

# Congratulations Brian

April/May 2020



# EAA 485



Home of the  
"Panhandle Pelicans"

Squawk 485

Next Meeting  
Tentatively Scheduled June 13th  
Ferguson Clubhouse 1000  
VMC/IMC Meeting 0830

## President

John McKiernan

[rockyjs7jm@gmail.com](mailto:rockyjs7jm@gmail.com)

Cell - (850) 291-4134

Hello Everyone,

Hopefully, everyone is well and looking forward to some semblance of normal. We are fortunate that our weather has been great and that we are located in a low incidence area.

We suspended ALL club functions shortly after our March meeting, Tentatively we're looking at a June 13th meeting. Any updates will be made by email and our [website](#) will also be updated with our latest information.

**We do have some great news!**

**Brian Harris** has passed his check ride and obtained his Private Pilot License.

## Congratulations Brian!!

Brian Harris and Zach McNeil (DPE)



## March 14th 2020 EAA CH 485 Meeting Minutes

1000 Meeting called to order by President John McKiernan

- Pledge of Allegiance
- The 0830 VMC/IMC club meeting with 14 attendees
- John introduced Ralph Moser to talk about the Ray Scholarship Program.  
Ralph briefed:  
We're honored to be able to announce this year's Ray Scholarship winner, but first we will review the two (2) past winners; Nick Hanssen and Brian Harris.
- Brian had a slow start with the poor weather conditions of Jan & Feb, but is now about 55% complete. He will get a chance to use his new headset provided by LightSpeed for the first time on Monday!
- To date the EAA Chapter 485 has awarded \$29,000 in scholarship money.
- This years 2020 Ray Scholarship winner is **Mariah Stebbins**. Mariah was asked to introduce herself to the members present. This was followed by John McKiernan presenting her with an EAA Chapter 485 hat. Next the scholarship selection committee's presented a ceremonial winner's check.  
Ralph gave a short review of the scholarship winner's responsibilities.
- Members of EAA 485 were also reminded that we are to provide mentorship to the winners when they can.
- Ralph ended his presentation by unveiling a



# Pensacola FL



new plaque with the names of our chapter's past winners of the Ray Scholarship. Thank you Ralph and all committee members for the hard work!

- The chief flight instructor at Wrong Brother's flight school located [here] at Ferguson Airport gave a few words of encouragement and introduced his replacement.
- John then introduced Donna Barker to speak about social distancing and hygiene

Donna briefed:

Use standard precautions to protect yourself and others from you.

- Don't shake hands, fist bump elbow bump
- Stay separated by 6-8 feet,
- Wash your hands for 20 seconds minimum, doesn't have to be antibacterial soap or Hot water.
- Only medical quality (air-tight) mask are truly effective to prevent air borne transmission. Quick Review of COVID-19 symptoms: Fever, Dry Cough, trouble breathing
- Up-coming events tentative:
  - Clubhouse "Field Day" for 28 Mar???
  - "Fly a Buddy" day in April
  - Rusty cleaning and prepping April
  - Young Eagles Rally on May 7th
- Thatcher update, to get the motor mount fabricated.
- Review of chapter member's projects.
- Continental/Airbus Tours on hold
- New Business None

Meeting adjourned at 1100.

Respectfully submitted,  
Keith Albee  
Secretary/Treasurer (acting)

**"Ray 1" Nick Hanssen** is waiting to hear back from AOPA sometime in May, as to whether or not he might get the advanced training scholarship he applied for, to work on his instrument rating.

**"Ray 2" Brian Harris** DG'd! As in "Done Graduated". On a beautiful Monday, March 30<sup>th</sup>, Brian successfully passed his private pilot check ride! You can see the photos on our website [eaa485.org](http://eaa485.org). It was flown out of Fairhope airport with DPE Zack McNeill. I hung around and observed some of it. Afterwards, Zack called it "an excellent overall check ride".

## WELL DONE, BRIAN !



## The Journey Begins Again



**RAY AVIATION SCHOLARSHIP UPDATE**  
[Ralph Moser](#), Chapter 485 Coordinator



Brian and his instructor David Meredith



I completed Brian's final report to EAA. And I mailed him a check for \$743.59, the remaining Ray scholarship balance, to be used for flying proficiency. By the way, after his check ride, when I told him to expect some money left over, he offered to donate all of it to the chapter! I said absolutely not. We are going to be consistent and reward our Ray Scholars for a job well done, per the EAA Ray Scholarship rules.

Now for some eerie similarities between our first two Ray Scholars to complete private pilot training:

They both ended up with money left over. Nick had 54.1 hours logged after P/P check ride, Brian 53.9. How close can you get! Those times are at least ten hours below the

national average. Well done to the Ferguson Flight School!

Time from first lesson at Ferguson to check ride: Nick 128 days, Brian 131 days.

**“Ray 3” Mariah Stebbins** our 2020 Scholarship awardee has had an unusual start, to say the least. The flight training is on hold for corona virus considerations. But she is hitting the ground school hard. Bill Diaz located an online, classroom-style course, normally \$600, being offered for free!

So we got Mariah signed up. Our only expense out of scholarship funds was \$127 for a textbook, plotter, computer and VFR charts. It started Monday, March 30 and finishes April 24<sup>th</sup>. It meets 3 nights/week, 6-9 PM. It just happens to work, since she is doing college from home now anyway. If she gets an 80% or better on the end-of-course practice FAA written, they will sign her off to take it. So if all goes well, Mariah will already have her written completed before even starting flight lessons. Wish her luck!

### CONGRATULATIONS MARIAH !





### Late Minute Scholar Update

Nick and Brian plan to sign up for an online instrument ground school, and get started on their instrument ratings at Ferguson in the near future.“

Mariah found the last week of the ground school and preparing for college finals at the same time to be a bit much, so she put the ground school on hold. She will finish her UWF finals by May 8th, then will finish the online ground school, then will start flying when she, her instructor, and the flight school are all comfortable to do so. We also received the first \$2000 of her Ray Scholarship from the EAA.

### CANCELLED!

In addition to cancelling the Young Eagles rally in May, the Chappie James Flight Academy summer program has been cancelled. We'll work on getting a list of their local attendees and offer them Young Eagle flights when we resume .

### Continental Motors & Airbus Tours

Both of these tours are on hold indefinitely and probably won't take place until sometime next year.

### Clubhouse Field Day & Rusty

The clubhouse "Field Day" and Rusty refresher is still pending. If things go well we are looking at the latter part of May for a target date. These will probably be our first club events since our March meeting. The clubhouse effort is both inside and out and should easily be done with safe distance. We don't foresee more than 10 people in attendance. Rusty is a bit more close quartered but still doable since we can disassemble pieces to work on.

### The Airlines are Getting Hammered

It's always been feast or famine for the airlines. Just in the past decade the airlines collectively were in the black. With half the fleets of US Airlines parked and similar situations worldwide They are back in the Red. Delta Air Lines is cancelling International flights projected out till August.

From a pilot shortage to airline personnel on the verge of losing their jobs it's pretty ugly.

		CURRENT	4/19/20
	In Service	Parked	Total
American Airlines	548	491	1039
DELTA	343	570	913
UNITED	289	514	803
Southwest	576	165	741
spirit	40	113	153
FRONTIER	53	47	100
allegiant	28	73	101
HAWAIIAN AIRLINES	17	44	61
jetBlue	122	143	265
Alaska AIRLINES	163	168	331
<b>Totals</b>	<b>1894</b>	<b>2017</b>	<b>4073</b>

The chart above from the 10 listed airlines shows that 55 percent of the fleet is parked.

Aircraft utilization is another aspect affecting the bottom line. Obviously you need to utilize your fleet getting the most hours out of the various aircraft. Presently I imagine the fleet utilization rate is way down. At Delta years ago, domestically, the Boeing 757 fleet averaged a remarkable 11 plus hours per day. International aircraft get a high rate of utilization due to the long flights and relatively quick turnarounds.

Parking aircraft isn't Free! Depending on the preservation of the aircraft there are required maintenance checks that still have to be performed and of course a limited amount of space. There are also charges for parking. Depending on where the planes are located can create a logistical nightmare for parts and personnel.

Not an easy task ahead for the airlines.



### FAA Lifts Currency Requirements

With respect to the Covid-19 Pandemic it was necessary to step in and evaluate some rules that could present problems in the smaller GA pilots and airports that are supported.

### Flight Review Requirements

Pilots having **flight reviews expiring between March 2020 and June 2020** are given a 3 month extension on performing the review providing:

- Pilots must have logged 10 hours of PIC time within the twelve calendar months preceding the month the flight review was due.
- In addition eligible pilots will need to complete FAST online courses totaling at least three WINGS credits. The courses must have been completing in January 1020 or later to meet the requirements.

### Medical Certificates Extension (Jun 2020)

For Medical Certificates expiring during the period **March 31, 2020 and May 31, 2020** the FAA is extending the validity period of these medical certificates to **June 30, 2020**

Here is a link to the entire [Special Federal Aviation Regulation \(SFAR\)](#)

### The Original Elbow Bump

Since we're fist and elbow bumping these days, I remembered the first time I saw an elbow bump. It goes way back to 1974. I took my girlfriend to the movie theater in Miami and witnessed the elbow bump in the hilarious "Young Frankenstein" film.

Click Here!



Goodbye.mkv



### Garden Gate (home project)

The Irish song "Dear Old Donegal" describes the story of a young man who leaves the Emerald Isle and goes to New York where he finds his riches and years later returns. The chorus of the song describes his re-acquaintance with family and old friends; introduced by his mother.

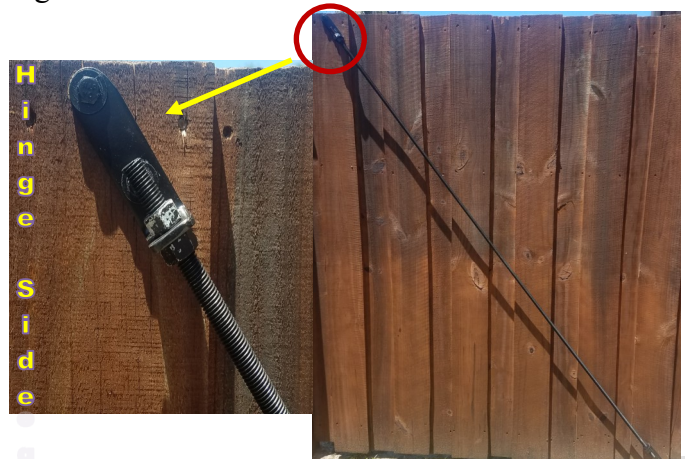
*" Shake hands with your Uncle Mike me boy  
and kiss your sister Kate  
and here's the girl you used to swing down on  
the garden gate  
shake hands with all the neighbors and kiss the  
colleens all  
you're as welcome as the flowers of Spring in  
Dear Old Donegal "*

So, I wonder what that gate was made of? Most gates I've seen invariably will sag often scraping the ground and certainly not closing well. We have two 5' wide gates on our 6' privacy fence that are 4 years old and both have issues.

It seems like I was the only one who wanted this fixed. It's a dumb idea adding things to an already long "honey due list." But!!

I looked into several brace kits but found complaints about the hardware not being robust enough. So I decided to roll my own.

I purchased (2) 8' 1/2" diameter galvanized threaded rods, 4 heavy duty angle brackets., 8 lag bolts and 8 - 1/2' nuts. I modified the brackets and used the threaded rod double nutted on each end. By using the threaded rod I can readjust as necessary. It cost slightly under \$40 for both gates. It works. Now for the rest of that list!





## His Parachute Got Stuck on the Plane's Wheel and He Was Suspended in Midair with Little Chance of Survival—Then Another Plane Came to His Rescue



Courtesy National Archives (Photo No. 127-N-522950) *Lt. Col. John J. Capolino, a Philadelphia artist, painted this scene of Osipoff's rescue in the 1940s. It belongs to the National Museum of the Marine Corps in Quantico, Virginia.*

Portrait with historical photo and documents collage  
Courtesy Rick Lawrence (portrait)  
Almost 80 years after it unfolded in the sky over San Diego, a nearly impossible rescue mission remains one of the most daring feats in aeronautical history.

It began like any other May morning in California. The sky was blue, the sun hot. A slight breeze riffled the glistening waters of San Diego Bay. At the naval airbase on North Island, all was calm.

At 9:45 a.m., Walter Osipoff, a sandy-haired 23-year-old Marine second lieutenant from Akron, Ohio, boarded a DC-2 transport for a routine parachute jump. Lt. Bill Lowrey, a 34-year-old Navy test pilot from New Orleans, was already putting his observation plane through its paces. And John McCants, a husky 41-year-old

aviation chief machinist's mate from Jordan, Montana, was checking out the aircraft that he was scheduled to fly later. Before the sun was high in the noonday sky, these three men would be linked for-ever in one of history's most spectacular midair rescues.

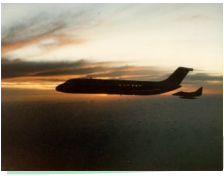
Osipoff was a seasoned parachutist, a former collegiate wrestling and gymnastics star. He had joined the National Guard and then the Marines in 1938. He had already made more than 20 jumps by May 15, 1941.

That morning, his DC-2 took off and headed for Kearney Mesa, where Osipoff would supervise practice jumps by 12 of his men. Three separate canvas cylinders, containing ammunition and rifles, were also to be parachuted overboard as part of the exercise.

Nine of the men had already jumped when Osipoff, standing a few inches from the plane's door, started to toss out the last cargo container. Somehow the automatic-release cord of his backpack parachute became looped over the cylinder, and his chute was suddenly ripped open. He tried to grab hold of the quickly billowing silk, but the next thing he knew he had been jerked from the plane—sucked out with such force that the impact of his body ripped a 2.5-foot gash in the DC-2's aluminum fuselage. Instead of flowing free,

Osipoff's open parachute now wrapped itself around the plane's tail wheel. The chute's chest strap and one leg strap had broken; only the second leg strap was still holding—and it had slipped down to Osipoff's ankle. One by one, 24 of the 28 lines between his precariously attached harness and the parachute snapped. He was now hanging some 12 feet below and 15 feet behind the tail of the plane. Four parachute shroud lines twisted around his left leg were all that kept him from being pitched to the earth.

Dangling there upside down, Osipoff had enough presence of mind to not try to release his emergency parachute. With the plane pulling him one way and the emergency chute pulling him another, he realized that he would be torn in half. Conscious all the while, he knew that he was hanging by one leg, spinning and bouncing—and he was aware that his ribs hurt.



He did not know then that two ribs and three vertebrae had been fractured.

Inside the plane, the DC-2 crew struggled to pull Osipoff to safety, but they could not reach him. The aircraft was starting to run low on fuel, but an emergency landing with Osipoff dragging behind would certainly smash him to death. And pilot Harold Johnson had no radio contact with the ground.

To attract attention below, Johnson eased the transport down to 300 feet and started circling North Island. A few people at the base noticed the plane coming by every few minutes, but they assumed that it was towing some sort of target.

Meanwhile, Bill Lowrey had landed his plane and was walking toward his office when he glanced upward. He and John McCants, who was working nearby, saw at the same time the figure dangling from the plane. As the DC-2 circled once again, Lowrey yelled to McCants, “There’s a man hanging on that line. Do you suppose we can get him?” McCants answered grimly, “We can try.”

Lowrey shouted to his mechanics to get his plane ready for takeoff. It was an SOC-1, a two-seat, open-cockpit -observation plane, less than 27 feet long. Recalled Lowrey afterward, “I didn’t even know how much fuel it had.” Turning to McCants, he said, “Let’s go!”

Lowrey and McCants had never flown together before, but the two men seemed to take it for granted that they were going to attempt the impossible. “There was only one decision to be made,” Lowrey later said quietly, “and that was to go get him. How, we didn’t know. We had no time to plan.”

Nor was there time to get through to their commanding officer and request permission for the flight. Lowrey simply told the tower, “Give me a green light. I’m taking off.” At the last moment, a Marine ran out to the plane with a hunting knife—for cutting Osipoff loose—and dumped it in McCants’s lap.

As the SOC-1 roared aloft, all activity around San Diego seemed to stop. Civilians crowded rooftops, children stopped playing at recess, and the men of North Island strained their eyes upward. With murmured prayers and pounding hearts, the watchers agonized through every move in the impossible mission.

Within minutes, Lowrey and -McCants were under the transport, flying at 300 feet. They made five approaches, but the air proved too bumpy to try for a rescue. Since radio communication between the two planes was impossible, Lowrey hand-signaled Johnson to head out over the Pacific, where the air would be smoother, and they climbed to 3,000 feet. Johnson held his plane on a straight course and reduced speed to that of the smaller plane—100 miles an hour.

Lowrey flew back and away from Osipoff, but level with him. McCants, who was in the open seat in back of Lowrey, saw that Osipoff was hanging by one foot and that blood was dripping from his helmet. Lowrey edged the plane closer with such precision that his maneuvers jibed with the swings of Osipoff’s inert body. His timing had to be exact so that Osipoff did not smash into the SOC-1’s propeller.

Finally, Lowrey slipped his upper left wing under Osipoff’s shroud lines, and McCants, standing upright in the rear cockpit—with the plane still going 100 miles an hour 3,000 feet above the sea—lunged for Osipoff. He grabbed him at the waist, and Osipoff flung his arms around McCants’s shoulders in a death grip.

McCants pulled Osipoff into the plane, but since it was only a two-seater, the next problem was where to put him. As Lowrey eased the SOC-1 forward to get some slack in the chute lines, McCants managed to stretch Osipoff’s body across the top of the fuselage, with Osipoff’s head in his lap. Because McCants was using both hands to hold Osipoff in a vise, there was no way for him to cut the cords that still attached Osipoff to the DC-2. Lowrey then nosed his plane inch by inch closer to the transport and, with incredible precision,



used his propeller to cut the shroud lines. After hanging for 33 minutes between life and death, Osipoff was finally free.

Lowrey had flown so close to the transport that he'd nicked a 12-inch gash in its tail. But now the parachute, abruptly detached along with the shroud lines, drifted downward and wrapped itself around Lowrey's rudder. That meant that Lowrey had to fly the SOC-1 without being able to control it properly and with most of Osipoff's body still on the outside. Yet, five minutes later, Lowrey somehow managed to touch down at North Island, and the little plane rolled to a stop.

Osipoff finally lost consciousness—but not before he heard sailors applauding the landing.

Later on, after lunch, Lowrey and McCants went back to their usual duties. Three weeks later, both men were flown to Washington, DC, where Secretary of the Navy Frank Knox awarded them the Distinguished Flying Cross for executing “one of the most brilliant and daring rescues in naval history.”

Osipoff spent the next six months in the hospital. The following January, completely recovered and newly promoted to first lieutenant, he went back to parachute jumping. The morning he was to make his first jump after the accident, he was cool and laconic, as usual. His friends, though, were nervous. One after another, they went up to reassure him. Each volunteered to jump first so he could follow.

Osipoff grinned and shook his head. “The hell with that!” he said as he fastened his parachute. “I know damn well I'm going to make it.” And he did.

*This article first appeared in the May 1975 edition of Reader's Digest.*

## Van's RV-10 Update

I've slowed down working on my RV-10 tail kit since the pandemic started. In the meantime I was kept busy with a never ending honey due list that I've finally managed to whittle down. Well, not really!

I finally finished all the prep on the elevator pieces with the exception of the right top skin. This came to me damaged with over 10 small

dimple dents that I couldn't work back to a satisfactory condition.

Here are most of the pieces of the elevators after priming using AkzoNobel anti corrosive primer.



It's the most complex part of the entire aircraft for total parts count. One nice thing is that all the ribs and inspection doublers can be back riveted which will save some time during assembly. Ninety-five percent of constructing an RV aircraft is metal prep and small piece assembly.

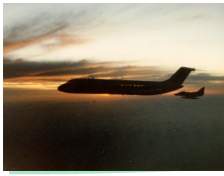
I did purchase a new toy for pneumatic riveting. This is a pretty clever designed tool. It uses combined pneumatic/hydraulic fluid to



actuate a ram. It accepts all my rivet yokes and it is about 1/2 the weight of a pneumatic riveter and about 3 inches shorter. Air goes into the control valve pedal and is directed to either the top port or lower port of the intensifier. From there the hydraulic fluid articulates the piston ram assembly that also acts as a handle with up to 3,000 psi pressure. It

took a while to fill and bleed the system to get it to operate. There is no mechanical adjustment on the ram. You vary the air pressure for the rivet size. I use 90 psi for AN 4 rivets and haven't set any AN 3 size rivets yet. Since the tool uses constant force you get the same shop head every time regardless of the rivet length. Pretty slick! The pedal gives great control with a smooth feathering valve. For a video showing the Numatx HTS-C3K3 squeezer system:

[Click Here](#)



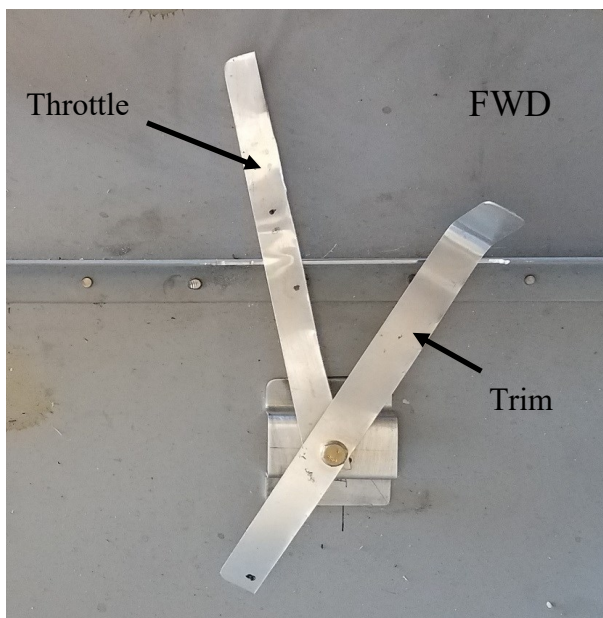
# Thatcher

We did get in a few build nights in before terminating for Covid-19. The interior panels are nearly completed with all that remains is drilling of the panel to the exterior sidewall panel angles and on the left side making a throttle/trim bracket and levers.

The throttle linkage must be capable of moving approximately 3-1/4" from idle to takeoff power. The elevator trim needs slightly over 2 inches of total travel. We're incorporating a single friction adjustment that would set the correct tension on both.

We used a little geometry to ensure complete control throw on both the throttle and trim systems. A prototype attach bracket was built using single AN 3 bolt that passes through both lever pivot points and threads into a nutplate. The head of the bolt will be cut off and a knurled knob will be attached on the shaft and secured with an allen screw. With the use of spacers and friction washers we should be able to adjust tension on both systems. The knob needs to be removable allowing the side panel to be removed. The carburetor has a mixture control and that will be controlled using a Bowden cable that will be located on a bulkhead just forward of the throttle.

Here is a picture of the mock up bracket with scrap metal levers.



The end of the throttle lever is the pivot point. However the trim lever needs to be reversed from the throttle therefore it was necessary to extend the lever below the pivot point providing the reversal. Moving the trim lever forward moves the trim tab in the upward direction resulting in nose down elevator trim.

There isn't a lot of depth in the armrest area (approximately 2") necessitating cutting a relief in the 3/4" angle to get some space between the throttle and trim levers.



We'll probably make a removable side cover around this area to allow removal of the panel itself. They'll also be knobs of some type on the levers.

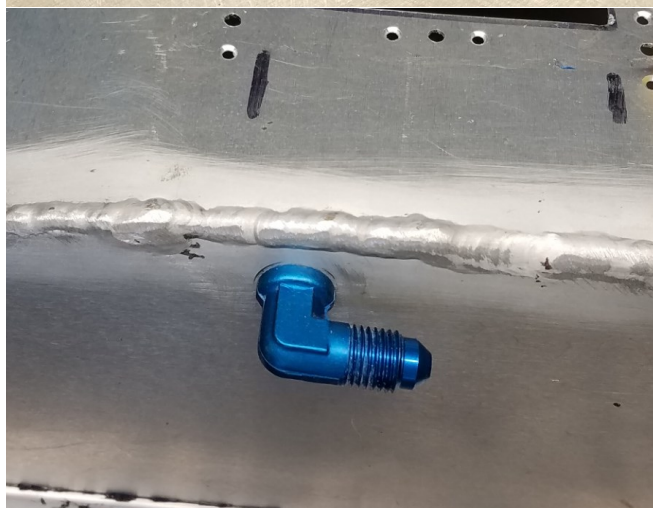
Another area we are deviating from the plans is in the fuel system. The plans call for using 3 "fuel bungs". The fuel bung has a large mounting base that would present issues with the actual port location relative to the tank. In place of the fuel bungs we'll be using standard AN4 bulkhead fittings. Since our tank has a removable plate on top we have access to the inside for any maintenance and AN fitting removal/changes. We also decided that there was no need to run a separate fuel tank drain line since the tank could effectively be drained through the gascolator. This removes another AN4 fuel line and associated valve and tank connection inside the cockpit area.

We still need to work on installing a float fuel sender unit. Due to the shape of the fuel tank, the ideal location would be midway on the aft vertical face of the fuel tank. This would allow the float to measure the fuel down to some meaningful value at the tanks lowest point.

The fuel tank itself is made of .032" aluminum so we will use a .040" doubler to spread the load on the tank skin and effectively thicken the



skin thickness for tightening of the fitting.  
Here are the pieces for the fuel vent.

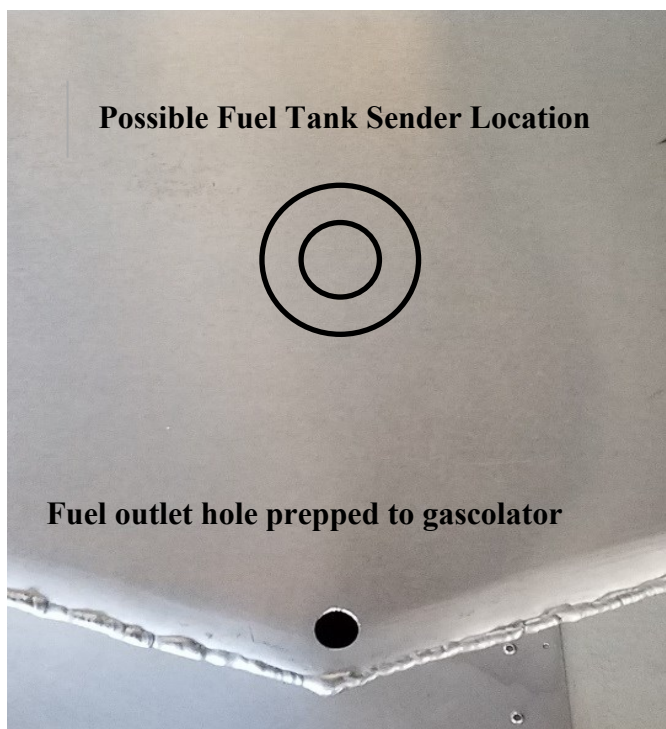


Since the bulkhead fittings allow an inside attached fuel line, we'll make an AN4 aluminum fuel pickup tube with slots in it. The fuel tank bottom is pointed which forms a nice well to remove most of the fuel from the tank. As you can see in the next picture the location of the actual fitting location has to provide a flat surface for the mounting and clear any internal flange and or weld inside the tank.

The fuel pickup is located on the aft side of the tank facing the pilot. This will need a fuel shutoff valve (90 degree). We'll install something temporarily and see how awkward it would be to manipulate the shutoff valve from the pilot

seat.

We also need to place a fuel sender float sys-



tem in the tank. Most of the senders on the market are designed for mounting in the top of the fuel tank which won't work since we don't have the headroom above the tank. The senders in my RV-7 are mounted in the side of the fuel tank which may be adaptable for our purpose. There is also an angle side of the tank that builders install a fuel sender in but I'm not sure of the accuracy of a sender in that location. We'll use a cardboard template of the tank and get an idea of what is required

## Chapter Dues

It's time to collect our 2020 dues. They are \$25 and are effective 1 May 2020 thru 30 April 2021. Please write a check out to **EAA 485** and mail to:

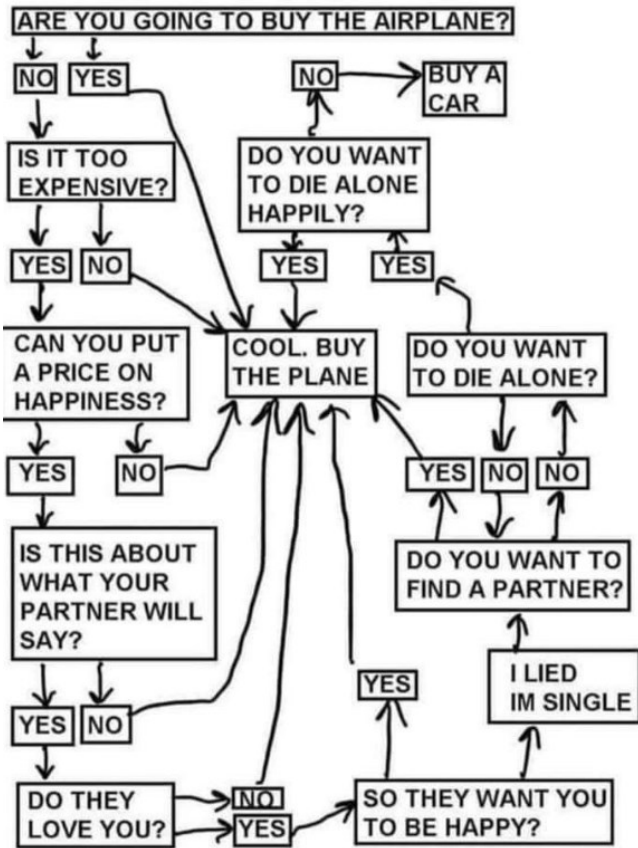
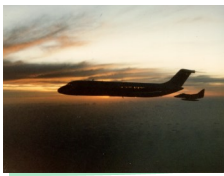
**Mark Rogers**

**22959 Carnoustie Dr.**

**Foley, AL 36535**

**(251) 228-0356**

[marbren75@yahoo.com](mailto:marbren75@yahoo.com)



Mark & Brenda Rogers RV-14 Empennage

### Samson Switchblade Update

Recently I received a [Switchblade Newsletter](#) update on the Samson Switchblade flying car. They've accomplished a lot but have a long way to go. Here are the current specs:

- Maximum Airspeed 200 mph / 322 kph
- Cruise speed 160 mph / 257 kph
- Max driving speed 125+ mph / 201+ kph
- Range 450 miles / 724 km
- Fuel capacity 30 gal / 114 L
- Take-off distance 1,100 ft / 335 m
- Landing distance 1,600 ft / 488 m
- Stall speed (with flaps) 67 mph / 108 kph
- Max Takeoff Weight 1,750 lb / 794 kg
- Payload 544 lb / 247 kg

During testing to a speed of 67 mph it took 1440' of run. The flap extension also was reduced from 40 to 30 degrees for ground clearance increasing the stall speed. Using 1.3 Vs0 approach speed will probably be above 90 mph.

### Cecil Bamburg & 2007 Sport Cruiser [Cruizer Aircraft](#)





April/May 2020<sup>12</sup>

EAA 485  
news

## Navy Blue Angels and Air Force Thunderbirds Combined NYC Flyover Honoring First Responders

Great high quality video. [Click Here](#)



Pensacola FL



## 2020 Officers and Committee Chairmen

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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  
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## EAA and Local Chapter Sites

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

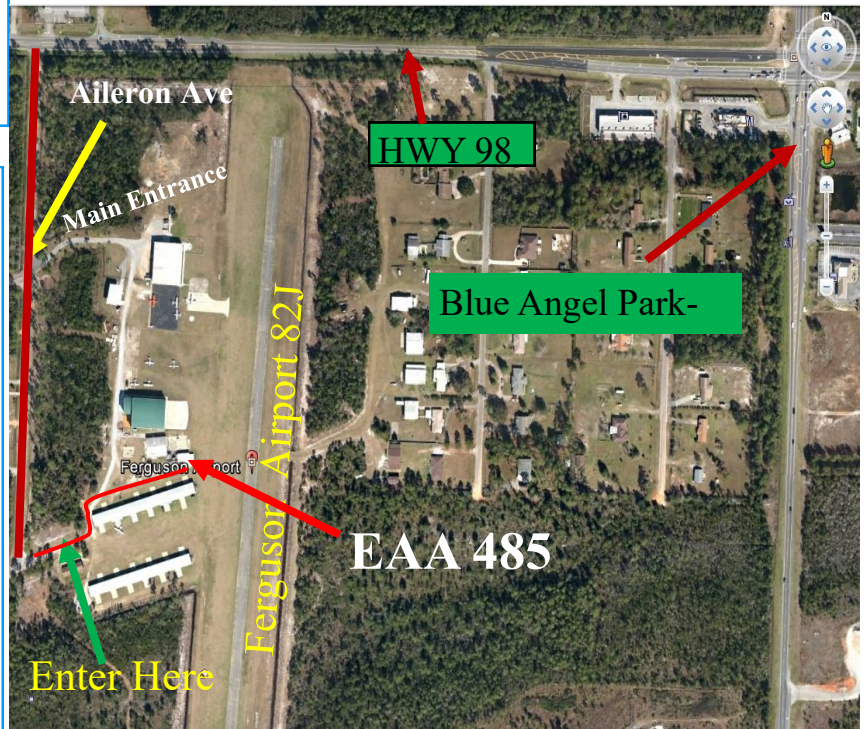
## Interesting Links

[Blue Angel 360](#) Way cool  
[Making the First Airbus 220 Time Lapse](#)  
[Jetman Unleashed in Dubai](#)  
[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

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

### Rock Trivia

““When I get to the bottom, I go back to the top of the slide. Where I stop and I turn and go for a ride. Till I get to the bottom and I see you again.”

1968 The Beatles White Album Paul McCartney

Written in response to a writer criticizing Paul's many love songs and a song by the British band, The Who.

Unfortunately the deranged Charles Manson believed Helter Skelter and the entire double album was referencing his views and those of his cult family. This led to the deaths of 8 people over two nights in August 1969. (for more info: [Helter Skelter](#))

“Helter Skelter” is an amusement park ride with a slide built in a spiral around a high tower (it's also British slang, meaning “in disorderly haste or confusion”)



## 2020

### Events Calendar

**Chapter Meeting JUN 13th @ 1000**

**Location: Clubhouse Ferguson 82J**

Call to Order

Pledge of Allegiance

Introduction of Chapter Officers/  
Guests

Discussion Items:

Ralph Moser Scholarship/YE Update  
Clubhouse Field Day May??

Fly Your Buddy October??

Update Aircraft & Projects on Website

Use Our Tech Counselors & Talent

Members Projects send info to Doug

Next Meeting June 13th

New Business

Homebuilt vs Certified Aircraft John

Lunch \$5 suggested donation

### Calendar

**Future Meeting Dates:**

**July 11th**

**Aug 8th**

**Sep 12th**

Fly Ins

[Triple Tree](#)

SC00

Sep 21-27

Aviation Supplies

[Johnson Supply Company](#)

50 South E St

Pensacola, FL

850 434-7103

Located on E street just south of Barrancas.

Tell them your from EAA 485