

The **W**ingman

EAA Chapter 495 - Roseburg, Oregon

PO Box 41, Roseburg, OR 97470 <http://495.eaachapter.org> • eaachapter495@gmail.com



Around the Patch:

by Joe Messinger
Newsletter Editor/Webmaster

Last month's meeting was, to coin a phrase, sparsely attended. Maybe it was because we were meeting at a new place that for some could have been difficult to find. Another reason is that maybe you didn't get the email that our president, Dennis Rose sent out to the membership. If you didn't get the email, please let Denis know. Also, you might want to make sure the chapter email address, eaachapter495@gmail.com, is in your contact list since some email clients will reject emails, especially if they are sent to large groups. The small group that gathered in the all-purpose room of the Church on the Rise, 3500 NE Diamond Lake Blvd. It's about .8 miles past Rifle Range. Turn left into the drive, past the church, through an open gate and up a gravel drive to the upper parking area where you will find the building where we are meeting. **See the map on page 4.**

Since business has picked up for our friend, Robert Wright who has decided he needs to work more and play less, we are looking for somebody to pick up the duties of Young Eagle coordinator. If this is something you might consider taking over, contact Dennis Rose or any of the board members. Flying Young Eagles is one of the most rewarding things any of us can do in aviation.

Mark Ralston reported that the C-50 he restored to running condition is still with us and as the weather starts improving and people return to their hangars for building and restoring projects he will advertise it again with a price reduction. This is the perfect power plant for somebody restoring a Piper J2 or early J3 or building a light sport that doesn't want more than 50 hp.

Benjamin Brewster, our tech guru and secretary reported that he has the computer for the flight simulator, donated to us by Paul Schafer's family, up and running and only needs the software loaded. It looks like we are going to try having it live at the Phoenix School for a while and maybe members will get a chance to play with it. Stay tuned.

You may have noticed the Wingman has been getting a little shorter lately, since nobody is flying these days or if you have been you're all keeping it a secret so send those pictures and stories about your flying adventures even if it's only a \$100 hamburger run. And if you do go on a \$100 hamburger run, let us know where you go so others can join in the fun. In the not too distant future Roseburg may become a destination for hungry pilots. You may have heard that we are going to get an In-N-Out Burger right next to the Home Depot store. Some of us think the city should put in a man gate in the fence near the north parking area so people flying in can park their bird and walk across the street to satisfy their hunger. And maybe on the way out they might stop and give their airplane a drink at the fuel farm. So if you have any connections in City Hall, talk it up.

Last month we reported that Ken Nicholls was getting a new hip. Word has it, from his better half, Ester, that he is coming along just fine and feeling better than he has in years. Way to go Ken! Now stay off those ladders.

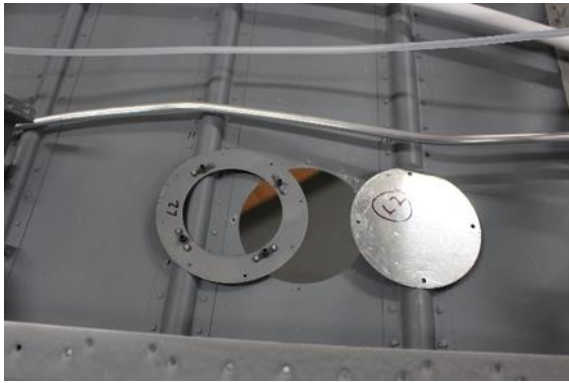
I was surfing the internet the other day and discovered Big Jets TV, out of England. They had an almost eight hour YouTube video of commercial airliners landing at London Heathrow Airport as Storm Eunice hit the UK. Another I found interesting was his visit to the Museum of Flight at Boeing Field in Seattle, a museum I've visited often.

Chapter Officers

Dennis Rose, President: 831-331-6517 • John Roberts, Vice President: 541-580-3860
Mark Ralston, Treasurer: 562-673-8499 • Benjamin Brewster, Secretary: 541-231-8456
George Dorius, Board Member at Large: 541-513-4579 • Ken Nicholls, Board Member at Large: 541-496-0808
Joe Messinger, Board Member at Large, Newsletter Editor & Webmaster: 909-851-3802

March 2022

Rose GlaStar February 2022 Build Report



February was a continuation of the January project, completing the interior wing systems. The left wing was completed in January and the right wing was completed in February. This consisted of installing the aileron and flap, main and auxiliary fuel tanks, the auxiliary fuel pump plus plumbing, electrical and inspection covers.

Note to self: do not screw in the fuel tank filler neck for locating the wing skin hole without lubrication. It screws in very easily and binds very greatly when trying to unscrew it again.

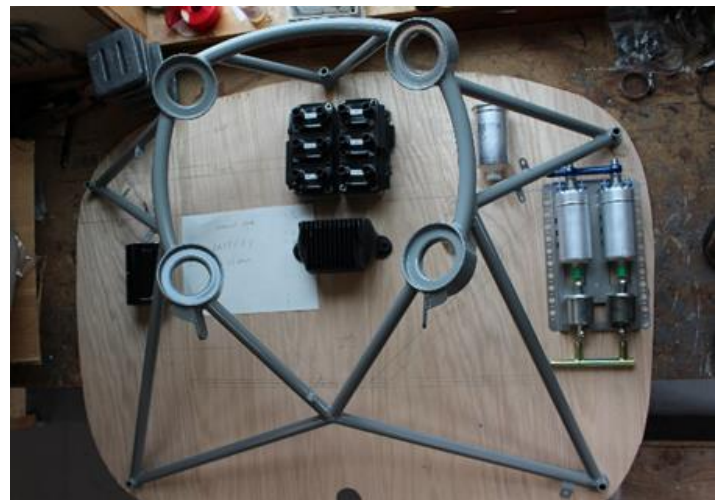
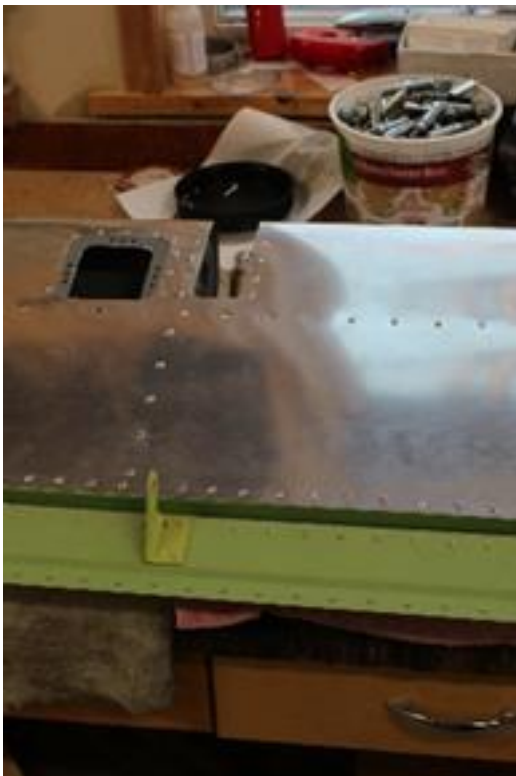
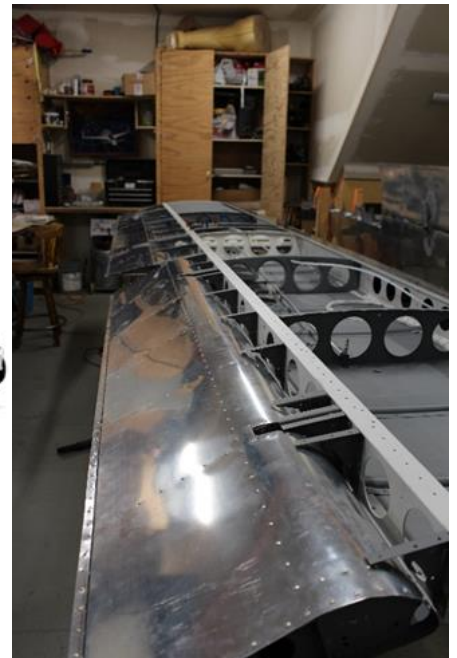
Funny story (now anyway):

After installing the aileron, which sounds easy but involves making and installing custom-sized spacers into a very restricted space and chasing them across the floor when they fall out, I found that the aileron was binding, preventing full travel. I spent nearly an hour checking the plans, the other wing installation, moving parts to no avail. Finally, I looked underneath for the umpteenth time and noticed that the sawhorse support was touching the

aileron, impeding full travel.



After finally receiving the needed parts, the aileron servo tab was installed on the left aileron. There has been a general complaint from the GlaStar flyers of heavy aileron control forces compared to the elevator force. To compensate, Glasair designed a tab to counter some of the aileron force.



During the last week, I have worked on the engine firewall equipment placement design, consisting of attach points for the fuel pump/filter system, ignition modules, battery box and associated sub-systems, voltage regulator and various holes in preparation for mounting the engine to the airframe.

This Day in Aviation History

✦ 2 March 1949 (USA) — Commanded by Capt. James G. Gallagher, the crew of 14 aboard the Strategic Air Command B-50A “Lucky Lady II” of the Forty-third Bombardment Group, USAF, completes the first nonstop round-the-world flight of 94 hours 1 minute. Flying a distance of 23,452 miles the Boeing B-50A is refueled four times by Boeing KB-29 tankers before landing Back at Carswell AFB, Texas.



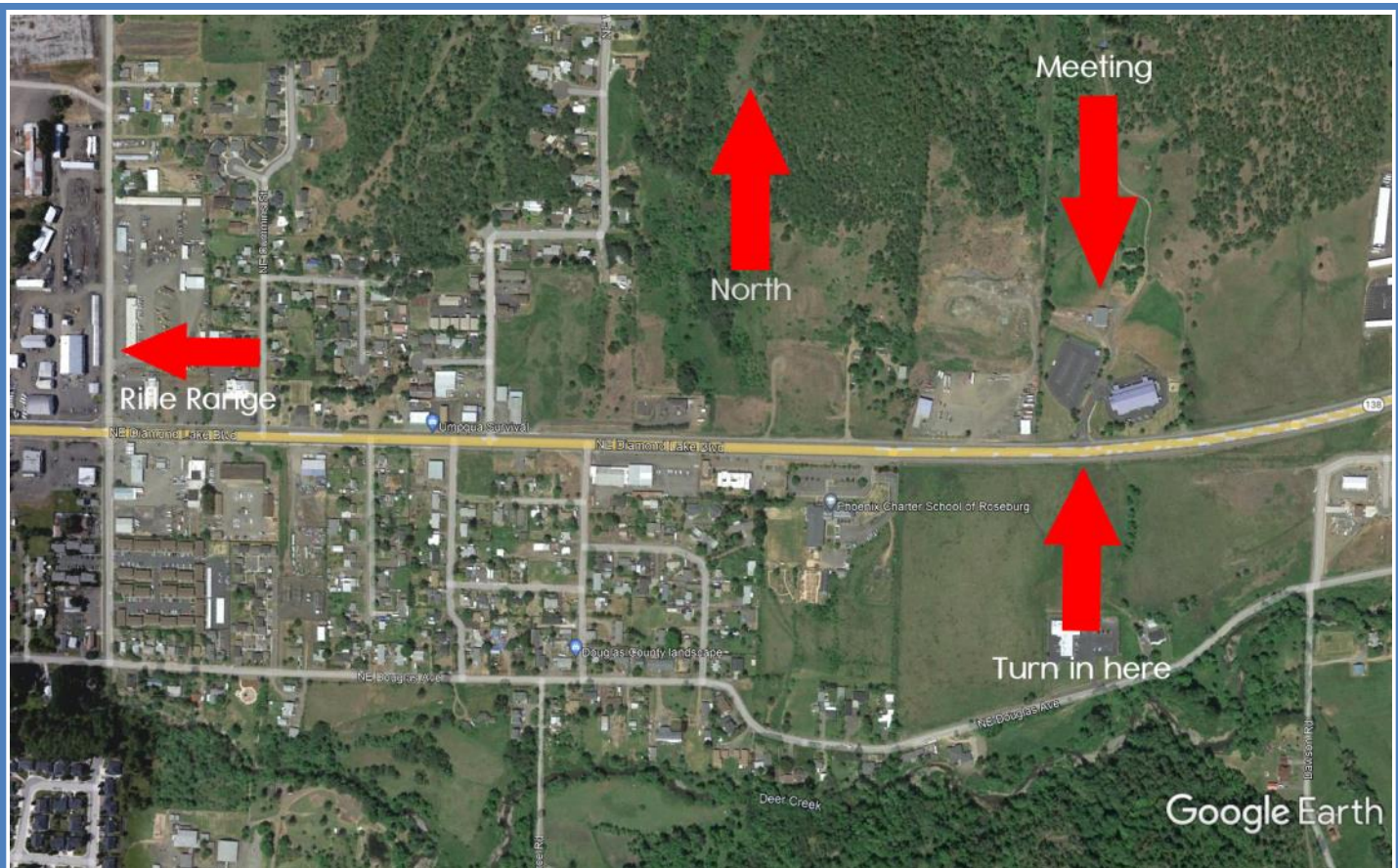
✦ 6 March 1965 (USA) — The first nonstop transcontinental helicopter flight across the United States is flown off the deck of the carrier *USS Hornet* at San Diego, California to the deck of the carrier *USS Franklin D. Roosevelt* off Jacksonville, Florida is completed successfully. A United States Navy Sikorsky SH-3A “Sea King” flies 2,116 miles.

✦ 28 March 1843 (England) — William Samuel Henson (1805-1888) receives the patent and publishes in London his design for an Aerial Steam Carriage. This is the first reasoned, formulated, and detailed design for a propeller-driven aircraft. The **aerial steam carriage**, also named **Ariel**, was a flying machine patented in England in 1842 that was supposed to carry passengers into the air. It was, in practice, incapable of flight since it had insufficient power from its heavy steam engine to fly. A more successful model was built in 1848 which was able to fly for small distances within a hangar. The aerial steam carriage was significant because it was a transition from glider experimentation to powered flight experimentation.



✦ 15 March 1938 (England/New Zealand) — De Havilland DH.88 “Comet” racer (G-ACSS) begins a record-breaking flight from England to New Zealand and back for what some regard as the most notable success of the Comet’s achievement. The airplane was designed around the requirements for the MacRobertson race, a race from London to Melbourne that was sponsored by the Australian confectionery manufacturer. De Havilland paid special attention to the non-stop range necessary for the long stages. The Comet had a range of 2,925 miles. Designer A. E. Hagg began fresh with a clean sheet design. He chose a modern cantilever mono-

plane with enclosed cockpit, retractable landing gear, flaps and variable-pitch propellers. The airplane featured Frise-type ailerons. When the aileron control of standard differential-type ailerons is moved, the up aileron travels farther creating more drag than the down aileron. When the aileron control of Frise-type ailerons is moved, an offset hinge causes the forward part of the upward deflected aileron to be exposed below the wing creating extra drag. Hagg designed a tapered high aspect ratio low wing, and the DH.88 Comet was powered by two Gipsy Six R engines, a specially-tuned version of the new Gipsy Six. The six cylinder engine rated at 185 hp at 2,100 rpm was modified for use in the DH.88 Comet air racer as the Gipsy Six “R” which produced 223 hp at 2,400 rpm for takeoff. The aircraft was composed almost entirely of wood. The limited use of metal was confined to high-stress components, such as the engine mounts and landing gear, and to complex curved fairings such as the engine cowlings and wing root fairings. The sheet metal parts were made from a lightweight magnesium-aluminum alloy. Manually-actuated split flaps were fitted beneath the wing’s inboard rear sections and lower fuselage. Both the rudder and elevators had horn mass balances. The exterior was finished by painting and rubbing down several layers to produce a highly polished smooth surface to reduce drag and increase overall speed.



Church on the Rise, 3500 NE Diamond Lake Blvd.

I ran into a parable the other day that I think applies to what we as pilots, airplane builders, and such. It goes like this:

A man slaughtered a big cow, lit the grill and said to his daughter. "Daughter, call our relatives, friends, and neighbors to eat with us... let us feast!" His daughter took to the street and started shouting. "Please help us put out a fire at my Dad's house!" After a few moments, a small group of people came out and the rest acted like they didn't hear the cry for help. Those who came ate and drank until late in the evening. The stunned father turned to his daughter and said to her. "These people who came, I barely know them, some I had never seen them before, so where are our relatives, friends, and neighbors?" The daughter said. "Those who came out of their homes came to help us put out a fire in our house and not for the party. These are the ones who deserve our generosity and hospitality".

Conclusion: Those who don't help you during your struggle, shouldn't eat with you at your victory party!!

I really think that in most cases, this is why when we have something to celebrate in Chapter 495, everybody is invited and even some friends not in the chapter. So, I'll get off my soapbox for now.



The Wingman is a publication of EAA Chapter 495, Roseburg, Oregon. Permission is given to republish content with appropriate credit. While every effort is made to present accurate information no claim is made and no liability is assumed, expressed or implied as to the technical accuracy or safety of the material presented. The viewpoints expressed are those of the author/s and are not necessarily those of EAA Chapter 495 or the Experimental Aircraft Association Inc., Oshkosh, Wisconsin.