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July 2021

Home of the  
"Panhandle Pelicans"

Squawk 485

EAA 485



**President**

John McKiernan      Contact: [John](#)

Hello Everyone,

We had a very good meeting in June with solid attendance at the VMC/IMC and chapter meetings. Over the May and June meetings we added 4 new members. Things are definitely heading in the right direction

We did have to cancel our Chappie James Young Eagle flights due to bad weather and the event will be rescheduled in the near future

The biggest chapter news is about our newest chapter member and Ray scholarship awardee Elisabeth Maas who is already actively involved in her flight training.

Our next meeting is scheduled for **July 10th at 1000**. Before the monthly meeting we will be having our **IMC/VMC club at 0830**

Ruth and I will be out of town during that time visiting her mother and family in Deutschland. As of now we'll be gone about 12 days. Apparently, Covid restrictions in Germany vary daily but at least the airlines are beginning more normal operations. Mark Rogers has graciously offered to step in and conduct the meeting.

**Chapter Dues**

We've received a little over half of our members dues so far this year. If you haven't paid how about mailing a check made out to EAA 485 for \$25 to Mark or better yet come to the July 10th meeting. If you are unsure of your status please contact Mark.

**Mark Rogers**

**22959 Carnoustie Dr.  
Foley, AL 36535**

Next Meeting Jul 10th at 1000  
At Our Clubhouse  
Details  
IMC/VMC Club Meets at 0830-0930

[Details](#)

**The Journey Begins Again #4**



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

**Ray Scholarship 2021**

We awarded Elisabeth Maas her Ray Scholarship on June 12<sup>th</sup>. From the 15<sup>th</sup> through the 24<sup>th</sup>, she scheduled to fly eight times, resulting in five flights (8.4 hours) and three ground review sessions due to weather.

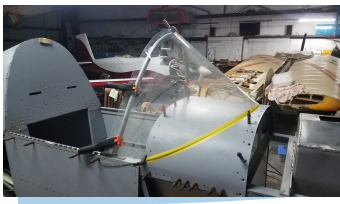
She is working with CFI Ali Coeur. Ali feels she will solo in the next 2-3 flights. Elisabeth took a break from June 25 – July 4 for a previously planned summer camp. Then she's back here the rest of the summer for flight training. I have received her Ray "goodie box" (hat, t-shirt, etc.), and the first two checks are "in the mail" from EAA.

Elisabeth and I had our first monthly coordinator meeting before she left for summer camp. After filling out the requisite EAA monthly activity report, we spent two hours reviewing missed subject areas from her FAA written exam. During July, Bill Diaz and I will do more of the same. This should help prepare her for the oral



**Pensacola FL**

D  
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portion of her practical exam. \$1808 of Ray money spent so far. Things are moving along fast!

### Chappie James Academy Graduate Flights

Unfortunately, we had to weather cancel the June 18<sup>th</sup> young Eagle flights for this group. They have been rescheduled to Saturday, July 17<sup>th</sup>.

I will be passing out new sign-up lists for pilots and ground volunteers at the July 10<sup>th</sup> meeting. We're looking for five pilots, and several ground volunteers. Same timing to try to beat the heat; 0830 briefing to start flying by 0900.

### Minutes from June 10th 2020 meetings.

- VMC/IMC meeting convened at 0830 by Donna and DeWitt Barker 11 attendees  
Program ideas were solicited from members  
Lively discussion of ramifications for flying under bridges and deliberately disabling ADSB out
- Regular meeting convened at 1000 by Pres John McKiernan with Pledge of Allegiance. 18 in attendance.
- Introductions Elisabeth Maas (Ray Scholar Recipient and Roger Watkins (Lightning aviation
- Ralph Moser briefed recent Ray scholarship process, 6 candidates were interviewed, Craig Spoke and Bill Diaz instrumental in the process.
- Current Ray Scholarship awardee **Elisabeth Maas** introduced and presentation ceremony conducted
- Elisabeth briefed her journey to the Ray Scholarship via the Civil Air Patrol. She arrives with Ground School complete and FAA written complete!
- Ralph Moser briefed Chappie James Young Eagle plan for 18 June 0830 start time.
- President McKiernan solicited volunteers for Chapter bylaws review and nominations for Chapter Officer vacancies with 1 January 2022 completion date.
- Discussion of Chapter membership removal after two year dues delinquency.
- John McKiernan briefed the Thatcher aircraft

Chapter build and solicited volunteers to participate.

- Member projects briefed. Duane Thiessen briefed his RV6 wing mounting procedure. DeWitt Barker briefed plans for a toe brake modification for Donna's Champ. Mark Rogers briefed his RV14A flight test program and ground handling incident.
- Members were reminded that the Jack Edwards airport will be opening their tower in the near future with attendant local area airspace requirements
- Meeting adjourned at 1100

Mark Rogers      EAA Chapter 485 Sec/Treas

### Aviation Briefs

#### **Airbus, Cathay Pacific Developing Single-Pilot Long-Haul System**

[Kate O'Connor](#)

Airbus and Hong Kong-based airline Cathay Pacific are developing a system designed to allow for single-pilot, long-haul passenger flights in the A350, according to a [report from Reuters](#). Relying on an increase in cockpit automation, it has been suggested that the system will include features such as an emergency descent mode that does not require pilot input as well as real-time, on-board monitoring of the pilot's vital statistics and alertness. The program—called Project Connect—is reportedly looking to certify the A350 for single-pilot ops at high-altitude cruise by 2025.

“While we are engaging with Airbus in the development of the concept of reduced crew operations, we have not committed in any way to being the launch customer,” Cathay Pacific told Reuters. “The appropriateness and effectiveness of any such rollout as well as [the] overall cost-benefit analysis [will] ultimately depend on how the pandemic plays out.”

If successful, the system could reduce the number of cockpit crew members needed for long-haul operations to just two. Airbus has been working on similar ideas for several years, having launched its Disruptive Cockpit (DISCO) concept, which is aiming to “enable single-pilot operations for new aircraft,” in 2019 and the Au-



onomous Taxi, Take-Off and Landing (ATTOL) project in 2018. As [previously reported by AVweb](#), ATTOL completed its first fully automatic vision-based takeoff in January 2020.

## **Biden Chooses ‘Sully’ As His Pick For ICAO Ambassador Post**

Sully of miracle of the Hudson River landing fame is President Biden’s pick to be the US representative to ICAO (International Civil Aviation Organization). Sully retired from USAir in 2010 and served as Co-chairman with his co-pilot Jeff Skiles as EAA Young Eagles Chairman from 2009 - 2013.

Sully campaigned for Joe Biden during the election and was very outspoken and negative of president Donald Trump. Sully is 71 years old.

## **FAA Approves Virgin Galactic For Commercial Passenger Spaceflights**

[Kate O'Connor](#)

The FAA has upgraded Virgin Galactic’s commercial space transportation operator license to allow the company to carry paying passengers to space. It has been reported that Virgin Galactic currently has over 600 reservations for its planned commercial passenger spaceflights with ticket prices running between \$200,000 and \$250,000. The licensing update comes after the company successfully completed its third crewed spaceflight last May.

“We’re incredibly pleased with the results of our most recent test flight, which achieved our stated flight test objectives,” said Virgin Galactic CEO Michael Colglazier. “Today’s approval by the FAA of our full commercial launch license, in conjunction with the success of our May 22 test flight, give us confidence as we proceed toward our first fully crewed test flight this summer.”

## **FAA Says 777X Not Ready For Certification**

[Russ Niles](#)

The FAA has told Boeing not to expect certification of the 777X until possibly the end of 2023, citing numerous design and test issues including an “uncommanded pitch event” last December. [The Seattle Times got to read a letter](#) sent to Boeing on May 13 in which the local FAA manager Ian Won said there is a lot of work to do before he signs off on it. “The aircraft is not yet ready,” the Times quoted Won as writing.

“The technical data required for type certification has not reached a point where it appears the aircraft type design is mature and can be expected to meet the applicable regulations.”

The Times didn’t report any details of the pitch control issue but did quote the letter as saying that Boeing hasn’t satisfied the FAA that it knows what happened and has fixed it. The FAA is also worried about an unspecified avionics system proposed for the airplane and about software and hardware modifications planned for the flight control system. The 777X is the biggest twin Boeing has built and the largest version will seat more than 400 passengers, depending on configuration.

## **Flying car completes 35-minute test flight between cities**

By Jack Guy, CNN Business

Updated 10:44 AM ET, Wed June 30, 2021

A prototype [flying](#) car has completed a test flight between two cities in Slovakia, spending 35 minutes [airborne](#). Klein Vision's AirCar flew between Nitra and the capital Bratislava on Monday, according to a press release published Wednesday. The AirCar Prototype 1 is powered by a 160 horsepower BMW engine, and comes equipped with a fixed propeller. It transforms from aircraft to road vehicle in less than three minutes. It has now completed more than 40 hours of test flights, according to Klein Vision, including flying at 8,200 feet and reaching a maximum cruising speed of 190 kilometers per hour (118 miles per hour). After landing in Bratislava on Monday, the aircraft transformed into a car, and was driven into the city center by Klein Vision CEO Stefan Klein and company co-founder Anton Zajac.

For a video and more info [Click Here](#).

Notice the Turf takeoff . Pretty Impressive!





## Two churnin' and two burnin' – who's the PIC?



On our fourth ILS approach to runway 21L, we completed our fourth touch and go landing and were climbing out to prepare for a pilot change and more approaches and landings. We retracted gear and flaps and just before entering the overcast we slammed into a flight of Canada Geese, in classic “V” formation I assume—we never saw them. We sucked several of the large, 12-15 pound birds into the engines. Number one fire handle illuminated red. Numbers two and three engines began vibrating violently with rpm fluctuating 500-1000 revolutions.

Butch Hollins was in the left seat, having just completed his two-and-two for the month. Butch was a 10,000-hour furloughed Pan Am First Officer. Most of our Air Force Reserve Squadron pilots were furloughed, highly-experienced airline pilots. “That’s not good,” said Butch, reaching for the fire handle and waiting for my nod to pull it and discharge the extinguishing agent. “Shall we pull back two and three?”

“Yes,” I said. “You stay in the seat and keep flying. Declare an emergency with approach control. Ask for vectors for another ILS with no left turns! I’ll deal with the engines. Jump Seat (third seat occupant), you call the Command Post. Tell them we’re shutting down engines one and two after a bird strike and landing ASAP. Tell them we’re IMC. Give them souls on board and three hours fuel!”

I pulled both number two and three engines back close to idle until the vibration stopped, or almost stopped. Then I pushed number two back up slowly until the vibrations started again. Back to idle. Number three came up to nearly 40 percent before serious vibration was evident. I left it there. Engines number four and three would be our source of thrust. The Jump Seat said, “The Command Post is calling Lockheed and wants us to fly an extended pattern ‘til they get back to us!” That didn’t sound very likely to me.

I had never pulled Command Post duty but a

close friend had while recovering from eye surgery. He described it as hours of near catatonic boredom interspersed with brief moments of stark terror—a lot like overwater flying. He said there were times when they were talking with Ramstein (Germany), Lod (Israel), Yokota (Japan), and Diego Garcia (Indian Ocean) all at the same time about the same issue. The duty he described sounded like a series of career make-or-break decision challenges. Someone had to make tough decisions to keep the cargo moving and departures and arrivals happening on time. When you got it right your OER (Officer Efficiency Report) had you walking on water. When you got it wrong, well... you didn’t.

There was a huge responsibility when handling in-flight emergencies even though final authority rested with the PIC. You didn’t want to be the Command Post weenie who told the Aircraft Commander to take off with a failed hydraulic pump if it later proved crucial to the mission.

Butch was flying the Galaxy well. He had solved the asymmetric thrust problem with the rudder trim and a touch of aileron trim and the airplane was actually quite stable flying in the very slightest of skids. Engine number four was likely undamaged, lucky for us, and number three at 40 percent was helping, too. We were fortunate to be at a gross weight of less than 450,000 pounds, pretty standard for the local training flights. It would be an entirely different story at 650,000 or even 700,000 pounds—more typical mission gross weights.

The Flight Engineer placed wing/engine watchers on both sides of the airplane to report smoke, fire, debris—whatever—coming out of the engines. The flight controls all felt normal.

As fate would have it I had just completed required annual simulator training a month prior. We finished early and the instructor said, “Anything you want to try? It’s your nickel!” “How about two engines out on one side?” I suggested. “Is the simulator set up for that?” “You bet! How about Clark Air Base in the Phil-

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**“Flying isn’t dangerous. Crashing is what’s dangerous.”**



lippines, ceiling 200 ft., viz 1/2. Numbers one and two engines shut down for fire?”  
“Bring it on!” I said, anticipating the enormous right rudder input required to fly straight with numbers one and two engines both caged. I was shocked. The Galaxy’s good manners were nowhere more in evidence than with engine(s) out. At medium power settings the rudder pressure could be almost totally trimmed out. “That’s Lockheed,” said the simulator IP. “There’s a reason the rudder is as big as Nevada. It’s a pilot’s airplane.”

The simulator approach to minimums, hand flown, was totally anticlimactic. The ensuing missed approach was more exciting with lots of rudder needed to compensate for no left wing thrust but the rudder was there, even at near full power on three and four. The memory was still vivid and I knew we could easily bring 00012 back around, land and walk away from it.

“Command Post wants to talk to the IP,” said the jump seat. “They are getting Lockheed on the line!” At precisely that moment we slipped into a break in the clouds - one, two, three seconds in clear skies. Straight down I could see the intersection northeast of the base with the duck club turnoff, the water tank, the little corral—unmistakable! I had driven that road 50 times. As we slipped below the clouds I had a brief second of clarity—rare for me—but never more welcome. *I see the ground. I know exactly where I am. I am PIC and know beyond the faintest shadow of a doubt that we can land safely on runway 21 right.*

“I have the airplane—copilot has the airplane,” I said, shaking the yoke gently and beginning a gentle descent. I corrected my verbiage for the Cockpit Voice Recorder. “Butch—I know exactly where we are. Cancel IFR with approach, call the tower, declare the emergency and tell them we are VFR turning a two-mile final for 21 right, two engines out, 12 souls, three hours fuel. Run the Before Landing Checklist—hold the gear until we start down!”

“Roger,” said Butch. “Copilot has the airplane, checklist working. Command Post on two wants to talk to the IP. I told them we’d catch up with them shortly—really busy right now.”

“Excellent. Give me flaps twenty. Loadmaster, ensure everybody’s strapped in and prepped for quick exit if necessary. We’ll clear the runway and turn it over to maintenance on the ramp. Butch—pilot—it’s your airplane on rollout at 50 knots. Check brakes but keep momentum up for the right turn off the runway—we have no thrust on the left side to help you turn.” (Only the pilot has nosewheel steering on the C-5A so taxiing is a left seat activity.)

The landing, rollout, and exit to the ramp were routine. Fire trucks and maintenance were waiting with a marshaller and tug just at the ramp’s edge. We shut down per checklists and exited the airplane with the maintenance book. The crew was checking out the feathers and blood smeared on the TF-39 engine inlets, each big enough to house a Volkswagen Beetle. Maintenance would eventually change three engines and return 00012 to service. She retired to sunny Tucson in 2014 after 45 years hauling cargo worldwide.

The takeaways? Obviously, I had a well-trained crew of professionals operating a machine that performed as advertised in every parameter. There were certainly no heroics by any of us. Tension in our voices? Certainly! Concern that the engine fire could spread? Of course. But the hammered-home procedures in our various checklists covered it all.

As for the PIC aspects, there is perhaps a tendency to seek help when lives are at stake, that maybe someone, somewhere out there is going to have been there before. They’ll have the brilliant idea that solves the problem instantly. I admit to hoping that a Command Post call would generate a, “Hey! I just had that same damn thing happen to me last week! Here’s what I did...”

Total fantasy. It’s always good to have outside help and advice - especially experienced help and advice.

But in the end the Pilot In Command is the one ultimately responsible for getting the guys (and now lots of gals!) home safely. It’s worth reminding one’s PIC- self while strapping in on every flight: “I gotta get these folks back home safe!”



## Van's RV-10 Elevator Completion

The RV-10 elevators are the most complex pieces of the tail section. I put them aside for quite a while and now it was time to get them finished. Both elevators and their trim tabs needed foam ribs installed using pro-seal. The elevators trailing edge also use a wedge that gets sandwiched in between the two skins.

I hate Pro-Seal but it's a necessary evil and it's a great sealant and glue. The final closeout is a two part process of gluing the ribs in and using clamps, weights and lots of clecos. I let them cure for 72 hours and then finally finished riveting

After Pro-Sealing: Elevators on top with clecos in each hole, large boards and weights. The trim tabs below with spar cleco'd and wood wedge clamps on top of foam ribs inside.



The riveting is the fun part. The trim tab rivets are on a spar so it's very easy to rivet them. The elevator closeout is something a little more difficult. They use a process that is called a "Double Flush" rivet. The RV-10 and RV-7 rudders use the same process.

I had a 6' 1/4" thick angle iron. I smoothed the surface to use it as a back rivet plate. This would allow me to do the entire trailing edge with the exception of 3 rivets all at once. I match drilled 3 holes in the angle to allow clecoing the trailing edge to the angle. Next it was time to load all the rivets from the other side (top) and then use rivet tape to hold them in place. Rivet tape is a special tape that is clear in the middle so you can see the rivets. It's also reusable. You can use ordinary masking tape but that can leave a slight sticky residue behind.

I also shimmed the angle where the bench

had a slight sag near the middle and used a long 3/4" thick stick of wood to get the skin trailing edge taper flush with the angle.



OK it's time for a deep breath. The idea is to begin riveting with the gun perpendicular to the to the angle iron using low pressure. It takes about 3 seconds to set each rivet. As you begin riveting for a second or so you then tilt the gun to be perpendicular to the skin. What you should see is an "Acorn in a hole". The shop head will not completely fill the area but it gets close.



Not bad and the trailing edge is very straight. I started off in the middle of the trailing edge and set every other rivet working to the outside. Then do the same thing in the opposite direction. Then I repeat again from the middle. Starting in the middle is helpful for straightness. They came out very well but I will fill the voids around the "acorns" even though they are all on the bottom of the trailing edge. After doing the fiberglass tips, I plan on cleaning up all the tailfeathers, exterior priming and then wrapping in plastic. It's also time to rivet the tailcone which is ready to go.



In early February, I ordered my QuickBuild Fuselage and Wings from Van's. A few days later they sent out a message about some of the QB kits coming from the Philippines were not up to Van's standards. They had problems with small amounts of corrosion and some of those got shipped to builders. In March I was sent an email telling those with orders that the QB facility was shutdown and there was going to be more of a delay on QB arrivals.

Van's also had a video showing a RV-7 QB fuselage that was affected. It had minimal corrosion on some longerons that a little ScotchBrite, cleaning and some primer would correct.

They gave us options: Refund the deposits, accept an affected kit if available with a \$2,000 mitigation refund or order a slow build kit also on backorder. I replied that I would accept an affected kit. And didn't hear anything for about 4 weeks when I received an email that they had a wing kit if I wanted it. They sent about 10 pictures of some minor areas similar to what was in the videos. I accepted!

On May 22nd a big Red truck showed up.



I had talked earlier with Mark Watson and Steve Foerster about the delivery and I was so glad they were available to help get these off the truck.



Mark Rogers loaned me his wing stand from his RV14 build. They work just fine and it's nice to be able to move them easily. Just recently, I was told by Van's that currently they estimate next February for the Fuselage kit to show.

The good news is I have thoroughly inspected the wings and have found very little corrosion. It cleaned up easily so that won't be an issue and the inside will be coated with ACF 50.

The pandemic has taken a toll on all supply items. I just saw that Dynon was out of stock for 10" Sky View Classic or HDX displays.

More next month

John

## July 4th

I've gone back in my newsletters and copied from the July 2013 newsletter. As we celebrate the anniversary of the Declaration of Independence we need to reflect on what these brave men did for our country. Especially, in light of present day, I feel it is important for every American to read the Declaration of Independence. God Bless America.

Below is a summation of a letter penned by one of these smart men, John Adams to his wife Abigail. He would later become the first vice president and second president of the United States. He passed away on July 4th 1826 fifty years after the signing at the age of 90.

*The Second Day of July 1776, will be the most memorable Epoch, in the History of America.—I am apt to believe that it will be celebrated, by succeeding Generations, as the great anniversary Festival. It ought to be commemorated, as the Day of Deliverance by solemn Acts of Devotion to God Almighty. It ought to be solemnized with Pomp and Parade, with Shews, Games, Sports, Guns, Bells, Bonfires and Illuminations from one End of this Continent to the other from this Time forward forever more.*

*You will think me transported with Enthusiasm but I am not.—I am well aware of the Toil and Blood and Treasure, that it will cost Us to maintain this Declaration, and support and defend these States.—Yet through all the Gloom I can see the Rays of ravishing Light and Glory. I can see that the End is more than worth all the Means. And that Posterity will triumph in that Days Transaction, even altho We should rue it, which I trust in God We shall not*



## Independence Day

When armed conflict between bands of American colonists and British soldiers began in April 1775, the Americans were ostensibly fighting only for their rights as subjects of the British crown. By the following summer, with the Revolutionary War in full swing, the movement for independence from Britain had grown, and delegates of the Continental Congress were faced with a vote on the issue.

In mid-June 1776, a five-man committee including Thomas Jefferson, John Adams and Benjamin Franklin was tasked with drafting a formal statement of the colonies' intentions. The Congress formally adopted the Declaration of Independence--written largely by Jefferson--in Philadelphia on July 4, a date now celebrated as the birth of American independence

### Before the Declaration of Independence

Even after the initial battles in the [Revolutionary War](#) broke out, few colonists desired complete independence from Great Britain, and those who did--like [John Adams](#)-- were considered radical. Things changed over the course of the next year, however, as Britain attempted to crush the rebels with all the force of its great army. In his message to Parliament in October 1775, King George III railed against the rebellious colonies and ordered the enlargement of the royal army and navy. News of his words reached America in January 1776, strengthening the radicals' cause and leading many conservatives to abandon their hopes of reconciliation. That same month, the recent British immigrant Thomas Paine published "Common Sense," in which he argued that independence was a "natural right" and the only possible course for the colonies; the pamphlet sold more than 150,000 copies in its first few weeks in publication.

In March 1776, [North Carolina](#)'s revolutionary convention became the first to vote in favor of independence; seven other colonies had followed suit by mid-May. On June 7, the [Virginia](#) delegate Richard Henry Lee introduced a motion calling for the colonies' independence before the [Continental Congress](#) when it met at the [Pennsylvania](#) State House (later Independence Hall) in

Philadelphia. Amid heated debate, Congress postponed the vote on Lee's resolution and called a recess for several weeks. Before departing, however, the delegates also appointed a five-man committee--including [Thomas Jefferson](#) of Virginia, John Adams of [Massachusetts](#), Roger Sherman of [Connecticut](#), [Benjamin Franklin](#) of Pennsylvania and Robert R. Livingston of [New York](#)--to draft a formal statement justifying the break with Great Britain. That document would become known as the Declaration of Independence.

### Jefferson Drafts the Declaration of the Independence

Jefferson had earned a reputation as an eloquent voice for the patriotic cause after his 1774 publication of "A Summary View of the Rights of British America," and he was given the task of producing a draft of what would become the Declaration of Independence. As he wrote in 1823, the other members of the committee "unanimously pressed on myself alone to undertake the draught [sic]. I consented; I drew it; but before I reported it to the committee I communicated it separately to Dr. Franklin and Mr. Adams requesting their corrections....I then wrote a fair copy, reported it to the committee, and from them, unaltered to the Congress."

As Jefferson drafted it, the Declaration of Independence was divided into five sections, including an introduction, a preamble, a body (divided into two sections) and a conclusion. In general terms, the introduction effectively stated that seeking independence from Britain had become "necessary" for the colonies. While the body of the document outlined a list of grievances against the British crown, the preamble includes its most famous passage: "We hold these truths to be self-evident; that all men are created equal; that they are endowed by their Creator with certain inalienable rights; that among these are life, liberty and the pursuit of happiness; that to secure these rights, governments are instituted among men, deriving their just powers from the consent of the governed."



## The Vote for Independence

The Continental Congress reconvened on July 1, and the following day 12 of the [13 colonies](#) adopted Lee's resolution for independence. The New York delegates were not authorized yet to vote for independence. The process of consideration and revision of Jefferson's declaration (including Adams' and Franklin's corrections) continued on July 3 and into the late morning of July 4, during which Congress deleted and revised some one-fifth of its text. The delegates made no changes to that key preamble, however, and the basic document remained Jefferson's words. Congress officially adopted the Declaration of Independence later on [July 4](#) (though most historians now accept that the document was not signed until August 2).

As the first formal statement by a nation's people asserting their right to choose their own government, the Declaration of Independence became a significant landmark in the history of democracy. In addition to its importance in the fate of the fledgling American nation, it also exerted a tremendous influence outside the [United States](#), most memorably in France during the [French Revolution](#). Together with the Constitution and the [Bill of Rights](#), the Declaration of Independence can be counted as one of the three essential founding documents of the United States government.

**IN CONGRESS, July 4, 1776.**

## The unanimous Declaration of the thirteen united States of America,

When in the Course of human events, it becomes necessary for one people to dissolve the political bands which have connected them with another, and to assume among the powers of the earth, the separate and equal station to which the Laws of Nature and of Nature's God entitle them, a decent respect to the opinions of mankind requires that they should declare the causes which impel them to the separation.

We hold these truths to be self-evident, that all men are created equal, that they are endowed by their Creator with certain unalienable Rights, that among these are Life, Liberty and the pursuit of

Happiness.--That to secure these rights, Governments are instituted among Men, deriving their just powers from the consent of the governed, -- That whenever any Form of Government becomes destructive of these ends, it is the Right of the People to alter or to abolish it, and to institute new Government, laying its foundation on such principles and organizing its powers in such form, as to them shall seem most likely to effect their Safety and Happiness. Prudence, indeed, will dictate that Governments long established should not be changed for light and transient causes; and accordingly all experience hath shewn, that mankind are more disposed to suffer, while evils are sufferable, than to right themselves by abolishing the forms to which they are accustomed. But when a long train of abuses and usurpations, pursuing invariably the same Object evinces a design to reduce them under absolute Despotism, it is their right, it is their duty, to throw off such Government, and to provide new Guards for their future security.--Such has been the patient sufferance of these Colonies; and such is now the necessity which constrains them to alter their former Systems of Government. The history of the present King of Great Britain is a history of repeated injuries and usurpations, all having in direct object the establishment of an absolute Tyranny over these States. To prove this, let Facts be submitted to a candid world.

He has refused his Assent to Laws, the most wholesome and necessary for the public good.

He has forbidden his Governors to pass Laws of immediate and pressing importance, unless suspended in their operation till his Assent should be obtained; and when so suspended, he has utterly neglected to attend to them.

He has refused to pass other Laws for the accommodation of large districts of people, unless those people would relinquish the right of Representation in the Legislature, a right inestimable to them and formidable to tyrants only.

He has called together legislative bodies at places unusual, uncomfortable, and distant from the depository of their public Records, for the sole purpose of fatiguing them into compliance with his measures.

He has dissolved Representative Houses repeat-



edly, for opposing with manly firmness his invasions on the rights of the people.

He has refused for a long time, after such dissolutions, to cause others to be elected; whereby the Legislative powers, incapable of Annihilation, have returned to the People at large for their exercise; the State remaining in the mean time exposed to all the dangers of invasion from without, and convulsions within.

He has endeavoured to prevent the population of these States; for that purpose obstructing the Laws for Naturalization of Foreigners; refusing to pass others to encourage their migrations hither, and raising the conditions of new Appropriations of Lands.

He has obstructed the Administration of Justice, by refusing his Assent to Laws for establishing Judiciary powers.

He has made Judges dependent on his Will alone, for the tenure of their offices, and the amount and payment of their salaries.

He has erected a multitude of New Offices, and sent hither swarms of Officers to harrass our people, and eat out their substance.

He has kept among us, in times of peace, Standing Armies without the Consent of our legislatures.

He has affected to render the Military independent of and superior to the Civil power.

He has combined with others to subject us to a jurisdiction foreign to our constitution, and unacknowledged by our laws; giving his Assent to their Acts of pretended Legislation: For Quartering large bodies of armed troops among us:

For protecting them, by a mock Trial, from punishment for any Murders which they should commit on the Inhabitants of these States:

For cutting off our Trade with all parts of the world:

For imposing Taxes on us without our Consent:

For depriving us in many cases, of the benefits of Trial by Jury:

For transporting us beyond Seas to be tried for

pretended offences

For abolishing the free System of English Laws in a neighbouring Province, establishing therein an Arbitrary government, and enlarging its Boundaries so as to render it at once an example and fit instrument for introducing the same absolute rule into these Colonies:

For taking away our Charters, abolishing our most valuable Laws, and altering fundamentally the Forms of our Governments:

For suspending our own Legislatures, and declaring themselves invested with power to legislate for us in all cases whatsoever.

He has abdicated Government here, by declaring us out of his Protection and waging War against us.

He has plundered our seas, ravaged our Coasts, burnt our towns, and destroyed the lives of our people.

He is at this time transporting large Armies of foreign Mercenaries to compleat the works of death, desolation and tyranny, already begun with circumstances of Cruelty & perfidy scarcely paralleled in the most barbarous ages, and totally unworthy the Head of a civilized nation.

He has constrained our fellow Citizens taken Captive on the high Seas to bear Arms against their Country, to become the executioners of their friends and Brethren, or to fall themselves by their Hands.

He has excited domestic insurrections amongst us, and has endeavoured to bring on the inhabitants of our frontiers, the merciless Indian Savages, whose known rule of warfare, is an undistinguished destruction of all ages, sexes and conditions.

In every stage of these Oppressions We have Petitioned for Redress in the most humble terms: Our repeated Petitions have been answered only by repeated injury. A Prince whose character is thus marked by every act which may define a Tyrant, is unfit to be the ruler of a free people.

Nor have We been wanting in attentions to our Brittish brethren. We have warned them from time to time of attempts by their legisla-



ture to extend an unwarrantable jurisdiction over us. We have reminded them of the circumstances of our emigration and settlement here. We have appealed to their native justice and magnanimity, and we have conjured them by the ties of our common kindred to disavow these usurpations, which, would inevitably interrupt our connections and correspondence. They too have been deaf to the voice of justice and of consanguinity. We must, therefore, acquiesce in the necessity, which denounces our Separation, and hold them, as we hold the rest of mankind, Enemies in War, in Peace Friends.

We, therefore, the Representatives of the United States of America, in General Congress, Assembled, appealing to the Supreme Judge of the world for the rectitude of our intentions, do, in the Name, and by Authority of the good People of these Colonies, solemnly publish and declare, That these United Colonies are, and of Right ought to be Free and Independent States; that they are Absolved from all Allegiance to the British Crown, and that all political connection between them and the State of Great Britain, is and ought to be totally dissolved; and that as Free and Independent States, they have full Power to levy War, conclude Peace, contract Alliances, establish Commerce, and to do all other Acts and Things which Independent States may of right do. And for the support of this Declaration, with a firm reliance on the protection of divine Providence, we mutually pledge to each other our Lives, our Fortunes and our sacred Honor.

Declaration Signees.

**Delaware** • [George Read](#) • [Caesar Rodney](#) • [Thomas McKean](#) **Pennsylvania** • [George Clymer](#) • [Benjamin Franklin](#) • [Robert Morris](#) • [John Morton](#) • [Benjamin Rush](#) • [George Ross](#) • [James Smith](#) • [James Wilson](#) • [George Taylor](#) **Massachusetts** • [John Adams](#) • [Samuel Adams](#) • [John Hancock](#) • [Robert Treat Paine](#) • [Elbridge Gerry](#) **New Hampshire** • [Josiah Bartlett](#) • [William Whipple](#) • [Matthew Thornton](#) **Rhode Island** • [Stephen Hopkins](#) • [William Ellery](#) **New York** • [Lewis Morris](#) • [Philip Livingston](#) • [Francis Lewis](#) • [William Floyd](#) **Georgia** • [Button Gwinnett](#) • [Lyman Hall](#) • [George Wal-](#)

[ton Virginia](#) • [Richard Henry Lee](#) • [Francis Lightfoot Lee](#) • [Carter Braxton](#) • [Benjamin Harrison](#) • [Thomas Jefferson](#) • [George Wythe](#) • [Thomas Nelson, Jr.](#) **North Carolina** • [William Hooper](#) • [John Penn](#) • [Joseph Hewes](#) **South Carolina** • [Edward Rutledge](#) • [Arthur Middleton](#) • [Thomas Lynch, Jr.](#) • [Thomas Heyward, Jr.](#) **New Jersey** • [Abraham Clark](#) • [John Hart](#) • [Francis Hopkinson](#) • [Richard Stockton](#) • [John Witherspoon](#) **Connecticut** • [Samuel Huntington](#) • [Roger Sherman](#) • [William Williams](#) • [Oliver Wolcott](#) **Maryland** • [Charles Carroll](#) • [Samuel Chase](#) • [Thomas Stone](#) • [William Paca](#) • [Arthur Middleton](#) • [Thomas Lynch, Jr.](#) • [Thomas Heyward, Jr.](#) **New Jersey** • [Abraham Clark](#) • [John Hart](#) • [Francis Hopkinson](#) • [Richard Stockton](#) • [John Witherspoon](#) **Connecticut** • [Samuel Huntington](#) • [Roger Sherman](#) • [William Williams](#) • [Oliver Wolcott](#) **Maryland** • [Charles Carroll](#) • [Samuel Chase](#) • [Thomas Stone](#) • [William Paca](#)





# Thatcher

Trial fitting the front windshield. The fit is pretty good. We may need to move this back slightly to allow a metal fillet at the base. The area forward is where the access skin for the fuel tank is attached so realistically we don't have enough space to clear the skin.

The windshield blank was donated to us by Dave Thatcher along with the canopy plexi several years ago. It's cut well, however, in its present location leaves a small open triangular area up against the instrument panel on each side. Moving it back will enlarge this area so we may need to cut a new blank and make it slightly fatter in this area marked in the photo below.



The front windshield bow can be adjusted in height as well as the main canopy. We left the bows slightly long to give us wiggle room for alignment of the windshield and main canopy bows. All that's necessary is to trim the lower ends allowing the two plexi pieces to align. We need to get the main canopy attached temporarily to do this. The biggest problem is to keep the plexi in place on the bow. Hopefully, double sided tape will be sufficient since this will take several attempts trimming and tweaking. We don't want to drill holes in anything yet. My preferred method is going back to the dark side gluing the

canopy to the bows using the Sikaflex process I used on my RV-7 canopy is attachment. The added benefit is that you get a waterproof seal and a very strong canopy system.

We also are installing our open canopy retention system (OCRS). *Drano was cornering the market on acronyms so I thought we'd do the same on the Thatcher.* The system is untried, untested and uses a simple key retractor. The line will be attached to the rear canopy bow. We need only enough strength to hold the canopy open for ingress and egress.

The braided steel cable is plastic coated and has a capacity for multiple times the canopy weight. Obviously, the canopy needs to be opened slowly keeping a hand on it. The device is nothing more than a key retractor and is necessary to retract the cable as the canopy articulates closed. Without the retraction, the cable would interfere with the pilot since the retractor location will be located on the right side of the head pad on the turtledeck. Currently we don't have access "inside" the turtledeck so will need to attach the retractor with Rivnuts or pop rivets.

Additionally, we probably need to develop a forward mechanical latch that can add more support with the canopy fully open and hopefully provide an intermediate lock providing additional ground ventilation while taxiing. There is a vent system in the plans that we haven't made yet using a NACA vent and scat tube connected to a vent outlet but it is located below the instrument panel. This NACA system will prove inadequate to provide cockpit cooling on the ground. Another alternative is to provide a canopy vent but once flying the NACA system should provide plenty of airflow. John

## Fabric Covering

Stay tuned for a fabric covering workshop in the fall. The actual project will be a Nitrate/Butyrate dope using Ceconite fabric and process. The fuselage was redone using Randolph products several years ago and is in great shape. Jose is our chapter expert and will be our point man. This will last over several Saturdays due to the nature and time required during the process.

We'll circulate a sign up sheet in August for interested people. John



# July 2021

# EAA 485 news

## 2021 Officers and Committee Chairmen

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

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

**Secretary/Treasurer:**

[Mark Rogers](#)  
22959 Carnoustie Dr.  
Foley, AL 36535  
(251) 228-0356

**Tech Counselor/ Webmaster** [Doug Francisco](#) (850) 453-5501

**Young Eagles/ Ray Scholarship Coordinator**  
[Ralph Moser](#) (847) 736-4603

**Flight Advisor:** [Mark Rogers](#) (251) 228-0356

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

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

## 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

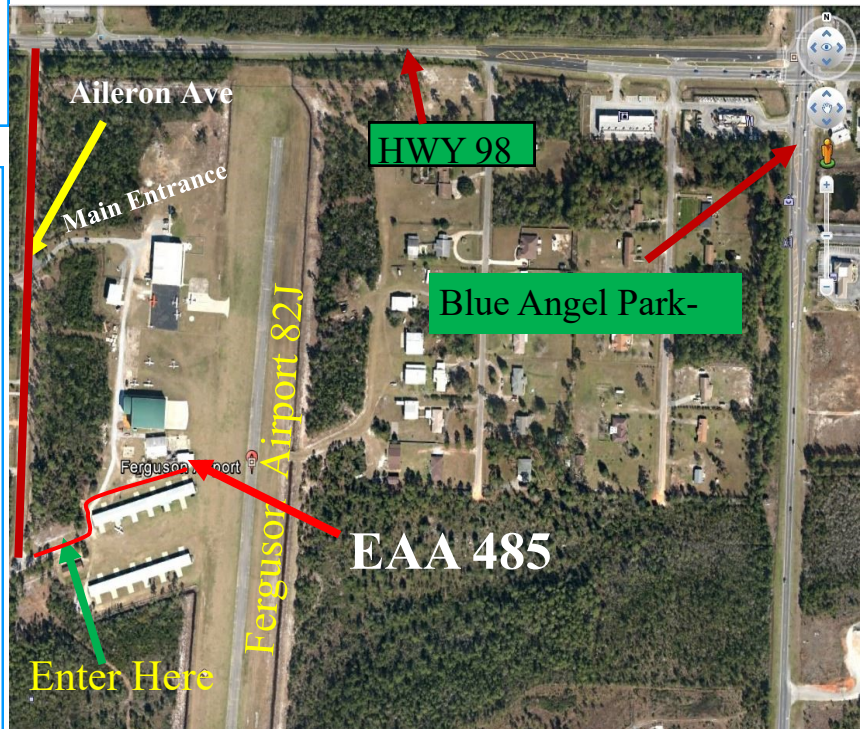
[FAA Notams](#)  
[Thatcher Build Site](#)  
[Barnstormers](#)  
[Skyvector.com](#) Flight Planning, Charts  
[AirNav.com](#) Airport info, Fuel Prices

## 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



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



Home Of The PANHANDLE PELICANS

EAA 485 Pensacola, FL



EAA 485 Ball Caps

We have chapter ballcaps for sale for \$15. These are high Quality hats and are embroidered with the chapter logo.

Chapter Clubhouse Upgrade

A clubhouse field day will be scheduled before the August meeting. Notification will be accomplished via email with probably a weekday morning date and a backup date.

We are also replacing the refrigerator and dining room air conditioner. They have served us well but their time has come.

I'm anticipating having lunch following the August 14th meeting for the first time. We're going to institute a new chapter policy: Those people who volunteer to work at lunch will eat for free. The chapter will also provide snacks and drinks during Field Days and other events such as Young Eagle rallies.

It's the least we can do for our volunteers..

EAA National Membership

We have uploaded our roster to the EAA and can access chapter info online. The information will be used by chapter officers and our coordinators to help manage the chapter. Immediately it identified 4 chapter members who have expired national memberships.

Please remember to be a chapter member you need to have an active national membership.

John

2021

Events Calendar

Chapter Meeting June 12th at 1000

VMC/IMC Club at 0830

Agenda

Pledge

Introductions

Guests

EAA 485 Chapter Roster is a reality

Ralph Moser Ray/Young Eagles

Chappie James Academy July 17th

Drano AV8 Harrier Presentation

Chapter Officers Elections Nov

President, Vice President

Secretary and Treasurer

Lunch in August?

Member Projects

New Business

Adjourn

No lunch

Future Meeting Dates:

Aug 14th

Sep 11th

Oct 9th

Fly Ins

Air Venture Jul 26 - Aug 1st

Thomasville, GA Oct 8- 10th

SERFI News available after July 17th meeting Bruce Newman will attend