

Mariah Solos Congratulations



June 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

[John](#)

Cell - (850) 291-4134

Hello Everyone,

Like the rest of the country it's time to get back to some kind of normalcy within our chapter. We will be resuming monthly meetings on June 13th @ 1000 in our clubhouse at Ferguson Airport. Unfortunately the first meeting is **restricted to members** only due to the limited seating available while we maintain "social distancing". I'm anticipating by the July meeting we will be able to accommodate more people.

Chapter Dues \$25

It's that time of year for paying your Chapter 485 dues for May 2020 thru April 2021. Currently we have 16 members who failed to pay their dues from last year. This resulted in a 21% decrease in revenue of \$400. Our national EAA dues are \$583 not counting other expenses associated with running the chapter. We also have an additional 19% of our membership that are exempt from dues such as active duty personnel etc. You can see the impact on our balance sheet.

Please send your checks made out to **EAA 485**
To:

[Mark Rogers](#)

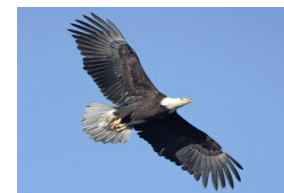
22959 Carnoustie Dr.
Foley, AL 36535

**The two most useless things
in aviation are runway behind you
and altitude above you**

New Members

We're adding two new members to our roster. Please join me in welcoming **Randy Scheiwe** and **Stephen "J.P." Ingley**.
Welcome Aboard!

The Journey Begins Again



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

This week I asked Mariah to give a first-person account of her progress. Here it is:

"The flight lessons have been awesome! So far, I have about 10.5 flight hours and I have been flying 2-3 times a week. I have learned all the maneuvers that I needed to know for this stage of training, so now we are mainly working on preparing for solo and perfecting the maneuvers. Landings have been a challenge, but I am starting to get the hang of it. I am enjoying the training and I am absolutely so thankful for this opportunity. Ground school is going well. I am a couple hours away from finishing it. I am starting to look at study supplements for the written exam and have ordered a test question book. Overall the ground school has gone well, and I look forward to taking the written exam as soon



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as I feel I am well-prepared.”

As coordinator, I'd like to thank Scott Swanson for agreeing to instruct Mariah, his only student in the current coronavirus environment. Scott agrees that her progress has been strong, and it won't be long before she solos. Angela Stebbins, Mariah's step-mom, who works in public relations, is helping us generate some positive press coverage of the flight school, Chapter 485's Ray scholarship program, and Mariah's program highlights. Speaking of highlights, Mariah has already broke the "speed-spending" record established by Nick and Brian. In her first month of flight training, she has spent over \$2500! Perfect! The chapter also contributed \$228 for Mariah's renters policy as we did for Nick and Brian.

Spring Weather

Last year I placed a picture in the newsletter showing a bird nest with Bluebird eggs I found in the lower rudder cap of Ron Lock's Cirrus. The original photo was taken several years ago. This time of the year our feathered friends are busy having offspring and finding new resourceful places for homes.

Recently Ron had his Cirrus parked about 7 days outside my hangar. The day he was leaving for McComb, Mississippi, I was removing tiedowns and getting the aircraft ready for flight. I began a preflight at the engine by checking the oil. The forward cowling was a mess with excessive amounts of bird doo-doo on the vertical propeller blade, front cowling and spinner.

The Continental IO-550 always shuts down with one blade vertical. This becomes a favorite bird perch along with the top of the vertical fin. For "damage control" I normally rotate the prop slightly backwards to place a blade down which places two blades in a V configuration above the cowling to the sides and slightly forward. This moves the "drop zone" of perching birds outside and minimizes the mess. I had forgotten to do this and while cleaning up the blade, cowling and spinner I decided to take a better look at the rest of the aircraft. **déjà vu all over again!!**

While pre-flighting I saw just a couple pieces of straw sticking out the front of the rudder cap opening and reached down to remove them. I needed to tug on them to get them out. With an

inspection mirror and flashlight I saw the nest. It was big but well hidden.



Obviously these guys were busy. Length of time aircraft parked equals 7. One egg per day = 6. This indicates the nest was barely completed and mom was busy laying eggs. The lack of activity around the hangar and the more distant parking place gave them a perfect spot. I donned some PPE equipment (from my rapidly diminishing nitrile glove stock) and carefully removed the nest and placed it in an apple tree where a previous unused nest was. So far there has been no sign of activity.

Even if your aircraft is in a hangar, birds and other pests can invade. Maybe Ralph Moser will discuss his "unauthorized passengers" on a trip to S&F a couple years ago. John

Aviation Briefs

Bye Aerospace - Receives 330th deposit for its eFlyer 2 and 4 place aircraft



[Bye Aerospace E-Flyer](#)

Bombardier to cut 2,500 aviation jobs as COVID-19 halts demand.

[See Story](#)



The Airlines are Getting Hammered (Part 2)

The airline industry has been turned inside out. From a pilot shortage just months ago to a glut of unused fleets and aircrew the streamlining for existence in current conditions is equivalent to being hit by a runaway train. I don't believe any airline has stayed in existence by downsizing. Apparently, it is just too difficult to do.

The airlines use rigid seniority lists to protect personnel and years ago at Delta when the fleet had 8 different aircraft four models with engineers a retiring captain from the L-1011 triggered more than 30 training slots. When times are bad such as they are, the shrinking of an airline has the same effect in a downward trajectory.

Delta always said that training didn't cost anything because we need the people there for recurrent training anyway. Recurrent training is one thing but full scale movement between aircraft is another. Just think what Southwest flying one type of aircraft, B-737 series has saved in training dollars over airlines with diverse fleets.

Delta's Pilot Workforce Overstaffed by 7,000. (That's not a typo.)

A Delta Air Lines internal memo to its' pilots obtained by Reuters warned that it may have as many as 7,000 too many pilots to fly its airplanes by the Fall of 2020. The number represents approximately half of its 13,100 pilot workforce. (Delta captains will be furloughed.)

John Laughter, SVP of Flight Operations for Delta, stated in the memo "I recognize that is an alarming number so it's important to know that our intent is to align staffing for what we need over the long term."

The expected pilot reductions will be significantly offset by pilots who will reach the Federal Aviation Administration mandated retirement age of 65 for commercial pilots in the coming months. The actual number of pilots expected to be **involuntarily** impacted by possible furloughs is believed to be between 2,500 and 3,500, according to Laughter.

In a separate Thursday memo to employees, Delta Air Lines CEO Ed Bastien announced the [retirement of the entire B777 fleet](#). The fleet,

primarily used for long-haul and international routes, entered service with Delta in 1999. This, in addition to the previously announced accelerated retirements for the MD-88 and MD-90 fleets, will be the driving force for the staffing adjustments.

"Our principal financial goal for 2020 is to reduce our cash burn to zero by the end of the year, which will mean, for the next two to three years, a smaller network, fleet and operation in response to substantially reduced customer demand. Retiring a fleet as iconic as the 777 is not an easy decision – I know it has a direct impact on many of you who fly, crew and service these jets," Bastian's memo said.

In the internal memo to Delta employees, Bastian said the company is currently burning \$50 million a day during the COVID-19 pandemic. \$1.2 billion have been refunded to Delta customers since the pandemic began, including \$160 million in May so far.

The Delta MD-88/90 fleet was previously planned for retirement but all (47) MD-88 and (29) MD90 aircraft will retire in June 2020. The retirement of this fleet was known prior to the pandemic. Obviously, the manning was already taken into account for the loss of these aircraft. The (19) B-777 will be retired by the end of the year which is earlier than planned. They were planned to be replaced by Airbus 330 and 350 aircraft.

Let's look at the impact of losing these aircraft. Previously Delta manning used 7 crews per aircraft. Using those figures for the MD fleet gives us 76 (aircraft) x 14 (7 x 2 pilots) = **1,064**. The B-777 fleet is composed a little differently due to augmentation for over 8 hour flights requiring 3 pilots and over 12 hour flights requiring 4 pilots. They are also very senior Captains and First Officers having the most vacation days and probably an increase in sick leave use. I'll use 3.5 pilots average. 18 (aircraft) x 24.5 (7 x 3.5 pilots) = **441**. The retirement of the two fleets attributes to **1505** line pilots and about 250 additional simulator instructors and administrative staff.



Let's call it **1750** total pilots. That's only 25% of the 7,000 pilot reduction necessary. Pretty much a spit in the ocean. Remember that 1,000 plus of these pilots should have been accounted for in the manning levels already. They still need to get rid of over 5,000 pilots. What about the remaining aircraft fleet? Since over one half the pilots are in excess, wouldn't that mean that nearly 1/2 of the aircraft are also? That leaves nearly three hundred aircraft in excess not being used.

Parked airplanes are costly and Delta may be able to sell the B-777 fleet to some operator. At present, I don't believe any passenger airline worldwide is looking for aircraft. Even if the aircraft could be sold, at the current daily \$\$\$ burn rate you'd need a microscope to see the impact of any **net** money from aircraft sales on a balance sheet.

We've only addressed the pilot numbers but it can be assumed that flight attendant numbers of overstaffing may be as high as 1.5 times the pilot numbers. What about mechanics, gate agents, support personnel, administration, training and overseas employees? The list goes on.

Every airline is in a similar situation, however, the domestic only carriers have less damage control to deal with. International airlines have complex contracts with overseas employees, each country with different requirements. Many you can't just "layoff" excess personnel without big penalties some of which may be one to two years of full salary.

Speaking of salary there will be pressure on employees to re-negotiate recently installed labor contracts. Many of these contracts were constructed during an incredible earnings growth and high aircraft load factors. Eventually once the industry slightly rebounds from the present pandemic ticket prices will have to increase dramatically and/or employee concessions will be necessary. The airlines have always been a "Feast or Fathom" industry. This however is an unprecedented time.

There is a huge fallout to the vast industry that supports airline travel around every airport. The airports themselves are losing fees from the airlines, caterer and other vendor personnel are also at a surplus level. It's a huge complex industry with far reaching tentacles. That's why it's

always been a challenge to make a buck. I haven't even mentioned the FAA which certainly will have a surplus of examiners, flight and safety inspectors for the near future. Will the government cut some of these jobs that are associated with the airline industry?

Lastly, what about pilot training schools such as ATP, Embry Riddle and hundreds of smaller ones? Would anyone want to enroll in any of these institutions currently with the goal of obtaining an ATP Rating for the airlines? Spending tens of thousands of dollars to get in the que to find an airline job? I doubt it. In the larger schools an entire community is dependent on the flow of money that these schools provide the year round. They provide housing, restaurants and entertainment for the local flight students.

The only slightly positive that I can see under the current situation is the slowing exodus of our military pilots. The bailout of pilots during the frenzied airline hiring the past several years has left them with a large hole in the 10-12 year officer seniority.

If you need to travel by aircraft the flights are wide open and prices are reasonable. The problem is there just aren't many. I just checked and a round trip ticket to Atlanta booked 1 week in advance is \$300 on Delta which was the cheapest and also the only non-stop to Atlanta. There is a problem since there is only 1 flight daily as I write this. There use to be 7 daily flights. The cutbacks are systemwide and International flights are nearly non-existent.

How bad is bad? On May 21st I received a text from our son Pat who was on a Delta B-717 flying from Melbourne to Atlanta..
"The airlines are losing money like crazy. I'm in the front half of the plane and there are 6 people behind me "
 John





Mariah Stebbins Solos

On a nice warm summer morning June 10th, 2020, Mariah flew her first solo takeoffs and landings. Her instructor Scott Swanson did the honors, and cut off her shirttail afterward. She did a fine job! Due to coronavirus concerns, we kept it low-key, with Ralph Moser and Craig Spoke witnessing the event on behalf of the Ray Scholarship Committee and Chapter 485.

Mariah and Scott Swanson



Mariah and Ralph Moser



Mariah and Craig Spoke





Southwest To Offer “Most Generous” Buyout Package

Southwest Airlines, in an effort to prevent layoffs or extended furloughs, is offering “the most generous buyout package in our history” to reduce staffing by about 30 percent, according to reports. Southwest, like many airlines, accepted CARES funding to remain afloat during the COVID-19 epidemic, but that support is due to expire at the end of September and part of that program was a prohibition on airlines releasing workers. Most industry analysts say that commercial air travel may take years to recover to pre-COVID levels and that most airlines are severely overstaffed for the near future.

Southwest’s offer includes both early retirement and extended time-off opportunities for employees. Those choosing early retirement will retain their company-funded health insurance—those under 55 will retain their coverage for a year, while those older will get coverage for five years or until they reach age 65, whichever comes first. In terms of compensation, Southwest will pay pilots roughly two-thirds of their pay (the equivalent of 67 TFP, or Trips for Pay, which is linked to flight hours per month) for five years or until they reach 65. Pilots choosing extended time off, which will be available in from six months to five years, will earn roughly half their normal income (55 TFP per month), and retain both their health care and travel privileges aboard the airline.

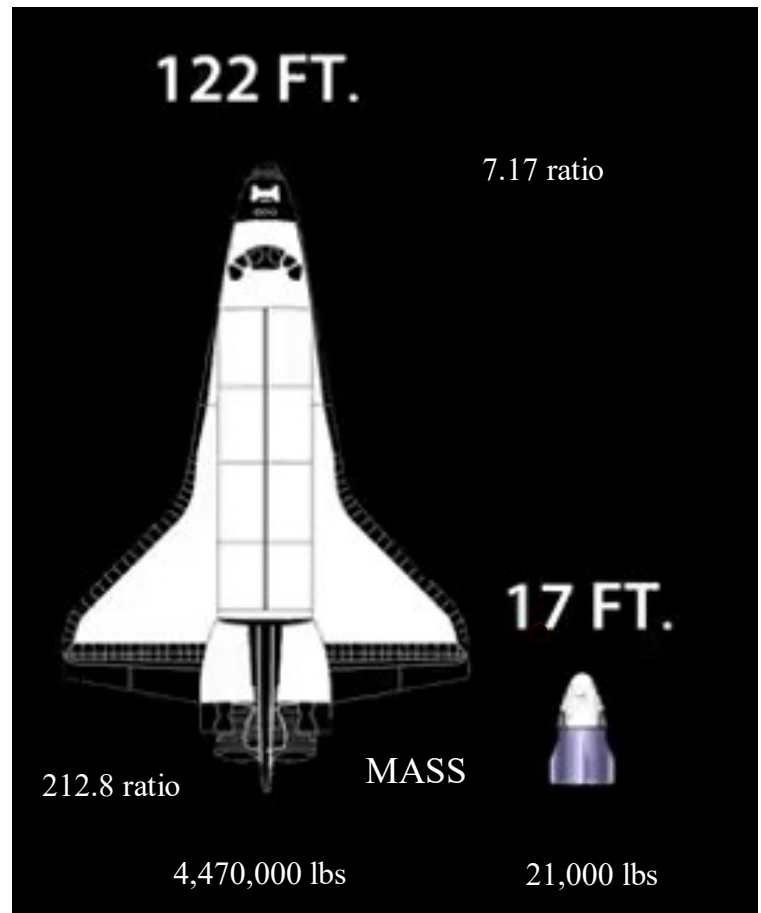
“Heading into the fall, we have planned to reduce our capacity by about 30 percent,” Southwest told its employees. “While this number may change, that is our current plan. While overstaffing isn’t tied 100 percent to capacity levels, it would be fair to assume that we are overstaffed in many areas at a similar percentage.”

The Dragon Instantaneous Launch/ Critical Launch Window

It was certainly great seeing a Cape Canaveral launch with astronauts aboard after a nearly decade hiatus. While watching, I heard the term “Instantaneous Launch” but never heard a good explanation of what the term actually meant.

During prior space missions we heard the term “Critical Launch Window “ especially when the mission involved a rendezvous. These missions needed some pretty accurate timing to make this happen.

The Space Shuttle had a bit more fudge factor in the launch window but still needed a very accurate launch time. The Dragon due to its much smaller size, has very limited maneuvering fuel on board requires much more precise timing for the launch.



For an excellent understanding of the process watch the following video.

Most of you know Paul Dye from Kitplanes. He was also a former NASA Lead Flight Director during the Space Shuttle launches.

[Dragon Rendezvous](#)



Van's RV-10 Update

I've now started riveting and after tuning my better than sliced bread Numatx rivet squeezer. It's a really nice tool and once you get use to it knocks out rivets at about 3-4 times the rate of hand squeezing. I used it on the forward spar riveting the doubler plate that contains the nutplate for the Heim bearing attaching the elevator to the horizontal aft spar. One of the features of this riveter is that it works on a constant pressure. Once it is setup for a specific rivet AN 3 or AN 4 the length doesn't matter. It squeezes to the same pressure.

RV-10 Heim Bearing Doubler plate



The 12 rivets took about 3 minutes on the first plate and less time on the other one. You can see how even the shop heads are. The two rivets holding the nutplate are longer but the shop heads are identical. The other side. Very nice!



A simple rule about rivet direction installation is that the **shop head** should go to the thicker metal. Since it is smaller than the rivet head.

Back Riveting A nice feature of back riveting is that isn't relatively easy, quick and can be done by one person in certain situations. On the RV-10 elevator skin components are assembled using back riveting. There are approximately two hundred AN3 426 (flush rivets) that connect the RV-10 ribs and trim access reinforcement plates to the skin.



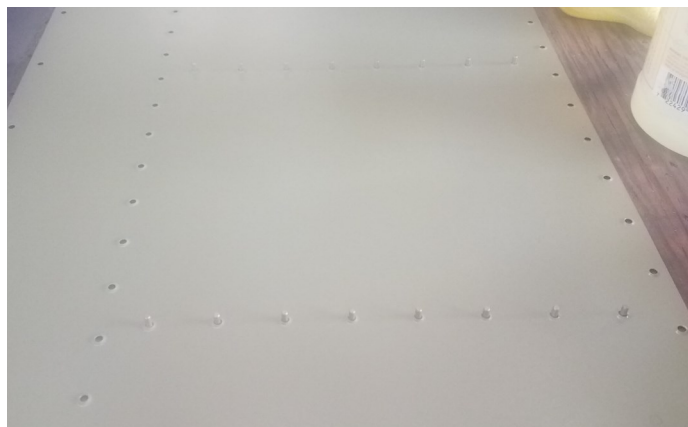
Back riveting requires a special rivet gun "set" to use. They cost anywhere from \$20 - \$30 but are worth every penny. Especially when you use one to rivet the top wing skins on an RV. Depending on what you're riveting, you'll need a back riveting plate and/or a heavy bucking bar.

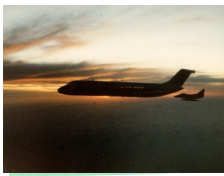


The plate that Vans sells is perfect for doing the elevators since once positioned underneath you can set all 8 rivets on individual ribs.

You pre-populate the holes with rivets and tape them in place. There is special tape you can use that is clear in the center that lets you see the rivets through the tape but any high quality masking tape will work.

Here I've populated 4 of the 8 elevator rib locations taped the rivets and flipped the skins over. (Sorry, you need to look closely)





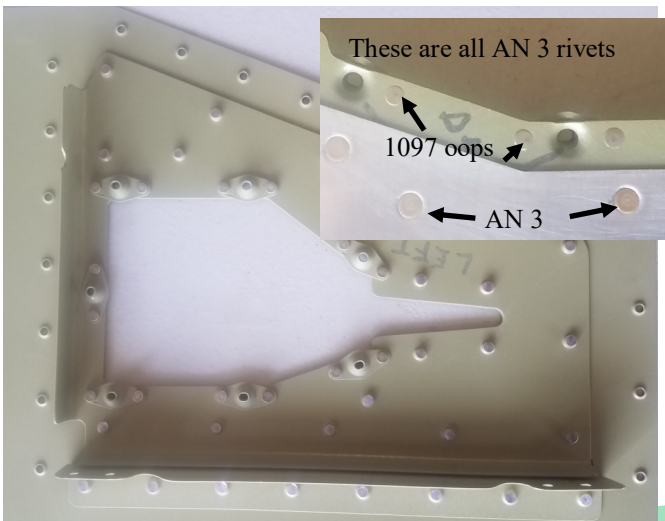
Here are the upper and lower elevator skins with ribs installed.



The shiny (unprimed) areas are to bond foam ribs in the trailing edges. The trim tabs use 3 foam ribs and an AEX (wedge) similar to the rudder trailing edge riveting. The ribs provide strength and eliminate “oil canning”.

When assembling the upper and lower halves the two piece ribs are joined using pop rivets. This construction, similar to the RV-14, is much stronger unlike the RV-7 that uses only pieces of aluminum angle to stiffen the skin. The ends of the ribs are riveted to both the front and rear spars yielding a very strong structure.

Here is the trim tab reinforcement plate riveted to the bottom skin. This plate accepts a cover plate that fastens the push pull trim rods from the electric trim motor. Notice the difference in the head diameter of the AN 3 rivets. The small ones are NAS1097 “OOPS” rivets with a much smaller head but same shank diameter. They al-



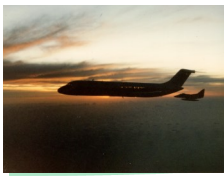
low quick hand countersinking in thin metal. Perfect for installing nutplates. The shop heads are identical. The oops function allows fixing a mis-



take by drilling an enlarged 3/32” hole to 1/8” and “blending” in with the normal 3/32 rivets. The left elevator horn riveted to the left inboard rib and spar and inboard corner.

The shop heads in the picture go through the main elevator spar attaching the inboard rib. The tab was pre-bent. I manage to use my new riveting tool to tease the set to barely making contact with the rivet and allowing me to slide into the corner before squeezing. Oh by the way, I actually installed the wrong size rivets using #4 instead of #3, increasing the difficulty of setting the rivets. The manufactured heads are the twelve rivets of the elevator horn. Finally making big pieces out of little ones
John





Thatcher

We're back working on the Thatcher. The first order of business is finishing the inside cockpit area and finalizing our throttle/trim friction system. Luckily, at SERFI a few years back I purchased a small package of items. There were some master cylinders, a propeller backplate and a 3 lever throttle quadrant. Unbelievably, I put my hands on it the other day. For those of you who have been in my hangar recently and see about 20 projects scattered about, this was quite a feat.

The quadrant is too bulky for us to use in the



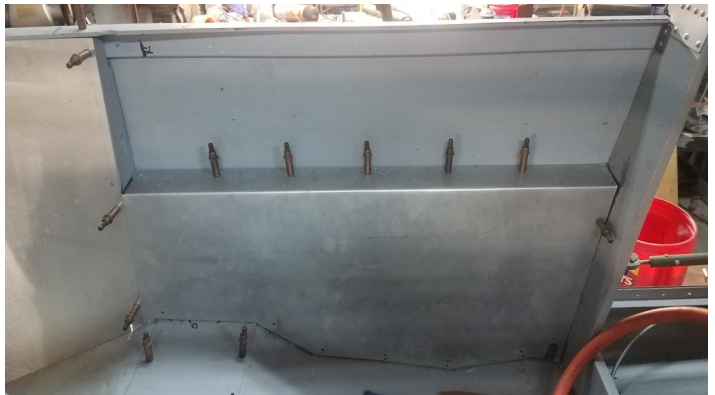
Thatcher. It uses a spring on the friction knob which presses against the discs separating the levers. This allows a bit more flexibility in the tensioning over merely torquing a bolt on the shaft. We can incorporate the spring system into our roll your own. What's also nice is the tensioning differ-

ences between the levers. The highest friction is on the lever nearest to the knob (red Mixture) and the lightest on the lever the farthest away (Throttle). The length of the levers has a big impact on this but the friction knob also contributes.

We anticipate that the trim will require more holding power than the throttle due to the constant changing air load the trim tab system will encounter. The throttle on the other hand will require less friction since it only moves a butterfly valve on the carburetor. Both utilize a Bowden cable which also adds a slight resistance to the control path.

We worked on the interior panels re-doing some of the tbs that will anchor the sidewall panels to the floor. It looked like the metal tabs we

made for keeping the forward panel in place that slide below the slanting floor weren't quite up to the task. Originally these were made of .020" scrap but we upsized them to .032". We may in addition use a single anchor point with a screw since this is the footwell area and it needs to be secure. All the panels need to be removed for inspection purposes

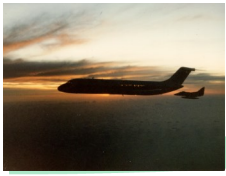


You Wanna See Something Really Scary F-35 Limited Power Cat Launch



Dangerously close to the sea. No afterburner use. This launch was made with the bow at what appears to be its lowest point. (Intentionally?)

[Click Here](#)



June 2020

EAA 485 news

Got a Headset You're not using?

We're looking for a couple of used headsets to have on hand for our Young Eagles events. If one of our pilots has a headset become inoperative it would be nice to have a spare to keep them flying.

So if you have one laying around collecting dust how about making a donation.

Thanks

Mark & Brenda Rogers RV-14 Build

Mark and Brenda have made very good progress. Here is their completed tailcone and empennage.



There planning was perfect as the delivery of their Quick Build wings and fuselage will keep them busy for some time. Mark described the workmanship of the QB components as outstanding.



It's nice to see the flap hinges already installed so I imagine a few weeks or so the wings could be finished when they get to them. Here they are located in their Foley hangar as the Long Easy is in the background. They are fortunate to live close to the airport and also have a large garage at their home to work in.

RV 14 Quick Build Forward Fuselage



The construction of the Van's RV-14 and RV-10 are quite different from previous models. The Tailkit consists of all the tail feather components plus a tailcone that extends to the baggage compartment located behind the seats.

The quickbuild kit is also way advanced incorporating a root fairing attach strip, pre-drilled aft wing spars and pre installed hinges for the cowling to name a few.



Some of the hardware for the QB Fuselage and Wings. Mark said there's an awful lot of this.

I say it could be worse!



Pensacola FL



2020 Officers and Committee Chairmen

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Flight Advisor: [Harry Herman](#) (850) 857-4353

VMC Club / IMC Club: [Donna and DeWitt Barker](#)
(850) 572-0288

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

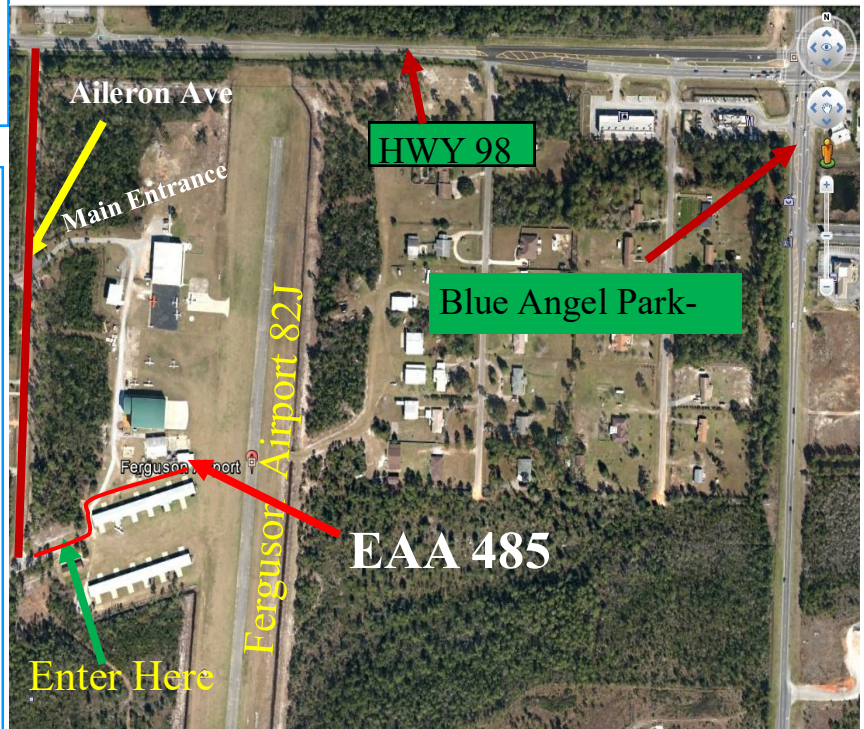
[FAA Notams](#)
[Thatcher Build Site](#)
[Barnstormers](#)
[Skyvector.com](#) Flight Planning, Charts
[AirNav.com](#) Airport info, Fuel Prices

Barin OLF ASOS 251 970-2469

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



Visit our website at eaa485.org



Home Of The PANHANDLE PELICANS

EAA 485 Pensacola, FL

2020 82J Monthly Pancake Breakfast Schedule 0930-11000

Jul 18, Aug 15, Sep 19, Oct 17, Nov 21.

Honey Do, Daughter Do

We went and visited our daughter Shannon who recently moved to Webster, Tx (Houston suburb). She had just moved into a house she bought and it had a broken 24" double wall gas oven. I talked her into getting a larger 30" electric oven while conversing over the phone (bad idea). After removing the old "cabinet" which wasn't substantial and dismembering some of the wall studs with the help of her boyfriend Frank, managed to squeeze everything in. I used two sheets of some very nice 3/4" plywood, the original cabinet exterior trim enlarged, along with some old 1/2" plywood



and miscellaneous pieces of wood from the garage including some very old 1/2" plywood boards. Shannon helped me snake a 220v line from the exterior CB panel. There was no internal electrical panel in this house which is a first for me.



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

Fly Your Buddy October??

Update Aircraft & Projects on Website

Use Our Tech Counselors & Talent

Members Projects send info Pictures to Doug

Next Meeting July 11th

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