serious damage to the economy of Lower Manhattan.



The damage to the Pentagon was cleared and repaired within a year, and the Pentagon Memorial was built adjacent to the building. Rebuilding at the World Trade Center site began in 2002. Ground was broken for the Flight 93 National Memorial on November 8, 2009, and the memorial was formally dedicated on September 10, 2011

✦ 13 September 1935 (USA) — Millionaire film producer and amateur air racer Howard Hughes shatters the world land plane speed record in his Hughes Racer airplane.



✦ 18 September 1940 (Germany) — The first flight of the Zeppelin LZ-127 "Graf Zeppelin" is made. It is the most successful rigid airship ever built, flown commercially on a regular basis from Europe to South America. It flies over a million miles and carries some 13,100 passengers before its demise in 1940.



✦ 25 September 1918 (France) -Capt. Eddie Rickenbacker, 94<sup>th</sup> Aero squadron, attacks seven enemy aircraft, shooting down two and is awarded the first Medal of Honor given for air activity.

✦ 30 September 1982 (USA) — The first round-the-world flight in a helicopter is completed as the Bell "Long Ranger II," flown by Americans H. Ross Perot Jr., son of unsuccessful presidential candidate, Ross Perot, and Jay Coburn, lands safely.



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