

The W wingman

EAA Chapter 495 - Roseburg, Oregon

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Around the Patch:

by Joe Messinger
Newsletter Editor/Webmaster

After many months of not meeting, Chapter 495 had our first in-person (socially distanced) meeting at Felt Field on April 20. During our social hour we munched on brought-from-home brown (or yellow or white) bag sandwiches, we had some educational videos running, one of which had a brief appearance by Burt Rutan. Guess our president, Dennis Rose, just has to get a plug in some way for futuristic looking plastic airplanes. Can't blame you Dennis.

We then turned back the clock and some of us retired to the side of the runway where Mark Ralston had the chapter's A50 Continental set up on a test stand. This is the same engine that gave some of us lots of practice in hand proping, to no avail at our recent airport event last month. Mark had taken the engine back home and continued to work on it. This time the engine roared to life after just a few spins of the prop. After listening to the engine sing its song it was shut down and proper congratulations were proffered to Mark. He explained that only one mag was working and he planned to investigate and see if he can get it repaired. It seems this engine features tractor magnetos, yes you read that right, tractor mags. For a short while the company made aircraft mags and we are in hopes he can find some parts to get the second one working. The plan now is to determine the engine's value and try to sell it in order to raise money for the chapter treasury.

We retired to the hangar and began the meeting with a 50/50 won by Paul Schafer who donated his winnings back to the chapter. Dennis handed out awards to the officers and other volunteers. These awards, which come from EAA National in Oshkosh, are normally handed out at the last meeting of the year. Unfortunately due to COVID 19 and the lockdown we missed many meetings and this was the first opportunity.

Our Young Eagle coordinator, Robert Wright, reported that Kevin Bruton had flown the chapter's first Young Eagle and had another waiting in the "wings." He reported that the national YE day would be held June 12 and it was decided to that the chapter would attempt to participate and fly as many youngsters as we can that day. With the date fast approaching, now is the time to step up and do your part. We will need pilots and airplanes and hope that with enough well placed publicity, just like in the movie, they will come. Robert reported that he had arranged for a speaker to join us at our June meeting. Tim Talen, Vice President of the Oregon Aviation Historical Society will be our featured speaker.

George Dorius reported that the EAA's One-Week-Wonder, the airplane built in one week during the Oshkosh fly-in will be stopping in our neighborhood this summer. More on this later.

At the last Board meeting we discussed buying a hotdog roller and this was brought up to the membership. No action was taken but we find they aren't as expensive as some people thought and there may be a few tube-steak dinners in the chapter's future.



A BLAST FROM THE PAST...BRUCE'S SONEX

Chapter 495 friend Bruce Harrington sent along this nostalgic photo of him and the Sonex he completed in June 2003. Bruce is shown with the airplane on the occasion of its first flight. "Oh, what a feeling," he said. Due to some health problems, Bruce has given up flying but gets out to the airport as much as he can and often flies right seat with Wayne Boyter in his RV 6.

Chapter Officers

Dennis Rose, President: 831-331-6517 • Robert Wright: Vice President 707-724-2707

Mark Ralston, Treasurer: 562-673-8499 • Steve Kame, Secretary: 541-672-8437

George Dorius, Board Member at Large: 541-513-4579 • Ken Nicholls, Board Member at Large: 541-496-0808

Joe Messinger, Newsletter Editor & Webmaster: 909-851-3802

Schafer Piper Vagabond joins 495 fleet

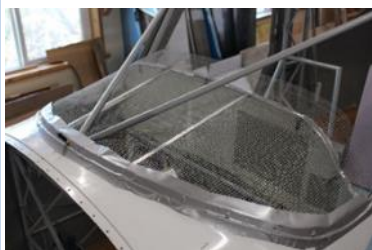
Paul Schafer came home last month with a new airplane, a 1948 Piper Vagabond. Paul and Kevin Bruton piled into Kevin's Cessna 175 and flew up to Cottage Grove where they picked up Mike Daniell, and proceeded to Emmett, Idaho, where they were to pick up the airplane. After inspecting the little airplane and taking care of all the legal and financial matters that go with buying an airplane, Paul and Mike climbed aboard.



The first stop for fuel was John Day. Paul reports that they and the little Vagabond were getting tossed around by the rough air and were glad to get out for a leg stretch. Kevin said that he had tried to keep up with them but just couldn't. No, they didn't zip away from him. Just the opposite. "I had full flaps and was hanging on the prop about to fall out of the sky," Kevin said, or something like that. But you get the point. The 175 scoots right along and, well let's just say the Vagabond flies at a much more leisurely pace. They found Kevin at John Day and after they had fueled up he hand propped the Vagabond. No electrical system, just a battery to run the radio and intercom. Our intrepid three then set off for Sun River where they repeated the scenario. Their last stop was Roseburg and home after 5.5 hours of flying and bouncing around. Paul had his little bird tucked away in its new home. You can almost see the smile on its nose bowl.

Rose GlaStar April 2021 Builder Report

This month's building began with completing a couple of last month's tasks. The first was finishing the main landing gear fairings which are aluminum sheet bent into an airfoil shape and tied together with a piano hinge. To install or remove them, "simply" pull the hinge pin. After hours of bending and twisting -- both the materials and my body -- I finally got them fitted and on. Hopefully, I can remember all the tricks I used when they need to come off for painting.



Glare Shield Form

The other task was making a custom fit glare shield for the instrument panel. The glare shield spans the fuselage, has compound curves and fits around several braces. I used ¼ inch mesh wire, duct tape, peel ply and clecos to form a pattern and then glassed with two layers of cloth.



Glasses Glare Shield and Bonnie

After this, I moved the fuselage to the side of the workshop and rearranged to make room for wing construction.

The first and most important step is setting up the wing jig so the wing gets built level with no twist. Instead of a long table with 4x4 uprights at both ends, I used metal stud material and anchored it to the floor and ceiling to create a stable, unmoving, plumb structure, and made several small tables on wheels for laying out building materials. I set up duplicate jigs so I could work on both wings at the same time. The advantage to double jigs is you don't have to relearn steps done months before on the first wing. The disadvantage is that if you make a mistake and only catch it later, you probably did it wrong on both wings! Only after everything was up and leveled did I discover a flaw in my plan. I can't open the garage door.



Moved Fuselage

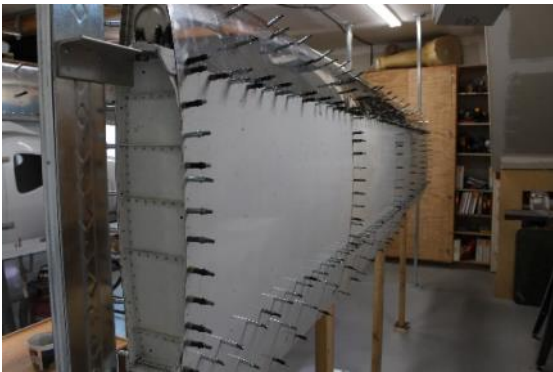


Posts with Spars Mounted



Ribs Installed

The project came with materials for two sets of wings. After going through everything, I decided to use the already started set, figuring that if I find a major mistake, I can backtrack to the unused set. After pulling all the parts out, I determined the previous builder (deceased) had completed assembling and drilling the left wing skins. Someone had labeled all the parts, dismantled and boxed them. The right wing was mostly unstated. I reassembled most of the left wing to confirm all the parts were there and then started on the right wing. The remainder of the month was spent drilling and clecoing the right wing skins in place. For fun, I counted the number of rivet holes for both wing skins. I came up with over 5,200 and some involve drilling multiple holes. I ordered more drill bits!



Upper Right Wing Skins



Drilling Lower Skins



Lower Right Wing Skins



Next month, after taking time off to visit my daughter (family first), the build will continue with installation of more wing ribs and all the pulley, hinge and other parts needed in the wings.

Photos: Bonnie Rose



Mark your calendar!! National Young Eagles Day is coming.



Kevin Bruton flew the chapter's first Young Eagle for 2021. Bryson Stanley age 8, took a 30 min flight with Kevin in his Cessna 175 on April 3 of this year. According to Young Eagle coordinator, Robert Wright, "The boy was all smiles!" We are hoping to participate in this year's Young Eagle day, June 12, so this will be your chance to pay back and take a kid flying. It's important that you go on line to the EAA National website and submit to a background check, in accordance with [EAA's Youth Protection Policy and Program](#), required of all Young Eagle pilots.



This Month in Aviation History

✦ 1 May 1960 (USSR) — A Lockheed U-2 reconnaissance aircraft, piloted by United States Air Force Col. Francis Gary Powers, is shot down over the Soviet Union by a surface-to-air missile. On February 10, 1962, Powers was released by the Soviets in exchange for Soviet Colonel Rudolf Abel, a senior KGB spy who was caught in the United States five years earlier. In 1977 he died in the crash of a helicopter that he flew as a reporter for a Los Angeles television station.



✦ 5 May 1961 (USA) — Commander Alan B. Shepard, Jr., United States Navy, becomes the second man to explore space when he rides his Mercury "Freedom 7" capsule, launched by a Redstone missile, to 115 miles above the Earth. It is three weeks since Yuri Gagarin's first manned space flight. Shepard graduated from the U.S. Naval Academy, Annapolis, Maryland, in 1944 and served in the Pacific during World War II onboard the destroyer *Cogswell*. Shepard was selected as command pilot for the first manned Gemini mission, Gemini 3, but he was grounded in 1964 because of Ménière disease, an ailment that affects the inner ear. In 1969 he underwent corrective surgery that allowed him to return to full flight status. Shepard commanded the Apollo 14 flight (January 31–February 9, 1971; with Stuart A. Roosa and Edgar D. Mitchell), which involved the first landing in the lunar Fra Mauro highlands. Near the end of his Moon walk, Shepard—an

avid golfer—swung at two golf balls with a makeshift six-iron club as a playful demonstration for live television cameras of the weak lunar gravity.

✦ 16 May 1929 (USA) — At the first Academy Award ceremonies in Los Angeles, the Oscar for Best Picture for 1927-1928 goes to the Paramount movie "Wings." This World War I flying epic remains a classic today. The film, a romantic action-war picture, was rewritten to accommodate Clara Bow, Paramount's biggest star at the time. William Wellman was hired as he was the only director in Hollywood at the time who had World War I combat pilot experience. Acclaimed for its technical prowess and realism upon release, the film became the yardstick against which future aviation films were measured, mainly because of its realistic air-combat sequences.



✦ 20 May 1927 (USA/France) — The first solo non-stop flight across the Atlantic is made by Charles A. Lindbergh. In his Ryan monoplane "Spirit of St. Louis," he covers 3,600 miles in 33 hours, 29 minutes and wins the Orteig Prize of \$25,000. Lindbergh was an officer in the U.S. Army Air Corps Reserve, and he received the United States' highest military decoration, the Medal of Honor, for his transatlantic flight. His achievement spurred significant global interest in both commercial aviation and air mail, which revolutionized the aviation industry worldwide, and he devoted much time and effort to promoting such activity. One of the workmen building the "Spirit of St. Louis," was Douglas (Wrong Way) Corrigan, who flew to Ireland instead of Long Beach, CA, claiming a navigation error.

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