February 2020

EAA 485

Home of the "Panhandle Pelicans"

Squawk 485

Next Meeting February 8th at 1000
Ferguson Airport Clubhouse
Details
VMC Club Meets @ 0830-0930

President
John McKiernan
rockyjs7jm@gmail.com
Cell - (850) 291-4134

Hello Everyone,

We had a very well attended, productive January meeting in spite of a very poor weather forecast. The significance of our VMC meeting which had 20 attendees is encouraging and virtually all that attended indicated that they are also interested in the chapter providing an IMC club also. We will need a CFI and a coordinator to step forward to host the discussions. Anyone interested should call Donna or DeWitt Barker and they can give some insight into what this would entail.

Unfortunately, we probably won't be able to have both clubs meet on the same day with a chapter meeting. I'm leaning towards an evening event which can be conducted on a work day. It will be up for discussion.

Chapter 485 Receives EAA Silver Chapter Award

We've just received a Silver Chapter award placing 485 at the 93 percentile of all EAA chapters. We scored 8 out of a possible 10 points. See the letter from David Leiting EAA Chapters on page 6.

VMC Meeting 0830 Saturday Feb 8th

Chapter Meeting 1000 @ Clubhouse

During our January meeting we planned on have our meeting at the NAS Museum.

Unfortunately, at the present time public admission to NAS and the museum is restricted. We'll look into having our March 14th meeting at the museum.

Jan 11th 2020 EAA CH 485 Meeting Minutes

1000 Meeting called to order by President John McKiernan

- Pledge of Allegiance
- Discussion of VMC club and solicitation of interest in IMC club.
- VMC club very well attended, 20 attendees. Well done Donna!
- Guests, Ted and Paxton Lamarche, joined Chapter, Welcome Aboard!
- Ralph Moser briefed Young Eagle plans for three events this year. Ralph also briefed Ray Scholarship, with Brian Harris completing his solo this week and Nick Hanssen completing his tailwheel endorsement endorsement, courtesy of Donna and Dewitt Barker, WELL DONE !
- Ralph also plugged Williams Avionics at KMOB a new shop.
- An additional Ray Scholarship candidate is in the selection process, interviews soon with EAA final selection by 14 March.
- John McKiernan discussed the current active status of ADSB, with local flying area impact.
- February Meeting is planned for the NAS Museum, provided base access approved
- Potential training topics were discussed.
- Chapter needs a new flight advisor and Tech Counselor
- A clubhouse field day planned for February
- "Rusty" refurbishment and painting planned for February.
- Potential for a Ferguson fly in was discussed,

Pensacola FL

TBA.

- Ferguson Pancake Breakfast schedule announced.
- Member Project updates entertained from the floor

Meeting adjourned at 1045

Respectfully submitted,
Mark Rogers
Secretary/Treasurer

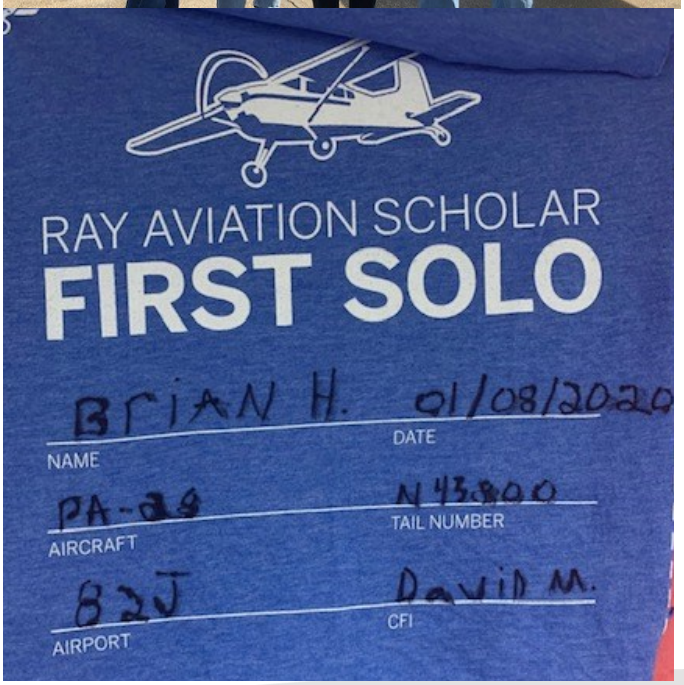
The Journey Begins Again

RAY AVIATION SCHOLARSHIP UPDATE
Ralph Moser, Chapter 485 Coordinator

Brian Harris Progress:

Brian has been focusing on written exam preparation. Bill Diaz and I spent several hours tutoring Brian in the past week, going over practice exam questions and recommending areas for final study.

The winter weather has limited his flying opportunities, but he did get a dual cross-country flown. He is awaiting better weather for his first solo cross-country as I write this. EAA notified us that the second $4000 payment on his scholarship is "in the mail".



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Clubhouse Field Day Sat Feb 22nd 0900

It's that time of the year to "spruce" up the clubhouse. It's been 3 years and we badly need cleaning and exterior and interior painting. The worst place is the windows of the hangar area. Cleaning the surface rust and painting the metal green would make this area much more attractive.

Additionally we also need some "landscaping" weed eating and general cleanup outside. It shouldn't take more than a few hours. We'll have Pizza following at completion on the chapter.

RV-10 Empennage Build

I've been looking through some various RV-10 builder websites. One thing for sure is there is a wealth of information in the Van's Aircraft community and unlike years ago most of it is good. The average time of building the RV-10 empennage which includes the tunnel going to the baggage compartment bulkhead is upwards of 300 hours averaging around 250.. The elevators alone take up a pretty good size chunk of the time. I imagine I'll be at the 55 hour plus mark before they are completed.

Some of the most difficult tasks is working with smaller parts that are awkward to get clamped. The closeout edges of the trim tabs are difficult to make. The RV-10 doubles this because there are two trim tabs and at nearly 3' long with a decent angle on the inboard sides this isn't an easy task. What's interesting is this is where all builds on RV aircraft begin at the tail. When you purchase your tail kit you establish your builder number used for ordering "do-over" parts and ultimately that same number becomes the serial number on the aircraft registration at completion.

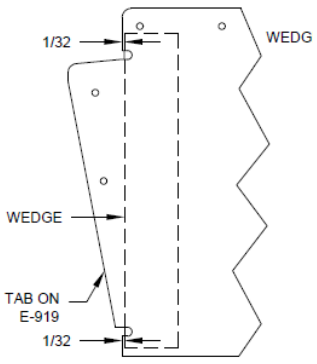


FIGURE 4: LOCATING THE WEDGES

Here is an overhead view of the upper closeout tab. The dashed lines are a wood block wedge to give an edge to the bending process. Underneath there is a duplicate tab without holes that actually will be bent first to go inside of the upper. Seems simple enough! It also tells you that you want to bend 1/32" inside the outer skin. If you look at just the tab section that part is only about 1" resulting in not a heck of a lot of room.

The block wedge is held in place inside the trim tab using double sided tape to keep it from moving when bending. The above drawing shows the outboard side of the trim tab making it a little easier. The inboard side has a pretty good angle making it harder to clamp.

Here is the side view of the bending process after the lower tab is partially bent.

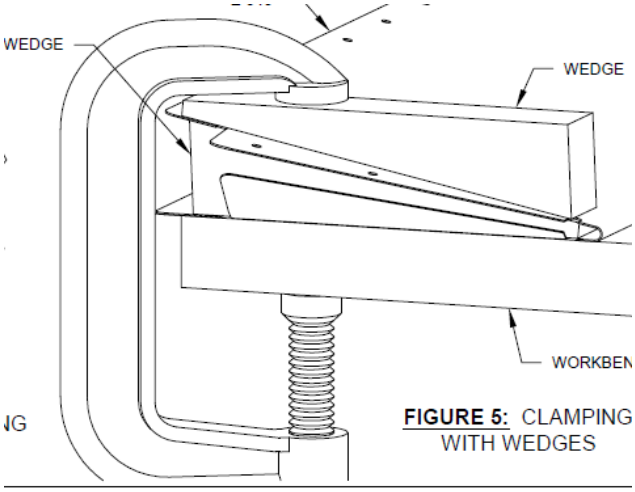
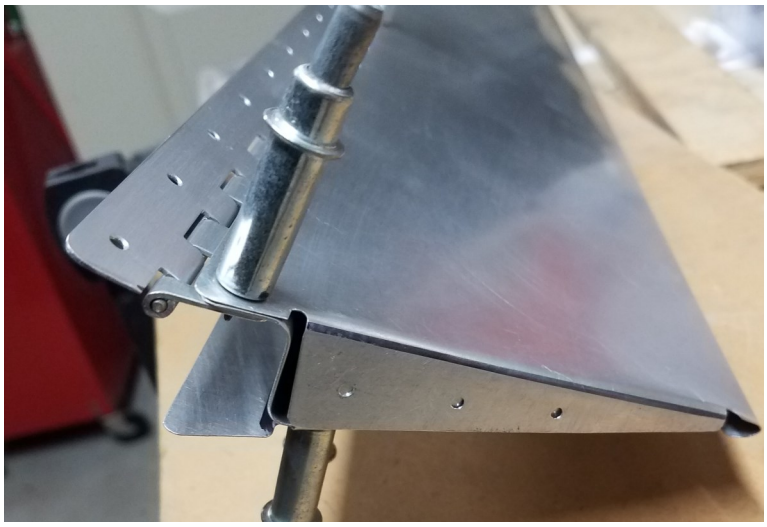


FIGURE 5: CLAMPING WITH WEDGES

The instructions call for a block of wood to start the initial bend followed by using a rivet gun under low pressure. If you look at the very narrow right side of the tabs this is were the difficulty comes in. They also show a big "C" clamp because your typical HFT clamps don't yield enough force to hold everything.

With that said I tackled the hardest part on the angle first. It's actually just awkward to work with on a small bench. Instead of using a rivet gun, I used my autobody tools and a very thin bucking bar. You need to take your time or you can easily turn this piece into a trophy to hang on your "Wall of Shame" I still have some pieces hanging around from my RV-7 build 12 years ago. The bend needed "massaging" but it came out acceptable. You can see that this end has 3 holes that will be

drilled through the inside tab, dimpled and riveted with a CS 4-4 (Countersunk 1/8” x 1/4” long) pull rivets.

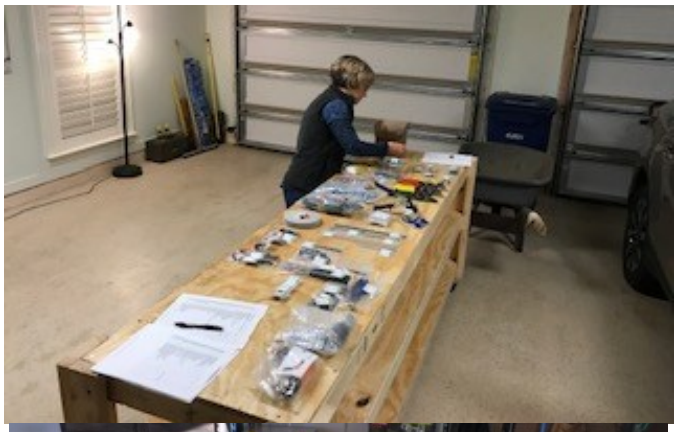


Here is the upper surface of the right inboard trim tab. One down 3 to go!

RV-14 Project Mark & Brenda Rogers

Mark and Brenda have sent a few pictures of his Workshop and arrival of hi RV-14 empennage. He’s starting the build in his large garage and they seem well setup. His kit has arrived and they went through the inventory process. The RV-14 is similar to the RV-10 since the empennage has a section of fuselage that goes up to the seatbacks. So here are some pictures of the prep and goodies!

One thing wrong is that garage is too Purdy!



Now, that’s a lot of work! Sometimes that blue protective film is a PITA to remove.

Tips For Homebuilders

Ben Poffenberger put together a useful list indexing all the tips contained in the EAA Monthly videos. It looks like the EAA has begun indexing highlights contained within the videos in 2020.

EAA Monthly Vid Tips

2016
JAN – Plexiglas Drilling
FEB – Control Cables
MAR – Plexiglas Refinishing
APR – Antenna Installation
MAY – Plexiglas Bending
JUN – Cutting External Threads
JUL – Cutting Fiberglass Cloth
AUG – Piano Hinges
SEP – Hardware, AN Bolts
OCT – Pitot/Static System Overview
NOV – Lubricants
DEC – Differential Cylinder Compression Test

2017
JAN – 3D Printed Aircraft Parts
FEB – Patching Plexiglass
MAR – no video
APR – Tig Welding Acute Angles
MAY – Bandsaw Tabletop
JUN – Cut Open and Inspect Oil Filter
JUL – Engine Mount Cotter Pin Installation
AUG – no video
SEP – Tension vs Shear Nuts
OCT – Air/Oil Separator
NOV – Cutting Aircraft Control Cable
DEC – no video

2018
JAN – Engine Compartment Clamping
FEB – Fuel Primer System
MAR – Stripping Shielded Audio Wire
APR – Safety Wire
MAY – Antenna Ground Plane
JUN – All About Washers
JUL – Turnbuckle Chain Tool
AUG – no video
SEP – Static System Leak Test
OCT – Light Plane Cable
NOV – Sheet Metal Snips
DEC – no video

2019
JAN – Fuel Primer System
FEB – Hot Wire Cutter Components
MAR – Light Plane Cable
APR – Forming Aircraft Plywood
MAY – Aircraft Screw Identification
JUN – Cut Open and Inspect Oil Filter
JUL – Using Nord-Lock Washers
AUG – no video
SEP – Cable and Nicopress Sleeve Tips
OCT – Squaring Up Blue Foam
NOV – Corrosion Prevention Sprays
DEC – no video

2020
JAN – Fishmouth Tubing Using a Grinder

Ben also found a You Tube site that is full of various help videos for homebuilders. It's arranged with pictures and has lots of useful information. Here's one on an Affordable Automated Weather (AWOS) For Your Airstrip. Just click the picture and the video should start.

I had looked into an AWOS several years ago but never found anything remotely inexpensive.
There are about 200 videos all in one place. Here is the link for the You Tube page:

HomebuiltHELP

EAA Letter Designating Chapter 485 as a Silver Chapter for 2019

Dear John,

Congratulations on reaching the **Silver** Chapter Recognition level! EAA is thrilled to help EAA Chapter 485 celebrate this achievement. Your chapter will be mailed a banner to proudly display where your chapter meets. Your level also will be displayed online at EAA.org/FindAChapter with a specially designed emblem. You're encouraged to use it on your website, newsletter, and other promotional materials. *EAA Chapter 485's custom emblem will be attached to a follow up to this email.*

This program was created to recognize chapters that have demonstrated outstanding commitment to general aviation. Developed in partnership with EAA's Chapter Advisory Council, it's based on 10 criteria that are consistently found in active and engaged chapters. Each is worth a point, and there are three levels of recognition: bronze (7 out of 10), silver (8 out of 10), and gold (at least 9 out of 10).

1. Attended a chapter leadership training session
2. Growing or steady membership
3. Offers IMC or VMC club programs
4. Participates in Young Eagles or Flying Start programs
5. Has an EAA-approved flight advisor or technical counselor
6. Participates in EAA's annual chapter member survey
7. Reads EAA *ChapterGram* regularly
8. Requested EAA promotional materials or ChapterBlast email
9. Hosts at least two public events each year
10. Owns/leases a facility

Your 2019 Chapter Results

The current score for your EAA chapter is 8 **out of 10,** which places you in the 93 percentile. Here's your chapter's breakdown:

Leadership training	0
Membership	1
IMC/VMC	1
Young Eagles	1
Flight Advisor/Tech Counselor	1
Annual survey	1
ChapterGram	1
Chapter promotions	0
Events	1
Facility	1

To learn more about this program, how scores are calculated, and how to improve your chapter's recognition score, please visit EAA.org/ChapterRecognition. If you have additional questions, please call us at 920-426-5912 or send an email to chapters@eaa.org.

Tailwinds,

David Leiting,

Chapter Field Representative II, EAA Lifetime 57957

Not bad! We'll look at improving to the Gold certification during 2020 but it won't be easy. Unless some type of leadership training takes place close by I don't think any of our present Officers will be going up to Oshkosh for leadership training. I had to check and see what Chapter promotions is about.

ChapterBlast Email: The EAA will send out an email to every EAA member within 75 miles of our clubhouse on our behalf up to 3 times per year. This is basically used to get the word out of a function and to possibly attract new members to our chapter. I'm sure many of you receive some of these occasionally. If Ferguson does have a fly-in this would be an effective way to get the word out. John

What Aircraft is This Cockpit From?

Hey! I think they missed a place on the left side to shoehorn another gauge in. Can you imagine what the wiring harness looks like behind it.

This is the cockpit from the World's fastest manned aircraft, the **SR-71**. Built by Lockheed at its "Skunk Works" factory. According to Lockheed Martin, the origin of the name supposedly comes from the Al Capp's comic strip named "Li'l Abner", where there was reference to a place called "Skonk Works" where a strong beverage was brewed from skunks, old shoes and other ingredients.

Officially established in June 1943, Skunk Works designed and built the XP-80, prototype of the P-80 Shooting Star in 143 days as the first jet to counter the German efforts in jet powered aircraft. In 1938 before the "official" Skunk Works designation Lockheed had a walled off section of it's plant and developed the P-38 in secrecy, the first aircraft to exceed 400 mph.

The Skunk Works plant was originally located in Burbank, CA where it remained through 1989. The original buildings are gone with the exception of one which is an office building. The new location would be within the expansive Lockheed facility in Palmdale, CA.

The Palmdale facility would produce the last commercial aircraft from Lockheed, the L-1011 Tristar from 1970 to 1984. A total of 250 aircraft were manufactured.

A picture of the entry plaza at Skunkworks Palmdale facility.

In 1955, the Skunk Works received a contract from the CIA to build a spy plane known as the U-2 with the intention of flying over the Soviet Union and photographing sites of strategic interest. The first overflight took place on July 4 1956. Happy Birthday America! How Ironic!

The U-2 ceased overflights when Francis Gary Powers was shot down during a mission on May 1, 1960, while over Russia.
(If you haven't seen Bridge of Spies '2015' I recommend watching it. It has a lot of historical background and is well done concerning the politics involved with the exchange of Gary Powers)

Here is a list of Skunkworks projects in chronological order
Lockheed P-38 Lightning (unofficial)[3]
Lockheed P-80 Shooting Star
Lockheed XF-90
Lockheed F-104 Starfighter
Lockheed U-2
Lockheed X-26 Frigate
Lockheed YO-3
Lockheed A-12
Lockheed SR-71 Blackbird
Lockheed D-21
Lockheed XST (Have Blue)
Lockheed F-117 Nighthawk
Lockheed Martin F-22 Raptor
Lockheed Martin X-35 and Lockheed Martin F-35 Lightning II
Lockheed X-27
Lockheed Martin Polecat
Quiet Supersonic Transport
Lockheed Martin Cormorant
Lockheed Martin Desert Hawk
Lockheed Martin RQ-170 Sentinel
Lockheed Martin X-55
Lockheed Martin SR-72
Lockheed Martin ES-3A

Obviously they've been busy at Lockheed Martin. Who knows what's in store next.

There exists a lot of confusion between the U-2 "Dragon Lady" and SR-71 "Blackbird". By the way, the SR-71 "Blackbird" nickname is not an official Lockheed designation. It stemmed from the dark color of the aircraft from the special high temperature paint.

Original U-2 cockpit

Updated U-2 with Glass

Both aircraft were high-altitude reconnaissance type aircraft with totally different missions.

U2 Information

- **Crew:** 1
- **Length:** 63 ft 0 in (19.20 m)
- **Wingspan:** 105 ft (32 m)
- **Height:** 16 ft 0 in (4.88 m)
- **Wing area:** 1,000 sq ft (93 m^2)
- **Empty weight:** 16,000 lb (7,257 kg)
- **Max takeoff weight:** 40,000 lb (18,144 kg)
- **Fuel capacity:** 2,950 US gal
- (**Powerplant:** 1 × General Electric F118-101 turbofan engine, 17,000 lbs thrust

Performance

- **Maximum speed:** 356 knots, 410 mph,
- **Cruise Mach number** Mach 0.715 (470 knots; 540 mph)
- **Stall Speed**: 65 knots; 75 mph
- **Range:** 6,090 nm ; 7,010 sm
- **Endurance**: 12 hours
- **Service ceiling:** 80,000 ft
- **Rate of climb:** 9,000 ft/min (46 m/s)
  Time to altitude: 60,000 ft 12 minutes 30 secs
- **Lift-to-drag:** 25.6
- **Wing loading:** 40 lb/sq ft (200 kg/m^2)
- **Thrust/weight Ratio** .425
- **Fuel consumption:** 910 lb./h

SR-71 Information

- **Crew:** 2; Pilot and Reconnaissance Systems Officer (
- **Length:** 107 ft 5 in (32.74 m)
- **Wingspan:** 55 ft 7 in (16.94 m)
- **Height:** 18 ft 6 in (5.64 m)
- **Wheel track:** 16 ft 8 in (5 m)
- **Wheelbase:** 37 ft 10 in (12 m)
- **Wing area:** 1,800 sq ft (170 m^2)
- **Aspect ratio:** 1.7
- **Empty weight:** 67,500 lb (30,617 kg)
- **Gross weight:** 152,000 lb (68,946 kg)
- **Max takeoff weight:** 172,000 lb (78,018 kg)
- **Fuel capacity:** 12,219.2 US gal (in 6 tank groups (9 tanks)

Powerplant: 2 × Pratt & Whitney J58 (JT11D-20J or JT11D-20K) continuous-bleed after-burning turbojets, 25,000 lbf thrust each
JT11D-20J 32,500 lbf wet (fixed inlet guidevanes)
JT11D-20K 34,000 lbf wet (2-position inlet guidevanes)

Performance

- **Maximum speed:** 1,910 knots; 2,200 mph,at 80,000 ft
- **Maximum Mach**: Mach 3.32
- **Ferry range:** 2,824 nm; 3,250 mi
- **Service ceiling:** 85,000 ft (26,000 m)
- **Rate of climb:** 11,820 ft/min (60.0 m/s)
- **Wing loading:** 84 lb/sq ft (410 kg/m^2)
- **Thrust/weight Ratio:** 44

SR-71 Blackbird

- Three Pilots flew over 1,000 hours
- 19 pilots flew over 900 hours
- The Russians unknowingly helped build the SR-71 as much of the Utile ore used in Titanium came from Soviet soil through third party/country purchases
- The nosecone on the aircraft detached and with 4 bolts. There were 3 different ones each for a different mission.
- The Optical Bar Camera could take a photo 72 mi. wide. The film inside was 5" wide and 2 miles long. The camera was also used in the U-2
- Over 100 missiles were shot at the SR-71. The closest one got 1.5 miles away. The aircraft had sophisticated jamming capabilities
- The highest recorded hours in one aircraft was 3967.5 and lowest 64.4
- The average skin temperature was 600 degrees Fahrenheit at cruise speed
- The quartz 1.25" thick glass in the cockpit was very hot to the touch even through the pilots "spacesuit" gloves.
- 32 SR-71 were built with 12 losses 4 caused by tire failures. The triple tires on each main mount have 415 psi of Nitrogen
- The SR-71 length expanded about 4" on each flight
- Liftoff speed was about 240 mph and landing speed was about 175 mph
- The official speed and altitude records are 2,193 mph and 85,000' although the aircraft was capable of Mach 3.3 and 100,000 ft altitude

The SR-71 amazingly was built in 20 months.

U-2 Dragon Lady

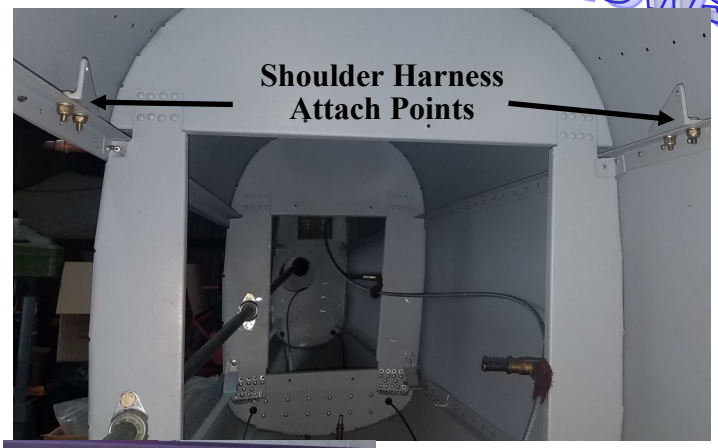
- **The U-2 was designed by Lockheed's top engineer, Kelly Johnson. He also designed the SR-71, F-104 Starfighter, and countless other revolutionary aircraft**
- **The U-2 was designed to fly at 70,000 feet. At that altitude, it could not be tracked by radar or shot down with missiles by the Soviet Union at the time.**
- The U-2 used non-traditional landing gear to save weight. The Air Force initially rejected the design because of it

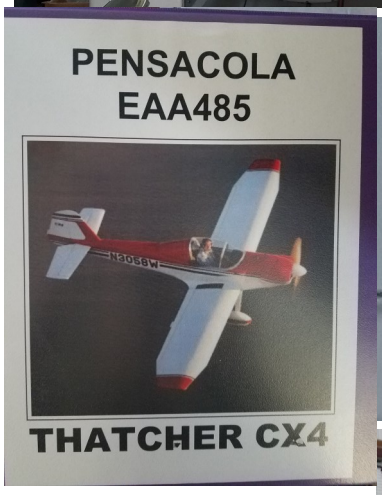
- The "U" designation for "Utility" was assigned instead of "R" for "Reconnaissance", keeping the project more covert.
- Developers needed a special fuel that wouldn't evaporate at 70,000 feet for the U-2.
- At altitude, the U-2 flies in a region called coffin-corner, often with only 10 knots of separation between stall and Mach overspeed.
- For the first 15 years of the program, a trainer version of the U-2 didn't exist, so pilots had to be coached through their first flights via radio
- Because the U-2 is difficult to land, and visibility is poor from the pilot's space suit, a chase car is used to call out altitudes to pilots as they approach the runway. Check out this video for a first-person view
- Overflights of the Soviet Union started in 1956. Contrary to expectations, the Soviet Union was able to track the U-2 with radar.
- In October of 1960, overflights of Cuba began. Two years later, SA-2 SAM sites were spotted on the island, making it difficult for U-2 overflights to continue during the Cuban Missile Crisis
- There were 104 U-2 aircraft built. Like the SR-71 several are in museums around the world including Moscow and Havana.

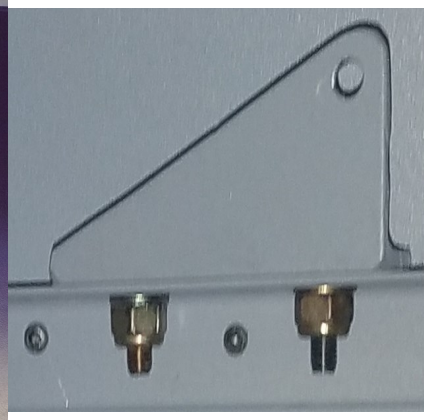
Thatcher

Ben Poffenberger "volunteered" to organize the Thatcher "Build Log" . We've been at this since **2012** and have little formal build log documentation although most of the build is archived in the newsletters so we'll use a lot of the descriptions from there and we do have a couple hundred pictures. Thanks for doing this Ben.

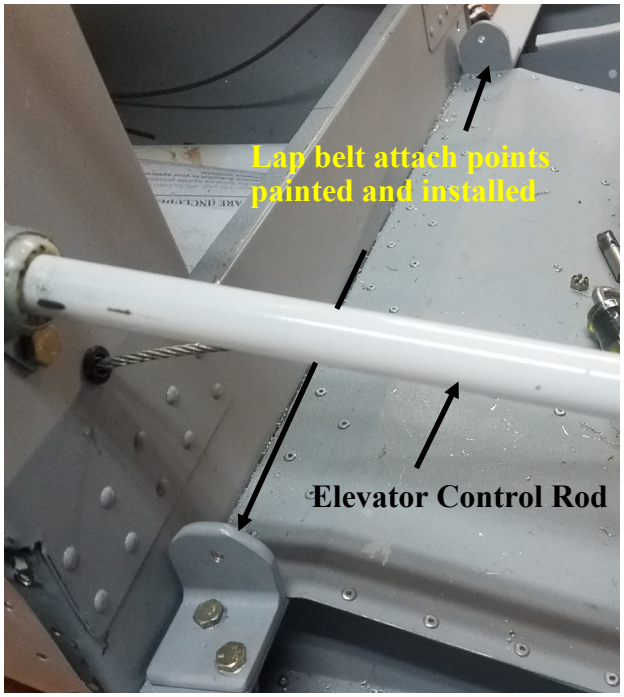
We've made some progress and finished up a few things. There was a warm day so I epoxy primed both sides of the turtle deck skin, F7 bulkhead and one of the side panels that was never painted. Additionally, I primed the lap belt and shoulder harness attach brackets. I wasn't keen on painting primer on the upper fuselage skin that hides under the turtle deck because of the location of the project in my hangar. I thoroughly cleaned the metal and then scuffed it with some maroon ScotchBrite pads and re-cleaned it. I masked off the CX4 with some sheets I use when painting and used a Rustoleum self-etching rattle can primer that has worked well for some of the other pieces. Hopefully by the time you read this the F7 bulkhead and turtle deck skin will be riveted.







The turtle deck of the CX 4 is finally installed and rivetted Overall it came out well. We still need to seal the seams along the canopy and fuselage. John



February 2020

EAA 485 news

2020 Officers and Committee Chairmen

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Ray Scholarship Coordinator
Ralph Moser (847) 736-4603 randp@rmoser.net

VMC Club Donna and DeWitt Barker (850) 572-0288 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

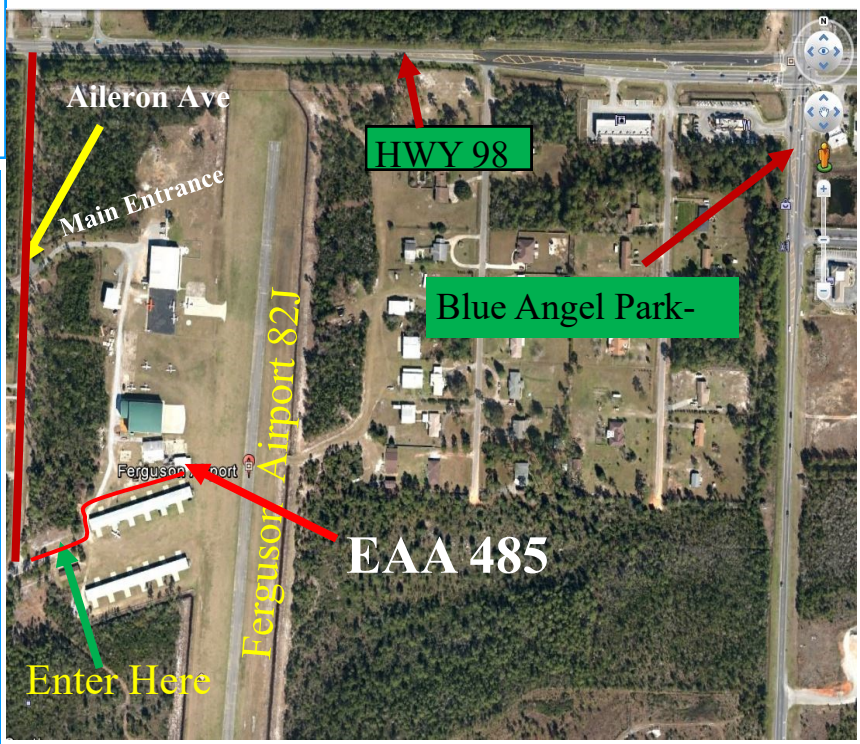
EAA and Local Chapter Sites

EAA 485 EAA 1265
EAA HDQTRS EAA 108
Lite Blue Angels EAA 105

Interesting Links
Blue Angel 360 Way cool
Making the First Airbus 220 Time Lapse
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

Home Of The
PANHANDLE PELICANS

EAA 485 Pensacola, FL

2020 82J Monthly Pancake Breakfast Schedule 0930-11000
Feb 15, Mar 21, Apr 18, May 16, Jun 20, Jul 18, Aug 15, Sep 19, Oct 17, Nov 21.

Kobe Bryant Accident

The big story in aviation is the tragic accident involving Kobe Bryant.

Here are two different takes on what took place. The first is a Google Earth 3d depiction using radar data and ATC communications.
3d Depiction

The other was sent to me by a very good friend who flew Hueys in Vietnam and then was in my Naval Commissioning class in Pensacola.
Excellent Discussion of Bryant Accident

Many of you may remember the opening film scene from MASH. This is the same area of the crash

2020 Events Calendar

Chapter Meeting FEB 8th @ 1000
Location: Clubhouse Ferguson 82J

Call to Order
Pledge of Allegiance
Introduction of Chapter Officers/ Guests

Discussion Items:

Ralph Moser Scholarship/YE Update
Chapter 485 Silver Recognition
Rescheduling NAS Museum for March
Clubhouse Field Day Feb 22 0900
Looking for a CFI and Coordinator for IMC Club
Fly Your Buddy
Continental and Airbus Tours
Thatcher Update. If interested to come build see John following the meeting
Fly-In Season is here.
Members Projects
Next Meeting **March 14th**
New Business

Lunch $5 suggested donation

Calendar

Future Meeting Dates:

Mar 14th
Apr 11th
May 9th

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 ¼" 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

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