

# The **W**ingman

**EAA Chapter 495 - Roseburg, Oregon**

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## **Around the Patch**

by Joe Messinger  
Newsletter Editor

Following a wonderful taco dinner prepared by our chef Ken and his able assistant, who really runs the show, Ester with additional contributions by various members, we began the evening's business meeting. At least we did after Steve Kame was convinced to leave the chow line. The way that boy packs it in, how does he stay so slim?

The main business of the evening was a diagnosis of the previous month's Young Eagle event and discussion about how we could improve for the upcoming June 10 National Young Eagle day. It looks like we will be having another successful event. It was noted that some of our members didn't fly during the April event. If you would like to participate, please contact our Young Eagles Coordinator, Ken Nicholls at 541-496-0808 or 541-643-5545. His email is [gailmartin@centurytel.net](mailto:gailmartin@centurytel.net). Ken has a lot on his plate so please be patient if you don't hear right back.

Following the discussion about Young Eagles, our president, Dennis Rose stepped up and explained the latest information on new Amateur-Built Aircraft and Ultralight Flight Testing. This is all covered in U.S. Department of Transportation Federal Aviation Administration Advisory Circular (AC No: 90-89C) dated 2/14/23. He spoke in detail, too much detail to cover here, about the EAA Flight Test Cards and Flight Test Manual that takes much of the work out of phase one flight testing. We would think Dennis is your go to guy for information about testing your new home-built aircraft. After all, he has built several and keeps up on all the latest skinny.

The other day I was at the airport and as I was driving to my hangar I noticed several airplanes like most of us fly and a couple of bigger jets. As I walked into the FBO I remarked that the often deserted ramp is beginning to look like an airport. See the photo below and see why there were lots of smiles around the place.



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# Rose GlaStar May 2023 Build Report

Well, it seems like we went from winter to summer in a span of only a couple of days. Building trips to the airport keep getting interrupted with gardening, mowing, weed eating, poison oak spraying and tree trimming. Next will come summer trips.

Last month ended with installing the doors. This continued into May. I didn't realize how complicated it is to get four individual latches on each door to all work together and end up in the right place at the same time.

The remainder of the month was spent installing the cabin roof parts. These consist of the top deck with cut-out for the two skylights and two-two piece wing fold hatches. The hatches are made to be removed so the wings can fold back over the tail for transport. I also installed the horizontal stabilizer and elevator tip fairings.



The top deck directions looked easy enough. It spans the roof between the wings and requires only trimming to fit, some fiberglass tapes to connect it to the fuselage next to the wings and some screws to attach it to the frame. After the initial trim to get it into position, it was obvious that the fuselage junction didn't match. In fact, the fuselage/wing/top deck intersection was more than a 1/2 inch out of position. My first thought was that the fuselage had not been properly mounted onto the frame way back at the beginning of the build and some major fiberglassing would be needed to make it right. After more head scratching, I determined that the frame was warped out of shape. So, like for bending the doors to fit the fuselage, I deployed the heat gun. The fuselage area was braced into position and heated to about 200 degrees F. It took several tries, but in the end, it looks much better.

Next were the wing-fold-hatches. These also did not match up to the fuselage very well and required more heat gun bending and extra fiberglass work to get them to fit.

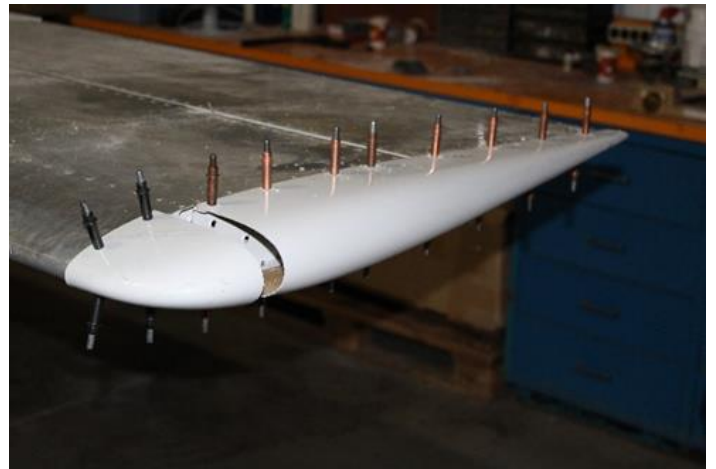


I reported last month that I sent in the paperwork to the FAA for registering the plane. I received a letter from them requesting a copy of the kit bill of sale from the manufacturer. The kit was purchased in 1996 from Stoddard Hamilton which went out of business shortly after. The bill of sale, if there was one, was lost and there is no way of getting another one as all their records were destroyed. I included a letter stating this when I sent in the application. Other builders reported that this was an acceptable reason and they were issued their registration. After four hours of multiple phone conversations, I was told that the registration would be issued, although it still has not shown up in the mail.



For a change, the elevator tip fairings fit properly and are nearly done. Just waiting on some ordered nut plates to complete the installation.

The last major construction project before painting is installing the Plexiglas windows and windshield. This will probably take much of June to complete. Before installing the windshield, I needed to check as much of the electrical and instrumentation system behind the instrument panel as possible, while I had good access. I pulled the battery out of the boat and temporarily energized the airplane, one system at a time. I have energized the engine electronics and all the switches (main buss) so far. Sure enough, I found one bad relay, a left/right switch wired right/left, and I decided to change the way the USB charging outlets are wired. I still have to energize the avionics, maybe tomorrow, if the weeds haven't grown again.



**Editor's note: On May 30 the registration was received. The registered tail number is 287DR. Happy flying 287DR!**

## Thanks

Since I have a bit of space left over here, I wanted to say THANK YOU to all you folks who sent me well wishes last month. Even the silent thoughts of support and dare I say, love I received. Through the efforts of my doctors and my supportive wife, Martha, I am feeling much better and am able to do things. I'm looking forward to getting back in the air if only I can find a flight instructor with some time on their hands who feels qualified to fly my classic airplane. Look for pictures of happy smiling faces at our June 10 Young Eagles Rally in next month's issue of [The Wingman](#). See you on then!



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