



Chapter 495

Roseburg Oregon

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Around the Patch:

by Steve Kame

The October Chapter 495 meeting was one for the books!! It was, in one word, GREAT! We did a lot of business, and towards the end of the meeting, we all got a little "rambunctious"! To start the meeting, after the Pledge of Allegiance, we had a guest speaker from the [Oregon Aviation Historical Society](#) give a really super presentation about the early days of homebuilding and how the State of Oregon regulated our hobby of homebuilding. She put names and faces on aircraft and those early pioneers, The Beaverton Outlaws, who paved the way for those of us today, to have what we have in aviation. This was way, way before EAA and AOPA were formed. Lauran Paine Jr. from the EAA, has written about the wealth of information that's at the O.A.H.S. up at the Cottage Grove airport. If you haven't been there, it's well worth a trip up. It's far better than a \$100 hamburger.

Our very own Kevin Bruton showed us a patent pending spark plug tool that he invented and that he sells to Aircraft Tool Supply. They will sell it worldwide! He gave us a demonstration of it and sold us some right there on the spot! If you've ever tried to properly gap a spark plug and ruined one, you'll really appreciate his invention as it will save you \$\$, time, and frustration.



Who doesn't know of the Ford Tri-Motor?? Would you like to see it right here at the Roseburg Airport? Board member Paul Schafer is working on getting the iconic aircraft to stop here in Roseburg while it is on its West Coast tour next year. IF we can get it to stop here, it will be positive publicity for our airport, a great public relations tool for our chapter, and some much needed \$\$\$ for our chapter treasury. Right now, Paul is working on the basics of the project, however, if our chapter can

fulfil the requirements to get it to come here, we will need volunteers for all sorts of activities.

Talking about volunteers, Ken and Ester need some help. They've been cooking for us for a LONG time and at the December 8th meeting/Christmas party, there will be a sign-up sheet passed around to get at least one, and hopefully two volunteers to assist them so that they might be able to get a day off! If they can make it, you may not even have to show up, but the volunteer sheet will be going three months out so that those wishing to help, can plan. If you want to help out for one time, or two times, or however many, just put your name(s) in for that date. Due to the probability of nasty weather, and the approaching holidays, the membership voted to not have the Saturday A.M. breakfasts, (at least through the holidays) and they might not start up until Spring. It will be a meeting topic of discussion sometime around February or March.

Talking about the future, if you want to save \$5 on your 495 dues, pay them before January 1st.

The Feds have renewed the ADS-B (out) \$500.00 rebate so if you plan to ever go into airspace where a transponder is required now, now is a good time to get it if you don't already have it. After some (*Around the Patch* P. 3)

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Dreams do come true: the Oshkosh Pilgrimage

Story and photos by John "Jawbone" Anderson: For many years I dreamed of not only attending, but flying my own aircraft to the biggest annual air event in the world, AirVenture in Oshkosh, Wisconsin (KOSH). This year, that dream was fulfilled.

Early morning on July 20th, I departed Roseburg airport (KRBG) in my newly painted RV7A, destination KOSH. Apprehension was high as I flew solo to Weiser, Idaho (S87) to meet my good friend, Scott who was flying in from Grove Field, Washington. We knew the airport manager at Weiser and he was allowing Scott to park his RV4 in his hangar while we continued on to AirVenture in my 7A. After putting Scott's aircraft to bed, we checked the weather and fires and decided to head to Billings, Montana (BIL) to spend the night. We had no issues flying over the Rockies at 11,500 feet in clear VFR weather. After landing, we were able to spend some time with the good people at Aerotronics, Inc. who had designed the instrument panel on my aircraft for the original builder 14 years earlier.



We found a good hotel, had a great dinner and we were up early for day two. We made a fuel stop at a windy, remote Lemmon Airport, South Dakota (KLEM). The airport was deserted, so we called the



number on the fuel pump. A grumpy voice answered and said he hadn't worked at the field for two years and to scratch his name off the list. We were calling the next number when we saw a cloud of dust behind a pickup roaring in from a corn field. A nice farmer arrived and said he saw us in the pattern and he could fuel us. Whew! Topped off the tanks and we flew across miles of farm land to Aberdeen, Minnesota where we refueled, then flew over Minneapolis-St. Paul (MSP) and descended into Menomonie, Wisconsin (KLUM) for our second night. We did some serious planning that evening for the VFR Fisk arrival into KOSH.

On Sunday morning, day 3, the weather in eastern Wisconsin sucked. The forecast was for improvement later in the morning so we elected to depart VFR with several back up plans. The radio chatter on flight following was heavy with aircraft headed to KOSH. Fifty miles out of Ripon, Wisconsin, the VFR entry point, the ceiling was below 1000', so we elected to land at Wautoma (Y50) about 30 miles short of Oshkosh. We were greeted upon landing with an EAA breakfast and about 50 other aircraft waiting for the weather to break. The 11 am METAR (METeorological Aerodrome Report) indicated the ceilings were lifting. We hopped in the 7A and were about the 5th aircraft to depart. Twenty miles from Ripon, Air Traffic Control (ATC) opened up the arrival.

Diligently scanning for other aircraft as we approached Ripon, we prepared for the entry. Spotting a Cessna high wing close in at 2 o'clock, we banked hard to the right, checked his 6 and fell in behind him at the mandatory 90 knots arrival speed. Now things begin happening pretty fast. We were told to follow the railroad tracks and not our gps (or get scolded by ground based controllers), heads up for other aircraft, listen to ATC, don't talk, just acknowledge directions to your aircraft (type and color) with a wing rock. Switch to the tower frequency over Fisk, which is about six miles from the field, when directed. Follow controller's directions to your assigned runway, listen to what colored 'dot' to land on and 'most' important in the back of my mind, "Don't Screw Up!" since thousands of people are watching you. Focus on landing. (*Oshkosh P.4*)

Reno to Roseburg in under an hour

Story by Kevin Bruton: Tammi, Chris Akin and I climbed aboard our Tri-Pacer and took off from Roseburg Sunday, October 14, at 0800 headed for Reno. Our mission was to deliver Chris to Stead airport to pick up Al Satterley's Thunder Mustang. It had been there for some time waiting, with no luck, for a buyer to emerge so Chris was going to return it to Al's hangar in Roseburg.



A layer of clouds covered the Umpqua basin but as soon as we found our way above the cloud layer, we had to put our sunglasses on for the rest of the trip. Two and a half hours later we arrived at Stead airport. After some lunch, we spent some time talking about the numbers for the Mustang.

After we fueled both planes for the return trip to Roseburg Chris fired up the V12 Thunder. A long time Thunder Mustang pilot stood by to give Chris some hands on pointers about the airplane. That big V-12 just loped along only firing on about half the cylinders until Chris advanced the throttle. Then she came to life letting you know she had some horsepower under the cowl. Meanwhile, Tammi and I waited on the ground until we got the thumbs up from Chris. We climbed in the Tri-Pacer to get a head start because it would only be a matter of time before he would overtake us.

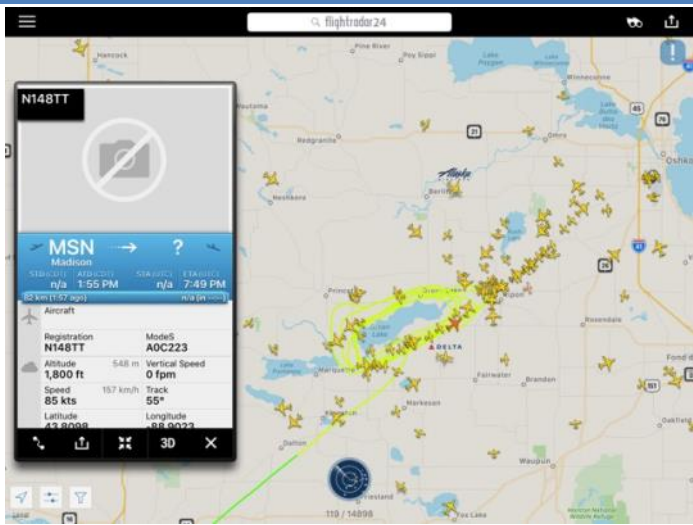


About 30 miles out of Reno the Mustang was closing fast, really fast. Using the air to air frequency, we tried to coordinate a video of the Mustang fly by. Finally on the second attempt Tami captured a good shot. According to Chris, it took about 20 miles to make the turn for the second pass at the speed he was going. The Tri-Pacer was all out at 120 mph, the Mustang was at 65% power and as he passed by making us feel like we were standing still. Going to Reno we made good time, the return trip was a bit longer due to the 33 mph head wind. It took us 3.5 hours to make it back, while the Mustang was home and in the

hanger in Roseburg, taking only 58 minutes. Chris insisted he had been a "good boy" and didn't do any rolls or such.

Around the Patch: lobbying from various aviation groups, the Feds are also thinking about raising the weight limit for light sport aircraft. I've heard some ridiculously high weights, but wait a while, and some "concrete" (HA HA) figures will eventually be published.

Following a vote of our members, it was decided to hold our next meeting at Round Table Pizza, next to the mall on the corner of Stewart Parkway and Garden Valley Blvd. It was such a huge success last time, that this time we've reserved the thirty person room in addition to the twenty person one. In addition, because we'll probably have a larger group, you'll get a 10% discount, if you pre-order your pizza (or whatever) the day before, or even the morning of the meeting, and identify yourself as a member of the 495 dinner group meeting at 6P.M. I didn't mean for this to be such a long meeting recap, but our chapter had a lot on our plate last meeting and we got it all done. I sure hope that this nice weather holds. Our Rebel has been getting lots of air time!! O.K., I'm looking forward to seeing everyone at Round Table Pizza a couple days before Thanksgiving.



Oshkosh: Well at least I was close to my assigned dot. Don't talk unless you have an emergency or are totally confused. Turn off as directed and follow ground personnel directions. You hold up a sign with your intended parking area. In my case "HBP" for home built parking. After a 40 minute taxi, wait, taxi, we arrive at our parking row. We're here! Shut down, double check everything and try not to fall off the wing exiting the aircraft.

A quick note: We were lucky to get in when we did. Shortly after the weather lifted, many aircraft arrived at the entry point at the same time. Many went into published and directed holding and others diverted. To put it mildly, it was a 'goat rope.' ATC and EAA directors understand they need a better arrival procedure for the 10,000 aircraft coming to KOSH each year. Change is in the works.

Now for the fun. There were thousands of aircraft of all types, from early days of aviation to the most modern. Large and small. Military, general aviation, business, and sport. Over 650,000 Aviation enthusiasts in attendance. Thousands were camping, many with their aircraft. Motor homes, trailers, and not a hotel room available for miles, and many day visitors. We were fortunate to have a rental house 30 minutes from the airport.

What to see and do? Fantastic airshows every afternoon. Many hour long forums presented by experts on every aspect of aviation. Several huge buildings filled with vendors offering just about anything and everything you ever dreamed of for flying, building or maintaining your aircraft. Evening entertainment including concerts, outdoor movies, corporate sponsored events, 'happy hours' and nightly airshows. (*Oshkosh P.5*)



Oshkosh: With reasonable head winds, we flew to Rapid City, South Dakota for the night. The next day we planned a fly-by of Mt Rushmore (pretty cool), then on to Cody, Wyoming for fuel. Our next stop was Weiser, Idaho so Scott could get his RV-4. We split up the booty we were able to carry back with us and I departed solo to RBG and Scott to 1W1.

It was a bumpy ride over Oregon coming home and there were fires in every quadrant. Thank goodness for ADS-B in/out to navigate around restricted areas.

Foot Notes: The entire trip was flown VFR (visual flight rules) with flight following where possible. Two sets of eyes, joint flight planning, back up plans, conservative fuel planning, and arrival/departure preparation eased the stress level. We were fortunate to have reasonable weather for most of the trip and no aircraft, crew or procedural hiccups. In route hotel reservations were done on line. Many FBO's along the way gave fuel discounts and waived fees to Oshkosh bound aircraft.

Big Take Away: It's a pilgrimage either flying to or attending that should be on every aviator's and/or enthusiast's bucket list. To those of you who have made the 'Oshkosh Pilgrimage', I'm sure each one of you could share some great experiences and lessons learned.



Member's Profile: Kevin and Tami Bruton

by Steve Kame

Do you remember the character "Doc Brown" who was played by Christopher Lloyd in the movie "Back to the Future?" He was the wild haired inventor of the time traveling DeLorean that Marty Mc Fly used to travel in. Well, we have our own "Doc Brown" in the personage of Kevin Bruton! He looks and acts quite normal, but, under that calm exterior, his mind is going about Mach 5. He not only invented a really nifty, patent pending, spark plug tool, but he also invented and patented other things as well. As his lovely wife of many years, Tammi said, "This patent on the spark plug tool isn't our first rodeo!" When he isn't inventing things, Kevin works for R.U.S.A. as the plant manager and he also has a knife and clipper sharpening service that he runs out of their home. Tammi has a dog grooming service that she also runs from their home. (Where do they get all their energy?) I'm doing good to just mow our lawn! (*Bruton P.6*)



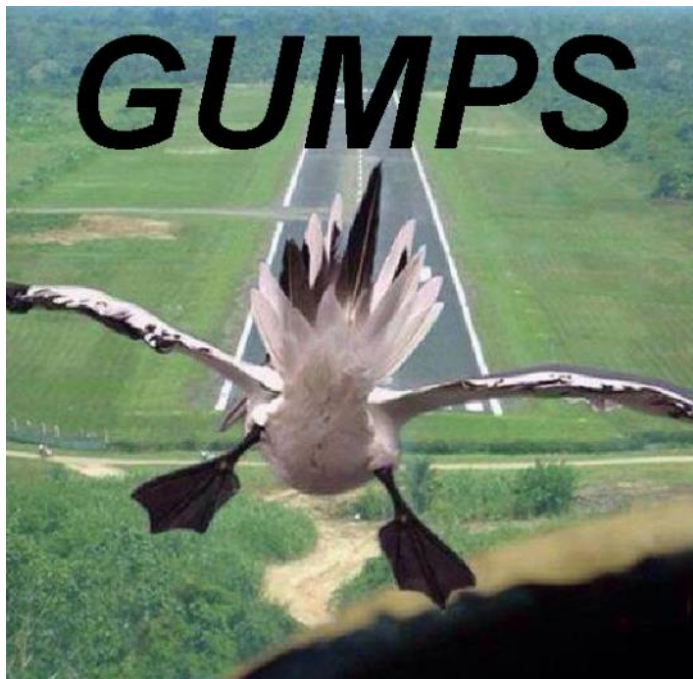
Bruton: Tammi is a California gal, who was born in Ventura while Kevin came into this world in Medford. In the past Kevin did a lot of different jobs such as a contract maintenance person for the Roseburg V.A. facility here in Roseburg, worked for Safeway, and repaired and overhauled pumps for DC Farmers Co-Op. He has some tremendous mechanical ability! In addition, he also has degrees in electronics, and an electricians' license. OH YES!!! He's also working with Chris Akin and almost has his A&P license. See what I mean about Mach 5?

Kevin and Tammi are both Roseburg High School grads and while Tammi got Kevin his first flight in a G.A. aircraft, Kevin picked up the ball and ran with it and got a private license. Tammi is the navigator. Isn't that the way it goes? The women are always telling us guys where to go! And we do. Right now, they've got a beautiful '65 Tri-Pacer that (Yup, you guessed it!) Kevin rebuilt. They've also had three Cessna 150's and a Cessna 140 that Tal and Rachel Botner owned before their present 172.

They've had some pretty good adventures in aircraft such as carb ice in a 150, and a "Pucker Factor" experience concerning density altitude in Montana, also in a 150. One time, a precautionary landing in a 150 saved their bacon when Kevin noticed that one gas tank was slow to feed so they filled up both tanks so that the tank that was feeding would make it all the way home. At home Kevin found where a small chunk of plastic had come loose and was partially blocking the fuel outlet. WAY TO GO KEVIN!!! Their favorite flight was to the San Juan Islands in Washington. Tammi absolutely loved the place. They joined 495 for the comradeship, the social life, and the fly outs. They would like to see more fly outs in the future, but right now winter is sneaking up on us so that will be for later. Airventure in Oshkosh is on their bucket list so don't be surprised when you hear about them being there too.



JUST FOR GRINS



Every time I fly and am forced to remove my shoes, I'm grateful Richard Reid is not known as the Underwear Bomber. Xxx

— Douglas Manuel, aerospace executive regards airport security. Reported in USA Today, 13 March 2003

Editor's note: Many thanks go out to several people this month. First, John "Jawbone" Anderson for his wonderful article and photos of his Oshkosh experience. This is one I am sure we all want to check off our bucket list.

Kevin Bruton and Chris Akin provided us with insight to the ride of a lifetime. Chris's flight in the Thunder Mustang sounded like a real thrill.

And of course we can't forget our Vice President, Steve Kame, who has been writing his column summing up our meetings and keeping our members informed. We are also treated to another Member's Profile written by Steve.

If you want to join the party, send me your stories, photos, technical tips, jokes and the like.

It's these contributions that help our chapter grow by keeping our members informed. Some of you may not know it but our newsletter is distributed to friends of the chapter whether they are pilots or not. Some people like to keep up with what we are doing and from time to time visit our meetings and even show interest in joining. So if you have a friend or two you think might like to get our newsletter, please contact me and give me their e-mail address and I will put them on the list. This is how we will grow.

Joe

