



Chapter 495 Roseburg Oregon

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Around the Patch: Now that the snow is almost melted we'll soon get back to the business of flying. Several of our members were without power at their homes and stranded by blocked driveways and roads, but it seems we all managed. I personally observed, and was the recipient of, several random acts of kindness. On a couple occasions I was able to pay it forward but have some catching up to do.

As we approach more good flying days with the coming of spring, some of us will need to knock some of the rust off our flying skills, but what can we look forward to at Chapter 495?

At the last Board meeting it was decided that the chapter would head into spring with a chili feed before the March meeting. If you have a dynamite chili recipe you are just itching to share, please contact president, George Dorius or Ken Nichols, our head chief, but you gotta make it.

The following month, April, taxes are due and Mark and Janice Ralston will be making pizza again. If you missed their performance last year, be sure to show up at this meeting.

May will be the beginning of our First Saturday breakfast at Felt Field. They will run through the summer until the weather turns cold again. This is just another reason to pull out the bird and make the short trip into a grass field. We will also be participating in the STEAM (Science, Technology, Engineering, Art, and Math) event at UCC. We hope to have an airplane for folks to look at and there is rumor that some kind of a model glider event for the kids is in the works.

Our second Aviation Swap Meet is scheduled for August, and in September we will again work with Jennifer Weiss to put on the 5th annual Tom Weiss Memorial Fly-In. Plans are being made for us to participate in the downtown Veterans Day parade in Roseburg come November.

So, as you can see your Board is planning events for the chapter. If you have any ideas or wish to volunteer please contact our Events Chairman, Kevin Burton.



Area Basic Med Doctors Listed

Below is a list of the doctors who some of our members have used for Basic Med exams. If you have any we can add to the list please contact us and we will add them. We will also post this list on our Chapter website.

Basic Med is a program instituted by the FAA which will allow pilots to fly with a less complicated medical than the regular third class medical previously required. If you already possess a third class or higher medical, or have had one in the last 10 years, you can most likely apply for this program. You may have to meet some requirements for special issuance since each case is different. For more information visit the [FAA Basic Med](#) information page. (See *Doctors p.2*)

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HEY FELLA' WHAT'S YOUR NAME?

I've been looking at some chapter newsletters the past few weeks. I think ours is right up there with the best of them when it comes to interesting content and design. But, of course, some folks might say I'm a little prejudice. One thing we're missing is a name for our newsletter. There's the Bend High Desert Flyer from Chapter 1345 in Bend, from Independence, Chapter 292, we get The Taledragger and Squawk 902 from guess where, Chapter 902 in Mount Hood. Wingtips comes to us from Chapter 617 in Pineville.

South of us in California we have UL Chapter 114, devoted to ultralight flying in San Diego. Their newsletter is named The San Diego Flyer. Chapter 7 in Long Beach calls their newsletter EAAviator, while Chapter 1116 in Palm Springs publishes Hangar Rash on their website. Placerville's Chapter 512 brings us the Hangtown Strobe. Chapter 1000 in Muroc doesn't have a newsletter, but their website is called The Leading Edge and serves as their newsletter. Flabob Airport's Chapter 1 in Riverside puts out the Wingnut and The Crosswind comes to us from Chapter 1232 in Novato.

I guess I could go on and on but I think you get the idea. So, let's think about jazzing things up a bit and come up with a catchy name. If you have an idea, talk to me at the next meeting or shoot me an email. [Joe Messinger](#), Webmaster/Newsletter Editor

<tech issues><we have been having some></tech issues>

Lately we have been having some technical problems with the website. The latest is that we have lost the ability to accurately size pictures. Now this may not sound like such a big deal to some folks but to a designer it's a disaster.

So what to do? Right now, nothing. I went on line and chatted with tech support at our web host and their answer was that it was a known issue and their staff is working on it. You may remember we lost our calendar several months ago. Same thing, a known technical issue and they were working on it. If I remember correctly, that took several months to resolve. After a few more chats with tech support and EAA headquarters it seems that ours is an older version of the platform. If you know anything about tech people, they just don't want to deal with what we politely call, "legacy software."

According to Kyle Voltz, Chapter Field Rep, EAA, the platform provided to us by EAA National is a part of the old roster management system. The newest version of the roster management doesn't have basic website functionality built in. They are currently researching possible solutions for over 900 chapters worldwide with various levels of usage and skill. So for now, stay tuned and I'll let you know when I know something. Thanks for your understanding. [Joe Messinger](#), Webmaster/Newsletter Editor



NORTH TO ALASKA

Story and photos by: Dennis and Bonnie Rose
Cozy IV N287R

That is a catchy phrase. I wonder if it could lead to a book?

Last spring, my wife, Bonnie, and I got to check off a bucket list item of driving the Alaska Highway. Our daughter, Moriah, was working near Fairbanks and wanted her car (1990 Honda Accord) for the summer, so off we went on a 6-day tent camping drive through some incredible country just coming out of its winter deep freeze. The roads are all paved and much of the trip was at 65 mph or the kilometer equivalent. During that week, we watched the hardwoods go from twigs to brilliant green, the ice break up on the streams and lakes and lots of wildlife.



You may be wondering why a car adventure is on the aircraft newsletter. Two reasons: Joe asked me to write an article, and much of the road we traveled was only there because of an aviation need. The WW2 generation is just about gone and the generation that followed, which includes me, were told the stories are beginning to dwindle. The next generations of today and beyond only see WW2 as a story in a history book. Many do not know of the thousands of fighter aircraft that were donated (Lend-Lease Aid) to the Soviet Union to be used toward the defeat of Hitler. Nor do they know about the US Alaskan territory that was attacked and occupied by Japan, both creating a necessity for air support through Canada into Alaska. In 1941, hundreds of airfields were built, one about every 100 miles, through Canada to Fairbanks, Alaska. In order to support them, a road was needed. It stretched 1500 miles from Dawson Creek in British Columbia to Fairbanks, Alaska. It was completed in only eight months, most of it traversing totally unsettled and barely explored swamps, mountains and wilderness.

Ferried aircraft included the Bell P-39 Airacobra, its successor, the P-63 Kingcobra fighters, Douglas A-20 Havoc and North American B-25 bombers, Douglas C-47 Skytrain transports and lesser numbers of other aircraft. In total, nearly 8,000 aircraft made the trip through Fairbanks and on to the Soviet Union. Can you imagine being in your early 20s with 50-100 hours flight time flying in the winter to Alaska with no nav-aids over wilderness in temperatures that froze normal fuel and lubricants, and you too?



Along our drive route were many reminders of this history ranging from well documented and equipped museums to random junk yards with bent props and old engines. If a drive to Alaska is on your bucket list, get going. And don't be surprised by all the remote airport signs.

International Young Eagles Event Coming

Plans are in the works for Chapter 495 to participate in the International Young Eagles Day this coming June 8. We will have more about that later but in the meantime all pilots and anybody else working directly with the youth will need to sign up for the [EAA Youth Protection Policy and Program](#). Just follow the link where you will find complete instructions and registration information. You will take a brief on-line course followed by a quiz. Upon completion and after a background check you will be able to print out your certificate.

Each pilot who flies 10 or more Young Eagles in a calendar year earns \$50 for the chapter and \$5 for each additional youngster flown. We will be promoting the event around town.

The chapter is looking for a Young Eagles Coordinator to work with parents and pilots. If that is something that appeals to you please contact president George Dorius. You don't have to have a pilot license for this job.

Post a Free Classified Ad

Personal aviation related ads are free to all EAA Chapter 495 members and friends of the chapter. **NO COMMERCIAL ADS PLEASE!** Repeat ads must be sent in each month. NO PHONE ADS! Ads must be received by one week before the end of the month. EAA Chapter 495 accepts no responsibility as to the accuracy or honesty of any ad. The buyer assumes all responsibility. Send ads to: [Joe Messinger](mailto:Joe.Messinger)

Anyone have a David Clark passive headset they want to get rid of? I am looking for one for a trade-in. Doesn't have to work. Dennis Rose dennis-bonnie-rose@att.net

JUST FOR GRINS



What did the boy rubber band powered model airplane say to the girl rubber band power model airplane?

"Now don't go getting all wound up over nothing"



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A group of corporate executives were returning to their home offices in Chicago. They had been in Atlanta attending a weeklong convention. The company had chartered a Cessna Citation CJ4 in Atlanta for the trip home. When they landed, Chicago Midway airport looked like the ice planet Hoth from StarWars. It wasn't just snow, but ice was everywhere. The pilot got taxi clearance from ground and was slowly moving along the taxiway. He was a southern boy doing his best to steer with differential thrust not using brakes or steering. A fuel truck called for clearance to cross 4R at Fox-trot but was told to hold for the CJ4 taxiing along Yankee to the South ramp.

The fuel truck driver asked, "What CJ4?" "It's hard to see him for the blowing snow," the tower replied, "and he is moving VERY SLOWLY." The pilot of the CJ4 chimed in with a deep Georgia Southern drawl, "Hey Bubba, we're doing the best we can on this ice!"

"Don't you have spiked tires?" the tower inquired.

Now, in an even deeper drawl the pilot said, "No son, they told us to go to Pep Boys and get some chains, but nobody knows how to put'em on!"

Gales of laughter and a few snorts thrown in for good measure were heard from the tower.

What does PILOT mean?

It's what you do with wood, after you cut it.

Heard a good airplane joke lately? Send it in.