

The **W**ingman

EAA Chapter 495 - Roseburg, Oregon

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Around the Patch:

by Joe Messinger

maybe because it was my first taste of elk. A surprising side dish was smoked salmon

It looks like several folks ordered chapter shirts but have yet to pick them up. The chapter had to pay for them so it will help the treasury if you pick up your shirt and pay for it. Otherwise they may be sold to other members. We also have several hats available, so if you don't have yours, now is the time to get one or maybe more.

Georg Dorius is looking into making another bulk oil purchase. It would help him out if you were to put in your order and pay in advance. And, yes there is a small markup, which goes into the chapter treasury but when all the numbers are crunched you are still getting a deal and who doesn't love a deal.

Paul Schafer reported on our youth education program. We are hoping to get started late March or sometime in April. We are looking for ideas for a catchy name for the program, then we plan to get tee shirts made for the kids.

If you are looking for an airplane, Lynne Reinhart's 1969 Cessna 150J is listed on Craig's list. The airframe has just under 4088 hours on it and the Continental O-200A has 149 hours since major. The family says it will come with a fresh annual. As you know Lynne was an A&P so it was well maintained.

Speaking of airplanes, Bob Fischer has finished his GlasStar and it was signed off with no corrections. He is now working to fly off the hours so keep an eye out for him. He has 180 ponies under the cowl and a constant speed prop, all of which adds up to a slightly forward CG, which he plans to correct by moving some weight aft. It's a real beauty, and if we can get him to park it long enough to get some photos and some time to get some information we'll have an article about it next month. In addition, Tal Botner has sold his beautiful Cessna 172 and replaced it with a 182, so it looks like we have two new airplanes to check out.



Steve Kame says we are planning to participate in the national Young Eagles day this summer and he has information about both EAA and AOPA scholarships. More on these later.



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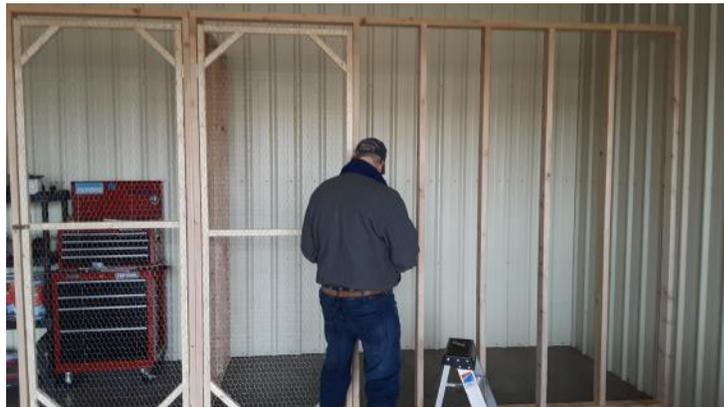
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How to loose 80 sq. ft. of hangar space with 2x4's and chicken wire

A couple Saturdays ago Paul Schafer, Mark Ralston, Robin Wright and myself gathered at the hangar and a cage was erected along the back wall. The cage is divided into two sections. Since I will be keeping some of my personal tools and such at the hangar I will occupy one half with the chapter will be storing tools and material for the youth program in the other. Paul designed the cage in such a manner that it will be easily removable if need be. Everything is screwed together and it is attached to the wall with a minimal number of sheet metal screws. There is still some chicken wire to be hung so give Paul a shout if you would like to help out with that project.



The chapter brake and shear, along with the scales are in the hangar but right now, since we aren't really organized yet it's pretty impossible to use them. As soon as we get things moved around in some semblance of order, members will be able to use the equipment. We will have a combination lock on the door and that combination will be passed out to dues paying members only. Since the equipment is for use of Chapter 495 members only, if we find out non-members are using the equipment the number will be changed. Recently a non-member complained that the shear needed sharpening since it wouldn't cut the heavier steel he was using. We find it is adequate to cut the lighter gauge aluminum most of us are using. We will be looking up the specs for the tool and post them along with maximum recommended types of material and gauges the machine is designed to handle.

Dennis makes local news with his tail first tale

Our very own Dennis Rose and his Cozy Mark IV made the front page of the February 12 issue of the [News Review](#). In the article Dennis explains the safety features of a canard, French for duck, such as the airplane's inability to stall due to its configuration with the canard (stabilizer) upfront. It took Dennis 10 years, with the help of his two kids, to complete the plans-built project.

Raised as one of the "Flying Roses" Dennis started his training at the age of 15 under the tutelage of a WW II instructor who taught him how to fly safely, if not neces-



sarily how to follow regulations. He went on to solo at 16 and got his license on his 17th birthday.

It's easy to know Dennis is taking to the air by the distinctive sound of the engine's exhaust hitting the propeller, which makes a distinctive popping sound. Later during the month he took the Cozy for a trip over Crater Lake and came home with some spectacular pictures.

A COZY MARK IV INSTRUMENT PANEL UP-GRADE By Dennis Rose



OLD ORIGINAL PANEL

In addition to my steam gauges, I have been flying with the WingX Pro program on my iPad. This is a moving map program that includes a synthetic vision option. When combined with the Level Technology AHRS and ADS-B receiver, it produces a pretty good glass panel display. However, the iPad is susceptible to overheating, especially right after takeoff after being



ANALOG INSTRUMENTS REMOVED

in a hot cockpit during a stop or flying with direct sun light. In addition, my gyro attitude indicator and vacuum pump both eventually



STUFF REMOVED

quit. For the price of a vacuum instrument, you can now get a mini EFIS instrument from Dynon, Garmin, Uavionics and others for \$1200 to \$2500, especially if you can use a non-certified (experimental) version. I have also admired the full iEFIS systems creating a full "glass panel" like the big guys have, but at \$6,000 to \$15,000+, they were out of reach for a replacement panel.



NEW PANEL WITH IPAD ON THE RIGHT

But then came eBay! While looking for a discounted deal for a mini EFIS instrument, a listing for a full MGL 8.5 inch iEFIS system came up for about 2/3 the normal \$6,000, used but uninstalled. We made a deal that turned into a not-so good-deal when several sensors turned out to not be in the boxes---but then improved when I was able to sell an included, but not itemized, advanced audio panel unit.

I have admired the MGL Avionics units for years as being advanced state-of-the-art, well supported units that are open architecture, meaning you can modify the screens yourself if you are not happy with the supplied screens. It is also a modular system so you can add, modify, or repair subsystems instead of the entire unit. It is also fully programmable (good and bad) to integrate with lots of other systems including older nav receivers, video cameras, modern com and nav units and ADS-B systems.

So, out with the old and in with the new. I saved the airspeed indicator and altimeter for back-up but removed two boxes of other instruments, wiring, pumps, filters, etc. with a weight reduction of about 10 pounds. I moved the iPad to the passenger side so he/she has something to play with (and I still have a redundant moving map system).

Installation was delayed waiting for the replacement sensors, and then a problem with the master module (fairly quick diagnostic communications with a very knowledgeable rep and repaired free of charge by MGL), a GPS receiver problem (replaced antennae, again no charge from MGL) and an on-going learning curve. But I love the system and all the customized information and increased spatial awareness that it provides.



I am still learning how to use the different synthetic vision (3D) and map screens, how to access airport and approach information, calibrate airspeed and magnetic compass readings, set up the ADS-B to show traffic and weather, get my fuel flow meter to work and get audio warnings and information to the headsets. Then



there are options for Go-Pro cameras, engine and flight history recordings, backseat display and many other others to explore.

Capt. Chris has a new toy to play with



Chris Akin has a new toy. It's made of composite, doesn't have wings and it has a really small prop. On a good day it will do, maybe 10 or 15 knots.

Chris says, via Facebook, that he will be keeping his toy in Portland until the weather warms up. She's a fine looking lady, Chris, and it will be a great way to relax after the physical and aural cacophony of a helicopter.



JUST FOR GRINS



Three men are on a plane one is Asian, one is Mexican, and the other is an American. An engine quits and the Pilot tells them, "There is too much weight on the plane, you all need to throw something off." So the Mexican threw out all his burritos and said, "I have plenty of these where I come from." The Asian threw out all his rice and said, "I have plenty of this in my country." The American threw out a case of dynamite and said, "I have a lot of this in my country."

The plane crashes anyway and the three men and the pilot walk away from the crash. As they were walking, they found a boy crying they asked him what was wrong and he said, "A bunch of burritos fell out of the sky and got me all messy." The men walked away and soon they found another boy crying they asked him what was wrong. He said, "A bunch of rice fell out of the sky and shredded all my clothes." The men knew what happened but in order to avoid trouble, they kept on walking. They found a third boy laughing so hard he was rolling on the ground. They asked what was so funny the boy said, "MY GRANDPA PASSED GAS AND THE HOUSE BLEW UP!!!"

You've all heard of the Air Force's ultra-high-security, super-secret base in Nevada, known simply as "Area 51?" Well, late one afternoon, the Air Force folks out at Area 51 were very surprised to see a Cessna landing at their "secret" base. They immediately impounded the aircraft and hauled the pilot into an interrogation room. The pilot's story was that he took off from Vegas, got lost, and spotted the Base just as he was about to run out of fuel. The Air Force started a full FBI background check on the pilot and held him overnight during the investigation. By the next day, they were finally convinced that the pilot really was lost and wasn't a spy. They gassed up his airplane, gave him a terrifying "you-did-not-see-a-base" briefing, complete with threats of spending the rest of his life in prison, told him Vegas was that-a-way on such-and-such a heading, and sent him on his way. The day after that though, to the total disbelief of the Air Force, the same Cessna showed up again. Once again, the MP's surrounded the plane... Only this time there were two people in the plane. The same pilot jumped out and said, "Do anything you want to me, but my wife is in the plane and you have to tell her where I was last night!"

After "Wrong Way" Corrigan landed in Dublin Ireland on July 18, 1938; the immigration officials were at a loss as what to do about his exit papers when he was ready to fly back to the USA, since he landed without proper papers to enter Ireland. The Prime Minister (PM) came up with a solution. "As the lad came into the country without any papers, why, just let him go back without any papers. "Bureaucrats were much more realistic back then to obvious solutions.

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