

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

The month of August started out with some nice flying days, but then the weather turned very hot and this led to forest fires, which led to smoky conditions. Soon the weather changed again and we had rain so we went from smoke to rain and then the last couple of days of the month were warm and sunny, severe clear days. As a result of all that weather not much flying got done except for those putting out fires or helping.

Our last meeting began with hamburgers, by Chef Ken, and all the usual sides furnished by the membership. It was announced that the next gathering would be at the DTW Hanger on the north end of Roseburg airport. The menu for that night will be Tri Tip Steak. So watch your e-mail for more information and notices of what will be needed in the way of sides. We will gather at 4:00 September 23rd for a Social Hour. The dinner will begin around 5:00 pm, followed by a short business meeting. The price for dinner will be \$10 per person. Not bad for a tri-tip meal and for those of you who attended the last one you know just how good it can be. RSVP to Ken and Ester at 541-496-0808 home or 541-643-5545 mobile. Ken has a new email address, kennicholls233@gmail.com, so please take note. They will take your reservation and give you your assignment for a side dish.

Dan Sprague took the floor and spoke about operations at Non-Towered fields and showed a film that was kinda scary. It showed an accident he was in with Chris Jordan in Jordan's piper Tri pacer. Chris had just turned final at Johnson Creek, Idaho when a Piper Arrow came down on top of them from behind. It brought both airplanes down in a heap and the two year old that was in the Arrow with his father was killed. Nobody exactly walked away from the accident but the other three did survive to tell the tale. You can see the video by clicking on the link https://www.youtube.com/watch?v=UzKHhsW_XbM and the report can be viewed at <https://aviation-safety.net/wikibase/157325>. The accident occurred June 28, 2013 and the first airplane, a Cessna 170, you see doing a quick fly-by was piloted by Tom Weiss, a Roseburg pilot and fire captain, who died in a mid-air collision a year later departing a dry lake about 60 miles southeast of Reno, Nevada.

Our next young Eagles event will be held in October so keep an eye on this newsletter and your e-mail inbox for more information. You don't have to be a pilot or even an EAA member to participate. We need one or more people on the ground helping out for each pilot in the air. This doesn't count the folks working registration and other organization tasks.

Can you name these two classic airplanes?
The answer can be found elsewhere in this newsletter.

1



2



Chapter Officers

Dennis Rose, President: 831-331-6517 • John Roberts, Vice President: 541-580-3860

Mark Ralston, Treasurer: 562-673-8499 • Benjamin Brewster, Secretary & Webmaster: 541-231-8456

George Dorius, Board Member at Large: 541-513-4579 • Ken Nicholls, Board Member at Large & Young Eagle Co.: 541-496-0808

Joe Messinger, Board Member at Large & Newsletter Editor: 909-851-3802

September 2023



If you have the latest issue of Sport Aviation take a look on page 70 Of the September 2023 issue. There you'll find

Wimpy

a pretty complete article on the Wimpy and it's various iterations right down to the *Little Gee Bee* which stands for George Bogardus, and finishing up with Peter Bowers Fly Baby. Bogardus flew the *Little Gee Bee* to Washington DC on several occasions and was largely responsible for getting the rules changed so that we can now build our own airplanes. This allowed the establishment of the Experimental Aircraft Association. This year the EAA celebrates its 70th anniversary.

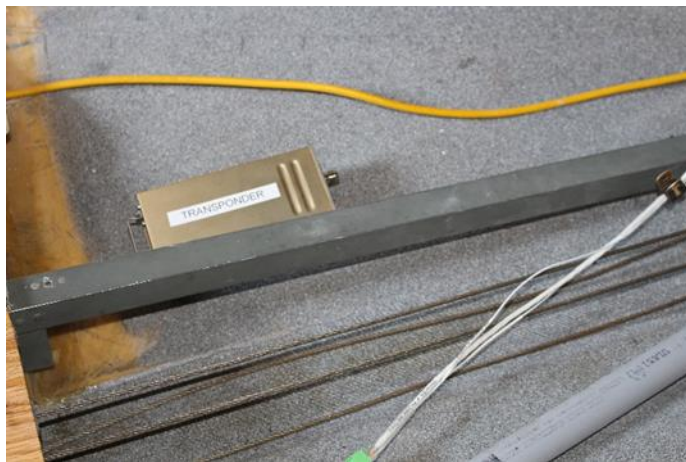
In the article there was much mention of the Oregon Historical Society and Museum located at the airport in Cottage Grove OR. As some you may know, EAA 495's own Dorothy Austin is one of the movers and shakers of that museum. This would be the perfect place to go for a short fly in and see a piece of local history. We owe it to ourselves to make a trip to Cottage Grove and take a look at this little bird and the rest of their marvelous collection. You can also get plans to build either a full size or a model of the airplane. Looking at the numbers, a full size airplane would no doubt qualify in the in the LSA category so what's stopping you?

Rose GlaStar August 2023 Build Report

"Let there be light. Can you see me?" is the theme for this month.

I purchased and received a Trig TT22 Mode S/ADS-B out transponder from AllAvionics. Contrary to much of the avionics previously purchased, AllAvionics had the best price, had it in stock and shipped the next day. Great service. Installed the remote unit in the baggage sub compartment and the antennae and foil ground plane in the aft fuselage. The transponder will be controlled by the GRT EFIS and this will allow me to be seen by ADS-B "in" equipped aircraft.

So I can see out (and reduce wind drag), the windshield was installed using the same process as for the windows last month, just a bigger project. Another product that worked great was the NOVUS plexi-glass scratch remover system. There were several storage related scuff marks on the windshield that, after lots of rubbing, are now gone.



Remote Transponder



Antennae and foil ground plane



Prepping the fuselage



Prepping the window



Installed

I have one more window to install, the right rear baggage area window that I could not locate in my stuff. Contrary to the transponder experience, I ordered one and waited three weeks for it to come. It was a left window. After telephone calls, emails and sent pictures, they admitted to sending the wrong window. Then it was over a week of more emails before they got the correct return shipping information to me. I don't know how long before I receive the correct (right) window.

In the meantime, I purchased two sets of used Whelen nav/strobe/tail combo lights from another GlaStar builder. They are the older non LED style, so they weigh more, are slightly more complex to install and use more power, but at considerably less cost. They all bench tested OK, including a capacitor test to the finger.

I located the fiberglass wing tips and cut the holes to install them. The controller box is also located in the baggage sub compartment.



Units



Installed

After Dan Sprague's talk on Non Towered airport use/safety at the last Chapter 495 meeting, I decided to re-think putting landing lights in the wing tips. My main stumbling block was getting clear lenses for the wing tips. I dug back into the on-line builder stories looking for how others had done it and found a recent (a week old) story showing a mold combining the left and right wingtips and the resulting plexi-glass tub made from the mold. That tub sure looked familiar! I found one that looked just like it in my stuff. Every time I had seen it, I couldn't figure out where a clear, kidney-shaped basin would fit in the airplane. Maybe a rear seat lavatory sink? Turns out it was the wing tip lenses that needed to be divided for left and right sides. It took some extra fabricating to get them mounted, but as you can see, they are in. I plan to install quad LED lights with wig-wag function from FLYLED when the budget allows.



Laying out the cut lines



Cutting the hole



Forming a mounting lip



Lenses cut to fit



Ready to install lights



Future Quad light

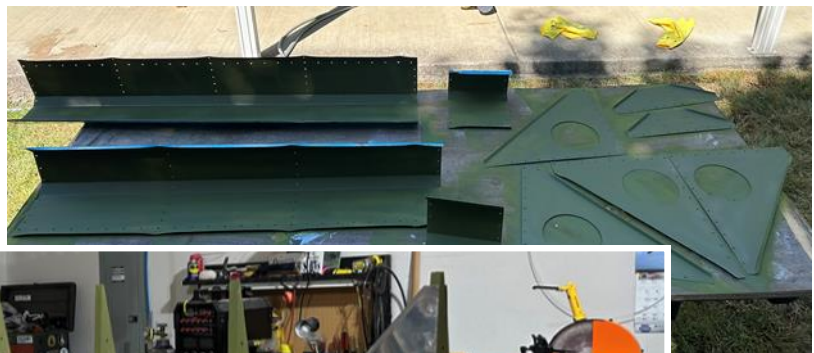
The last job for the month was to install the GRT Safe-Fly GPS receiver for the EFIS. I could not get my cheaper GPS ideas to work so bought the one made for the EFIS. The plan for next month is paint. Number 1 is a 1912 Blackburn monoplane.



Dennis O'Connor Bearhawk Patrol

After a long pause work has resumed on the Patrol. Completed priming and riveting the left flap. Will perform final inspection on the flap and touch up the primer post riveting in the next few days. Then its onto the right flap. Received an email from the kit manufacturer that my fuselage kit could be arriving soon. I had hoped to be farther along with the wings than I am but life got in the way. Need to find somewhere to store the fuselage kit until I'm ready for that phase of the project. If anyone has a suggestions for storage I'm open to ideas!

My riveting skills continue to improve with practice. Looking forward to the major riveting portions of the wings, spars and skins, in the near future.



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. No copyright infringement is intended. Number two is a DH-82 Tiger Moth.