

The **W**ingman

EAA Chapter 495 - Roseburg, Oregon

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Around the Patch:

by Joe Messinger
Newsletter Editor/Webmaster

As you all know by now, the November meeting was cancelled by the Board for obvious reasons. The global pandemic currently circulating is upsetting life in general, but we don't really need to tell you that, since no doubt many of your holiday plans have been affected. The board also cancelled the planned Christmas party but there will be others. Well, that's enough doom and gloom. Let's look at the good news.

We know that some of you have been flying, weather permitting. We've seen you in the pattern. Speaking of flying, Paul Schafer is planning to celebrate **Freedom Flight** again on January 1, 2021. He is making plans and much will depend on whether or not restaurants are open and if public gatherings will be allowed.

For the few of you who may not be familiar with the celebration, this is something Paul started several years back. Each New Year's Day, area pilots gather to celebrate the fact we have freedom, in this country, to get in an airplane and go flying, pretty much any time we want. This is a right citizens of some countries don't have. We are fortunate that we can fly from one coast to the other without being challenged as long as we respect restricted airspace. We can fly from our northern to our southern border and, with proper permission, enter our neighbor countries. Aren't you glad you live in a country like this? So watch your email since Paul will be circulating information when he gets things firmed up. We look forward to seeing you January 1st.

As the weather warms up we hope to once again look at getting a youth education program, sponsored by the chapter, under way. Naturally we will take our lead on opening from the schools and local youth camps. The idea is to find youngsters who have expressed a sincere interest in aviation and nurture those feelings. We hope to go much further than giving kids a Young Eagle ride, although that will also be part of the program.

We all got an airplane ride as a young person but many of us also had the opportunity to help build or maintain an airplane when we were still a little wet behind the ears. Maybe it was our father, or an uncle, or a neighbor down the block who took us under their wing and taught us why those bolts had holes in the heads or near the end of the threads. They showed us how to rib-stitch and twist safety wire, how to set a rivet and other important aspects of the art of aviation. We were inspired to do more than just ride around and watch the world go by under our wings. They say that when you get your pilot license, it's "a license to learn," but it's also a license to share and to teach and to inspire. By helping even one or two youngsters discover the same feelings of excitement we felt at their age, we will be living the EAA motto, "The spirit of aviation."

As the year is winding down it's time to pay dues for 2021. The Board saw fit to keep the dues at the same \$25 per year and

offer a discount again, so if you pay before the January meeting, scheduled for January 19, you only pay \$20.

Since we won't be meeting before that date, if you haven't done so already, you might wish to pay by mailing your dues in. The chapter snail mail address is: EAA Chapter 495, PO Box 41, Roseburg, OR 97470.



Chapter Officers

George Dorius, President: 541-784-7993 • Tal Botner, Vice President: 541-459-3858

Dennis Rose, Secretary: 831-331-6517 • Mark Ralston, Treasurer: 562-673-8499

Paul Schafer, Board Member at Large: 541-513-4579 • Steve Kame, Board Member at Large: 541-672-8437

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

Chapter 495 elections for 2021 now being held

Our nominating committee has come up with a slate of recommended officers. By the time you read this chapter members should have received an email ballot from Dennis. Please respond with your vote as soon as you can so we can report the results by the first of the year, or sooner. As of our deadline the nominees were reported as follows:

President - Dennis Rose
Vice-President - Robert Wright
Secretary - Steve Kame
Treasurer - Mark Ralston
Directors at Large - Ken Nicholis and George Dorius

Even with Covid and election transition, we have a lot to be thankful for including each of you.

Chapter 495 poses as MASH 4077 at Vets Day "Reverse Parade"



Steve Kame reports that the Veterans Day "Reverse Parade" was a big success. With the theme this year being military medical personnel, Chapter 495 chose a MASH theme, based on the movie and TV series. Due to Covid 19, people were supposed to view the exhibits as they drove by and Steve estimated that cars were backed up for a mile to enter the fairgrounds to see the displays. There were 25 to 30 entries and due to the lower number, no entry fee was charged and no prizes were awarded.

Steve said he was interviewed several times by media, among them the News Review and radio station KEZI. Joining Steve were Paul Schafer, George Dorius, who brought his partially completed project to display, Dennis Rose, Mark Ralston and in keeping with the theme, an honest to goodness (retired) doctor, Al Goodwin.

Steve said, "A good time was had by all, and we had a fun." Now, isn't that the point of the whole exercise? Good job, guys and hopefully next year will be more like normal, whatever that is.

Rose GlaStar November progress report: By Dennis Rose... November was a little closer to normal if you can call anything this year "normal". As I type this, I am digesting a wonderful turkey dinner fixed by Bonnie and unable to be shared because of Covid. I hope you were able to salvage some of the Thanksgiving season and find reasons to be thankful.

The first project of the month was making brackets for and installing 25 control cable pulleys. I never knew it took so many to operate an airplane! (The Quickie and Cozy had about 2 each for the rudders. Burt Rutan knew how to make things simple.) Next was setting the rudder in place and running the cables. It was encouraging to see it move with the rudder pedals.



Installing the elevator controls was next. But first, I needed to complete installing the elevator and trim tab onto the horizontal stabilizer which required riveting piano hinges to the pieces. This was my first encounter with driven rivets, and I couldn't have picked a worse project to learn on. First problem: after positioning and drilling the rivet holes for the elevator hinges (not easy to start with), then taking them apart, I found that the holes were too close to the hinge edge. After consulting the builder's group library, I found that I was not the first to encounter this. Some said it was OK; most ordered a wider hinge and started over. Me? I ordered new hinge material--over \$100 for six feet.



The 4-foot trim tab used a different hinge that I actually had to trim to get it to fit. No problem with the holes, but..... You can't get the hand squeezer in the tight space, nor any of the recommended bucking bars that are supposed to be all you need to complete the plane. Back to the builder's library. I am not the first to have this challenge. Most cut up or modified one of their bucking bars, then bought a replacement. I elected to build one with steel bar stock and a lead diving weight. After several iterations, I got something that worked.



Next, I learned how to drill out bad rivets. I was not happy with nearly half of the first 27 rivets, even re-doing one of them twice. I only had to change 3 of the next 27 I did. Hope I can remember my mistakes when I do the next ones!



While waiting for the hinge order to arrive, I skipped ahead and started installing the tricycle landing gear. Drilling through 1.5 inch hardened steel is lots of fun. I spent half of the time re-sharpening drill bits. It was exciting to see the fuselage transition to a tail dragger, and then a tricycle geared airplane that rolls around.



Next month, redo the elevator hinges, complete the elevator controls (almost ready for airplane noises), pick the next task and celebrate the birth of Christ. But now? There are two fresh pies to choose from.

Dennis Rose

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