


# CONGRATULATIONS WILL

November 2021

Home of the "Panhandle Pelicans"

Squawk 485

EAA 485



## President

John McKiernan      Contact: [John](#)

Hello Everyone,

In October we had a very good VMC/IMC meeting and a well attended chapter meeting. During Ralph Moser's Ray Scholarship/Young Eagle briefing we first learned that Elisabeth Mass had completed her FAA PPL oral briefing and was flying her practical. A short time later we learned via text she became EAA 485s newest Private Pilot. Craig Spoke sent Ralph a photo a little later and using the magic of today's technology displayed it on our large TV for everyone to see to another big applause.

Following the conclusion of the meeting several of us were still hanging around and in popped Elisabeth with a huge smile. A very good day indeed!

## New Members

Please welcome new members **Scott Arnold** and **Gary Bullard**. Our membership is growing and stands at 60. "Welcome Aboard" **Scott and Gary!**

## VMC/IMC Club

We had a great VMC/IMC meeting with a surprise presentation by Ralph Moser who discussed Mid-Air collisions and Traffic avoidance. He had a great visual presentation on ADSB-In using Sentry and the display capabilities of the Foreflight platform. It was very impressive.

We fly in a very congested area with multiple military and civilian pilot training airports and controlled airspace. The last short flight I had there were in excess of 25 targets over a 30 minute flight. Nothing closer than 2 miles but that's a lot of aircraft popping up on the fish finder.

Next Meeting Jan 8th at 1000  
At Our Clubhouse  
Details

IMC/VMC Club Meets at 0830-0930

[Details](#)

## The Journey Begins Again #5



## RAY AVIATION SCHOLARSHIP UPDATE

[Ralph Moser](#), Chapter 485 Coordinator

### Ray #5 is moving right along !

As I write this Monday, Nov. 15<sup>th</sup>, William Curd has flown seven times, and accrued 9.2 hours of flight time. Along with money spent for ground time, he has spent \$2240 of his Ray Scholarship. The chapter loaned him a flight bag, as well as one of the Young Eagle headsets for his flight training. And on a unanimous vote, the chapter donated \$447 for his first year of renter's insurance. He is flying steadily and hopes to solo around the end of November, then take his FAA written by the end of the year.

Bill Diaz and I have provided four hours (2 sessions) of ground school review for William at the clubhouse, and plan at least two more sessions. William has asked for these sessions, to better connect the Sporty's online ground school with his flight lessons, and to prepare for the FAA written. I forward areas reviewed to his CFI, who notes it in his Pensacola Air training



Pensacola FL



record. All of this is intended to get maximum flight hours for our scholarship money.

The window for Ray 2022 scholarship chapter applications is now open, through January 31, 2022. Craig, Bill and I will attend a Dec. 2<sup>nd</sup> EAA webinar with all the details, then work up the chapter application for 2022.

## Chapter Meeting Minutes October 30th

- The IMC/VMC meeting was convened at 0830 by Donna and DeWitt Barker with 16 in attendance. Several training situations were covered. Ralph Moser presented an outstanding briefing on Collision Avoidance, History to the present day.

Business meeting was convened at 1000 by President McKiernan with 32 in attendance.

- Pledge of Allegiance.
  - Guest introductions.
  - Formal Ray scholarship presentation(#5) to William Curd.
  - Renters insurance for William was proposed and approved by the membership, \$408.
  - Ralph Moser mentioned that there will be an article in Sport Aviation about our Ray scholars.
  - Young Eagles, Our Chappie James group finally got to fly after numerous weather cancellations. Future group YE flights are still on hold for Covid Protocols.
  - Our Facebook page is being updated by Mariah Stebbins.
  - Leigh Jordan, FSU Med School student and wife of Wes gave an outstanding briefing on Cataracts and eye care.
  - Our chapter is planning a Christmas Party on 5 December in the Spanish Cove clubhouse. Jack Edwards airport will have an operating Control Tower on 17 November.
  - Chris Hornady briefed that the Gulf Shores High School is building an RV12 at KJKA and solicited mentor assistance.
  - Chapter Officer nominations were solicited and seconded by the membership.
- President. **Ralph Moser**  
 Vice President. **Mark Rogers**  
 Sec Treas. **Scott Swanson**  
 Board Members. **John McKiernan, Duane Thiessen**  
 John McKiernan will continue executing our fantastic newsletter.

Two year terms, voting will be accomplished at our next meeting on 20 November. Terms effective 1 Jan 22

- Chapter hosting of the EAA Ford Tri Motor visit to the area was discussed. Tentative date is March 7-14 2022 and will require significant support from membership. Site will be Callahan airport in Fairhope

## Congratulations William Curd

William Curd is awarded Chapter 485's fifth Ray Aviation Scholarship Award. Ralph Moser and Bill Diaz presents the big \$10,000 check for his Private Pilot training.



The Ray Scholarship Team



William awarded his monogrammed Chapter ballcap by President John McKiernan.

**Congrats Will**



## EAA Ford Tri Motor



Thanks to the efforts of Drano, the Ford Tri-Motor is a GO! We've received the paperwork for the hangar where the aircraft will be located at Sonny Calahan (CQF) Airport. The aircraft will arrive on Monday March 7th and depart on the 14th.

The flight schedule has media flights on the 10th of March followed by passenger flights 11-13.

I had asked Drano, our number 1 schmoozer if he could use his influence around PNS and maybe find a hangar there. We were both disappointed that no business was willing to support the aircraft with a large hangar. We're talking big, 80' x 80' and a minimum 17' high door. Drano then reached out to Roy Kinsey who many of you know and asked if he had any ideas. Roy sent an email out to test the waters on finding a donor hangar.

Drano received a response in 19 minutes after Roy sent a message out from Nick Vanhouten over in Fairhope (CQF).

"I'm happy to give it space at Fairhope airport in

one of our hangars" was Nick's reply.

A little later response from Nick follows:

"Honestly, It is my pleasure and honor to get to assist. Please feel free to reach out for anything. Roy knows that I am addicted to any old airplane so you may need to pull the props so I do not try to test fly it."

When I originally discussed hosting the Tri-Motor with EAA coordinator Paul Zenner I told him we'd love to do it and the hangar would be a huge hurdle to pass. Now it's up to our chapter members to make it a great event. We really lucked out and can't thank Roy and Nick enough for making this happen.

On Wednesday we'll be heading over to Fairhope to meet with Nick who also happens to be the airport manager. We should have a good idea by the November 20th chapter meeting what the event will look like.

We're going to need an all hands effort with a lot of volunteers both during the flights and before the event. With the location at Fairhope We have a large number of people to draw from.



### Thank You Leigh Jordan

Leigh Jordan who is a 3rd year FSU medical student reached out to our chapter and offered to conduct an Eyecare presentation at our meeting.

The main subject was cataracts and she was well qualified after completing a recent 6 week rotation with Ophthalmologists. The subject was important to all of us, especially to aviators. We learned what cataracts are and also the present day methods for dealing with corrections.

It's amazing the advances in cataract surgery as well as other eye "corrections" available today. Lee did an outstanding job. Especially considering that her PowerPoint platform wasn't playing nicely at times with what we provided her with.

We're very much looking forward to the next presentation.

### What's wrong with this picture ?



This is a BMW facility in Greer, SC near Spartanburg. It's a huge plant, (7 million sq ft) capable of producing 1,500 cars a day. Since 1994 they have produced nearly 5 million vehicles. The good news is they employ 11,000 non-union workers each one occupying about 6,300 sq ft. The bad news: I can't seem to find one person in the picture.

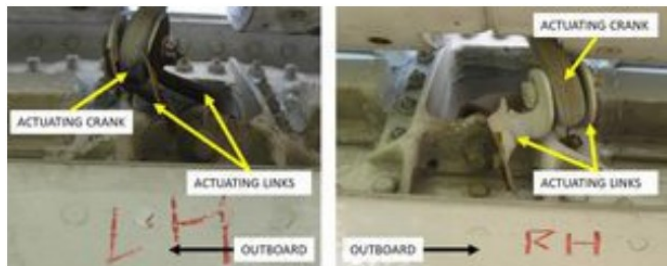
### Aviation Briefs

#### Jammed Elevators Cited In Houston MD-87 Overrun

The actuators that move the elevators of a privately operated MD-87 that crashed at Hou-

ston Executive Airport Oct. 19 were jammed in the trailing edge down position and that made it impossible for the aircraft to take off. The [NTSB preliminary report](#) says the elevator actuators were both bent enough that they prevented the elevators from fully responding to pilot control inputs. "Upon reaching rotation speed, the recorded elevator positions split, but neither moved to a trailing edge up position," the report says. The aircraft ended up 1400 feet off the end of the runway after the rejected takeoff. All 23 occupants escaped and two were seriously injured. Most of the plane was consumed by a post-crash fire but the tail stayed intact.

The elevators on those types of aircraft are not directly connected to the control yoke. Rather, they are free hinged and moved up and down aerodynamically through the manipulation of small control tabs on the trailing edge. Therefore, there is no way to check the operation of the elevators during the preflight. The report doesn't say how the actuators that connect the tabs to the elevators got bent but it does draw comparisons to the overrun of an MD-83 in Michigan in 2017. In that incident, the board concluded that the actuators were damaged by high winds while the aircraft was parked. The aircraft in the Houston mishap had reportedly been parked for 11 months and there has been plenty of wind in the Houston area in that time. All the components and recorders are being studied by investigators and the official cause of the crash won't likely be released for a year or more.



They were very lucky. I flew an earlier model of this aircraft utilizing the same cable controlled aerodynamic tabs. It's not unusual to see one elevator up and one down while taxiing. It takes a bucket truck to inspect up there and in the Navy this area was checked and serviced every



28 days along with the stab trim jack screw. Also having only 23 occupants vice 125 or more made for a very quick evacuation. John

### Boeing Woes Continue

#### FAA To Start Vetting, Monitoring Boeing Inspectors

[Russ Niles](#)



The FAA will start vetting the engineers Boeing designates as safety inspectors after the agency found many didn't have the qualifications or experience needed to be effective in the job.

In a letter of complaint to Boeing obtained by the Seattle Times, the agency said it came across inspectors, who are designated to sign off on certification of systems and processes on the FAA's behalf, who often had little or no knowledge or expertise in the technical and compliance issues involved. It also discovered that the people who appointed the inspectors often rubber-stamped their selection, and members of the panels selecting the appointees were frequently colleagues or their superiors. The current crop of inspectors are mainly replacements for older, highly experienced engineers who were offered early retirement incentives; dozens of them took the package.

Starting in January, the FAA will interview all candidates for inspector positions and will have the final say on whether they make the grade. That requirement is actually part of the FAA Reform Act passed by Congress earlier this year. The agency is also going to appoint an "advisor" to every single Boeing inspector to ensure there is continuous contact with the agency. Boeing told the Times it's going to do better. "We're committed to ensuring the highest levels of safety and quality in all that we do, and that includes the important work of Boeing employees who are designated as authorized representatives," Boeing said.

#### DeLand Sport Showcase: Pipistrel Velis Electric Trainer Debuts

Slovenian airplane maker Pipistrel certified the first commercial-use electric airplane last year and is finding some buyers in Europe. Even as the Velis model trickles into the U.S. on a demonstra-

tion basis, it's not clear when it will be certified by U.S. regulators. In this video shot at the DeLand Sport Aviation Showcase, Pipistrel rep Andy Chan updates us on where the airplane stands with regard to deliveries, even as technical details on battery and motor TBOs remain difficult to pin down. [Click](#) for video



#### Airbus 'Sold Out' Of A321neos

Russ Niles



There are seemingly shortages of everything these days and Airbus says it's now effectively sold out of A321neo airliners. U.S. private equity fund Indigo Partners placed an order for 255 of the aircraft on the opening day of the Dubai Airshow on Sunday. At the announcement, Airbus CCO and head of international sales Christian Scherer was asked if the order meant the model was sold out. "The short answer is yes. But we are very flexible with our customers," he said. Indigo operates four ultra-low-cost carriers including U.S.-based Frontier, Wizz Air in Hungary, Chile's JetSMART and Volaris in Mexico.



Frontier will get 91 of the aircraft but not right away. The A320neo is enormously popular and most manufacturing slots are taken for the next three years. The Indigo airlines will get a few aircraft in the next few years but most won't be delivered until after 2025. Frontier CEO Barry Biffle told Aviation Week the fuel-sipping neos will make Frontier one of the greenest airlines in the world. "We are already America's greenest airline with an existing fleet that is 43% more fuel efficient, on average per seat, than other U.S. carriers.

*The A321neo is expected to deliver nearly 120 ASMs per gallon, further advancing our industry-leading environmental efforts while debunking the myth that being green is an expensive investment only achievable in the future," he said.* ASM is Available Seat Miles. The lower the ASM costs increases the flight yield and profit potential.

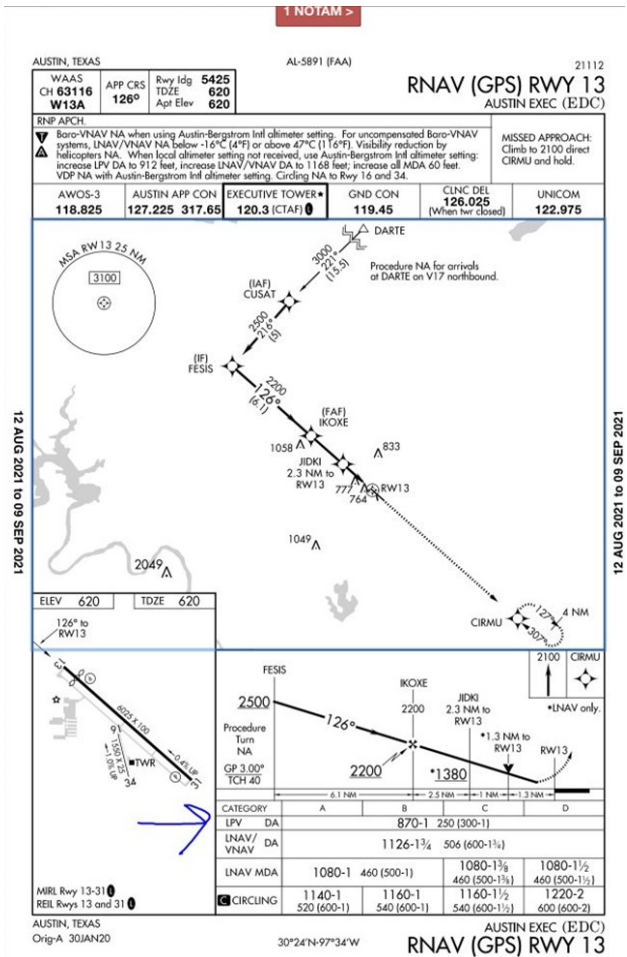
John

### Who Gives a WAAS

Thanks to Hank Gibson for writing this article When flying a WAAS GPS approach, there are several different levels of WAAS signal that a GPS receiver can get. The most precise is an LPV signal. LPV stands for **Localizer Performance with Vertical guidance**. An LPV approach has the lowest minimums of all the WAAS GPS approaches, typically in the range of 200-300 feet AGL. A GPS glide path (GP) is guaranteed with an LPV approach and the minimum altitude is a decision altitude (DA).

Just like a localizer, an LPV course width get's tighter and the CDI becomes more sensitive the closer the plane get's to the runway. Even though the LPV approach minimums are so low and the approach is down to a DA, **they still aren't considered precision approaches by the FAA** (which leads to some extra planning when selecting an airport as an alternate that only has GPS approaches, since the AIM specifies only the LNAV minimum are to be considered if an alternate airport only has GPS approaches, bringing the 800 foot ceiling requirement to bear) Here is an approach chart which has an LPV minimums depicted

### LPV/DA

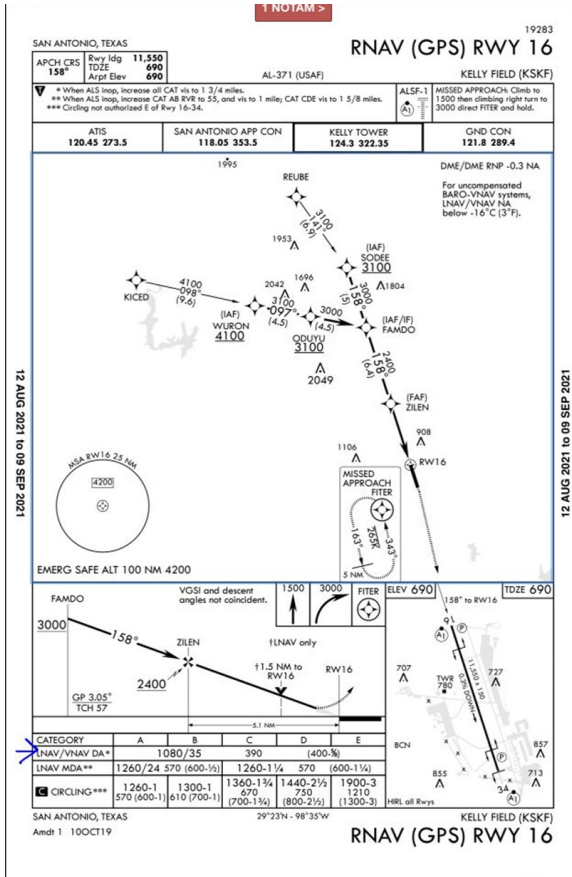


An LNAV/VNAV approach is still a WAAS approach that has a GPS glidepath, but is slightly different than an LPV approach. An LNAV/VNAV final approach course does not get more sensitive the closer the plane gets to the runway. The smallest course width on an LNAV/VNAV approach is 0.3 miles either side of center. LNAV/VNAV approaches will, most of the time, have higher minimums than LPV approaches and can have minimums no lower than 250' AGL.

"Both optimists and pessimists contribute to our society. The optimist invents the airplane and the pessimist the parachute."



## LNAV/VNAV DA



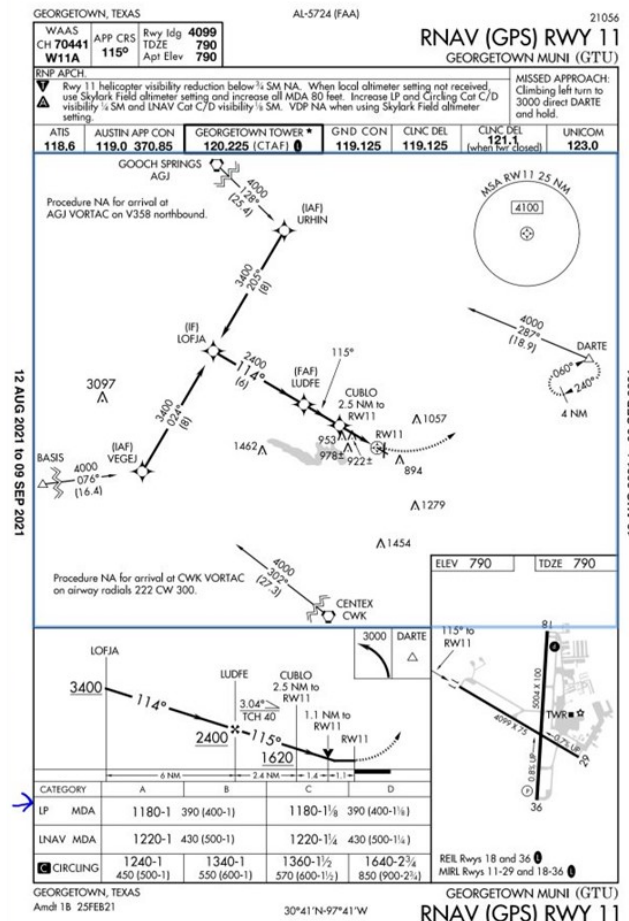
The third type of WAAS approach is strictly a non-precision approach with a Minimum Descent Altitude (MDA). These are designated **LP approaches**, which stands for **Localizer Performance**. These are like old school Localizer only approaches that, similar to the lateral portion of an LPV approach, the course width tightens the closer to the runway that a pilot is. There is no glide path by definition of an LP approach, though there is a caveat.

Now, by looking at an approach plate that is a WAAS approach, but only has LP minimums listed, a pilot would assume there would be no glide path. Depending on what type of GPS unit the airplane has, that pilot could be wrong. Garmin Perspective units (Cirrus G1000), all GTN 750s and GTN 650s, All G1000 NXi units, most Garmin 430W and 530W, and all Avidyne IFD 550/540 and 440 units will display an advisory glideslope. What does LP+V indicate? An advisory glide path is just advisory, but it is totally legal to follow down on a non-precision LP approach. **The kicker is obstacle clearance is not**

**guaranteed** and the pilot needs to keep an eye on minimum altitudes at the different waypoints on the approach. The big thing I tell people is, when you arrive at the MDA and the runway is in sight, following the advisory glide path below the MDA could get you in trouble with obstacles. Don't just hone in on your instruments when you break out of the clouds. Look out the windscreen and make sure you won't hit anything.

If you arrive at the MDA on the advisory glide path and the runway isn't in sight, **DON'T GO BELOW THE MDA!** Most autopilots won't level off at the MDA, even if that altitude is set in the altitude pre-select, so this will involve turning off the autopilot before the MDA and manually leveling off, or engaging the altitude mode of your autopilot at the MDA.

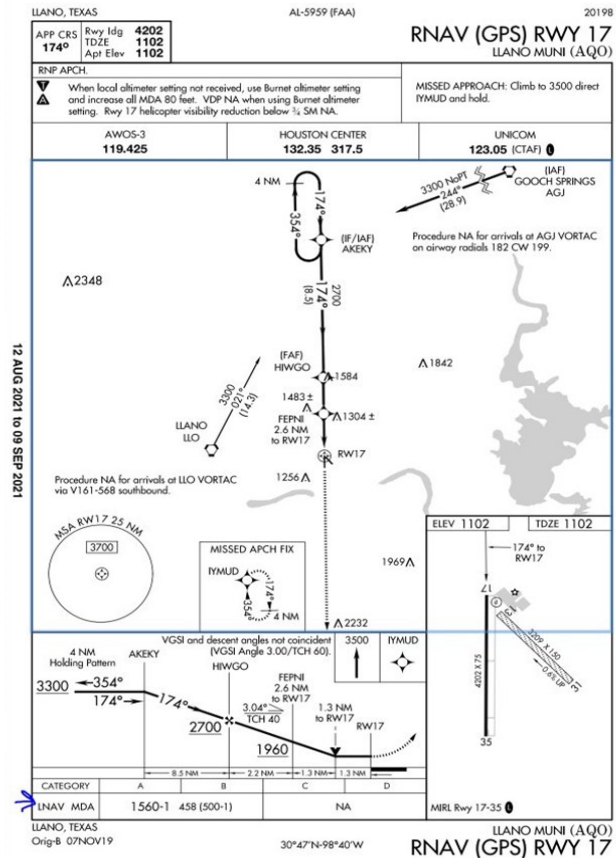
## LP Approach (Localizer Performance)





One other type of GPS approach that you will encounter is an **LNAV** approach. This is a **non-WAAS** approach down to an MDA, but your GPS unit may still give you a +V. Most modern ones will.

## LNAV Approach



## RV-10 Wing Tip Lights

The supply chain has pretty much affected everything. I recently received an email from Vans Aircraft with an update that my QuickBuild fuselage ordered in February is estimated to be crating between Jan and May 2022. I'm still waiting on my flaps and ailerons and a few other items like wingtip closeout ribs from my wing kit delivered in May. Well, I'm nearly ready to closeout the wings but needed to get the wiring harness finished before riveting the final lower skins .

My son Patrick had ordered "The Works" kit for his RV-7 build consisting of the wing, strobe, tail, tail and landing lights from an Australian company called [FlyLeds](#). I had looked at them along with other companies also manufacturing LED lights for RV aircraft before. On the [VAF](#) (Vans Air Force) forum I found a new (purchased in 2019) never touched RV-10 "Works" kit for sale saving about \$175 shipped to my house. The owner had purchased the kit to upgrade his lights but had sold his RV-10 and they were no longer needed.

To make a long story short I was missing two pc boards and contacted the owner to see if they were misplaced but this was one of two boxes and was sealed. The other box was opened and had a padded envelope on top that contained an upgraded semi-conductor inside. I also reached out to FlyLeds and [Flyboy Accessories](#) their deal in the states to order replacements. After a few emails within days I had the two boards in hand and they wouldn't take any money. Paul the owner of FlyLeds and Blake at Fly Boyz obviously are very customer oriented and have great products. So check them out!

Having all the pieces I decided to bring them home to assemble the boards. The kit comes with a large number of pieces with very detailed instructions with pictures. Anyone can do the assembly but you'll need a very fine tip variable heat setting solder iron. This is discussed in detail in the instructions.

The first step in the process is to trim the actual circuit boards to fit in the wing. They have templates that I copied and cutout to use. You remove quite a bit of the material inside the wingtips cutouts. Looking closely you can detect



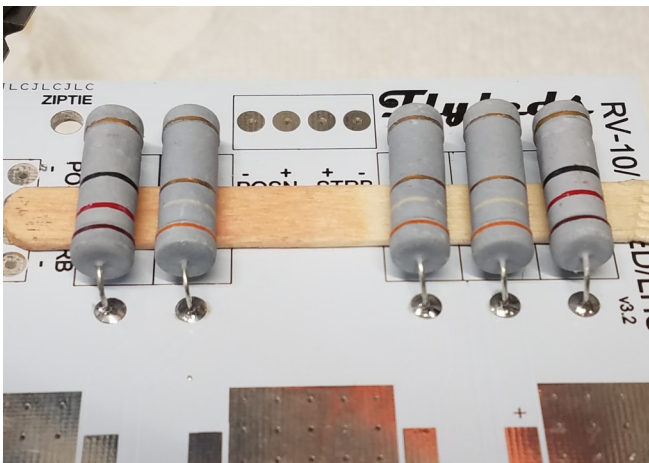


the differences in the two wingtips. These wingtips are much better than my RV-7 tips over a decade before but still have large variations.

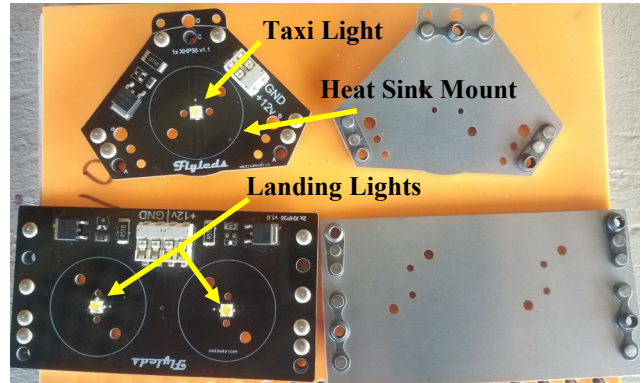
With the wingtips cutout, it was time to trim the 4 pc boards. This requires small incremental cuts and trial fits. Here is the right wingtip and the boards can be flipped over for the other side FlyLeds marks the 1st you need to make sure you mark them. The green dot indicates right for starboard. The lower board in the picture is very close to done and the upper has hasn't been trimmed. If you look closely you can see the fit isn't the best.



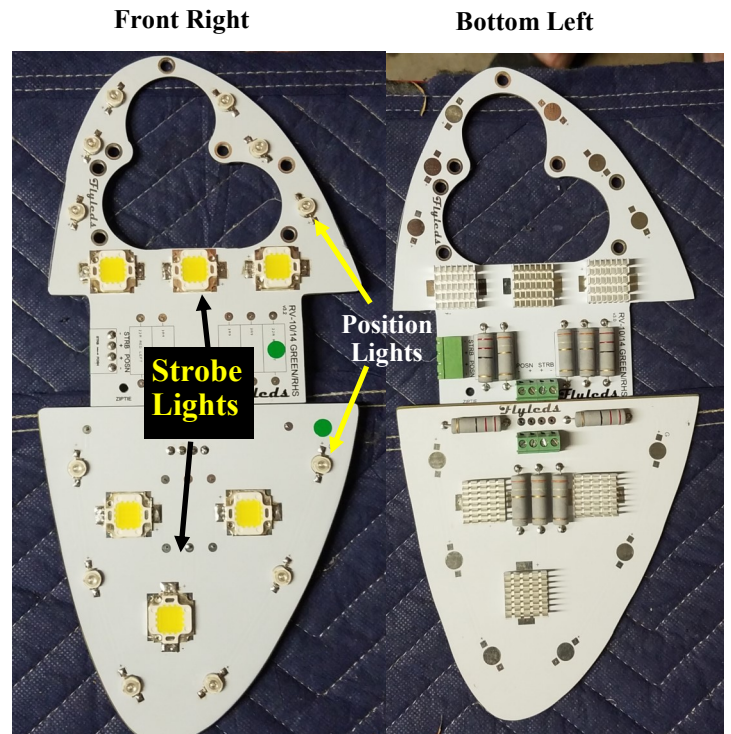
Time to solder. It's not a difficult task. I believe it took about 4.5 hours to have all 4 boards plus the controller board soldered. Since these are LED lights, the red and green use slightly different resistor values to bias the LEDs. The big resistors also need some cooling clearance from the board. A popsicle was the ideal thickness and easily removable. Note that the components are soldered from above making things easier because there are solder tabs on both sides. The kit also supplied the solder.



Here are the finished boards The hole on the upper boards are for the 2 landing and 1 taxi light in each wingtip which are adjustable with spring biased screws They mount to the circuit boards through the reinforced holes in the boards. And have unique multiple rod heat sinks. To make RV builders happy they even let you do some riveting on the boards installing nutplates for the adjustable screws.



Hard to believe that these tiny LEDs are the taxi and landing lights. Looking at the size of the heatsinks gives a good indication of how hot these are.



Here is the left wingtip with the LED boards installed. The lower outboard side in the picture is light and will be installed using only double sided tape. The upper forward board is installed with 4 screws into nutplates installed in the wing-



tips. For now there are heatsinks to add to the landing/taxi PCBs and ribbon cables connecting the two boards together for power and controller.  
John

### 12Year Old Sherwin Williams Jet Glo Paint

This paint was given to me about 12 years ago by the original painter to do some touch-ups on Ron Lock's Wheeler. His RV-8A used the same color paint and the cowling needed more than touch ups. I went through a lot of paint cans and found the touch up paint. I assumed it wasn't

going to be any good after all these years.

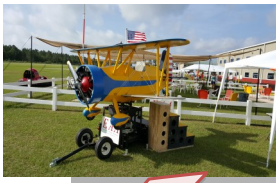
It actually was still in a mostly liquid state and what settlement on the bottom easily came off the bottom. I through it in the shaker and decided to try it out.

Ron's cowling was getting blisters. It appears that in a previous life the paint was removed with a non-friendly to fiberglass stripper. It required multiple sanding, filling and re-sanding etc. Unbelievable that this paint flashed and laid down pretty smooth after all these years. John



This is the unbuffed results.





November 2021

EAA 485  
news

# Yeah Baby!

Inside Continentals Hangar Drano Snapped the Photo



## Thank You Nick Vanhouten and Roy Kinsey from Chapter 485.

Without you we would have to pass on hosting the Ford Tri-Motor

Duane Thiessen, Ralph Moser, Mark Rogers and myself went over to Sonny Callahan airport on Wednesday afternoon, This was a get acquainted meeting with Nick Vanhouten who We had a great meeting about what we would need to do in having a great event in March. We're on a good time table but this will be a constant 3 1/2 month pull.

Following the meeting inside the FBO Office Drano and I accompanied over to one of

Continental's huge hangars. This hangar will be the home of the Ford Tri-Motor during its one week stay. Nick is super enthusiastic and it rubs off on you immediately.

I had asked Drano if he would be the chapter main coordinator for this large event. Since I'm going to be unemployed in January and I'll help along with Mark Rogers with assistants to Drano, Ralph will be busy keeping us all on the straight and narrow. With that said this isn't Nick's first rodeo and he knows a lot of people on that side of Baldwin County and lives on the other side of the bay. His commuting vehicle is a 450 Stearman.

I can't overstate that we need a large group of volunteers starting now until the Ford Tri-Motor leaves on the 14th of March

John

Pensacola FL



**2021 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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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

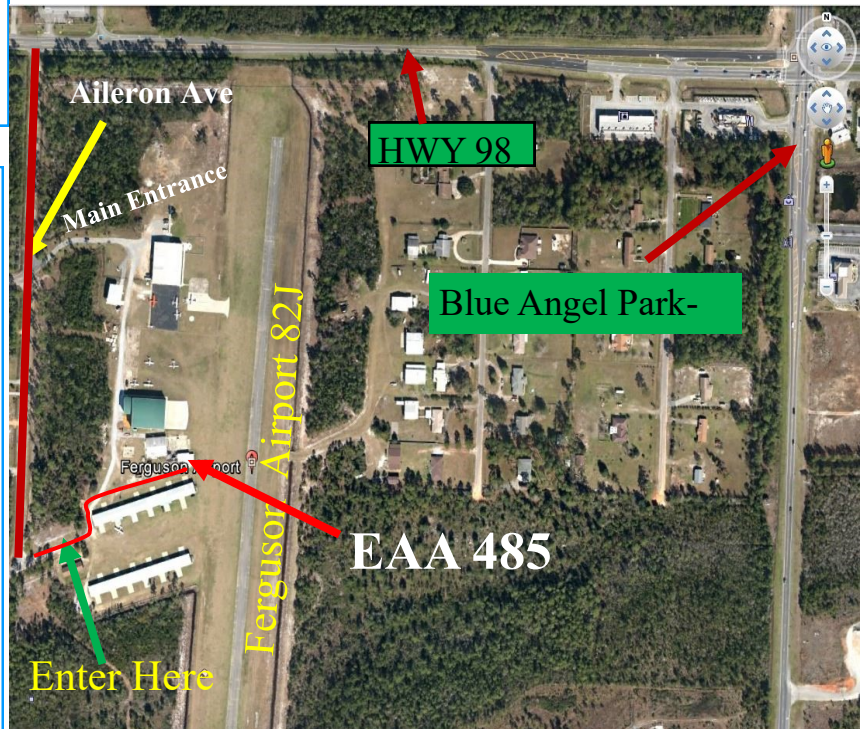
[FAA Notams](#)  
[Thatcher Build Site](#)  
[Barnstormers](#)  
[Skyvector.com](#) Flight Planning, Charts  
[AirNav.com](#) Airport info, Fuel Prices

Local Aviation Supplies

[Johnson Supply Company](#)

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



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



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## EAA 485 Pensacola, FL

### Rock & Roll Trivia

Back in the late 1960s the average price of seeing a rock band was about \$15 dollars per seat. As of 2019 the average price has escalated way past that point and concerts are normally in much larger venues. The top three price per seat was #3 \$258.32 #2 \$268.36 #1 \$354. In a 60,000 seat stadium the #1 Band attracts \$21.24 million just in ticket sales. I've personally seen two of the 3 bands since 2017. I guessed 2 out of the 3 and would have seen all 3 except for Covid cancelling one in 2020. Any guesses?

### EAA 485 Ball Caps

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

### Lycoming's Four Basics of Maintenance

The term maintenance means the inspection, overhaul, repair, upkeep and preservation of an aircraft and engine, including the replacement of parts, according to the FAA. The owner/operator is responsible for the proper maintenance of his aircraft and engine. The pilot in command of an airplane is responsible for:

1. Determining whether the aircraft is in condition for safe flight.
2. Having a Registration Certificate and a valid Airworthiness Certificate appropriately displayed in his aircraft during all operations.
3. Having available in the aircraft an FAA-approved flight manual or operational limitations.
4. Keeping abreast of current regulations concerning the operation and maintenance of his airplane and engine.

Trivia: Imitate Drum Roll

- #3 Paul McCartney
- #2 The Rolling Stones
- #1 The Eagles

## 2021

### Events Calendar

**Chapter Meeting November 20th at 1000**

**VMC/IMC Club at 0830**

### Agenda

**Pledge**

**Introductions**

**Guests**

**Chapter Officers Election**

**Ralph Moser YE, Ray Scholarship**

**Bill Diaz 50 Years Flying Award**

**Christmas Party Sunday Dec 5th**

**4PM Spanish Cove Clubhouse**

**Lillian, AL**

**Leigh Jordan Glaucoma**

**Ford Tri-Motor**

**Member Projects**

**New Business**

**Adjourn**

**No lunch**

**Future Meeting Dates:**

**December 5th Christmas Party**

**January 8th**

**February 12th**

**Fly Ins**

**Unknown**

Congrats Bill Diaz  
50 Years of Flight