

The **W**ingman

EAA Chapter 495 - Roseburg, Oregon

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Around the Patch:

by Joe Messinger
Newsletter Editor/Webmaster

With no contributions from our members this month we made a trip to Roseburg Airport the last Friday of May in search of what was going on and hoping to gather some material for this issue of the Wingman. Entering the center gate we were we were greeted with the sight of a U-Haul truck and a partly disassembled V-tail Bonanza. Yes the rotting wreck with the weight of cement bags inside the cowling, holding the nose gear to the ground. That one! It's going away at long last! It was being carefully disassembled and will be sold for parts.

As we were recovering from the shock of seeing that old derelict going away we were startled back to reality by the thundering horsepower of Mark Ralston's Skybolt taking flight. A few minutes later Steve Kame was seen climbing out of the pattern in his Murphy Rebel. Now this is the epitome of social distancing in the time of COVID-19. A little later we pulled around to Mark's hangar and found that Paul Schafer had been up front in the Skybolt. He said he had gotten a little stick time and said that it flies a lot like a Starduster, but has better visibility. They both had that "open cockpit grin" plastered all over their faces.

We hear Ken Nicholls, accompanied by Dan Sprague, went off to Indianapolis, Indiana and came home with a new (to him) toy. Ken has now joined the ranks of airplane collector. Since he plans to hang on to the Titan Tornado, which he calls his, "flying sports car," and since we've



never met

anybody who could fly more than one airplane at a time, we guess that makes him a collector. Ken's new airplane hadn't arrived in Roseburg on Friday and since deadline was upon us and much to do we decided an article and photos would have to wait until next month's Wingman. So look for it next month.

We can tell you it's an Ercoupe 415-C, which qualifies it for operation as a light sport (no medical required). Since Ken hasn't finished his training for his license, he will be training on the Coupe, a much better choice than the hot rod Tornado. Like most Coupes it doesn't have rudder pedals but the fellow he bought it from, a gent by the name of Norm, had a set that goes with the airplane. Ken says he plans to install them at a later date. This is something that makes the Ercoupe purist cringe but they are effective and

besides, it gives your feet something to do. Interesting thing about the Ercoupe, even without rudder pedals (rudder and ailerons are interconnected for coordinated turns) the airplane has a 25 MPH crosswind component.

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Donations pour in to Chapter 495

Paul Schafer and the Youth Education Committee have finished the cage in the back of hangar B-3 where the chapter is storing tools and such. As we mentioned last issue, the hangar is brimming with some pretty nice donations. Paul loaded up his truck and managed to pretty much fill up the hangar with things donated to the chapter by Lynn Reinhart's family including quite a few parts for the Zenith 601, which she was building from plans. We may be having a small work party in the somewhat near future to sort through and catalog all these donations. Some of these things will be for the Youth Education program while other items will be available for members use. No decision has been made yet. Talk to Paul if you are interested in helping with this project.



As soon as we can get things in order we can let chapter members know the combination for the lock so you can use the break and shear as well as the scales and any other chapter tools. In the meantime, if you are in need of these chapter owned tools please call either myself or Paul and we will make arrangements to meet you there so you can access the tools.

The P-38 is my Favorite Airplane

I guess I would have to say my favorite warbird of all time is the Lockheed P-38 Lightning. It's a beautiful and powerful bird, powered by a pair of supercharged, 12-cylinder Allison V-1710, engines producing 1,725 hp each, and capable of exceeding speeds of 400 mph. It had a combat range of 1,300 miles and a ceiling of 44,000 ft. I've had a chance to see a few P-38's, in my time, both on the ground and in the air. If you ever get to the Planes of Fame Museum in Chino, California, you will have a chance to see 23-Skidoo, their example of this classic warbird. As the airplane is coming right at you it's almost stealthy, and as it passes you are blown away by its power. Sometime before Japan bombed Pearl Harbor my father got a job at Lockheed Aircraft in



Burbank. Six months later I was born and dad went to the draft board to enlist. When the recruiting sergeant asked if he was working, and he told them he was on the P-38 assembly line at Lockheed with a crew of "Rosies", they sent him back to work, only to draft him at war's end for a trip to Japan as part of the occupational forces.

My second favorite is the Blériot, designed and built by Louis Blériot, who made the first crossing of the English Channel in the airplane. The accompanying photo shows a 15 year old me (a few pounds ago) working with Harry Provolt, on one of his Blériot replicas. I also helped him build a replica Fokker DR-1 triplane and a few others. This kid was just having too much fun.

If you have a favorite airplane, warbird or general aviation, please send me a story about your remembrances, and if it is a specific airplane you or your family owned, include a photo.

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