



January 2020

Happy New Year



"Panhandle Pilots"

Squawk 485

Next Meeting January 11th at 1000  
At Our Clubhouse

[Details](#)  
VMC Club Meets @ 0830-0930

### President

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December 2019 Meeting Minutes  
No Meeting Held

Hello Everyone,

Here's hoping you had a great Holiday Season. I wish each of you a Happy, Healthy, Safe and Exciting New Year.

Personally, I've made great progress with my second hip replacement. I guess "practice makes perfect" I need to thank my lovely bride, Ruth who truly is Florence Nightingale in disguise. The next step is to obtain my "get out of jail" card from the doctor and turn me loose on the highways and skyways. Originally, I was told five weeks following the surgery for driving and following the operation the physician assistant said six. I'm confident I can knock some time off the sentence for good behavior.

### 2019 In Review

Chapter 485 had a great year last year as we increased our membership to 70, flew 99 Young Eagles, Nick Hanssen earned his PPL through a Ray Aviation Scholarship, Brian Harris began his flight training as our second Ray Aviation scholarship awardee and a chapter VMC club was started.

Needless to say it was a busy and very productive year and we're looking forward to more successes in 2020. This didn't happen without a significant amount of work behind the scenes by many individuals and support from the whole chapter.

For the New Year we have a 50/50 Ray Scholarship on the horizon courtesy of a very generous anonymous donor who gave the chapter \$5,000 to use toward a Ray Aviation Scholarship. Thank You once again from all of us.. The chapter will also enter the competition for an additional Ray Aviation Scholarship award through

normal competition very shortly. With that said I'd like to recognize **Ralph Moser** our Scholarship Coordinator and Young Eagles Coordinator, **Craig Spoke, Bill Diaz** and **Mark Rogers** for their time in meetings and developing a great scholarship selection process and keeping our finances straight as we process significant amounts of money in and out of our chapter accounts. **Well Done!**

### VMC Club (Meets Jan 11th @ 0830)

Our chapter VMC club launched late in 2019 and I was impressed at the turnout of members we've had numbering around 15 at both meetings. Thanks to **Donna** and **DeWitt Barker** for making this a reality for us. We've had some interesting discussions over some of the scenarios. There are no right or wrong answers. So if you'd like to get involved just show up at 0830 at the clubhouse before our chapter meetings. We'll have hot coffee available!

### 2020 New Year Resolutions

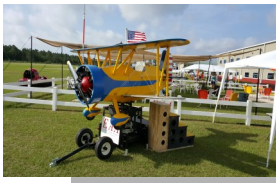
#### Chapter Clubhouse

Cleaning, painting and slight updating exterior and interior. Inventorying assets, library set up and selling, donating unused items. Begin an EAA sponsored Chapter Tool Crib. (Tool loaning program ?)

#### Rusty the Sim

Cleaning, painting and thoroughly checking out electrical and mechanical functions. Completing Rusty's brochure, operating handbook

**Brian Harris Solos**



and spare equipment/tool kit. We need to reach out to local community schools and conduct aviation education and rides for children below the age of 8 years old. This will also help in getting the word out about the EAA Young Eagles Program.

## Training

### Fabric Covering

Having several hands on fabric training classes for those interested in tube and fabric.

### General Aircraft Maintenance

I'm asking chapter members for input on what training they are interested in. Some of the topics I have in mind are :

- Spark plug cleaning, gapping and rotation
- Wheel maintenance including tire, tubes and bearing cleaning/repacking.
- Brake lining inspection/replacement.
- Oil changes and filter media inspections

## Chapter Social Events

**Movie Night** - It's been several years since we had an evening social event. These were pretty successful featuring a light dinner, movie and popcorn.

## Chapter IMC Club

We'll be considering the implementation of a chapter IMC club this coming year based on the great response from the VMC club. John

## Aviation News Briefs

Experimental aircraft registrations had their best year in a decade with nearly 1200 registrations in 2019. [Read More](#)

2019 Sees Fewer Fatal Passenger Aircraft Accidents Worldwide. [Read More](#)

Unexplained Drone Swarms Alarm Residents In Colorado [Read More](#)

More 737 Max Problems: Possible tail wire bundle issues [Read More](#)

Mooney Employees Furloughed Again  
Employees at Mooney's Kerrville plant, furloughed on Nov. 11 and recalled in early December, are once again out of work. [Read this article](#)

## EAA Video January 2020 Highlights

**Jack Pelton:** Inspiring the next generation  
Ray Aviation Scholarships - nearly 100

awarded. Very good success rate

Learn to Fly AMA (American Modelers Association) Radio Control models building and flying

AirVenture - Boeing to sponsor all children 18 years and under for free admission 2020/2021 Canadian Snowbirds performing for their 50th year anniversary

## FAA Initiatives

- LSA weight increase for category
- Some Owner Assist is good in E-AB
- Updating Vintage Aircraft safer with new equipment without so much red tape

## Burt Rutan:

Talks about his aircraft designs and the reasoning behind them. Challenges other aircraft designers to look "outside the box" when designing new aircraft.

[Rutan Defiant](#) - Steve Sorenson displays his Rutan Defiant built over a 21 year period first flown



in 2005. Very rare twin engine 4 place.

## Charlie Becker:

EAA hosted websites will be closed the end of March and moved to a new site.

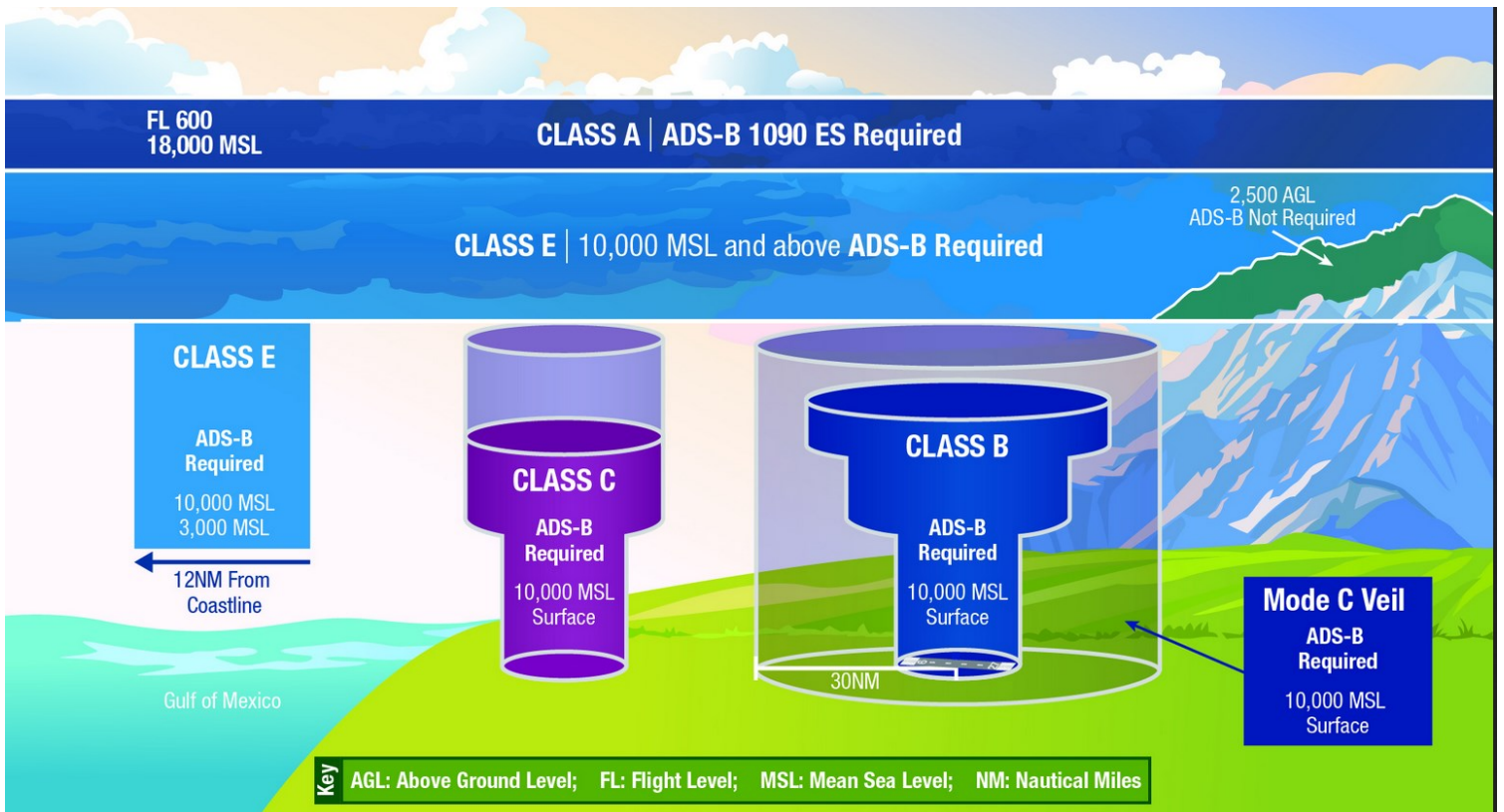
*This doesn't concern us since courtesy of Doug Francisco, we have a chapter website. We will investigate further since the EAA sponsored sites are "bare bones" not having a lot of bells and whistles. If it helps promote our chapter we may look into establishing one to run parallel. John*

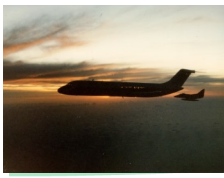
Charlie also had a quick demonstration of notching tubing using modified wheels on a grinder. He had a quick way to mark a tube using a piece of channel (angle would also work.) Laying the tubing inside gives a great straight edge to mark. On tubing and other darker metals Gray colored Sharpies work best.



## ADS-B Out Requirements

Airspace	Altitude
Class A	All
Class B	Generally, from surface to 10,000 feet mean sea level (MSL) including the airspace from portions of Class Bravo that extend beyond the Mode C Veil up to 10,000 feet MSL (e.g. SEA, CLE, PHX)
Class C	Generally, from surface up to 4,000 feet MSL including the airspace above the horizontal boundary up to 10,000 feet MSL
Class E	Above 10,000 feet MSL over the 48 states and DC, excluding airspace at and below 2,500 feet AGL <div style="border: 1px solid black; padding: 5px; margin-top: 5px;">Over the Gulf of Mexico at and above 3,000 feet MSL within 12 nautical miles of the coastline of the United States</div>
Mode C Veil	Airspace within a 30 NM radius of any airport listed in Appendix D, Section 1 of Part 91 (e.g. SEA, CLE, PHX) from the surface up to 10,000 feet MSL



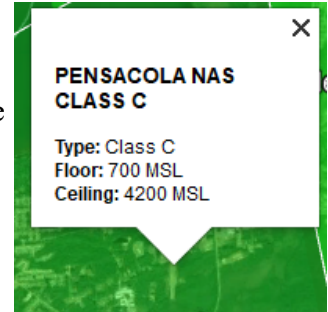


## ADS-B Out is Here

We've beat this to death but there is still confusion and here is a video from [AVweb](#) making a slight correction to a previous video. It's short and uses both a sectional and 3d depictions to clarify.

Of particular note in the following snips I took is our area **Class E airspace over the Gulf of Mexico at and above 3,000' within 12 nm of the coastline of the United States. Mobile Bay is also included in this area.** I'm in this airspace normally anytime heading down to south Florida.

It's not perfect! Here is our local area on the west side of Pensacola. You can see the pie cut-out of the Class C for Ferguson Airport but the actual airport does not show up. Sometimes it does depending on the zoom level. Clicking on the area of the pie cut-out produce a tab correctly designating the Class C airspace. On the other hand, Bill Miles Ban Farm is depicted and Shields airport shows two locations.



Just on the west side of the circle for Ferguson the square is Greyhound Park?? Evidently Google Earth has some map overlays involved that should be eliminated.

Airports such as Saufley and Bronson OLF are shown and in my opinion, both are unusable except for an extreme emergency,

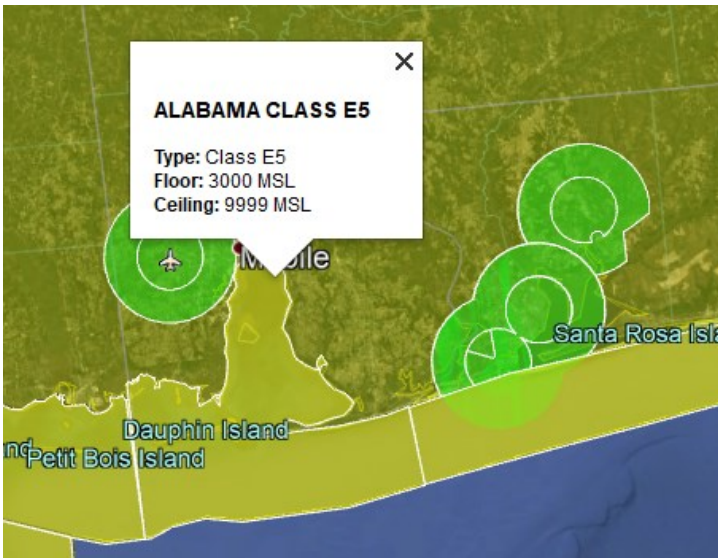
There also is problems while zooming, airports and other details appear and disappear with randomness. The system is in it's infancy and I'm sure there will be improvements coming. The FAA example actually shows you plotting a flight and then gives you a 3d depiction of the flight and airspace. I was using Google Earth Pro and probably would need Google Earth 3D. I'll do some further experimenting with it and have an update.

Referring to the graph of airspace on the previous page. Look at the Class C airspace which we have 3 of. The ADSB-Out requirement is no longer applicable for transiting below the lateral limits as it was in normal transponder operation. This was corrected in the video from AvWeb.

There is a requirement below the lateral limits of Class B airspace but only due to the Mode C veil which is normally found 30 nm from the center of the class B from the surface to 10,000' MSL.

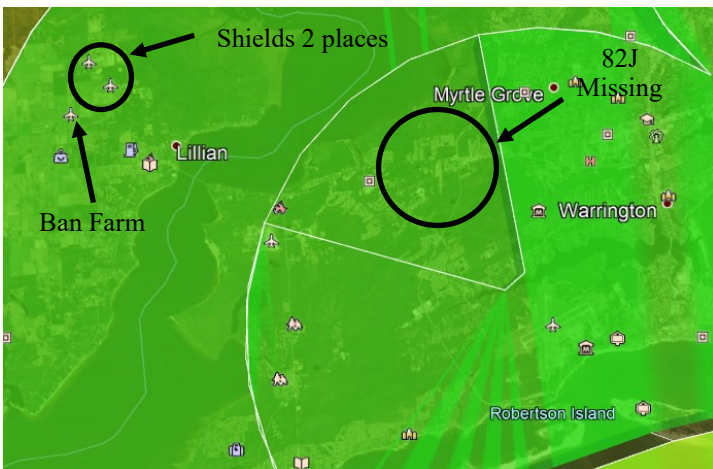
Also at 10,000' MSL all class E airspace requires ADS-B out with the exception of mountainous areas where from the surface up to 2500' AGL is exempt from the ADS-B out requirement.

The biggest Gotcha for our local area is Mobile Bay/Gulf of Mexico out to 12 nm Class E above 3000' MSL. **Be Careful Out There!** John



The above snapshot was taken from Google Earth with an FAA overlay depicting airspace.

The AVweb video referenced a URL that is an FAA website that has 3D depictions of selectable areas. Click Here — [ADS-B airspace](#) .





## RV-10 Elevator

I've begun working on the RV-10 elevators and did the initial structure match drilling. It's a little tight in my home garage as these pieces are big. The recommendation is to build both of these simultaneously but that truly requires a dedicated 4' x 8' bench. Since I'm not planning on doing any priming or riveting until returning the parts to my hangar my goal is to have all the prep work done at home.

Here is the "skinless" left elevator.



Last month I discussed the build manual and how nicely it is laid out. You can see the notebook is open with a plan out that makes assembly much easier. There are lots of smaller pieces that are used to make up the elevator assemblies.

There is also a monumental change in the RV-10 and I imagine the two seat RV-14. The smaller 2 seat aircraft use a single elevator trim tab. On these bigger aircraft there is a trim tab on each elevator and they're not small. Each one measures approximately 32" in length with a 4-1/2" chord and are driven by a single trim servo via push pull cables. The elevator trim system is depicted below and although not installed until the tunnel is complete, however there's lots of preliminary work to be done in the elevators themselves so I wanted to take a look at the "system". Fortunately, Van's sells a USB thumb drive of all the RV-10 plans in PDF format. It's nice to be able to zoom and reproduce small sections to "mark up" to assist in the build. These thumb drives are available for all RV kits from Vans for \$10 plus a nominal shipping charge.

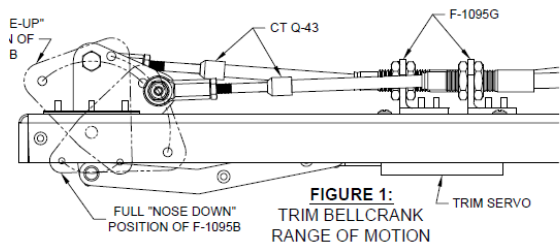


FIGURE 1: TRIM BELLCRANK RANGE OF MOTION

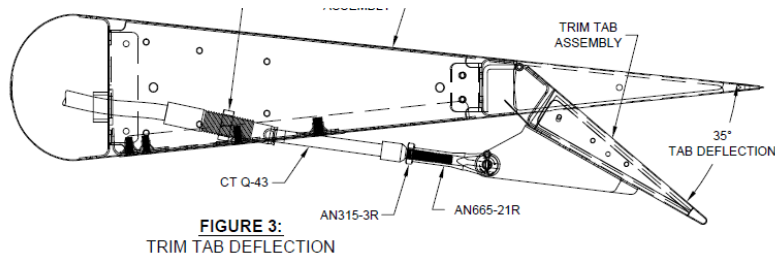


FIGURE 3: TRIM TAB DEFLECTION

Remove the E-616PP Cover Plate - Elevator Trim/WD-415 Elevator Trim Cable Anchor Bracket from the bottoms of both Elevator Assemblies.

Install the F-1095 Elevator Trim Actuator Sub-Assembly in the aft fuselage.

Route Q-43 Elevator Trim Cables through the holes in the Horizontal Stabilizer Inboard Nose Rough the snap bushings installed in the Horizontal Stabilizer Front Spar and Horizontal aft Spar, through the Elevator Leading Edges, then through the snap bushings installed in Front Spars, and finally through the openings in the bottoms of the elevators. See Figure 2.

Move the elevator trim actuator sub-assembly into final position while routing the elevator

Trim cables have been routed, attach the elevator trim actuator sub-assembly to the F-1014 Fuselage Aft Deck through holes pre-punched in the fuselage aft deck using called-out in Figure 2.

Install the E-616PP Cover Plate - Elevator Trim/Elevator Trim Cable Anchor Bracket Sub-assembly on to the CT Q-43 Elevator Trim Cables. Attach the elevator trim cable anchor brackets at the 7/16 threaded portion of the elevator trim horn points. Attach the cover plates to the elevators.

Move Servo to the "FULL NOSE UP" position.

Drill a hole in each trim tab horn by drilling #12. Temporarily attach the elevator to the elevator trim tab horns using the hardware called-out in Figures 2 and 3. One washer called-out in Figure 2, one is to be installed between the cotter pin and the inner surface of the clevis while the other two washers are to be installed on the outer surface of the clevis, one washer on the inboard side of the elevator trim tab horn and one washer on the inboard side of the trim tab horn.

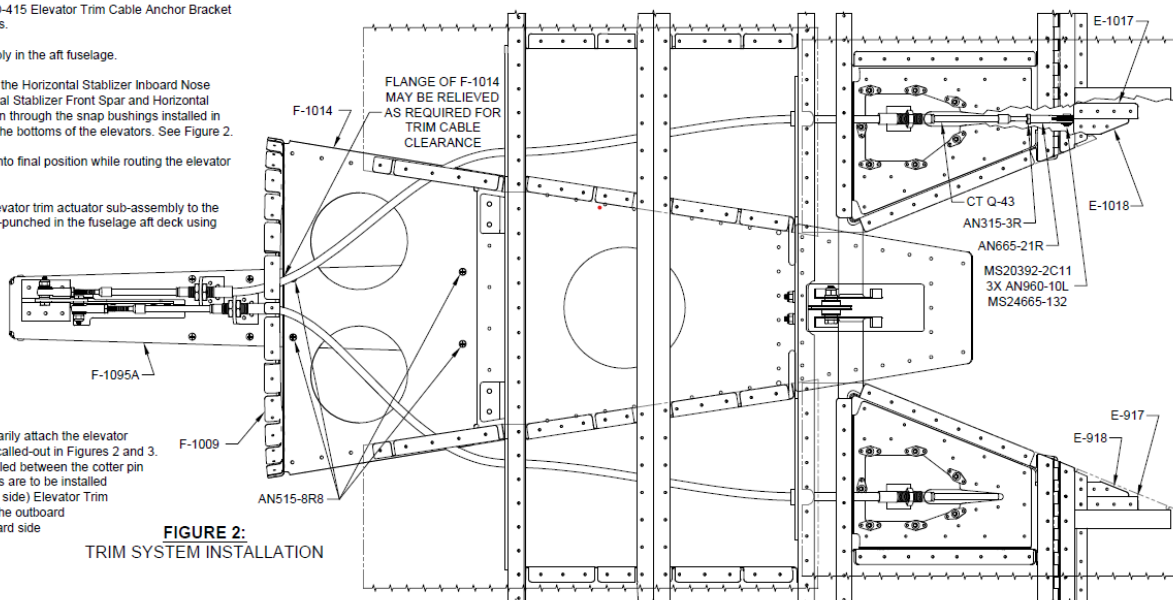


FIGURE 2: TRIM SYSTEM INSTALLATION



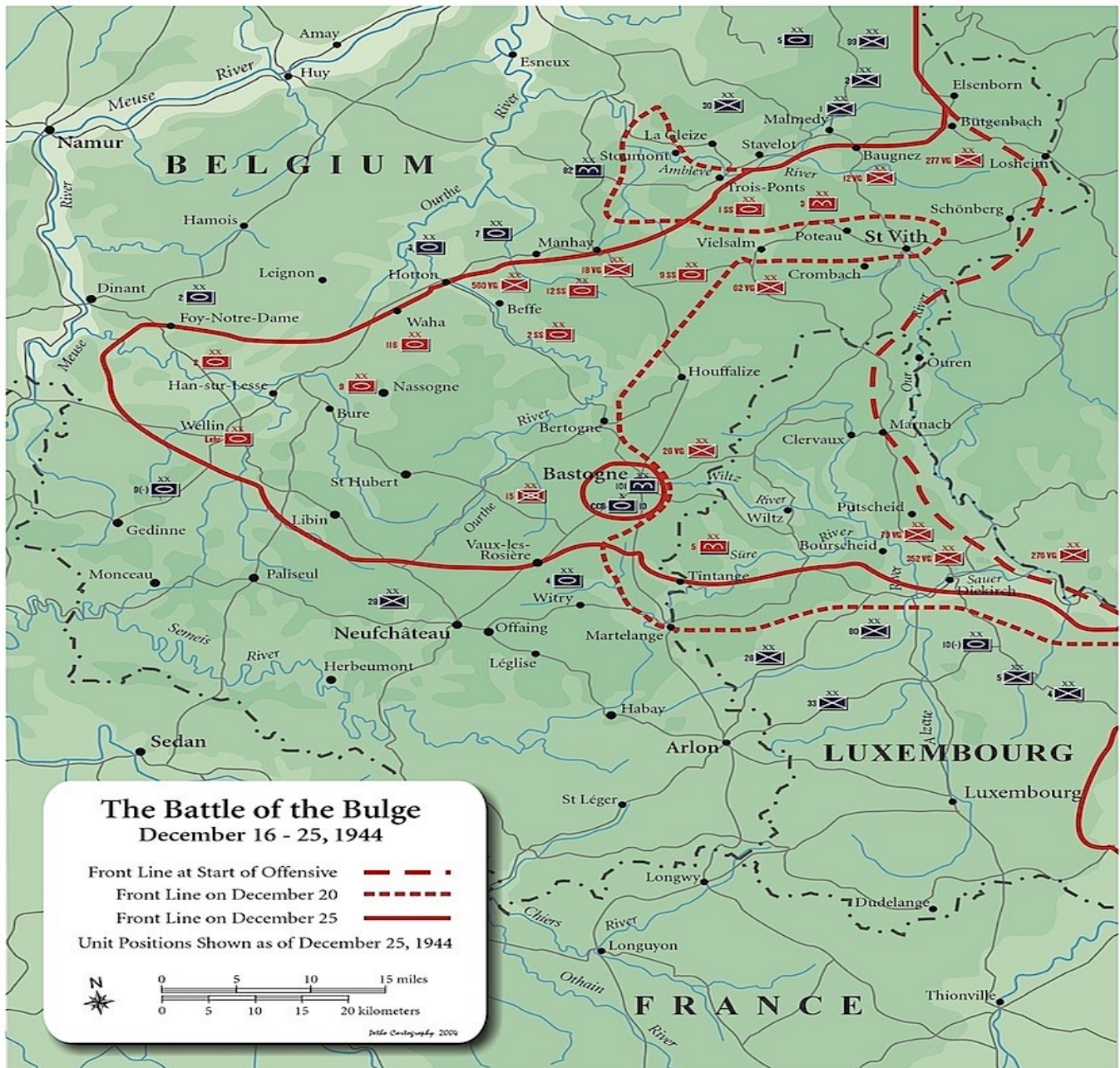
## Battle of the Bulge (75th Year Anniversary)

16 December 1944 to 25 January 1945

The Battle of the Bulge, also known as the Ardennes Counteroffensive, was the last major German offensive campaign on the Western Front during World War II. The goal of the German offensive was the harbor at Antwerp to gain access to the North Sea. It was the largest battle US troops (610,000) have ever been engaged in and the third deadliest conflict with over 19,000 deaths. On the other side the German's lost approximately 90,000 troops. The map below details the initial week of the conflict which started at the northern sector. The surge of the attack

moved the front over 40 kilometers west in the first 4 days and ultimately extended almost 80 kilometers just a few short of the river Meuse.

The Germans had surprised the allies by stealthily amassing a huge assault force for the attack. The weather aided the German efforts with fog, overcast skies and snow. The entire region could not be observed by aircraft for long periods of time. German U-boats off the European coast were observing weather and relaying the observations to headquarters. They had learned that coastal weather took about 2-3 days to affect the Ardennes area. The actual plan however was not well received by the field Generals but argu-





ing with Hitler was not an option. He was forceful in strategic planning and trusted very few after the failed July 20th attempt to kill him with a bomb. The result of which ended with the executions of 4980 people. Due to the secretive nature of the offensive very little reconnaissance of the area was made.

Hitler had a mania for oaths. Everyone admitted to the plan took not one but often several oaths to maintain secrecy, signing at least one statement which accepted the death penalty for any personal breach of security. Some of these included other family members to ensure compliance.

Part of Germany's problem was Hitler's insistence to develop new tanks, aircraft, rockets and other elements of destruction. This resulted in new assets being deployed with little testing, training and support

### About the Offensive

The latest and greatest German Tiger II tank, also known as the King Tiger, weighed nearly 70 tons and was to become a large part of the Achilles' Heel of the battle. There were 497 Tiger IIs produced and around 150 of these were distributed between 4 Panzer Divisions for the offensive.



The Tiger II was powered by a V-12 gasoline engine that produced a massive 690 horsepower. It held 190 imperial gallons of fuel and would exhaust its fuel supply within 12 hours of operation in a cross country environment. The heavily treed area of the Ardennes along with the Dragon Teeth positioned adjacent to roads just off the sides forced the tanks to stay on estab-

lished roadways. The Tiger II was 12'-4" wide and the curvy nature of the roads winding through the trees needed constant steering corrections. Many of the crews lacked proper training and ultimately obliterated roadways with the heavy tank tracks churning up the real estate.

During the initial fight the American troops on the front were decimated, cutoff from their units. Many had no choice but to surrender. As the Germans pushed west they took over a huge amount of ground pushing the front 20-30 kilometers in the first few days. The Allies reacted but winter conditions to move divisions took a toll and without overhead air support the response at first was limited. The Germans on the other hand had their own problems. FUEL! In fact during the initial phase of the attack the German army passed within 2 km of a large allied fuel dump in the region. Tiger tanks because of their high fuel consumption aggravated the situation since all fuel was delivered in the field. The large fuel tanks were hand fueled fatiguing the many men required to deliver and empty the 5 gallon "Jerry Cans", an exhaustive process considering the 30 plus cans required for each tank.

Dragon Teeth erected by both the Germans and Allies to force tanks into "killing zones" This photo is of the Siegfried Line 10 Km long



### Battle of Bastogne

The town of Bastogne was strategically important. It was the focal point of seven major roads and an absolute necessity for the Germans



to control. It was located about 35 kilometers behind the allied front and was defended largely by the 28th Division augmented with pieces of the 101st and 333rd and other units. By December 22nd the Germans had completely encircled the town and US troops were outnumbered 5:1. The Germans had already taken some of the outlying towns causing the Americans to fall back their perimeter. The German Commander General von Lüttwitz sent the US Commander Brigadier General [Anthony McAuliffe](#) of the 101st a note giving the Americans two hours to surrender.

*To the U.S.A. Commander of the encircled town of Bastogne.*

*The fortune of war is changing. This time the U.S.A. forces in and near Bastogne have been encircled by strong German armored units. More German armored units have crossed the river Our near Ortheuville, have taken Marche and reached St. Hubert by passing through Hompre-Sibret-Tillet. Libramont is in German hands.*

*There is only one possibility to save the encircled U.S.A. troops from total annihilation: that is the honorable surrender of the encircled town. In order to think it over a term of two hours will be granted beginning with the presentation of this note.*

*If this proposal should be rejected one German Artillery Corps and six heavy A. A. Battalions are ready to annihilate the U.S.A. troops in and near Bastogne. The order for firing will be given immediately after this two hours term.*

*All the serious civilian losses caused by this artillery fire would not correspond with the well-known American humanity.*

*The German Commander.*

General McAuliffe's response was very short:

*To the German Commander.*

**NUTS!**

*The American Commander*

The commander of the 327th GIR interpreted it to the German truce party as "Go to hell!".

A fierce battle ensued but in the end the Americans prevailed in breaking the encirclement of the town and never giving up its occupa-

tion. The Germans without control of Bastogne and the roads were unable to cross the Meuse river and eventually retreated with heavy losses.

The Battle of the Bulge would be the last major battle on the western front and was instrumental in ending the war in Europe.

## Thank you to these men and woman of the Greatest Generation!

For more info: [Battle of the Bulge](#)

### The Rest of the Story

While researching "The Battle of the Bulge" I was amazed at the wealth of material. There are videos, Army historical records and many other papers documenting the events. I had a personal interest since my father was also in the "Battle". He, like many of our WWII vets didn't talk much about the war and with some digging I found lots of info about his unit.

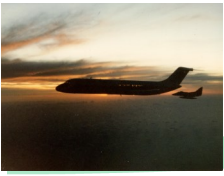
I stumbled across a site called [LoneSentry.com](#). It is a vast resource for WWII documentation and apparently still active in compiling information. Within the site is [GI Stories](#) which consists of 53 booklets on the Ground, Air, and Service Forces in the European Theater of Operations published by the Information and Education Division, ETOUSA in Paris during 1944 and 1945. It's here where I found a booklet titled "On The Way" about my father's 94th Division.



My father was assigned to the 94th Division Reconnaissance Troup as a tank driver however was switched to an armored car which bore the name of my sister from a previous marriage "Barbara Ann". He eventually became one of the drivers for Major Gen Malony, the 94th Division Commander.

The English Channel was extremely rough during September 1944. My father's Recon Troup was actually on the channel for 6 days before they could land but parts of the Division were floating for up to 3 weeks.

After landing on Utah Beach D + 94 days they spent 111 days in combat in Brittany on the "Forgotten Front" isolating 60,000 Germans



troops into two pockets at Lorient and St. Nazaire. The 94th was very thin maintaining a 450 mile front with limited supplies. On 1 January they were relieved and pulled out with an assignment to Patton's Third Army. On the 7th of January they relieved the 90th division on the south side of the Bulge. They were located in the heavily fortified area of the Saar-Moselle Triangle south of Wasserbillig, facing the Siegfried Switch. The Orscholz Switch, or Siegfried Switch, was a military defensive "switch" position west of the main Siegfried Line located in the triangle between the rivers Saar and Moselle. It was built in 1939 and 1940 and incorporated 75 bunkers as well as 10.2 km of tank obstacles in the form of dragon's teeth. The entire area was on high ground giving the Germans clear sight and easy pickings.

The original 94th mission was to hold the line and start probing for soft spots for an upcoming all out attack. To the north the Bulge surge had stopped and the allied armies began pushing the front back towards it's original lines but that would take another 3 weeks.

### On The Way (Prologue)\_

*To the men of the 94th Infantry Division: This short history of the division is little more than a record of the fighting which you men have done since arriving in Europe. It can only imply the many brave deeds performed, makes no reference to hardships patiently endured and can only hint of the magnificent fighting spirit which has carried you through the toughest battles of the Western Front.*

*It is my prejudiced but well-founded belief that the three actions of smashing the Siegfried Switch Line — clearing the Saar-Moselle Triangle which culminated in the capture of Trier — forcing the Saar River bridgehead, and the 10-day drive to the Rhine were the outstanding actions of Third Army's advance to the Rhine.*

*I congratulate you on the record you have established. The road to victory has been considerably shortened by your proved fighting capabilities and the will to win.*

Harry J. Malony  
Major General, Commanding

In 33 fighting days, from Feb. 19 to March 24, the 94th had moved 123 miles, taken more than 17,000 PWs, broken the Siegfried Switch Line, breached the main Siegfried Line by establishing a bridgehead over the Saar River and then smashed 85 miles to the Rhine.

Patton called the 94th "Patton's Golden Nuggets"

My father told a story about driving with the general in what was supposed to be a secured American area. The armored car was "unbuttoned" and they started taking some small arms fire and heard the German 88mm guns in the distance. My dad asked "General, you want me to find a place to button up?" the general merely said, "Nah Mac if we take one of those 88's it won't matter."



My Father & Crew in Their M3A1 Armored Car

Later on in 1945 my father was sent out with a Belgian General to show him the front lines but to stay back out of range of any enemy fire. My father stopped a safe distance from the line but the pompous General ordered my father to get



closer to the lines and after objecting, he reluctantly moved up finding a soft spot. They started receiving small arms fire and then became the target of some mortar rounds. My father found a protected place to get the armor installed which required going outside and was hit in the leg by shrapnel from a mortar. Luckily the shrapnel didn't hit any arteries or produce any bone damage and he managed to get back inside and drive back to headquarters. After arriving the medics took him to the hospital and as they drove away he could hear general Malony screaming and swearing at the Belgian General. My father initially thought the war was over for him but 4 days later he was released from the hospital back on duty.

Climax of 195 consecutive days of combat for the 94th was the capture of the industrial city of Ludwigshafen on the Rhein one of Germany's prize chemical producing centers. Following Ludwigshafen they were assigned to the Ruhr pocket along the Rhein river and then into Dusseldorf as an Occupational army doing governmental functions. Later they would be sent to Czechoslovakia in the same capacity.

The 94th would ultimately end with 209 days of combat.



In Dusseldorf my father met my mother the oldest of 4 daughters. My German grandfather had been drafted in his 40s and was an American POW in Manheim but the family couldn't contact him. My father hopped in a jeep with a buddy and drove to meet his future father in-law and let him know that the family in Dusseldorf were all OK.

On the way back he found

a large bag of potatoes and became an instant hero with the entire family. Later my father would lose a stripe for his "borrowing" of the jeep and for being AWOL outside jurisdiction without permission.

Following the war it would be nearly 3 years before they saw each other until my mother arrived in States the spring of 1948. They were

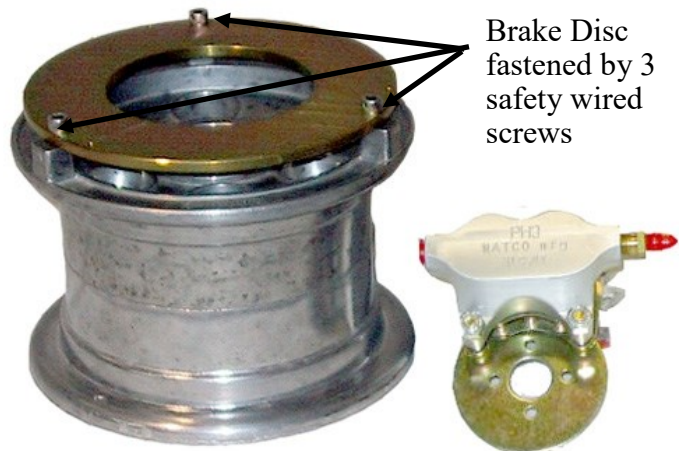
married shortly after.

Ironically, 41 years after my mother's arrival I bumped into my future wife Ruth in the town of Mainz, Germany during a layover. We were married 2 1/2 years later after a long, long distance romance.

## Thatcher

Due to my medical sabbatical no work has been done on the CX-4. I've done some research looking into wheels and brakes which we'll need shortly. I've had two aircraft with Matco brakes that use a slightly different setup allowing the brake discs to be removed without splitting the tires as is the standard with Cleveland brakes and others.

These come in both an internal mounted cal-



Brake Disc fastened by 3 safety wired screws

iper that use the axle as a mount and also an externally mounted cliper. We also need to determine what we would need for a wheel fairing mount system and make and install that. We have some brakes that were donated to us, however they are very lightweight and probably a bit undersized for the Thatcher. We need 5" wheels to allow turf operation. Anything smaller can be an issue with soft, uneven terrain.

John



# January 2020

# EAA 485 news

## 2020 Officers and Committee Chairmen

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**VMC Club**  
Donna and DeWitt Barker  
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[donnab@centurytel.net](mailto:donnab@centurytel.net)

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. If flying in, check NAS Pensacola (KNPA) NOTAMS for possible TFRs and the Ferguson Airport website under the Arrivals tab for important arrival and departure information.**

**Driving:** From Hwy 98 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 hangars you'll see our building down on the left side. Anyone interested in sharing general aviation, aircraft building, maintaining and restoring is welcome.

For more info contact:  
John McKiernan 850 291-4134  
[rockyjs7jm@gmail.com](mailto:rockyjs7jm@gmail.com)

## EAA and Local Chapter Sites

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

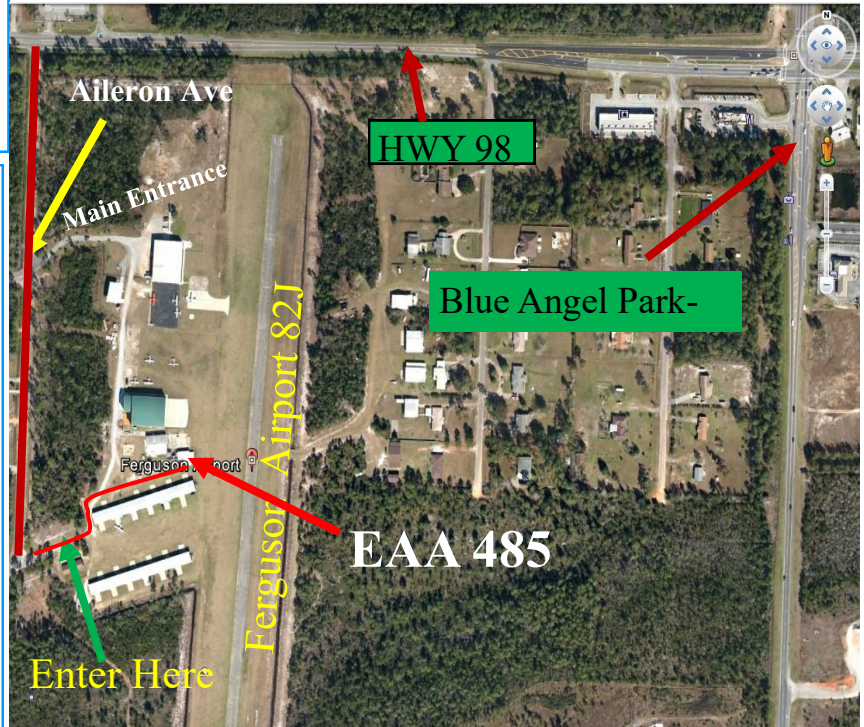
## Interesting Links

[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



Visit our website at [eaa485.org](http://eaa485.org)



Home Of The  
PANHANDLE PELICANS

## EAA 485 Pensacola, FL

### 2020 82J Monthly Pancake Breakfast Schedule 0930-11000

Jan 18, Feb 15, Mar 21, May 16, Jun 20, Jul 18, Aug 15, Sep 19, Oct 17, Nov 21.

**I Heard it Through the Grapevine** that we have another member starting a new project going to the "Dark Side". Gonna be making a racket in the subdivision.

It's a ... It's a ... **Recreational Vehicle RV-14A**



RV-14 SPECIFICATIONS	
Span	27'
Length	21' 1"
Height	8' 2"
Wing Area (sq.ft.)	126.1
Engine (hp)	210
Gross weight (lbs)	2050
Wing Loading (gross)	16.25
Power Loading (gross)	9.76
Empty Weight (lbs)	1240
Propeller	Hartzell c/s
Fuel Capacity (US gal)	50
Baggage (lbs)	100

GROSS WEIGHT PERFORMANCE	
2050 lbs. Speeds and ranges in statute mph	
Top Speed	203
Cruise (75% @ 8000')	193
Cruise (55% @ 8000')	169
Stall Speed	56
Takeoff Distance (ft)	630
Landing Distance (ft)	715
Rate of Climb (ft/min)	1500
Ceiling (ft)	18,000+
Range (75% @ 8000')	925
Range (55% @ 8000')	1080

## 2020

### Events Calendar

#### Chapter Meeting JAN 11th @1000

**Location: Chapter Clubhouse 82J**

Call to Order

Pledge of Allegiance

Introduction of Chapter Officers/  
Guests

#### Discussion Items:

Ralph Moser –Brian Harris Solo

ADSB Discussion

February 8th Meeting at NAS Museum

IMC Club Interest Level

EAA Chapter Vid Distributed to Member via a link

Training Topic Inputs

Clubhouse Field Day, January ??

Rusty Update February ??

Possible Ferguson Fly-In

Member Project Updates

### NO LUNCH due to Weather!

Lunch \$5 suggested donation

### Calendar

#### Future Meeting Dates:

**Feb 8th NAS Museum ?**

**Mar 14th**

**Apr 11th**

#### Fly Ins

Defuniak Springs

[Marvel of Flight](#) 54J

Mar 27-28

[Sun & Fun](#)

KLAL

Mar 30-Apr 05

[Oshkosh](#)

KOSH

Jul 20-26

[Tripple Tree](#)

SC00

Sep 21-27

## 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. Complete engine and airplane logs. Condition inspection August 2019 - Will be sold with new annual.

New PC680 battery

Complete Dynon 10" Skyview System:

Full EMS system (CHTs & EGTs, Fuel Flow, RPM, MAP, Oil Press, Oil Temp, Fuel Press, OAT

Dual axis autopilots with electric elevator trim

SV Knobs Panel

SV Autopilot Panel

Dynon SV-472 ADS-B-In Dual Channel Receiver

Stratus ESG ADSB-Out transponder Installed September 2017

Microair Com #1

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

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.

This is a sweet flying economical aircraft at 8500' leaned it flies 150 kts TAS @ 8.0 gph

Contact: John McKiernan 850 291-4134 [rockyjs7jm@gmail.com](mailto:rockyjs7jm@gmail.com)

