



Chapter 495 Roseburg Oregon

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Lots Planned for Chapter 495

Around the Patch This last chapter meeting was really well attended. The only thing wrong was that Billy only baked about a dozen or so aircraft cookies. They were good. I want to pat Kevin on his back for not only showing me how to SUCCESSFULLY download the short videos that we watched, but, giving me another "stick" with over 40 more, short, aviation videos. Way cool. Look for them at upcoming meetings.

It looks like the Jordan Fly In on June 23rd at the Umpqua Skypark (58OR) is still on. If attendees desire, they can arrive on June 22nd and camp out on field. There is no charge for the meal, (BB-Q) and it's O.K. if someone wants to bring a side dish to share. There's a Wings and Wheels event up North that day also, but, what the heck, we've got aircraft, so it should be pretty easy to do both!!

MEMBERSHIP input is wanted on when to have our own fly in/swap meet at Felt Field. On the subject of fly ins' there will be a multi chapter fly in at Albany Muni on August 11th and then the following week-end is the big STOL Fly In at Independence! This summer is getting busy and it's only April!!! I don't want anyone to say that there's nothing to do because the Willamette Valley Flyer is really full of fun stuff. There's a link to it on our website <http://495.eaachapter.org/>.

We need some ideas for a chapter logo for our EAA495 shirts, caps and sweat shirts so bring your ideas. If you haven't paid your dues yet, you will be "Grounded" to your house and your cell phone will be turned off. (Well, this worked with our kids, but I'm not sure it will work with our members!!!) Anyhow, no joking, please get paid up. **Steve Kame** (See Patch P2.)

Surviving that Worst Case Scenario

EAA Chapter 495 presented a two-hour workshop on the "Worst Case Scenario" Saturday, April 21. Loyd Price started out the class with the advice that the very best plan is one that is done in advance. How very true! The Chapters' class on outdoor survival in case the worst happens and a pilot (and very possibly their friends or loved ones) find themselves alone in the wilderness with a broken aircraft and/or broken people was a very sobering and enlightening learning experience. There were 18 of us there listening and learning. Loyd, who has done quite a bit of flying in Alaska and is also a glider pilot, had several hand outs and although I may (See Survival P.2)



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Survival: not need all the equipment for Alaskan winter, I am going to build a kit for the flying that I do. After Loyd's survival presentation, Barbara Chatfield did the first aid part of our presentation. She used her husband, brave, embarrassed, Billy, to illustrate how to apply some of the medical tricks. She showed us several professional and costly items that I never knew existed, and told us where to get them. Then, Barbra showed us how to repurpose common, everyday items, including some lady's more delicate apparel, shown here, to quite possibly "save your bacon" in the middle of nowhere. The entire learning experience only took about two hours, and it was two hours well invested.

This time Billy even brought enough airplane cookies to go around.

The presentation made such an impression on me that I am now going to invest in a small survival and first aid kit, EVEN IF it adds WEIGHT to my aircraft. **Steve Kame**



Patch: At our April First Saturday Breakfast, Paul Schafer pulled up with what looked like an aircraft engine in the back of his truck. At least it had four air cooled cylinders and a propeller on it even if the prop was a pusher that looked like the tips had been clipped. Paul said he found it on Craig's list and had contacted the seller, Nels Hult, a friend of his. Paul, not being the shy type, asked Nels if he would consider donating the engine to the chapter for use as a training aid. And with that we became the new owners of what Paul, George Dorius, and a few others think is a Continental A50-3, built in the late 1930's. This engine has a swept up exhaust and an external oil tank. Nels is the same fellow who had owned the J2 Piper Cub that General Marion Carl first soloed on.

More research on Paul's part has shown that this may be a pretty valuable engine and we may not want to use it as a training aid after all. For the time being Paul plans on doing more research to see what he can find out about this engine. If anybody has some background in these engines, you might want to give Paul a call since he will welcome any knowledgeable help he can get.

Paul and I took the Coupe up to Creswell for their April Third Saturday Breakfast in hopes of having a few more 495 folks join us, but no such luck. We departed KRBG under about a 3,500 foot ceiling (Creswell was reporting the same) and followed I-5 most to the way. On the way north, we were greeted by a flock of 40 or more Canada Geese flying south. They passed over us about 300 feet overhead. No, there were no cameras out at the time but it was a real thrill to see these majestic creatures in flight. We did comment that if we were a little higher it could have been one hell of a bird strike.

On the way back we joined up with former Roseburg Airport Director, Mike Daniell and his beautiful Great Lakes biplane and he flew a loose formation off our right wing until he pulled up and over us to head off to his Cottage Grove home. Paul took the controls of the Coupe while I took photos but by the time Mike did the wingover I was flying again. Well, it's not the first time I missed a good photo and I'm sure it won't be the last. **Joe Messinger**



Member Profile: Billy Chatfield

by Steve Kame

When I asked Billy Chatfield if he goes by Bill or Billy, he told me that Billy is on his birth certificate and that's what he likes. He's one very busy guy who's between getting out of old cars, custom cars, and pick-ups and jumping with both feet into this aviation thing. If you are thinking about getting a "Graffiti Week" project, check out his barns!!!

Although he was born in L.A. Calif., his family moved up to here when he was only about six. His pop had a dealership and so naturally, as a youngster, he was totally immersed in the car culture and it really shows when a person looks around his place. Some people are good with a wrench, others have a talent to do body work as good as, or better than, the factory, while others can use a spray gun to put down an impeccable paint job. Billy can do all three and the results are amazing! He has an entire wall of pictures of show cars that he's built from the ground up! When he was at the Horizon dealership he started out as a line mechanic, then moved into the body shop, then into the paint shop. Pure Talent! He now owns not one, but two, Rotax powered trikes. He has them both on a really nifty trailer, which, as you might suspect, he built himself. He flies one and his lovely wife Barbara flies the other. I hope that for one of our meetings he'll bring the trikes and trailer to Felt Field for a "Show and Tell."

Billy joined 495 because he sensed the aviation spirit in our group. He's keen on attending a fly in/out with us and is hoping that we can attract some younger pilots. Billy has been in aviation since about 2014 and has flown Light-Sport, powered parachute, weight shift, (aircraft and glider) and he's working on his C.F.I. for weight shift. I had to wait to interview him because he was at an intensive, advanced Rotax certification in L.A. If you're interested in a Northwind trike, he just happens to have a dealership for them. And don't worry about servicing the motor, Billy is also a Rotax factory certified independent Rotax servicing technician. Although Billy has traveled around and been to Alaska, and Niagara Falls and he has fond memories of feeding Manta Rays in the Caribbean, he hasn't been to Airventure....yet. He almost got to go, but the stars just would not line up for him. It's on his Bucket List and I'll bet he gets there sooner rather than later!



Acceptable Techniques & Practices

Have you ever wondered how to tie a proper rib stitch knot? Or maybe you poked a hole in the fabric of your beloved aerial steed and need to make a repair. Where do you find out the proper (approved) method to use for that repair? Maybe you have noticed some corrosion on your Spam can and want to know how to best arrest the damage and prevent further harm to your airframe. Is there a place you can find the solution to your predicament?

All the answers, and more than you ever wanted to know, can be found in the FAA Advisory Circular TITLE 14 OF THE CODE OF FEDERAL REGULATIONS (14 CFR) GUIDANCE MATERIAL: ACCEPTABLE METHODS, TECHNIQUES, AND PRACTICES AIRCRAFT INSPECTION AND REPAIR. All 646 pages, remember this is a US Government publication,

can be found as a PDF at https://www.faa.gov/documentlibrary/media/advisory_circular/ac_43.13-1b_w-chg1.pdf You might want to download it and save it to your hard drive or a flash drive. You can also find it on the EAA Chapter 495 website on the Links page.

JUST FOR GRINS



Ole and Lars were on their very first airplane ride. They had brought along bananas for lunch. Just as they began to peel them, the plane climbed up through a thick cloud. "Have you eaten your banana yet?" Ole asked excitedly.

"No," replied Lars.

"Vell, don't touch it den," Ole exclaimed. "I yust took vun bite and I tink I vent to heaven!"