



Chapter 495

Roseburg Oregon

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495 Has goals - You can make them happen

One of the goals we set forth two years ago, was to develop a youth program, to introduce young people to aviation, and aircraft building. We are still working behind the scenes toward that goal. We will need the support of chapter members, to make this work. I would like to hear from anyone who would like to help with this.

It is important to understand, that any organization or program requires support, in order to function.

Everyone who joins a group has something to contribute, if only helping with the tables and chairs. We have a wealth of experience and knowledge in our chapter. It is sometimes difficult to draw people out in a public setting to voluntarily commit to being part of a particular activity.

If you are a person who falls in that category, approach one of the officers, and ask how you can help. Or, if you see a need, just jump in and go for it.

Remember, the chapter belongs to all of us. It needs your ideas and contributions, to make it better for everyone.

Paul Schafer, Director

Member Profile: Malcom Dayton

by Steve Kame

One of the great strengths of our chapter is the pure talent that is available to us as members. Malcom Dayton is one of those "Go To" guys. In addition to being a very talented machinist, Malcom is also a very accomplished welder. He has also been an electronics technician, a production engineer, and a commercial photographer.

Now that their children are up and grown, his latest project is a Christavia two place taildragger powered by an overhauled Lycoming O-320. When I saw him at his hangar, there were about 72,000 wires coming through the firewall that he was putting small tags on to identify what they are for. Malcom is no stranger to building, as he has built two houses, and several hot rods. The VW van that he drives is what's known as a "Sleeper" because he took out the original motor and replaced it with one with about double the horsepower.

One of his memorable adventures was with a chain smoking German tourist he met while bicycling down Hwy. 101 from Seattle, WA. to Oakland, CA. Being an avid outdoorsman, he and his wife have hiked almost the entire length of the Pyrenees Mountains, which lie between France and Spain. Both he and his wife enjoyed their time in France. The big draw of our chapter for Malcom is to be around aircraft, and people with similar interests. He would like to see the young people of today develop more of an interest in working with their hands as well as working with their heads. With a little luck, he'll be able to make it to Airventure in 2019.



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February/March 2018

The legend of the Naked Lady



Did you ever wonder what happened to 105NL, the radial-engine bi-plane that used to ply the skies around Roseburg and Oregon? Well, here is the story.



After the mishap involving an off-airport landing in a clear cut in the Coast range, the salvage was obtained by Dennis Houdek. He and his son, Todd, took her to Idaho, and rebuilt her.

After having fun flying her for some 20 hours, they listed the aircraft for sale. The buyer turned out to be from Cape Town, South Africa.



The "Naked Lady" was disassembled and packed carefully into a shipping container, for the voyage to Cape Town. The craft was eventually re-assembled, with some mods to meet requirements in S.A. (radios and transponder).

I have kept in touch with the current owner, and he has been gracious enough to share some pictures of my former "mistress".

Building and flying this aircraft was an exciting and memorable time in my life. Thanks for allowing me to share my story with you.

Paul Schafer and 105NL "The Naked Lady"



Avoid the "Summertime (aviating) Blues"

The weather is beginning to warm up and summertime flying season is coming. This usually means an upward spike in accidents. When warmer weather arrives and you dust off your trusty aerial steed, the number of accidents can rise, right along with your airplane. In addition, fatal accidents reach their peak in the "dog days" of July and August. So, keep the following in mind:

Get in the habit of using pre-departure check lists – All pilots should use a simple, but thorough, checklist to ensure that they and their aircraft are ready to operate properly.

Use the IMSAFE checklist to ensure you are fit to fly – Ask yourself about any illness (however slight), medication, stress, alcohol, fatigue, hydration and recent diet.

Conduct a personal risk analysis before each flight – Before each flight, every pilot should ask: "Does this flight present unusual safety risks? What is the probability of a mishap? Are the risks worth taking?" Remember, takeoff is optional.

Don't take risks in questionable weather – Avoid flying into fog or stormy weather. This is common sense that every pilot should know. Pressing onward into a storm is never a good idea.

Don't fly lower than 1,000 feet above ground level – To avoid wires, trees and other obstacles, stay above 1,000 feet above ground level (AGL).

At all cost, avoid complacency – Dust off your emergency procedures manual and read it again. File a flight plan. (Even if it's just letting somebody know where you are headed and an estimated time of your return.) Conduct a thorough preflight briefing among all flight participants. Use Cockpit Resource Management procedures. Follow standard operating procedures and your personal minimums. Then remember to close your flight plan. I catch you-know-what if I don't call my wife upon landing.

It's your newsletter

You may notice that this issue of the 495 newsletter is labeled February/March. Most publications appear near the end of the month preceding the publication date. For instance, a June publication may appear near the end of May and the July issue near the end of June, and so on. To that end, we plan to try to get on track with issues of 495 newsletters being sent to you near the end of the month before the date of issue. This way we hope to keep you informed of upcoming events as well as reporting on recent matters. For the latest events you can always refer to the calendar on the Chapter 495 website at <http://495.eeachapter.org>.

You can also follow the link to the [Willamette Valley Flyers](#) listings.

If you know of an upcoming event that might be of interest to members and friends, please send them to me and include 495 newsletter in the subject line. The absolute "drop dead" deadline for information, stories and pictures will be the Friday following the regular third Tuesday meeting. This is your newsletter so please send your ideas. If you got this newsletter, you have my email address.

Do you know what you don't know?

Do you know where you can find aviation grade motor oil at a bargain rate? How about an ADSB unit for your experimental airplane that won't double the value of your flying machine? Are you looking for some interesting places to go to for that \$100 hamburger? Do you need some help with that special project you're working on? Have you ever seen Paul Schafer cook hamburgers? Well, maybe if you had been at the latest chapter meeting, you wouldn't be in the dark about these things. The next meeting is at 7:00, Tuesday, March 20 at Felt Field. Burgers and hot dogs will hit the grill at 6:00. That's 18:00 for you jarheads.

JUST FOR GRINS



It is too Rocket Science

The US standard railroad gauge (distance between the rails) is 4 feet, 8.5 inches. That's an exceedingly odd number.

Why was that gauge used?

Because that's the way they built them in England, and English expatriates built the US Railroads.

Why did the English build them like that?

Because the first rail lines were built by the same people who built the pre-railroad tramways, and that's the gauge they used.

Why did "they" use that gauge then?

Because the people who built the tramways used the same jigs and tools that they used for building wagons, which used that wheel spacing.

Okay! Why did the wagons have that particular odd wheel spacing?

Well, if they tried to use any other spacing, the wagon wheels would break on some of the old, long distance roads in England, because that's the spacing of the wheel ruts.

So who built those old rutted roads?

Imperial Rome built the first long distance roads in Europe (and England) for their legions. The roads have been used ever since.

And the ruts in the roads?

Roman war chariots formed the initial ruts, which everyone else had to match for fear of destroying their wagon wheels. Since the chariots were made for Imperial Rome, they were all alike in the matter of wheel spacing.

The United States standard railroad gauge of 4 feet, 8.5 inches is derived from the original specifications for an Imperial Roman war chariot. And bureaucracies live forever

So, the next time you are handed a spec and told we have always done it that way and wonder what horse's ass came up with that, you may be exactly right, because the Imperial Roman war chariots were made just wide enough to accommodate the back ends of two war horses.

Now the twist to the story...

When you see a Space Shuttle sitting on its launch pad, there are two big booster rockets attached to the sides of the main fuel tank. These are solid rocket boosters, or SRBs. The SRBs are made by Thiokol at their factory in Utah. The engineers who designed the SRBs would have preferred to make them a bit fatter, but the SRBs had to be shipped by train from the factory to the launch site.

The railroad line from the factory happens to run through a tunnel in the mountains. The SRBs had to fit through that tunnel. The tunnel is slightly wider than the railroad track, and the railroad track, as you now know, is about as wide as two horses' behinds.

So, a major Space Shuttle design feature of what is arguably the world's most advanced transportation system was determined over two thousand years ago by the width of a horse's ass.

And you thought being a horse's ass wasn't important.