

The **W**ingman

EAA Chapter 495 - Roseburg, Oregon

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Around the Patch: by Steve Kame

O.K. First things first! The fuel stain/fuel seep that had me pulling out what little hair that I've got left has been fixed!!!! The Rebel now has a fresh annual, and I've been just flying the heck out of the bird. I've got a GDL 82 and a GDL 50 (ADS-B out/in on both frequencies with lots of information) ready to install as soon as the new co-ax, connectors, and antenna get here from Steinair, back in Minnesota or Michigan or someplace back in that neck of the woods. This being the month of August, attendance was a little thin at our meeting at Felt Field. Some of our members are vacationing in Alaska, others are in Massachusetts, while others are vacationing closer to home. The business of our chapter never stops though.

On August 31st the home built fly in will be held at Cottage Grove. The Tom Weiss Memorial Day fly in is on schedule and hopefully will be as well attended as it has been in the past. This year it is being held on Monday, September 2nd so plan to spend at least part of your holiday in the sun with us. The "One Week Wonder" (Built in one week at this years' Airventure Oshkosh) will grace our humble abode at Felt Field on September 7th so plan to come out, have breakfast and see what can be done in a week.

AND, the possibility of our chapter putting on another "Wings and Wheels" show and shine event..... complete with an aviation and automotive swap and sell extravaganza during our local Graffiti week is being considered.

On the mundane end of things, I'm going to have some small stickers made up to put on some of the old aviation magazines that our members have lying around our houses to give out during the Veterans Day parade. The stickers will be a welcoming message to anyone who has an interest in aviation, even if they don't have a license or an aircraft, to check 495 out. "Try us. You'll like us!"

Our masthead and font are in flux

You will notice the masthead is a little different than last week's. We are still exploring ideas and will continue so for the next few issues. Let me know if you have any ideas. After a few more issues of the Wingman we will have a vote of the membership and that will be it. You may also notice we have used a different font in the body of the newsletter. We were using Verdana and this is Century Gothic. Again we are experimenting and this may change.

Thanks for your contribution

We have said, on several occasions that this is your newsletter and your contributions are important. This month we wish to thank Steve Kamie for his (most) monthly column, Dennis Rose for his report about installing ADS B in his airplane, and Kevin Bruton for all his hard work in putting together the fine video of the chapter fly-in at the Weiss ranch and landing field. These contributions make an old guy's work so much easier. Thank you, Joe

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Are you ADS B compliant yet?



Story and photos by Dennis Rose

As most of you know, new rules mandating an ADS-B transmitter when flying in controlled airspace-anywhere you presently need a Mode C transponder now-go into effect next January 1. Since I regularly fly above 10,000 feet and over Class B and C areas, I will be required to have it.

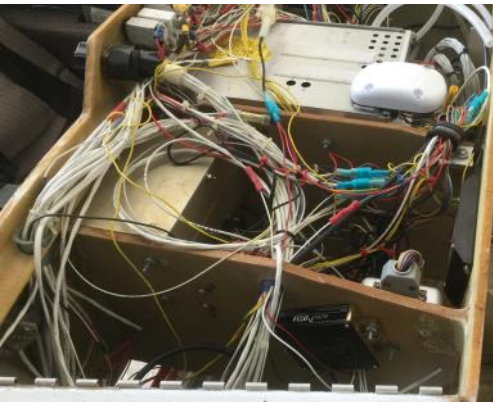
The lowest cost units that I could find are made by uAvionix although Garmin (talk to Steve Kame) and others sell units that are lower priced than others. uAvionix sells units that are for experimental/light sport only as well as certified units for non-experimental/light sport planes. Note that the certified units cost more (of course) but for a few more months, you can get a \$500 rebate after demonstrating the unit works in your plane. More on that later.

I purchased the echoUAT transceiver with the SkyFYX-EXT GPS bundle which regularly sells for \$1399 on eBay for \$1200. The unit senses

the Mode C transponder signal so you don't need to replace it with a Mode S unit and it will connect to popular iPad and Android apps as well as able to be wired to panel EFIS units to show traffic, weather, etc.

The unit comes with the wiring harness and transmitter antenna and is quite small. Installation took about four hours, mostly figuring out where to put everything including a ground plane for the antenna (plastic airplane). There is also a bunch of fill-in-the-box questions to program the unit for your specific installation.

Then it was off to fly and test the unit. The FAA has a program to demonstrate compliance by flying in controlled airspace



and then requesting a printout record of your flight over the internet. I took off from Roseburg, climbed to 10,500' and flew to Eugene and back, about an hour flight for me. My iPad WingX program was showing aircraft I couldn't see as well as weather information for the airports so I figured it was working. I went home and requested a report that I promptly received. It showed that the system detected me at 3200' and tracked me for 42 minutes. I passed with a 0% fail (don't you love government) for all the parameters (except for filing a non-required flight plan).

I am now ready for 2020. If you have any questions about my experience, contact me at dennis-bonnie-rose@att.net or at a meeting.

Photo information from top: The first photo shows the uAvionix components. The orange thing in the second photo is the ELT and the aluminum plate is the ground plane, silver thing with black wire to the right is the antenna wire connector. In the last photo, the echo unit is bottom center (small black box) and has echo printed on it, the GPS antenna is the white rectangle top right-center on top of the radio rack. Both the echo unit and GPS antenna can be seen in the first photo.



“Which way to Dover?” Zapata asks



While this may not be exactly about an experimental aircraft, it is experimental and it flies. It is presented here as an example of what can be accomplished by someone thinking beyond traditional aircraft.



The French are at it again. In July 1909 [Louis Bleriot](#) flew his 1909 Bleriot XI from Calais to Dover, winning the *Daily Mail* prize of £1,000. Now another Frenchman, [Frankie Zapata](#),

who may have been inspired by [Marty McFly's hoverboard](#) in the movie, “Back to the Future,” has accomplished another first. Zapata crossed the English Channel on a jet hoverboard, or as he calls it, a Flyboard Air.

Zapata made history as the first person to cross the English Channel by hoverboard, taking off August 7, from Sangatte on France's northern coast and touching down near Dover, England. This was his second attempt at the feat. During Zapata's first attempt on July 25th which was intended to commemorate the 110th anniversary of Bleriot's flight between France and England, he was unable to land on his refueling boat and fell into the sea.



Louis Bleriot, on July 25, 1909 took 36 1/2 minutes to make the crossing while Zapata took just over 20 minutes. In recent years, the French army has taken an interest in Zapata's device. The French Defense Ministry pledged nearly \$1.5 million last year to develop the device further. Prior to his flight over the English Channel, Zapata wowed crowds in Paris when he flew over the Champs-Élysées on Bastille Day with a rifle in hand. According to *France24*, Florence Parly, France's armed forces minister, said the Flyboard Air could “allow tests for different kinds of uses, for example as a flying logistical platform or, as an assault platform.” It should be noted that Bleriot's flight was not the [first aerial crossing of the English Channel](#). That was accomplished by [Jean Pierre François Blanchard](#) (France) and [John Jeffries](#) (US) on January 7, 1785. The same year, on June 15 [Jean-François Pilâtre de Rozier](#) and [Pierre Romain](#) both Frenchmen died when their balloon was blown back over French soil and crashed. Bleriot's flight was the first heavier than air attempt.



Tom Weiss fly-in returns to George Felt Field

This weekend marks another Tom Weiss Memorial fly-in. This time it takes place on Labor Day, Monday, September 2. It will feature the usual food trucks, so you won't go hungry and music to help keep you moving. Of course airplanes of all kinds and kettle corn prepared by the fire department. Jennifer always has something for the kids like face painting and other activities. We have also seen some adults walking around with painted faces.

The event runs from 10 am to 2 pm at Felt Field (5S1).

Chapter 495 fly-in at Glide Aero 17OR

Several weeks ago EAA Chapter 495 held a fly-in for members and friends

hosted by Chris and Lucette Akin at their home strip Glide Aero 17OR. In case you missed it you can see what all the fuss was all about and not want to miss the fun next time. Kevin Bruton has posted a YouTube video of the event. [Click on this link and enjoy.](#)

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1955 TRIPACER • \$35,000 • **FOR SALE** • Beautiful completely restored 150 HP Tri-Pacer for sale. Tail dragger conversion attachment points already done, just need the gear attached. You'll be hard pressed to find another one in this condition. Hangered in a dry climate since restoration. Very nice flying plane. Please no tire kickers only serious purchaser need contact me. • Contact [Kevin Bruton](#), Owner - Located Roseburg, OR United States • Telephone: 541-530-7557 •

List of modifications/items

- Cleveland wheels and brakes
- New tires
- Wheel Pants
- Toe brake conversion (no Johnson bar)
- Sky catch door latches for front and rear doors.
- STC to fly with rear door removed
- Bogert battery cables
- Concord sealed battery
- Skytech Master Solenoid
- Skytech Starter Solenoid
- Skytech Starter
- Plane Power Alternator
- Spin on Oil Filter
- Heavy duty oil cooler mounted on rear of engine baffling. (This makes for a cleaner conversion to a PA22/20 conversion.)
- New Carburetor
- New muffler and heat shroud
- Newly rebuilt front fork strut
- Whelen wing tip and bell strobe lights
- New Tempest spark plugs
- Low time Climb prop
- Auxiliary fuel tank
- Steve's Gascolator
- Cub crafters Left/Right/Both fuel selector valve
- Sealed wing struts
- Cover in Ceconite
- Vernier fuel mixture knob

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