

# Merry Christmas

December 2020



# EAA 485



## Home of the "Panhandle Pelicans"

Squawk 485

### President

John McKiernan

[John](#)

Cell - (850) 291-4134

## Mariah Stebbins Is Chapter 485's Newest Private Pilot!

No Chapter Meeting

### The Journey Continues



### RAY AVIATION SCHOLARSHIP UPDATE

[Ralph Moser](#), Chapter 485 Coordinator

Hello Everyone,

I hope everyone is doing well and the dim light at the end of the tunnel is a little brighter for everyone. We have decided to cancel our meetings until we're able to conduct a more normal meeting hopefully including a lunch when the environment permits. We did have a VMC/IMC meeting on September 12th with 8 attendees. That's around 50 percent of our normal participation. An attempt was made to incorporate a Fly-in Fly-out along with the meeting. Unfortunately, the weather didn't cooperate with some low over-cast clouds.

We also had to cancel the VMC/IMC meeting for October due to bad weather. At my home we had some extremely heavy rain early that morning. Our 7" gutter that secures our enclosure trusses couldn't handle the volume coming off the roof.

Ferguson Airport received significant damage from hurricane Sally both to aircraft and facilities. Amazingly our clubhouse remained intact through it all although there are signs of the roof leaking. Luckily we do have replacement ceiling tiles.

On the bright side there was a one day SERFI in October and in November several of us flew over to St Elmo for their fly-in

Ruth and I would like to wish all of you a Merry Christmas and Healthy, Safe and Happy New Year. We're looking forward to some fly-outs outside of our immediate local area in the New Year.

Stay Safe

John

Friday morning, Nov. 27<sup>th</sup>, 2020 dawned 1000' overcast, forecast to stay that way until early afternoon, followed by late afternoon rain showers. Mariah was scheduled for her FAA practical flight test.

She got a text early from Ken Spivey, the DPE. He said due to the low ceilings he would not be able to fly his Cessna 170 down from Birmingham, but would drive down and see her later in the morning. This was the first good omen.

Mariah contacted Ali Coeur, the last Foley CFI she had worked with, to set up an extra hour of ground review while waiting. Ken arrived late morning and they proceeded with the

# Happy New Year



## Pensacola FL



oral portion of the practical test. Mariah did great.

Then they looked at the weather. Still 1500' overcast at Foley, light winds, and clear just to the west for about 20 miles, with rain showers slowly moving over Mobile. Ken said "looks good, let's go" (second good omen) and they launched.

We all watched on FlightAware.com as they flew the full complement of private pilot check ride maneuvers, with landings at Fairhope. One hour and eight minutes after initial takeoff, they landed full stop back at Foley. Several of us stood by the airplane with baited breath...Ken opened the door and said "Mariah, you tell 'em" (third good omen). She grinned and said "I passed"!

See the chapter website, [eaa485.org](http://eaa485.org), for details and photos from Mariah's big day. Each one of our three successful Ray scholars faced a different set of challenges during their training. Mariah's flight training turned out to be quite an adventure. She finished in seven months, despite numerous breaks caused by COVID-19, Ferguson airport shutdown caused by COVID-19, Hurricane Sally shutting down the Ferguson flight school, and having to transfer to the Foley flight school and re-establish her credentials there. In the end, she took the check ride with 43.7 hours of flight time, a new Chapter 485 Ray Scholar record! And she finished within the \$10,000 budget. It was close; \$131.76 left over!

The 2021 Ray schedule has us submitting our chapter application NLT Jan. 31<sup>st</sup>. Bill Diaz, Craig Spoke and I are meeting Dec. 11<sup>th</sup> to work on that. After final editing and approval from chapter management, we will submit the application. We feel based on our track record that we will be very competitive. Sometime in Mid-Feb 2021 we will hear if we are awarded a scholarship. If we get one, we will advertise this in our normal local area venues. During this time frame, we will also be deciding on where our scholar will train. We will go through our proven selection process, allowing candidates time to get their medicals and student pilot certificates. The process culminates with interviews and award in the April/May 2021 time frame.

A final thought: A \$10,000 scholarship sounds like a lot of money, but flying is not getting any cheaper. And we are one of the least expensive areas in the country to learn to fly. In the course of applying for a Ray scholarship, I intend to suggest to the EAA Ray administrator to consider upping the standard award to something like \$12,500 after 2021. Assuming a \$1.2 million pot, this would still allow 80 full scholarships and 40 matching 50/50 scholarships nationwide, minus EAA's overhead expenses.



Ralph awards Ray Scholar Graduate Pin





**Mariah with DPE Ken Spivey**

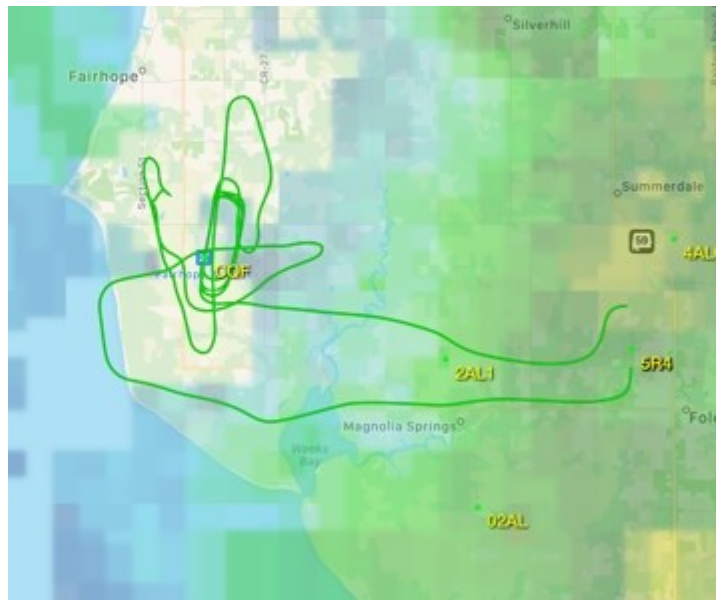


**Mariah with Family**



**Mariah and CFI Ali Coeur.**  
Ali did the final two practice flights

**On behalf of all Chapter 485 members Congratulations Mariah for a job Well Done!**



**Mariah's Checkride!**

December 2020



EAA is mourning the death of Brig. Gen. Chuck Yeager, one of America's preeminent aviators who also supported EAA in a variety of ways over a 30-year period. [Yeager died Monday evening in California at age 97.](#)

Gen. Yeager, EAA Lifetime 258188, was best known as the first man to fly faster than the speed of sound when he flew the Bell X-1 at Mach 1 in October 1947. He also had a decorated military career as an Army Air Forces ace in World War II and flew combat missions in the Korean and Vietnam Wars prior to retiring from the military in 1975.

To EAA members, however, Yeager's influence was most noticeable in two areas: As the second chairman of EAA's Young Eagles program for a decade, and for his regular appearances at EAA AirVenture Oshkosh over a 30-year period.

"Chuck Yeager's aviation accomplishments are well documented and legendary," said Jack J.

Pelton, EAA's CEO and Chairman of the Board. "His personal support of EAA and its programs helped take them to new levels, and thousands of people had the opportunity to meet and hear him when he was at Oshkosh. We will remember Gen. Yeager for those generous commitments of his time to EAA, along with his immortal aviation achievements."

Yeager became the second chairman of the Young Eagles program in 1994, succeeding the late Cliff Robertson. Yeager was an active chairman, regularly flying Young Eagles including at Oshkosh. He also used his visibility to promote Young Eagles and youth involvement in aviation. He personally flew more than 250 Young Eagles during his time as the program's chairman. He also flew the 1 millionth Young Eagle, Illinois resident Andrew Grant, on an honorary flight in early 2004 as a tribute to the volunteers who reached the goal of flying 1 million Young Eagles by the centennial of powered flight commemorated at EAA's Countdown to Kitty Hawk program in North Carolina in December 2003. In September 2004, Yeager turned the chairman reins over to actor and pilot Harrison Ford.

Yeager was also a frequent visitor and presenter at EAA AirVenture Oshkosh, both at Theater in the Woods and in the Warbirds area. One notable presentation was a reunion with his 357th Fighter Group at the 1992 EAA fly-in convention that included Yeager and fellow WWII ace Bud Anderson. At Oshkosh he also had the regular opportunity to reunite with his wingman from the 1947 supersonic flight, legendary pilot Bob Hoover.

EAA recognized Yeager's commitment to the organization by presenting him with EAA's highest honor, the Freedom of Flight Award, in 1995.

"Much will be spoken and written of Gen. Yeager's aviation exploits in honor of his passing, and deservedly so," Pelton said. "To us, he was all of that, but we will also remember him as a fellow EAA member who gave greatly of his time and talent to encourage and promote aviation, and motivate his fellow EAA members to join him as well."



## Road Trips))

Ruth and I managed to make a couple road trips recently. One to visit our son Patrick down in Melbourne by RV-7 and driving (YUK!), to visit our daughter Shannon in Houston and points beyond.

**Melbourne** - We had a nice visit which included some aircraft building, flying and relaxing. Our dog Trixie joined us taking up 1/2 of the baggage compartment and 55% of the 100 lb weight limit. She "tolerates" the flying along with Ruth. I also managed to convince Ruth that Melbourne, FL has wine and we could buy some there eliminating weight in the baggage compartment. We also ditched our two roller suitcases for very lightweight duffle bags which saved an additional 13 pounds. Our weight and balance worked out just fine.

We took off and climbed to 9,500' on a perfect day and got flight following the entire way. I was surprised by how busy both the Tampa and Orlando airports were, a good sign. Past the midway point a layer around 4,000' turned from scattered to broken and ultimately we did some maneuvering getting down at Valkaria (X59). The sun set just as we passed through the clouds and entered the pattern. It was a little windy with a gusting crosswind. On short final I decided to take the parallel turf runway as the wind direction was swirling. The route was over 430 NM in 3.0 hours with a headwind on 26 gallons of gas. Pat was on the local radio and led me to his hangar with his truck. The RV-7 just fit along with his Avid MKIV on a trailer (wings folded) and a boat on a trailer in a T-hangar.

While at Pat's we began fitting the tail to the fuselage. We got the horizontal stab match drilled and shimmed correctly. Next the vertical stab was correctly located biasing approx 1/4" of right rudder at the leading edge. Match drilling the tailwheel weldment took some time working with an angle drill inside the fuselage. We then match drilled the vertical to horizontal splice plate. After deburring everything we clecoed the pieces together and called it quits for the day.

The following day we began the final pieces of the puzzle, the elevators. First we had to drill the two elevator horns where the elevator control

rod Heim joint attaches. Once again this is a one shot slow process. We used a drill press to precisely drill a 1/8" hole perpendicular in a hardwood block that fit perfectly between the horns to act as a drill gage. The horns were virtually identical as far as alignment. Much more so than mine which had a minimum of 1/4" misalignment. This is normally caused by the welding

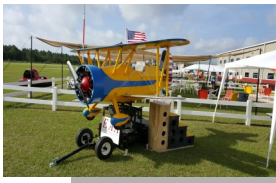


Setting up the elevator horns for drilling

process of the horn which distorts the metal.

We had the tips of the elevator counter balance clamped flush with the skin and slowly drilled the 1/8" hole. The drill block worked great next we needed to enlarge the hole with a #12 drill bit that makes the proper sized clearance hole for an AN3 bolt. We decided to keep the drill block clamped in place and use it with the #12 bit. OK well the hard part was over. Not So Fast. All we needed now was to file slightly the up and down stops for the proper control throws which are Max 30 degrees up and 25 degrees down. We put the elevators back on and got a zeroing laser level. The up throw was 29.6 perfect, the down throw was around 11. WHAT?

We removed the elevators and began filing. After several minutes we re-installed the elevators to check but only improved it about a degree. After several installs and removals we weren't making much headway. OK, time to step back and do some investigating. I got the manual and plans out for the aft deck. Found what I was looking for and determined the stop was miss



fabricated and was 1/2" wider than the plans. Time to get a Dremel out. Having both horns perfectly even made us have to file and grind on both sides of the stop. After about 1 hour and a couple more installations we got 24 degrees and change. Pat wanted the full 25 degrees took a look at my face and decided, Good enough! It took about 15 minutes to install and adjust the elevator control rod from the center bell crank. Done Deal!



Now it's Miller time! Literally!

On Tuesday we flew over near Port Charlotte to an Army WWII training field called Arcadia airport(X06). They advertised "Touch and Go Tuesday" with \$3.09/gal avgas. We couldn't resist. We needed to go south almost to Okeechobee around restricted area south of Orlando that was hot. area.

It was a little busy when we arrived but luckily taxied right up to the fuel pumps. The ramp was pretty crowded. By the time we got done there was about 4 planes lined up waiting for fuel behind us and we pushed the aircraft into a parking spot on the ramp to have a look around the FBO and make a restroom stop.

Inside the FBO office there was a very com-

fortable living room atmosphere. This airport has aircraft camping spaces and facilities including restrooms, showers, fire pits, tables and chairs. You can taxi your aircraft to a parking place and setup your tent for \$10 a night. That's a deal. Many of us have been hit with \$20 plus dollars per night even after buying fuel to reduce some exorbitant overnight tie down fees.

On the wall was a picture of a memorial to 23 RAF pilots who died during flight training during WWII. They are buried at Oak Ridge Cemetery in Arcadia.



It's really a well run airport. There was a banner over FBO saying it was the #1 rated GA airport

On the ramp getting ready to leave from airport Facebook





in 2020. Lots of pretty aircraft attended. John



### Do You Know What Aircraft This Is?

Those who said Wheeler Express are correct. You may have seen this aircraft around Shields and Ferguson since it belonged to member Ron Lock several years ago. It's the original cruciform tail version. Pat found the picture on the Arcadia Facebook page taken December 1st. As Yogi once said, "It's like déjà vu all over again".

Pat wound up buying a new toy while we were there, a 2015 HD Street Glide. He got a very good deal on it and when we were leaving he drove it down to the airport to store in his hangar until he receives the title to register it.



I wasn't even aware Pat took this picture. I'll just title it "Family Toys" and call it a day.

### Trip #2 Houston and Fredericksburg, TX

We were going to fly to Houston, however the weather didn't cooperate. The drive was over

9 hours in some rain showers in Louisiana and East Texas. I-10 is pretty much a continuous construction zone in LA and TX. I'm glad we didn't fly after looking at a couple hundred miles of low overcast skies.

The next morning, Friday, Ruth and I along with Shannon and Frank headed out for the town of Fredericksburg located about 60 miles west of Austin. It was about a 5 hour drive through lots of construction. It's a German town established in 1846, with wide streets, quaint shops and German food at most of the restaurants. It was lively, the streets were packed the hotels were full and the temps were cool partly due to its nearly 1,700 elevation. It was also the birthplace of Admiral Nimitz. This trip was a surprise for me and Shannon had planned everything.

Panic set in when we arrived at the hotel and Shannon couldn't find her wallet. Eventually an inch by inch search of our car the next morning revealed it.

The town is very pretty and the Christmas lights were fantastic. The small shops were great while walking and window shopping and on the first night we were greeted by a Christmas parade with horses and of course Santa Clause.



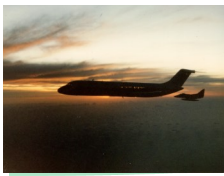
### The Fredericksburg square lights

The prices for eating are moderately priced. The food was good but not great but then again I've certainly eaten my fair share of German food at home and in Deutschland.



### Day 1 Bankersmith, TX

Bankersmith is a ghost town founded in 1913 and has a population of Zero. Years ago Bankersmith actually had a train station along the San Antonio, Fredericksburg and Northern Rail-



way which served nearby Grapetown, Texas, running between Fredericksburg and Comfort. [3] The town and rail station drew its name of "Bankersmith" from Temple Doswell Smith, an important Fredericksburg bank president who financed the railroad. In the early 1940s, the railroad abandoned the line running through Bankersmith.

Today, there is a saloon and another large dancehall that can house 500 people. Along with an iconic late 50's early 60's burned out tour bus that is parked behind the saloon.



There was a small Christmas market there and a stage in front of the bus. There were lots of people attending and a song competition. Six local musicians competed with original songs written about Bankersmith, TX. They were all very well done and there was no doubt they were written specifically for the competition. Several of musicians performed at the saloon on a regular basis. One of the songwriters was ill and had a stand in guitarist perform the song. We all got to vote for the best and they awarded 3 prizes of \$500, \$1,500 and \$3,500 dollars. The winner ultimately was the absentee songwriter who had the best lyrics and the guitar player who stood in was excellent. It was a lot of fun.

Shannon bought tickets in advance for a tethered balloon ride but they only had only 5 balloons instead of the advertised 12. The lines were so long we would have to wait for hours so we passed on it.

### Day 2 Pacific War Museum

Fredericksburg was the birthplace of Admiral

Chester Nimitz and he lived there with his mother until around the age of 6. His father died 6 months before he was born and his grandfather owned a hotel where they lived in his early years

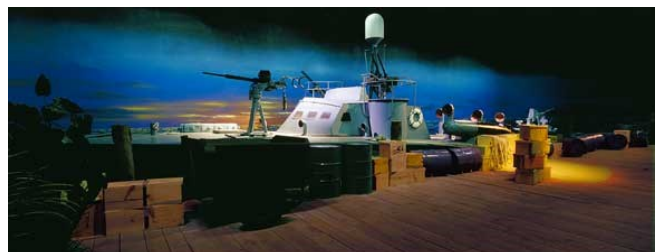


The National Museum of the Pacific War Museum is partially housed in the old hotel. It consists of more than 55,000 square feet in 3 gal-



leries on 6 acres. It's amazing!

The main museum sent us down to the Pacific Combat Zone first. Once through the entrance mall you're standing on an entire map of the Pacific ocean. Most of the major islands are listed and the map is huge. There are various displays inside and out including a beautifully restored PT with a very unusual name.





**Class:** Higgins Motor Torpedo (PT) Boat

**Launched:** 1944

**At:** Higgins Industries, New Orleans, Louisiana

**Commissioned:** January 1944

**Length:** 78 feet

**Beam:** 20 feet

**Draft:** 5 feet, 6 inches

**Displacement:** 56 tons

**Armament:** Two 20mm guns; one 40mm gun; two single and two twin 50 cal. machine guns; torpedoes and depth charges on roll-off racks

*PT-309* is the only restored PT Boat to have seen actual combat service during World War II. Stationed in the Mediterranean, she fired over 100 torpedoes during the war and was credited with sinking five enemy ships. She was also responsible for the capture of an Italian MAS (PT equivalent) boat.

*PT-309* was nicknamed "Oh Frankie" following a meeting between the boat's first skipper, Wayne Barber, and Frank Sinatra at a night club in New York City just prior to her departure for the European Theater.

With the assistance of PT Boats, Inc., *PT-309* was located in Greenport, New York operating as a charter fishing boat. She was purchased in 1994 by the Admiral Nimitz Foundation for the museum. She sailed under her own power from New York to Galveston, Texas, a 45 day journey.

After nearly three years of dedicated work by a volunteer crew that included Seabees from the Houston area, the *PT-309* has been almost completely restored. More than a quarter of the boat's original planking was replaced. She was "commissioned" in the Texas Navy in 1998. Members of the SeaBee unit were present in uniform for the event.

Next we toured the main Admiral Nimitz Museum. I was leery about Ruth enjoying herself. She actually learned a lot and enjoyed touring the facilities.

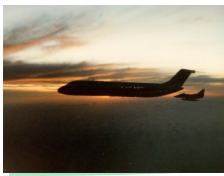
The museum has many interactive displays (Due to Covid these were not available), Videos and history throughout the pacific conquest as well as a replica of "Little Boy" the first nuclear weapon dropped on Hiroshima.

Like our own National Museum of Naval Aviation, there is way too much to absorb on a



single visit. The last area we visited was the George H. W. Bush Gallery. Inside are exhibits with many of his personal artifacts and other memoirs. In one room an eerie TBM Avenger aircraft is on display. There is a store inside selling lots of WWII books, pictures of aircraft and many other items. Outside there is a Memorial Courtyard with pictures of many of the servicemen who served. Additionally there is a Japanese Garden that was built and maintained by Japanese citizens and Plaza of the Presidents, having monuments of our Presidents who served our country during WWII. There are ten of them. **Can you name them?**

There are so many things to see obviously you need more than one day to even come close to absorbing what's available and that was with all the hands on interactive displays not available due to Covid.



### Day 3 Wine Tasting

I had no idea that Texas has over 200 wineries. They actually rank 5th among states in the US producing wine. Well, the Fredericksburg area has there fair share. The Texas Hill Country is home to over 100 wineries and vineyards and Fredericksburg is the epicenter of Texas Wine Country. There are more than 50 wineries and tasting rooms located in Fredericksburg and Gillespie County. We were going to do some Texas wine tasting with class.

Courtesy of Shannon and Frank all four of us were picked up at 1100 in a new Lincoln Limousine. Our first night in Fredericksburg we had seen a Limo and Ruth said she had never been in one. Scratch a "Bucket List" item for her.



This vehicle was pretty amazing, having a luxurious interior, great sound system, skylight and lighting.



After 4 hours visiting 3 wineries and tasting a total of 22 different wines and purchasing several bottles it was time for a combat nap and a final meal in town and a great breakfast before leaving

Ruth and I can't thank Shannon and Frank enough for the wonderful 4 days that we had together. Love you guys Ruth and John

# Thatcher

We've begun working on the firewall forward area and are digressing slightly from the plans with respect to the battery box construction. We're using an Odyssey PC 680 "form factor" size for the construction which a wide range of batteries are available in that size. The galvanized firewall has some "oil canning" and will probably require some additional inside light gage angles to strengthen the metal once everything is installed.

Jonathan surprised us with a motor mount which fit perfectly to our firewall mounting points.



In all likelihood the engine will be temporarily mounted allowing us to place firewall penetrations in the proper position and ascertain adequate clearance. We already have new rubber engine mounts and with the large Bendix dual mag single drive the P-lead will be very tight against the firewall.

We need controls utilizing Bowden cables for the throttle, mixture and carb heat to pass through the firewall. The cable control of the



cabin heat valve may also have to pass through the firewall depending on which valve we find. and possibly another for the fuel shutoff valve.

While the engine is on we may also work on the rough fiberglass layups for the cowl. However, cooler weather makes this process more difficult. Here's pictures of the initial process from the build manual:



## We Need Items

Many of you may have gently used aircraft parts laying around. We're looking for a firewall cabin heat box for our Thatcher. Additionally, we have a few engine instruments but no flight instruments. This will be a basic VFR aircraft so we are looking for an Altimeter, VSI, Airspeed and a Slip (simple ball) indicator. Contact John if you can help us out it, will be greatly appreciated. John

## FLY-INS

### SERFI (GZH)

SERFI was a one day event on fairly short notice. Obviously, people were antsy to get out of the house and they had an excellent turnout. I believe they had a total of 57 aircraft show.



Doug Francisco took lots of photos and here are a few of them. Thanks Doug.

Chapter 485 was well represented. I counted 13 members and 8 aircraft. We actually launched 5 from Shields Field over a 15 minute period. The weather was great and it was nice to get out of our local area for a few hours, walk around and see some familiar faces we hadn't seen in a while. They also had a Fly-Mart that had quite a few items in it. Jose, as normal picked up some things.





Mike Rickett's Panther had a lot of attention. Looking Good Mike!



Bobby Hargrave RV-8



Jose Martinez PA-22 "Texas Taildragger"



Donna and DeWitt Piper Aztec

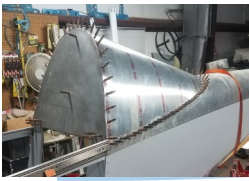


Mark Watson L2



**St Elmo (2R5) November 14th**

While attending SERFI I learned that St. Elmo Airport (10 miles south of Mobile) was having a fly-in. We also had several chapter members attending with I believe 6 or so aircraft. The perfect blue sky weather attracted a lot of aircraft. Coming across Mobile Bay I had 7 targets on the fish finder and extended my downwind to allow a 4 ship takeoff. Paul Mather gave lots of people aircraft rides. Two fly-ins in 3 weeks. I never would have thought that was possible with all the cancellations we saw during 2020. Thanks for making it happen.



As you can see beautiful Blue Skies!



Drano walking the line!



## Homebuilders Week – Online Event Starts January 26

*An online opportunity to learn about all aspects of building your own aircraft*

By Charlie Becker, EAA Homebuilt Community Manager

EAA is launching a new online learning event for aircraft builders: ([www.EAA.org/HomebuildersWeek](http://www.EAA.org/HomebuildersWeek)). It will be five straight days of educational forums covering a broad spectrum of aircraft building topics. It will launch on Tuesday, January 26, 2021, and run until Saturday, January 30, 2021. The live online presentations will be open to everyone interested in building their own aircraft. Sessions will start at 1 p.m. CST and run until 8:30 p.m. CST daily.

This event is an opportunity for a new person to jump in with both feet and learn a lot about the wonderful world of homebuilding. We will cover areas like getting started successfully and techniques when building with sheet metal, composites, steel, and wood. But it won't be just for the newbie; we are offering in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt air-

craft. There will be something for every builder, whether you are just starting out, knee deep in a project, or just received your airworthiness certificate — it is going to be a great learning opportunity.

EAA is working with industry experts, kit manufacturers, and other subject matter experts to provide top-notch material for builders. The sessions will be live and allow plenty of time for attendee questions. Recordings will be archived and available to EAA members for review.

The launch of EAA Homebuilders Week coincides with the 68th anniversary of the founding of the Experimental Aircraft Association in 1953. Those founding members of EAA lit the fuse on the homebuilt movement that provides affordable access to aircraft ownership and today has spread worldwide.

EAA Homebuilders Week is possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, Inc., and Van's Aircraft, Inc.

Visit [EAA.org/HomebuildersWeek](http://EAA.org/HomebuildersWeek) to review the schedule and sign up for a session.

## Chapter Leadership Training

Recently I completed the EAA Chapter Leadership Training which was conducted online with 6 presentations over a 7 week period with Thanksgiving off. It was very informative and I learned a lot.

**Insurance:** The EAA provides additional insurance for activities. We've always had additional insurance for our Young Eagle Rallies but never requested it for anything else that I'm aware of. During Young Eagles, the liability insurance covers our chapter members and attendees in the event of an injury. It also provides our pilots conducting Young Eagle flights with an additional 1 million dollars.

There are lots of resources available to our members and we need to use these. I've already placed a recurring our Tuesday night Thatcher build night under insurance and we will use it during meetings and field days at the clubhouse. The form is easy to fill out and sent via email.

John



**2020 Officers and Committee Chairmen**

**President/ Newsletter/ Tech Counselor** [John McKiernan](#) (850) 291-4134

**Vice President:** [Robert Ermer](#) (850) 417-9277

**Secretary/Treasurer:**

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[Ralph Moser](#) (847) 736-4603

**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

Local Aviation Supplies

[Johnson Supply Company](#)

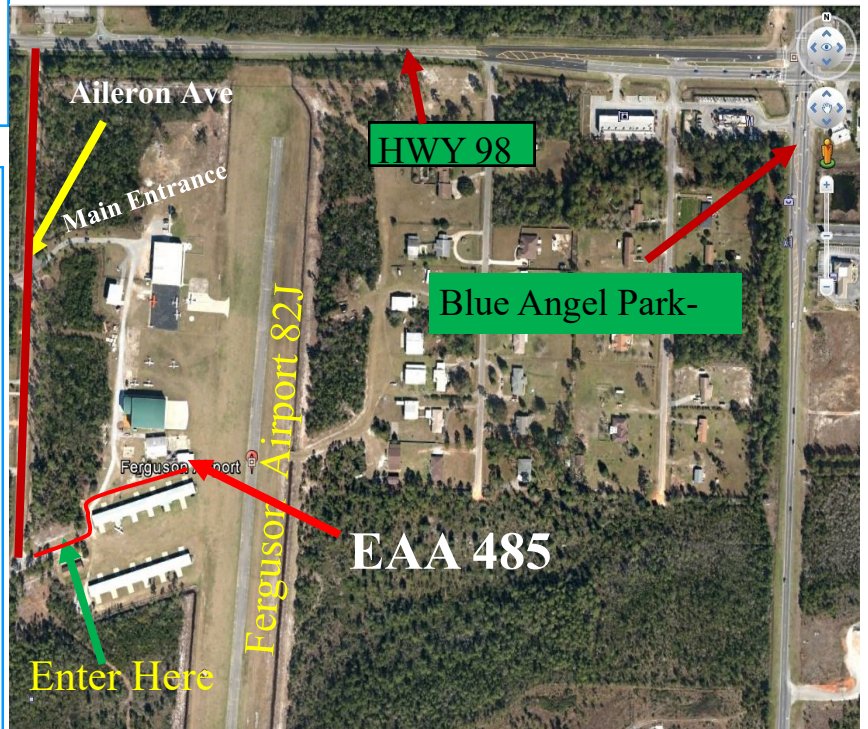
50 South E St  
Pensacola, FL  
850 434-7103

Located on E street just south of Barrancas  
Tell them your from EAA 485

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](http://eaa485.org)



Home Of The PANHANDLE PELICANS

## EAA 485 Pensacola, FL

Currently there are no scheduled agenda items. Chapter 485 has suspended our monthly meetings until we can engage in more normalized activities. Additionally, Ferguson Airport has suspended its Pancake Breakfast till further notice.

Who are the 10 Presidents who served our country during WWII:

- Franklin Roosevelt (President)
- Harry Truman (WWI) President)
- Dwight D. Eisenhower (WWII Army)
- John F Kennedy (WWII Navy)
- Lyndon Johnson (WWII Navy)
- Richard Nixon (WWII Navy)
- Gerald Ford (WWII Navy)
- James Carter (WWII \*US Naval Academy Navy)
- Ronald Reagan (WWII Army)
- George H W Bush (WWII Navy)

### Coming to an Airport Near You

We need artists to design a graphic to be painted on the tarmac at Ferguson.



## 2021

### Events Calendar

Chapter meetings are cancelled until further notice

### Future Meeting Dates:

- Jan 9th
- Feb 13th
- Mar 13th

### Fly Ins:

- [Defuniak Springs 2022](#) **Cancelled**
- [Sun & Fun](#) April 13-18 2021
- Blue Angels Beach July 10
- [Air Venture](#) July 26 - Aug 1
- [SERFI](#) TBA

### Looking forward to 2021

