

67 YOUNG EAGLES FLOWN YEAR TO DATE



July 2019

Home of the
"Panhandle Pelicans"

Squawk 485

EAA 485 HAPPY 4TH OF JULY



Monthly Meeting Ferguson 82J
Saturday July 13th @ 1000
[Details](#)

President

John McKiernan

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Cell - (850) 291-4134

Hello Everyone,

I'd like to wish all of you a very Happy 4th of July!

June 14th Chappie James Academy Young Eagle flights 0900 Clubhouse



Dateline: Foley, Alabama Saturday, June 22nd.

There was sighting of a very faint wisp of smoke emanating from the Vatican chimney as a decision had been reached and then it happened. Nick Hansen our Ray Aviation Scholarship awardee, expertly guided his Piper Warrior and slipped the "surly bonds of earth", alone for the first time and completed his first solo. A huge step in attaining his Private Pilot License.

WELL DONE NICK!!!

Nick Solos



Pensacola FL



July 2019

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EAA 485
news



Many thanks to Scott Swanson and Christian Kidder for the fine job in preparing Nick for his solo and also to Ralph Moser for his mentorship.

Good Luck on the rest of the training Nick!

Christian Kidder

Ralph Moser

Nick Hansen

Scott Swanson



Pensacola FL



Chappie James Academy Young Eagle Flights Friday June 14th.

It was touch and go leading up to the event as we were down several of our pilots who normally fly. Not only did we fly all 25 graduates wanting a ride but we also took up several of the mentors from the group. We got off to a later start but by around 1215 finished up. My personal thanks goes out to all our chapter members who made the event happen.

Pilots	Ground
Chris Hornady	Craig Spoke
Jose Martinez	Bill Diaz
Mike Ricketts	Chris Salter
Scott Swanson	Nick Hanssen
Ralph Moser	Ardell Johnson
Christian Kidder	Sara Zehr

Chapter Dues

The majority of our chapter members haven't paid their annual dues. I'm sure you'd like to stop hearing about this so we'd really like to get this over with as soon as possible.

Send a check made out to:
EAA 485 for \$25.

Mail to: **Mark Rogers**
22959 Carnoustie Dr.
Foley, AL 36535

If you are attending the July Meeting on the 13th bring a check or cash with you.

Thanks John

Independence Day

When armed conflict between bands of American colonists and British soldiers began in April 1775, the Americans were ostensibly fighting only for their rights as subjects of the British crown. By the following summer, with the Revolutionary War in full swing, the movement for independence from Britain had grown, and delegates of the Continental Congress were faced

with a vote on the issue. In mid-June 1776, a five-man committee including Thomas Jefferson, John Adams and Benjamin Franklin was tasked with drafting a formal statement of the colonies' intentions. The Congress formally adopted the Declaration of Independence--written largely by Jefferson--in Philadelphia on July 4, a date now celebrated as the birth of American independence.

Before the Declaration of Independence

Even after the initial battles in the Revolutionary War broke out, few colonists desired complete independence from Great Britain, and those who did--like John Adams-- were considered radical. Things changed over the course of the next year, however, as Britain attempted to crush the rebels with all the force of its great army. In his message to Parliament in October 1775, King George III railed against the rebellious colonies and ordered the enlargement of the royal army and navy. News of his words reached America in January 1776, strengthening the radicals' cause and leading many conservatives to abandon their hopes of reconciliation. That same month, the recent British immigrant Thomas Paine published "Common Sense," in which he argued that independence was a "natural right" and the only possible course for the colonies; the pamphlet sold more than 150,000 copies in its first few weeks in publication.

In March 1776, North Carolina's revolutionary convention became the first to vote in favor of independence; seven other colonies had followed suit by mid-May. On June 7, the Virginia delegate Richard Henry Lee introduced a motion calling for the colonies' independence before the Continental Congress when it met at the Pennsylvania State House (later Independence Hall) in Philadelphia. Amid heated debate, Congress postponed the vote on Lee's resolution and called a recess for several weeks. Before departing, however, the delegates also



appointed a five-man committee-- including Thomas Jefferson of Virginia, John Adams of Massachusetts, Roger Sherman of Connecticut, Benjamin Franklin of Pennsylvania and Robert R. Livingston of New York--to draft a formal statement justifying the break with Great Britain. That document would become known as the Declaration of Independence.

Jefferson Drafts the Declaration of the Independence

Jefferson had earned a reputation as an eloquent voice for the patriotic cause after his 1774 publication of "A Summary View of the Rights of British America," and he was given the task of producing a draft of what would become the Declaration of Independence. As he wrote in 1823, the other members of the committee "unanimously pressed on myself alone to undertake the draught [sic]. I consented; I drew it; but before I reported it to the committee I communicated it separately to Dr. Franklin and Mr. Adams requesting their corrections....I then wrote a fair copy, reported it to the committee, and from them, unaltered to the Congress."

As Jefferson drafted it, the Declaration of Independence was divided into five sections, including an introduction, a preamble, a body (divided into two sections) and a conclusion. In general terms, the introduction effectively stated that seeking independence from Britain had become "necessary" for the colonies. While the body of the document outlined a list of grievances against the British crown, the preamble includes its most famous passage: "We hold these truths to be self-evident; that all men are created equal; that they are endowed by their Creator with certain inalienable rights; that among these are life, liberty and the pursuit of happiness; that to secure these rights, governments are instituted among men, deriving their just powers from the consent of the governed."

The Vote for Independence

The Continental Congress reconvened on July

1, and the following day 12 of the 13 colonies adopted Lee's resolution for independence. The New York delegates were not authorized yet to vote for independence. The process of consideration and revision of Jefferson's declaration (including Adams' and Franklin's corrections) continued on July 3 and into the late morning of July 4, during which Congress deleted and revised some one-fifth of its text. The delegates made no changes to that key preamble, however, and the basic document remained Jefferson's words. Congress officially adopted the Declaration of Independence later on July 4 (though most historians now accept that the document was not signed until August 2).

As the first formal statement by a nation's people asserting their right to choose their own government, the Declaration of Independence became a significant landmark in the history of democracy. In addition to its importance in the fate of the fledgling American nation, it also exerted a tremendous influence outside the United States, most memorably in France during the French Revolution. Together with the Constitution and the Bill of Rights, the Declaration of Independence can be counted as one of the three essential founding documents of the United States government.



IN CONGRESS, July 4, 1776.

The unanimous Declaration of the thirteen united States of America,

When in the Course of human events, it becomes necessary for one people to dissolve the political bands which have connected them with another, and to assume among the powers of the earth, the separate and equal station to which the Laws of Nature and of Nature's God entitle them, a decent respect to the opinions of mankind requires that they should declare the causes which impel them to the separation.

We hold these truths to be self-evident, that all men are created equal, that they are endowed by their Creator with certain unalienable Rights, that among these are Life, Liberty and the pursuit of Happiness.--That to secure these rights, Governments are instituted among Men, deriving their just powers from the consent of the governed, -- That whenever any Form of Government becomes destructive of these ends, it is the Right of the People to alter or to abolish it, and to institute new Government, laying its foundation on such principles and organizing its powers in such form, as to them shall seem most likely to effect their Safety and Happiness. Prudence, indeed, will dictate that Governments long established should not be changed for light and transient causes; and accordingly all experience hath shewn, that mankind are more disposed to suffer, while evils are sufferable, than to right themselves by abolishing the forms to which they are accustomed. But when a long train of abuses and usurpations, pursuing invariably the same Object evinces a design to reduce them under absolute Despotism, it is their right, it is their duty, to throw off such Government, and to provide new Guards for their future security.--Such has been the patient sufferance of these Colonies; and such is now the necessity which constrains them to alter their former Systems of Government. The history of the present King of Great Britain is a

history of repeated injuries and usurpations, all having in direct object the establishment of an absolute Tyranny over these States. To prove this, let Facts be submitted to a candid world.

He has refused his Assent to Laws, the most wholesome and necessary for the public good. He has forbidden his Governors to pass Laws of immediate and pressing importance, unless suspended in their operation till his Assent should be obtained; and when so suspended, he has utterly neglected to attend to them.

He has refused to pass other Laws for the accommodation of large districts of people, unless those people would relinquish the right of Representation in the Legislature, a right inestimable to them and formidable to tyrants only.

He has called together legislative bodies at places unusual, uncomfortable, and distant from the depository of their public Records, for the sole purpose of fatiguing them into compliance with his measures.

He has dissolved Representative Houses repeatedly, for opposing with manly firmness his invasions on the rights of the people.

He has refused for a long time, after such dissolutions, to cause others to be elected; whereby the Legislative powers, incapable of Annihilation, have returned to the People at large for their exercise; the State remaining in the mean time exposed to all the dangers of invasion from without, and convulsions within.

He has endeavoured to prevent the population of these States; for that purpose obstructing the Laws for Naturalization of Foreigners; refusing to pass others to encourage their migrations hither, and raising the conditions of new Appropriations of Lands.

He has obstructed the Administration of Justice, by refusing his Assent to Laws for establishing Judiciary powers.

He has made Judges dependent on his Will alone, for the tenure of their offices, and the amount and payment of their salaries.

He has erected a multitude of New Offices, and sent hither swarms of Officers to harass our people, and eat out their substance.

He has kept among us, in times of peace, Standing Armies without the Consent of our legislatures.

He has affected to render the Military independent of and superior to the Civil power.

He has combined with others to subject us to a jurisdiction foreign to our constitution, and unacknowledged by our laws; giving his Assent to their Acts of pretended Legislation:

For Quartering large bodies of armed troops among us:

For protecting them, by a mock Trial, from punishment for any Murders which they should commit on the Inhabitants of these States:

For cutting off our Trade with all parts of the world:

For imposing Taxes on us without our Consent:

For depriving us in many cases, of the benefits of Trial by Jury:

For transporting us beyond Seas to be tried for pretended offences

For abolishing the free System of English Laws in a neighbouring Province, establishing therein an Arbitrary government, and enlarging its Boundaries so as to render it at once an example and fit instrument for introducing the same absolute rule into these Colonies:

For taking away our Charters, abolishing our most valuable Laws, and altering fundamentally the Forms of our Governments:

For suspending our own Legislatures, and declaring themselves invested with power to legislate for us in all cases whatsoever.

He has abdicated Government here, by declaring us out of his Protection and waging War against us.

He has plundered our seas, ravaged our Coasts, burnt our towns, and destroyed the lives of our people.

He is at this time transporting large Armies of foreign Mercenaries to compleat the works of death, desolation and tyranny, already begun with circumstances of Cruelty & perfidy scarcely paralleled in the most barbarous ages, and totally unworthy the Head of a civilized nation.

He has constrained our fellow Citizens taken Captive on the high Seas to bear Arms against their Country, to become the executioners of their friends and Brethren, or to fall themselves by their Hands.

He has excited domestic insurrections amongst us, and has endeavoured to bring on the inhabitants of our frontiers, the merciless Indian Savages, whose known rule of warfare, is an undistinguished destruction of all ages, sexes and conditions.

In every stage of these Oppressions We have Petitioned for Redress in the most humble terms: Our repeated Petitions have been answered only by repeated injury. A Prince whose character is thus marked by every act which may define a Tyrant, is unfit to be the ruler of a free people.

Nor have We been wanting in attentions to our Brittish brethren. We have warned them from time to time of attempts by their legislature to extend an unwarrantable jurisdiction over us. We have reminded them of the circumstances of our emigration and settlement here. We have appealed to their native justice and magnanimity, and we have conjured them by the ties of our common kindred to disavow these usurpations, which, would inevitably interrupt our connections and correspondence. They too have been deaf to the voice of justice and of consanguinity. We must, therefore, acquiesce in the necessity, which denounces our Separation, and hold them, as we hold the rest of mankind, Enemies in War, in Peace Friends.

We, therefore, the Representatives of the United States of America, in General Congress, As-

sembled, appealing to the Supreme Judge of the world for the rectitude of our intentions, do, in the Name, and by Authority of the good People of these Colonies, solemnly publish and declare, That these United Colonies are, and of Right ought to be Free and Independent States; that they are Absolved from all Allegiance to the British Crown, and that all political connection between them and the State of Great Britain, is and ought to be totally dissolved; and that as Free and Independent States, they have full Power to levy War, conclude Peace, contract Alliances, establish Commerce, and to do all other Acts and Things which Independent States may of right do. And for the support of this Declaration, with a firm reliance on the protection of divine Providence, we mutually pledge to each other our Lives, our Fortunes and our sacred Honor.

Declaration Signees.

Delaware • [George Read](#) • [Caesar Rodney](#) • [Thomas McKean](#) **Pennsylvania** • [George Clymer](#) • [Benjamin Franklin](#) • [Robert Morris](#) • [John Morton](#) • [Benjamin Rush](#) • [George Ross](#) • [James Smith](#) • [James Wilson](#) • [George Taylor](#) **Massachusetts** • [John Adams](#) • [Samuel Adams](#) • [John Hancock](#) • [Robert Treat Paine](#) • [Elbridge Gerry](#) **New Hampshire** • [Josiah Bartlett](#) • [William Whipple](#) • [Matthew Thornton](#) **Rhode Island** • [Stephen Hopkins](#) • [William Ellery](#) **New York** • [Lewis Morris](#) • [Philip Livingston](#) • [Francis Lewis](#) • [William Floyd](#) **Georgia** • [Button Gwinnett](#) • [Lyman Hall](#) • [George Walton](#) **Virginia** • [Richard Henry Lee](#) • [Francis Lightfoot Lee](#) • [Carter Braxton](#) • [Benjamin Harrison](#) • [Thomas Jefferson](#) • [George Wythe](#) • [Thomas Nelson, Jr.](#) **North Carolina** • [William Hooper](#) • [John Penn](#) • [Joseph Hewes](#) **South Carolina** • [Edward Rutledge](#) • [Arthur Middleton](#) • [Thomas Lynch, Jr.](#) • [Thomas Heyward, Jr.](#) **New Jersey** • [Abraham Clark](#) • [John Hart](#) • [Francis Hopkinson](#) • [Richard Stockton](#) • [John Witherspoon](#) **Connecticut** • [Samuel Huntington](#) • [Roger Sherman](#) • [William Williams](#) • [Oliver Wolcott](#) **Maryland** • [Charles Carroll](#) • [Samuel Chase](#) • [Thomas Stone](#) • [William Paca](#) • [Arthur Middleton](#) • [Thomas Lynch, Jr.](#) • [Thomas Heyward, Jr.](#) **New Jersey** • [Abraham Clark](#) • [John](#)

[Hart](#) • [Francis Hopkinson](#) • [Richard Stockton](#) • [John Witherspoon](#) **Connecticut** • [Samuel Huntington](#) • [Roger Sherman](#) • [William Williams](#) • [Oliver Wolcott](#) **Maryland** • [Charles Carroll](#) • [Samuel Chase](#) • [Thomas Stone](#) • [William Paca](#)



July 2019

ADS-B Out January 1st 2020

Automatic Dependent Surveillance-Broadcast

In May 2010 the FAA came out with their final ruling for ADS-B implementation by 2020. If you're going to fly into any airspace requiring a transponder you will need to provide ATC with an ADS-B out capability from your aircraft. It's hard to believe that it's been 9 years since that time.

We've discussed ADS-B over the years many times so this will be a quick review and also a small sample of what's available. If you've waited this long to be compliant, I imagine the avionics shops are probably becoming a little overwhelmed and that it may be extremely difficult to get a slot as the New Year approaches.

The ADS-B system operates on two frequencies. The original band for transponders was 1030 mhz which will be superseded with 1090 mhz ES (Extended Squitter) and UAT (Universal Access Transceiver) operating at 978 mhz.

ADS-B Out Requirements:

You will need ADS-B Out in the following class airspace: Class A, B, or C airspaces, Class E airspace at and above 10,000 ft MSL over the 48 contiguous United States and the District of Columbia, and Class E airspace over the Gulf of Mexico from the coastline of the U.S. out to 12 nm and above 3,000 ft MSL. Additionally, you will need to have ADS-B Out within the 30 mile veil of most Class B airspaces. The 978 mhz frequency is restricted from operating in Class A airspace, (above 18,000') and further limited to United States operation only.

FAA \$500 ADS-B Rebate Program

All FAA available rebate reservations have been reserved. You may still be able to get a rebate as some reservations are cancelled or expire. Each Wednesday at 1300 ET the FAA will display any reservations that may become available. The link above should take you to the website as well as explain the qualifications.

ADS-B Out

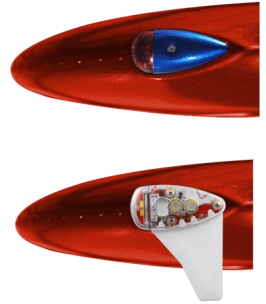
Here are 3 different solutions for ADS-B out. There are many more out there but I believe these are some of the more popular options for an ADS-B conversion.

Sky Beacon Uavionix \$,1849

The Sky Beacon is "possibly" the simplest ADS-B installation as it replaces the left wingtip position light with a 978 UAT ADS-B Out capability. It has everything needed for FAA compliance in a very small package and communicates with your existing transponder via the aircrafts wiring using a power transcoder. The signal is sent on top of the DC power wires. They have 272 aircraft listed on an AML (Approved Model List) STC.

The company also has a product called **Tail Beacon** which is an ADS-B out solution that replaces a tail position light. It is currently only available for Experimental aircraft.

One issue with replacing a wing position light with Sky Beacon is hangar rash. I personally have witnessed 3 "incidents" around wingtip position lights. The Tail Beacon offers a little more protection due to it's location.



Appareo Stratus ESG Approx: **\$3,500** for In/Out
The Appareo ES/

ESG transponders utilize 1090 mhz ADS-B Out technology. I've installed two of these in experimental aircraft. The installation is relatively easy. The unit is sized to replace most common transponders. There are two versions: **ES** can use your existing approved WASS GPS antenna from the following Navigators: Garmin 480, 430W, 530W, 6XX, 7XX, Avidyne IFD440, IFD540. This is a savings of approximately \$500 over the **ESG** that comes with a separate approved WASS GPS receiver that must be installed. The company also offers a 5 year warranty. These transponders also



can be linked remotely to a Stratus 3Si that gives dual channel ADS-B In receiver capability that also incorporates a built in ADHARS using an Ipad with Foreflight and also has some EFIS compatibility. The form factor is the same size as many older 1030 mhz transponders.

Garmin GDL 82 \$1,795

The Garmin GDL 82 provides 978 UAT ADS-B Out and a GPS WAAS antenna. Like the Sky Beacon it is designed to work with your existing transponder. The GDL is placed in front of your transponder and has inputs for the GPS WAAS as well as the transponder antenna. It then adds the GPS position data and passes the info to the transponder via the original transponder coax cable.



NOTE: Those pondering leaving your existing 20 plus year old transponders in your aircraft might well look at replacing those to a Garmin GTX 327 digital transponder. These can be readily had for \$400-500 in the used market and are reliable with lower power consumption.

ADS-B In Solutions

The FAA mandate is only for ADS-B Out. Obviously we want to take advantage of the free goodies that ADS-B In brings, namely TIS traffic and FIS-B weather which includes Metars, TAFs and winds aloft data. An expansion to weather information is in the pipeline. **Remember that without ADS-B Out you do not see the entire traffic picture.**

ADS-B IN Receivers

It's difficult to purchase a receiver without first knowing what the receiver will be communicating with along with the software (Apps) you will use. With built in EFIS moving maps you are normally locked into products from the same manufacturer but not always. In the past ADS-B In receivers were pretty much limited to a single

platform, IOS or Android. That is no longer the case as we'll see, however, you may be locked into a fee based subscription EFB (Electronic Flight Bag) APP program for compatibility. We will look first at ADSB-In receivers that operate on both of the main EFB platforms and in some cases additional ones. Note only dual channel (978 & 1090 mhz) receivers are included since that is pretty much the standard today. All units listed will operate on BT between two different devices.

Dual XGPS 170D \$499

This receiver works with iOS, Android and Windows EFB software as well as select GRT EFIS devices.

I actually still use the single channel Dual which cost nearly \$200 more a few years ago.

Dual XGPS190 \$699

This is a 170D on steroids. This has a built in AHRS (Attitude Heading Reference system) with synthetic vision. It works with iOS, Android and Windows EFB software as well as select GRT EFIS devices

Stratus 3 \$699

The Stratus 3 is a 4th generation ADSB-In receiver from the company. Stratus and Foreflight have been in bed together for many years and with that relationship were locked into IOS. Stratus has now adopted a Garmin GDL90 protocol which when selected crosses platforms so to speak. There are many more EFBs supported and this should open up the user selection between IOS and Android devices.

GDL-50 \$699

The GDL-50 comes as either a portable or remote mounted device and can be hard wired or connects via BT. It also has an AHRS built in. and works on both IOS and Android devices but you must run Garmin Pilot.

Stratux DIY Roll Your Own Less than \$ 250

See my article in the August 2018 Newsletter. This is a dual channel that can use an optional battery pack. It also has an optional AHRS ca-



pability. Works great!

EFB Choices

The choices for EFB are numerous and run about 2:1 IOS/Android. There are several now that work cross platform: Foreflight (owned by Boeing) Gamin Pilot and Flight Plan.com (both owned by Garmin.

Foreflight is by far the most popular EFB. ForeFlight is only available on iOS devices such as the iPad, iPhone and iPod Touch. On their home page is this statement: "We have no plans for an Android version of ForeFlight Mobile at this time."

Here is the price structure for Foreflight: Basic VFR/IFR \$99/Yr, Pro \$199.99/Yr. and Performance \$299.99/Yr. Basic is probably enough for most users. Each additional level adds on to the previous version.

Garmin Pilot: Is probably the next most widely used EFB. It now is available for IOS and Android devices. As is the case with Foreflight, Garmin Pilot is a pay to play: Basic: \$75/yr Pro: \$150/Yr

The major difference I see is that the basic versions of both Foreflight and Garmin Pilot don't have Geo Referenced Approach Plates. Which is a nice feature for situational awareness.

Please don't take my word for any of this info as I have never used either of these Apps. We do have many chapter members who have lots of experience with EFBs. I believe we need a training session.

Remember regardless of what you use there is a learning curve and with lack of use will put you on the backside of that curve. Simulators are helpful, however, using a simulator in your home is very different than operating the actual unit in an airplane. Use a safety pilot when testing new equipment the first time. I'm sure we have club members that would just love to go for a "ride".

Compatibility issues abound in the aircraft avionics market. For the most part this companies autopilot won't talk with that companies

EFIS. This companies ADSB device won't work with this EFIS or that display. To make matters worse, I hate having to learn new things and I imagine we're all guilty of that. On IPC (Instrument Proficiency Checks) I see lots of underutilization of sophisticated GPS navigators and how can an Instructor pilot possibly stay up to date with multiple platforms from different manufacturers.

What about Free EFB?

Yes there actually is such a thing!

AVARE Pronounced AV-Air

AVARE is an Android Only APP and is entirely free. I've been running it on my Nexus 7" display as my ADS-B in on top of a Sectional chart. It's worked flawlessly. It has a user defined download page and I bring it home to update Sectionals, Low Enroute Charts and Airport Directory, TFRs and approach plates. All charts are Geo-Referenced.

The RV "turkey baster" cockpits require a fairly bright display and the inexpensive Nexus 7 provides a sunlight readable capability. Years ago I saw first hand problems with a 2nd generation IPAD overheating and shutting down in the cockpit. I understand these issues have been corrected and I haven't ruled out an IPAD device. I'm comfortable with what I've got and it seems to take care of all my needs.

Flight Plan Go

Is another Free EFB. It requires a registration so you can use all of it's services from home and download to your device. It's both Android and IOS compatible. I've only started working with it the last few days and hopefully I'll have a better review in the coming months. I managed to pry Ruth's Iphone out of her hands for a few minutes and after entering my account was able to download the sectional and some other items. Ruth was looking over my shoulder the whole time so I couldn't delve into it very much. Just like Avare it does give you Geo referenced



plates. As I'm sitting in my den and load the PNS RNAV RWY 35 at Pensacola I see my location aircraft on the approach plate using both Android and IOS systems.

Not Bad!

John

More Max Headaches

FAA Finds Further MAX Risk (Updated)

Kate O'Connor June 26, 2019

The FAA has recently discovered another potential risk on the grounded 737 MAX that it is requiring Boeing to mitigate before the aircraft can be returned to service, according to a statement by the agency on Wednesday. The problem reportedly involves the speed at which a computer chip is processing data, causing electric trim switches on the control column to take too long to respond to inputs and move the horizontal stabilizer in a runaway stabilizer scenario. According to a statement by Boeing, the company believes a further software update will address the issue, which was discovered during simulator testing last week.

“During the FAA’s review of the 737 MAX software update and recent simulator sessions, the Federal Aviation Administration (FAA) identified an additional requirement that it has asked the company to address through the software changes that the company has been developing for the past eight months,” Boeing said. “Boeing agrees with the FAA’s decision and request, and is working on the required software. Addressing this condition will reduce pilot workload by accounting for a potential source of uncommanded stabilizer motion.”

The Boeing 737 MAX was grounded last March after the fatal crashes of Ethiopian Airlines Flight 302 on March 10 and Lion Air Flight 610 on Oct. 29, 2018. “The FAA is following a thorough process, not a prescribed timeline, for returning the Boeing 737 Max to passenger service,” the FAA said in its statement. “The FAA will lift the aircraft’s prohibition order when we deem it is safe to do so.” Following the announcement of the need for further risk mitigation, MAX opera-

tor Southwest Airlines removed the aircraft from its schedule through Oct. 1. United Airlines also extended its cancellation of MAX flights from its previous date of Aug. 3 to Sept. 2. The FAA says it is also in the process of responding to recommendations it has received from the Technical Advisory Board (TAB), an independent panel tasked with reviewing the agency’s work on returning the 737 MAX to service. FAA evaluation of Boeing’s modifications to software for the aircraft’s Maneuvering Characteristics Augmentation System (MCAS)—generally understood to have significantly contributed both accidents—is ongoing as is development of future training requirements for the aircraft.

When You Thought it Couldn’t Get Worse

Boeing Outsourced Coding For \$9 An Hour

[Bloomberg is reporting](#) that Boeing outsourced coding of software on the Boeing 737 MAX to engineers who were paid as little as \$9 an hour. The company and some of its suppliers laid off their own engineers in favor of subcontracting coding work to offshore companies in a cost-saving move that may not have saved money, according to a former Boeing software engineer. “It was controversial because it was far less efficient than Boeing engineers just writing the code,” Mark Rabin, who worked on the MAX flight test group, told Bloomberg. “It [frequently] took many rounds going back and forth because the code was not done correctly.”

The subcontractors, many of whom worked for India-based HCL Technologies, did not work on software for the Maneuvering Characteristics Augmentation System (MCAS) that is the focus of the worldwide grounding of the type but did develop software for flight displays. Another Indian company did software for flight test equipment. Boeing officials said the offshore companies also were not involved with the software glitch that was discovered last week during FAA testing and will further delay the aircraft’s return



ICON A5 Flight

Craig Spoke

Recently I had the opportunity to take a demo flight in the ICON A5 amphibious aircraft. The company with the help of Gene Valentino made the flight from their facility in Tampa to Jack Edwards Airport in Gulf Shores in order to conduct demo flights on Wednesday 6/26. Gene has purchased an ICON and will take delivery soon. He is finishing up his dock and ramp at his house on Perdido Bay in preparation for water operations.

My flight was scheduled for 14:00 and as you all know, summertime afternoon flights can be adventurous with the heat and humidity. This afternoon the heat index was over 100 degrees but I was pleasantly surprised that the flying conditions were very pleasant.

At 13:30 I arrived and met the ICON team and my pilot, Scott Rodenbeck. After the necessary legal paper work, we headed out to the plane.

Scott gave me an introduction/walk around to the aircraft and what to expect during the flight. He emphasized the basic instrumentation with an angle of attack gauge placed prominently in the center of the panel. He said this will be the instrument that we reference most. I have no experience with an AOA and was looking forward to see what all the excitement with these was all about. After a preflight we strapped in and “got ready for some fun on the water”.

Startup was typical Rotax 912. Turn on the needed equipment, master, fuel pump. Set the throttle to half inch open and turn the key to start. The engine started right up and settled to the recommended idle of at least 2000 rpm. This seems high to those used to more conventional aircraft engines but not so much for engines with reduction drives. My VW on my Kolb idles at 1200 rpm. We completed the check list, listened to ATIS for winds and were ready to go. Taxi out to runway 9, apply full power and wait for the AOA gauge to come alive and settle in the range for rotation. I think it was about 50 knots but the airspeed was not our primary flight in-

strument. Pitch to adjust for best climb as indicated by the AOA and we headed out to Wolf Bay for some water fun.

We leveled off at pattern altitude until we got over the water and then descended to 500 feet for sightseeing fun. The ICON handles very well and is ideally suited for this type of flying. Low and slow. We made a circle to clear the area and set up for a water landing. Again using the AOA we established the descent and prepared for the touchdown. It was really a non-event. Just fly to the water, carry a little power and let the plane settle in. Reduce power to idle and let the plane weather vane into the wind to make a note of the direction for takeoff.

Scott then demonstrated “jet skiing around” where we just cruised around the bay on the water like a jet ski. The plane was very stable on the water and little spray entered the aircraft. It was actually welcomed because it was so hot. Shortly we stopped and shut down, opened the hatch and climbed out on the wing to get a feel for just floating along. Scott mentioned that often boats in the area will approach to make sure that everything is ok. They see an airplane on the water with the pilots sitting on the wing and assume that something must be wrong. So much fun but now it was time to takeoff.



Scott back taxied across the bay to get set up into the wind, applied full power and in a short time we were airborne. Again using the AOA gauge to rotate and set our climb.

Scott let me fly the plane around some before we headed back. I was surprised at how light on the controls the plane was. Probably not RV light but very easy to maintain course and speed.

Very pleasant to fly with my arm resting outside the door. Just like driving down the road in your car with the windows open. I started to head in the direction of Shields airport but soon realized that at 85 knots it would take a while and we should probably head back to Jack Edwards. This was one of the few times that I referenced the ASI. I pointed us back in the direction of Jack Edwards and flew primarily over the water at 500 feet. The air was amazingly smooth at this altitude and over the water for this time of the day. At about a mile out I gave the plane back to Scott and he set up for landing. Lowered the gear, set up the descent again using the AOA and flew the pattern. Landing was uneventful and rollout was short and smooth. Taxi back to Salt Air and our fun was done.

Once shut down and out the other members of the team were there to help answer any questions the I had. They also demonstrated the wing fold procedure which was very impressive. Nothing to disconnect or remove. It was a truly 5-minute procedure. Much faster and less involved than my Kolb.



Overall I was very impressed with the ICON. This aircraft would not be the first choice for a long cross country flight. But on those days when you just want to get up and have a great time flying then this is the perfect airplane for that. Now I just need to win the lottery and I will be ready to go.....

Specifications

Seats: Two	Range: 427nm (45 min reserve)
Max Takeoff Weight: 1510 lbs (686.4 kg)	Land Takeoff Distance: 1130 feet (520 ft ground roll)
Useful Load: 430-550 lbs (195-249 kg)	Land Landing Distance: 1590 feet (480 ft ground roll)
Baggage (Maximum): 60 lbs (27.2 kg)	Water Takeoff Distance: 1470 feet (840 ft water run)
Fuel: 91 Octane Auto or 100LL Aviation	Water Landing Distance: 2140 feet (700 ft water run)
Max Speed (Vh): 95 KCAS (109 mph) (176 kph)	Engine: Rotax 912 (100 hp)

Dimensions

Interior Cockpit Width: 46 in (116.8 cm)
Wingspan: 34.8 ft (10.61 m)
Aircraft Length: 23 ft (7.01 m)
Aircraft Height: 8.1 ft (2.47 m)

Safety Features

- ICON Spin-Resistant Airframe (SRA)**
- ICON Angle of Attack Indicator (AoA)**
- ICON Parachute System (IPS)**
- Planing Wingtips**
- Predictable Flying Characteristics**
- Low Stall Speed**

MY 19 ICON A5 Limited Edition: \$389,000
(pre-configured with all available options)



2019 Officers and Committee Chairmen

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EAA and Local Chapter Sites

[EAA 485](#) [EAA 1265](#)
[EAA HDQTRS](#) [EAA 108](#)
[Lite Blue Angels EAA 105](#)

Interesting Links

[Blue Angel 360](#) Way cool
[Drone Weaponry](#)
[Build Your Own ADSB Receiver](#)
[F-18 Low Level](#)

Miscellaneous

[FAA Notams](#)
[Thatcher Build Site](#)
[Barnstormers](#)
[Skyvector.com](#) Flight Planning, Charts
[AirNav.com](#) Airport info, Fuel Prices

Barin OLF ASOS 251 970-2469

HWY 98

Blue Angel Parkway

Normally meetings will be held at [Ferguson Airport \(82J\)](#) (Uni **122.8**) on the **Second Saturday** of each month at 10:00 AM unless otherwise posted. Please check the if flying in for important info.

Go past the main airport entrance and take the next left. Go thru the gate and make a left on the gravel road. Make a right past the T hangar you'll see our building down on the left side. Anyone interested in general aviation and building or restoring aircraft are welcome.

For more info contact:

John McKiernan 850 291-4134
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Home Of The PANHANDLE PELICANS

EAA 485 Pensacola, FL

2019 82J Monthly Pancake Breakfast Sched
Jul 20th, Aug 17th, Sep 21st, Oct 19th, Nov 16th, Dec 21st.

Send email changes and bad newsletter links to John rockyjs7jm@gmail.com

Pensacola Notam for Airshow



Surface to 15,000' MSL

Effective Date(s):

- From July 10, 2019 at 1300 UTC
To July 10, 2019 at 1600 UTC
From July 11, 2019 at 1900 UTC
To July 11, 2019 at 2100 UTC
From July 12, 2019 at 1600 UTC
To July 12, 2019 at 2100 UTC
From July 13, 2019 at 1600 UTC
To July 13, 2019 at 2100 UTC
From July 14, 2019 at 1600 UTC
To July 14, 2019 at 2100 UTC

2019

Events Calendar

Saturday July 13 1000

Place: EAA 485 Clubhouse

Pledge

- Ralph Moser Scholarship Update
Continental Motors Tour Sign Up
Member aircraft/project update
ADS-B Who's Out and Who's In
Young Eagles Coordinator
Thatcher CX-4 Brakes/Wheels
VMC Club Coordinator
July Chapter Video

Lunch \$5 suggested donation

Calendar

Future Meeting Dates:

- Aug 10th
Sep 14th
Oct 12th

Fly Ins:

- Blue Angels Beach Show July 13th
Oshkosh KOSH July 22-28
Triple Tree Fly-in SC00 Sep 2-8
SERFI GZH Oct 18-20

2004 RV8A Total Time 400 hours airframe and engine since major overhaul \$85K

Lycoming IO-360 180 HP Sensenich fixed pitch prop

Well built and maintained aircraft. All SBs complied with including Aero Splat nose gear reinforcement and skid plate.

New PC680 battery

Complete Dynon 10" Skyview System:

Full EMS system (4 CHT & EGT, Fuel Flow, RPM, MAP, Oil Press, Oil Temp, Fuel Press, OAT)

Dual axis autopilots with electric trim

SV Knobs Panel

SV Autopilot Panel

Dynon ADSB-In Dual Channel Receiver

Stratus ESG ADSB-Out transponder Installed September 2017

Garmin 300XL GPS/Comm #2 (enroute and non-precision IFR certified)

Microair Comm #1

Garmin GMA 240 Audio Panel.

No Nav at present however tail VOR antenna and coax cable run to instrument panel

Great Instrument panel setup

2 1/4" backup Airspeed, Altimeter, Vertical Speed

Separate Lift Control pneumatic stall indicating system.

Rear seat rudder pedals. (currently uninstalled)

Ram mount for tablet

Well documented maintenance record. Full Engine logbooks

This is a sweet flying aircraft at 8500' leaned it flies 150 kts TAS @ 8.2 gph

Contact: John McKiernan 850 291-4134 rockyjs7jm@gmail.com

