The Wingman
EAA Chapter 495 - Roseburg, Oregon
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Around the Patch

by Joe Messinger
Newsletter Editor

Our last chapter gathering started out disappointingly small so there were plenty of mighty tasty tacos for everybody and enough left over for our chiefs Ken and Ester Nicholls to enjoy leftovers for a couple of days. Then, for some reason the place filled up just as the last of the food was put away. Guess there's a bunch of us that don't like tacos. President Dennis Rose kicked off the meeting by asking Steve Kame to lead the group in the Pledge of Allegiance to the Flag. Following that, several items of business were covered such as, election of officers, which will take place during the November meeting and the officers will be installed at the Christmas party. The current slate of officers have all agreed to remain in office for another year, so the rest of you are off the hook, at least for the time being, so look out next year will come around pretty fast. The ballots will have a place to write in candidates if you wish.

Our Christmas party is getting firmed up. We'll be gathering at our current meeting place, Church on the Rise on Diamond Lake, December 10 at 5:30pm for social activities and dinner will start at 6:30pm. Watch your email box or the next issue of the Wingman for more information. If you have ideas for party games or want to volunteer to help (You might as well before you get "volunteered.") please contact Dennis or Ken.

After much debate and serious consideration, the Board decided to keep the dues at $25.00 for the year. However, if you pony up before the first meeting of 2023, dues will be only $20.00. Sorry to say the savings won't quite buy you a gallon of 100LL but that's the way the cookie crumbles.

We're looking forward to Freedom Flight 2023 edition so stay tuned for more information on that. In case you're new to the area, Freedom Flight is an idea generated by the late Paul Schafer to honor our right to fly in this country. As you probably know, there are many countries around the world that severely restrict civilian aviation but the USA isn't one of them.

Following the business meeting John Roberts showed a brief video about Addison Pemberton and his Boeing 40-C, the only flying example of its type, making it the oldest Boeing aircraft flying. Dorothy Austin and Joe Messinger, both of whom got rides in the airplane when, it was in Roseburg for the third edition of Wings and Wheels, July 6, 2013, shared remembrances of the airplane. Dorothy recounted how the Oregon Aviation Historical Society had retrieved parts of the airplane from the crash site near Canyonville. They sold the parts, including the all-important data plate, to Addison Pemberton for $5,000 and a historic propeller.

The Importance of a Post Maintenance Pre-Flight Inspection

One of the most important parts of any flight is the preflight inspection of the airplane. As PIC (pilot in command) we are responsible for the safety and good working order of our aircraft. Most POH (pilots operating handbook) have a detailed list of items that the PIC is responsible for checking prior to takeoff. Yes, I know, I'm preaching to the choir here but sometimes that's just the way it goes. Every A&P (airframe and power-plant) mechanic will tell you that the most important preflight you will ever do is the one right after the airplane leaves the shop. Whether it's after the annual inspection or a simple oil change, which you've done yourself, a thorough inspection is called for.

A case in point: A few weeks ago we were chatting with one of our local A&P mechanics when we noticed a familiar airplane parked in the hangar, cowling off, no propeller, and looking kind of sad. We inquired about it and was told that the owner had serviced the spark plugs, all very legal, but failed to inspect the airplane thoroughly after the work was completed. (next page)

When the engine was started, a wrench that had been left inside the cowling, vibrated out and was somehow drawn into the propeller, resulting in extensive damage to the prop. This called for a trip to the prop shop. Now I'm not too clear about whether the prop had to be replaced or could be repaired, but I do know it had to be a bit on the expensive side since nothing to do with airplanes is cheap. Is there a moral to this story? Yes there is, but by now we're pretty sure you've figured it out. Go out there, fly safe, and make sure to do a thorough and careful pre-flight. Don't be the "other guy" who screws up.

This Month in Aviation History

* 10 November 1907 (France) — Louis Blériot introduces what will become the modern configuration of the airplane. His N°VII has an enclosed or covered fuselage, a single set of wings, a tail unit, and a propeller in front of the engine.

Following the success with the tandem wing configuration of the model VI, Monsieur Blériot continued this line of development. The rear wing of his new design was about half the span of the forward wing. This was a step towards the shape and structure that would later be used as the basis for the design of the majority of modern aircraft. The tail surfaces could be moved together, to act as elevators, or independently to act as ailerons. This was one of the first known examples of what would later be called elevons.

On October 5 Blériot began taxi trials. The aircraft was difficult to control on the ground, resulting in the collapse of the undercarriage, ending the taxi tests. Bleriot went back to the drawing board and developed the first landing gear that would answer the problem of crosswinds. He incorporated a castering trailing arm which slid up and down along round cross-section vertical members of a four-sided "bedstead" frame, the movement was sprung by bungee cords.

Further modifications were made. The wing was moved from just above the lower longerons upward to near the top of the fuselage, and a steel tube cabane was added to accommodate the wings bracing wires. When the airplane crashed in a later flight trial one wheel collapsed causing the aircraft to turn over. Blériot was not seriously injured, likely because of the cabane structure that acted as a roll bar.

* 22 November 1961 (USA) — The United States Navy claims a world speed record for the McDonnell F4H "Phantom II" flying at 1,606.342 mph at Edwards Air Force Base, California.In response to US Navy requirements for a high-altitude interceptor to defend carriers with long-range air-to-air missiles, McDonnell Aircraft Company delivered the F4H-1 (later redesignated F-4) Phantom II. The aircraft's maiden flight occurred in 1958 with deliveries to Navy and Marine Corps squadrons beginning in 1960. Although the F-4 was large and heavy and a maximum takeoff weight over 60,000 pounds, the F-4 was capable of reaching a top speed of Mach 2.23 and had an initial climb rate of over 41,000 feet per minute.

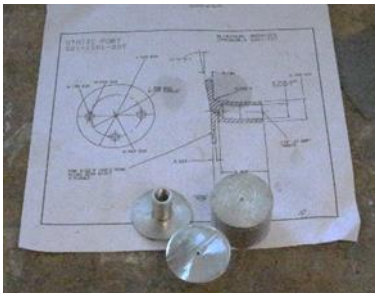
A series of record-setting flights began on Dec. 6, 1959, when the second YF4H-1 was flown in a zoom climb by Commander Lawrence E. Flint, Jr., to a world record 98,557 feet in Operation Top Flight, beating the previous record of 94,658 feet set by a Soviet Sukhoi T-43-1.Other records included: On Sep. 5, 1960, an F4H-1 averaged 1,216.78 miles per hour over a 311-mile closed-circuit course.

Sep. 25, another F4H-1 averaged 1,390.21 miles per hour over a 62-mile closed-circuit course. To celebrate the 50th anniversary of Naval Aviation on May 24, 1961, three F4H-1F Phantom IIs set a transcontinental speed record, despite having to slow down for tanker refuelings. The fastest airplane of the trio averaged 869.74 miles per hour and completed the trip in 2 hours 47 minutes, earning the 1961 Bendix trophy.

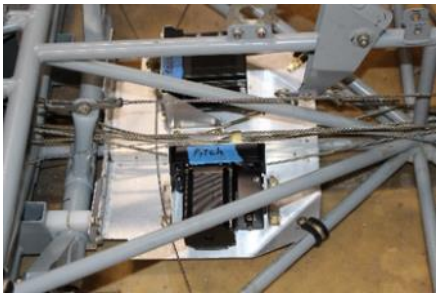
Many other records were set by the Phantom II. a Phantom II modified with water-methanol injection set an absolute world record speed of 1,606.342 miles per hour in Operation Skyburner. On Dec. 5, another Phantom II set a sustained flight altitude record of 66,443.8 feet. During three years between 1959 and 1962, the Phantom II set 16 world records. With the exception of Operation Skyburner, these records were all achieved in unmodified production aircraft.

Rose GlaStar October 2022 Build Report

This month was more about wings, will it never end? During the first part of the month Ken Nicholls and I finally finished the two-man operations on the wings. Now the fuel tanks, and wing peripheral parts can go on. In between wing work, the engine oil pressure sensor was remotely located to the frame via a hose to isolate the sensor from engine vibration.



The factory discovered that the fuselage side location for the instrument static ports was in a slight low pressure area, necessitating a special fitting to compensate. Since I could not get them from the factory, I used a back engineered drawing to make a pair with my mini-lathe. Note the uneven surface used to negate the low pressure.



Last month, I received the GRT autopilot servos (still waiting for the EFIS ordered in April). These are installed in the fuselage floor under the seats by the control cables. It is a tight fit to get everything installed with no control interference. After the final control rigging, the servo actuator cables will be attached.

Back to the left wing. I installed the 15 gallon main fuel tank in the inboard wing end and the 10 gallon auxiliary tank in the outboard wing end, sealing them in with the inboard an outboard wing ribs.

INBOARD MAIN FUEL TANK

There are aluminum close-out panels at the wing trailing edge. They close the gap between the upper and lower wing skins and reinforce the trailing edge. The pieces have to be cut to length, bent to shape, trimmed to size and rivet hole drilled about every two inches. Then all the holes and edges need to be smoothed, half of them dimpled for smooth rivets and the interior portions primed. They are finally riveted into place.

OUTBOARD AUXILIARY TANK

USING PIPES TO FORM CURVE

The final task for the month was acquiring the leather upholstery material for the seats. This involved a trip to northeastern Montana, harvesting a bison and preparing the hide for tanning. Next month we work on finishing the right wing.

SEAT UPHOLSTERY

CLAMPED INTO PLACE

Rumor has it that, while the rest of us will be stuck with turkey and ham, the Rose Clan will be feasting on bison this Thanksgiving. Happy Thanksgiving and fly safe!!