Merry Christmas

December 2021

Home of the "Panhandle Pelicans"

EAA 485

Squawk 485

Next Meeting Jan 8th at 1000
At Our Clubhouse
Details
IMC/VMC Club Meets at 0830-0930

Details

President

John McKiernan Contact: John

Hello Everyone,

Ruth and myself would like to wish all of you a very Merry Christmas and Happy Holidays. This will be my last newsletter serving as President of Chapter 485. It's been my pleasure and I believe as a chapter we've accomplished many things. I want to thank all of our members for participating, especially those that were always available to lend a hand. We now have over 60 members which is great. The time has gone by quickly over the past decade. This organization is about participation, and being involved. I hope you will support our new president **Ralph Moser** as you have supported me.

I need to thank my lovely wife Ruth, who supported my efforts and for her many, many hours of work involved with social events, such as Movie Nights, Christmas parties, our chapter lunches and many other things. There are many "significant others" that also helped and made a huge impact on the chapter and I thank them for their support.

I'll continue to write the newsletter although the content may go on a diet. One thing that I always need is material, especially from those members building aircraft. It's been interesting to watch some of our members coming from the certificated world of aviation to Experimental. After all, that's how this organization formed many years ago. It truly has paved new paths not only for experimental aircraft but launched a huge support market especially in avionics. The last 20 years has seen a very competitive business that has increased Safety. The certificated aircraft have benefited tremendously with a steady flow of STC's flowing from vendors that used an experimental test bed for their products.

The Journey Begins Again #5

RAY AVIATION SCHOLARSHIP UPDATE

Ralph Moser, Chapter 485 Coordinator

William Curd continues to move closer to first solo. Bill Diaz and I conducted our third, two-hour ground school with "Will" Dec.1st. We covered the theory and practice of cross-country flight planning. Will has now been introduced to the "whiz wheel" and plotter! He took a break from flying the week of Dec. 5-11th for high school and college finals. Then he got completely clobbered by weather the week of Dec. 12-18, 0/4 scheduled lessons. Ralph did get a chance during a break in the weather Dec. 13th to take Will up in a Cherokee 140 to demonstrate use of cockpit visual references for various phases of flight, as well as traffic patterns and landings. On Friday, Dec. 10th,

Craig Spoke (our new Ray Scholarship Coordinator) chaired a meeting with Bill Diaz and Ralph Moser to edit the Ray 2022 chapter application that Craig had already drafted. Craig will submit it to EAA shortly, and we will find out in

Young Eagles · IMC Club · VMC Club · EAA Flight Advisor · Technical Counselor · Pensacola FL

December 2021

EAA 485 news

I bought my first aircraft 20 years ago. I still own it and although it hasn't flown in several years it got me started back in general aviation. That's how I became a member of the EAA.

John

Chapter Meeting Minutes November 20th

- VMC/IMC meeting called to order at 0830 by Donna and DeWitt Barker, 16 attendees. VFR and IFR EAA suggested situations presented and discussed. Guest Speaker, member Tom Johnson, briefed Soaring Society General Aviation Safety, very well done!
- General Membership meeting was called to order at 1000 by Pres John McKiernan with the Pledge of Allegiance. 30 in attendance.
- Ralph Moser briefed the current status of the Ray Scholars, Craig Spoke will be taking over the program. Also briefed small Young Eagle's group after the meeting today.
- Bill Diaz briefed the requirements for and his award of the Wright Brothers Master Award Program for 50 years of flying. Well done Bill!
- John McKiernan briefed the Chapter Christmas party which will be held on 5 Dec at 1600 at the Spanish Cove Clubhouse. $25 per couple $15 single, lite affair, sandwiches etc.
- Leigh Jordan presented another outstanding brief on the causes for and possible cures for Glaucoma, the number one cause of permanent vision loss.
- Duane Thiessen briefed the EAA Ford Tri Motor visit to the Gulf coast. The aircraft will be hosted by our chapter with very able assistance of Nick VanHouten and his crew at the Callaghan Airport in Fairhope, AL. Dates March 7-14 with 3 flying days. Membership approved.
- Mark Rogers oversaw the Chapter leadership vote with the following pre ordained officers approved with no dissent. Pres Ralph Moser, VP Mark Rogers, Sec/Treas Scott Swanson, Board Members at Large John McKiernan and Duane Thiessen.
- Wes Jordan briefed his recent partial engine failure incident while conducting operations as a Navy NIFE program instructor evaluator.
- William Curd arrived from his morning flight and briefed his progress in the Ray Scholarship program.
- Meeting adjourned at 1130.

Submitted,
Mark Rogers
Sec/Treas

Ray Scholarship (Cont'd)

early February if we receive a 2022 scholarship. FYI, Craig will be looking for a new third member of the Chapter 485 Ray committee to replace Ralph Moser. Talk to Craig if you are interested in this very rewarding work.

On Dec. 17th, Ralph and Craig Spoke met with TJ Zoltak, owner of Pensacola Air, and Amy Mitchell, his Operations Manager, to introduce Craig as our new Ray Scholarship Coordinator.

Ralph

Young Eagles Coordinator

Recently, Mark Rogers has been helping mentor Gulf Shores High School students in an RV-12 build project. Their teacher, Haley Kellogg, also teaches an aviation class to 12 students using the AOPA STEM syllabus. She requested Young Eagle flights for those students.

We had them set up in December, but technicalities with the school delayed that plan to Jan. 15th. So Tanner Matheny, our new Young Eagle Coordinator, will be looking to sign up pilots and ground volunteers at our Jan. 8th chapter meeting. Many of you have already seen his introductory email. Your help would be appreciated.

Pensacola FL

Hello From Your New President!

I am humbled to be following in John McKiernan's footsteps as the Chapter 485 president for 2022-2023! Your other new officers are **Mark Rogers**, Vice President, and **Scott Swanson**, Secretary/Treasurer. Many other positions turned over as well; read all about them in other parts of this newsletter.

First I want to thank those who served, and continue to serve, in various positions in the chapter. This chapter is in GREAT shape, and I look forward to the next two years! I was a little hesitant to take the job, since I'm not an aircraft builder myself, and that's what the EAA is all about. But John assured me many chapter presidents are not, so here goes.

For those new to the chapter, I've been here four years total, serving as Ray Scholarship Coordinator the last three, and Young Eagles Coordinator the last two.

A short bio:

I retired in 2017 from United Airlines after a 44-year aviation career. First 20 years USAF flying F-4/F-15/F-16/C-12J. Then 18 months managing a flight school and flying Part 135 charter in Cessna-310/414/414A/303 in Madison, WI. Then 22 ½ years at UAL on B-727/737/757/767/777 and Airbus 319/320. For 46 years I have been a part-time CFI. I was the club flight instructor at the Rio Aero Club, WI for 15 years, administering tailwheel checkouts and basic aerobatic instruction in their Citabria 7GCAA.

I've been an aircraft owner twice, and plan to buy a share of another soon. I am passionate about all things aviation, especially training and safety. My wife Paula and I moved to Pensacola 11 years ago from Wisconsin, where we met and married 48 years ago. Our son lives one mile from us, and daughter/son-in-law/2 granddaughters live in New Market, Maryland.

Some selected goals:

1. Help Chapter 485 continue to be a positive force in the Pensacola community. The Ray Scholarship program is just one example.
2. Carefully reawaken programs like our Young Eagles, that have been quiet due to the COVID pandemic.
3. Support the chapter build project as it nears completion.
4. Encourage and support the many aircraft builders and restorers in our chapter.
5. Near term, help insure we have a huge success hosting the Tri-Motor flying at CQF in March 2022. That will be an all-chapter ef fort, with many positive outcomes. Read more about that elsewhere in this newsletter.
6. To COMMUNICATE clearly and in a timely manner with chapter members.
7. Emphasize AVIATION SAFETY in every thing we do. I intend to have someone present a short 5-minute segment on a safety subject at each meeting; perhaps recap a recent local accident or incident, highlight a current EAA or FAA safety initiative, etc. At the January meeting, this will be incorporated into the guest speaker's presentation.
8. Have a guest speaker at every meeting, either from within or outside the chapter, covering a topic of aviation interest.
9. Award and reward great volunteerism and accomplishment by members.

Have FUN!

What can you do? In my mind a good chapter member:

1. Keeps EAA and chapter dues current.
2. Reads the excellent monthly newsletter, to keep up on chapter affairs, even if you can't participate.
3. Browses the excellent chapter website, eaa485.org, occasionally to see photos/stories of recent events
4. Keeps their personal information up to date with the chapter. E-mail address as a mini mum, a cell phone with texting is even better, for short-notice event cancellations, etc.
5. Attends as many meetings and chapter events as possible. I realize we have a mix of re tired, working, and student members. Please participate when and where you can.
6. VOLUNTEERS when possible. This is the core element of a good chapter. Without adequate volunteers, we are dead in the water. I see our job as club officers to create an event schedule that does not overload members, and then to motivate you to want to participate in the ones we schedule.

Ralph

Thank You Leigh Jordan

Once again, medical student Leigh Jordan reached out to our chapter and presented another eye care lecture on **Glaucoma.**

Leigh's presentations are great and her enthusiasm for the subject matter shows. In a short manner of time we were well informed and enlightened to a subject that is near and dear to all but especially for aviators. We learned what causes Glaucoma and if left untreated will cause **Permanent** damage to your vision. Glaucoma cannot be corrected or repaired unlike cataracts, which can be corrected by a lens replacement. With increasing pressure in your eye it will affect your peripheral vision first and gradually work in to the center of your vision. There are many treatments for halting progression of the disease, as long as it is caught early enough. These include lowering the internal eye pressure via medicated eye drops that increase the out flow of fluid or reduce the production of fluid.

There are also surgical procedures that once performed restores the flow of fluid transfer. If you have been using drops for mild to moderate Glaucoma, and are having cataract surgery soon, ophthalmologists can correct both at the same time. Eye drops may no longer be needed following the surgery.

Leigh stressed the importance of seeing an eye doctor regularly and being tested for glaucoma. She also told us of the importance i of having our eyes dilated during an eye exam which allows the physician to see into the back of the eye at the retina. This allows them to check for various eye diseases, including glaucoma. She said to make sure you are getting a comprehensive eye exam every year or two if you have risk factors or are over the age of 65. She said just a glasses prescription check up isn't enough surveillance for preventing vision loss.

Aviation Briefs

Switchblade Update (Growing pains continue)

I hadn't heard from Samson Sky for quite a while but may have missed something along the way. They're still having teething problems and are working on installing a third engine due to issues with cooling a chain drive between the engine and propeller and also having gear reduction problems with teeth meshing.

The new motor has a proven track record and evidently produces 206 hp with its gearbox. A picture of the new engine being mounted.

Here is the gearbox sporting a clear case cover for display. The output shaft will require alteration from what appears to be a conventional prop flange. The Switchblade will use a Universal shaft drive to couple to the prop. It's only 8" in length. The engine is reported to be in use in over 100 aircraft. Hopefully, the new motor will work out for the prototype aircraft. Spending a few minutes searching I couldn't find it but I imagine we'll learn more very shortly. John

Another Chapter 485 Aircraft Completion

Wes Jordan has joined the ranks of the completed airplane club at Chapter 485. With Leigh helping him and having the ideal place to build (at Home), their RV-12is was completed in record time.

I asked Wes if it was really necessary to "rough up" the DAR to get him to sign off on the aircraft? He didn't respond. I recently had a chance to have a look at it prior to the inspection when we also performed a weight and balance.

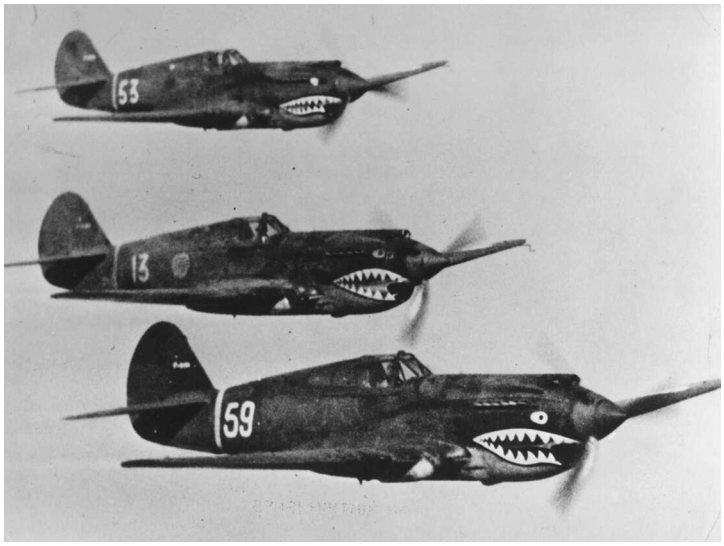
It's got a very sophisticated engine a Rotax 912 that's has both electronic fuel injection and ignition. It should be a very fuel efficient aircraft. Congratulations to Leigh and Wes for a "Job Well Done". We can't wait to see it at our chapter meetings.

Chapter Christmas Party Dec 5th

We had a very good time at our Chapter Christmas party. Lots of food good conversation and a beautiful setting. Thank you to Lucy and Keith Albee for reserving the club and helping with setup and teardown. Lots of people pitched in at the event. Special thanks to Brenda and Mark Rogers and a big shout out to my wife Ruth for everything she did to make the event a success. Hopefully we can get back to having more social events in the coming year. John

The Flying Tigers: How a group of Americans ended up fighting for China in WW II

December 19, 20217:01 AM ET
JAMES DOUBEK



Eighty years ago this week, a small group of American aviators fought in their first battle in World War II. Their mission was unusual: They were mercenaries hired by China to fight against Japan.

They were called the American Volunteer Group and later became known as the Flying Tigers. Though only in combat for less than seven months, the group became famous at the time for its ability to inflict outsize damage on Japan's better-equipped and larger aircraft fleet.

Their victories came when Japan seemed unstoppable. "The AVG was a bright spot in history when everything was bleak and black, and they have received a lot of recognition for that," says Larry Jobe, president of the Flying Tiger Historical Organization.

On the 80th anniversary of their first combat, here's an abbreviated history of how Americans ended up fighting for China.

In the West, 1939 is considered the start of World War II. But in Asia, China and Japan had been at war since 1937. China was already fighting its own civil war between the Nationalists of Chiang Kai-shek and Communist forces. The two sides came to a truce to fight against the

Japanese. China, however, had little air power to fend off Japanese bombings.

Enter Claire Lee Chennault, a U.S. Army aviator, instructor and tactician, once described by *Time* magazine as "lean, hard-bitten, taciturn." Health problems and disputes with his superiors pushed him into retirement from his position with the Army Air Corps in 1937, at age 43. But he quickly got a lucrative job offer with the Chinese Air Force, which was operating under Chiang's Nationalist government. Chennault was asked to come survey the readiness of its fleet.

"Chiang Kai-shek thought he had 500 airplanes," says Nell Chennault Calloway, who is Chennault's granddaughter and CEO of the Chennault Aviation & Military Museum in Monroe, La. "Chennault said, 'You have 500, but you only have 91 that fly.' That's how far behind they were in aviation."

Once the war with Japan officially broke out that summer, China hired Chennault as an adviser to its air force. He became its de facto commander.

By 1940, after losing backing from the Soviets, China desperately needed more planes. At the time, the U.S. was not officially part of World War II. But President Franklin Delano Roosevelt was concerned about the prospect of Japan defeating China and turning its sights on the U.S.

Chennault traveled back to the U.S., pulling what strings he could to get planes. With the help of T.V. Soong, a Chinese official who was also Chiang's brother-in-law, a deal was worked out to allow China to buy 100 American-made Curtiss P-40 fighter planes. As for who would fly and maintain them, many of the pilots in China's existing air force were poorly trained. So Chennault sent recruiters to U.S. military bases.

“He managed to get Roosevelt to allow some of our military pilots — that was the original AVG — to resign their commissions in the U.S. military and go to China as mercenaries, basically, because it was against the international rules for any American military person to be involved in the conflict over there," Jobe tells NPR. This was mid-1941 — before Pearl Harbor and before the U.S. declared war on Japan.

"By using Chinese funds to buy the aircraft and supplies and pay the salaries of the proposed crews, the U.S. government could retain a façade of neutrality, while helping China against the Japanese," the Department of Defense's history of the Flying Tigers explained.

To make recruitment easier, pilots and mechanics were offered pay that was often more than double what they were making before.

So in summer and fall of 1941, 99 pilots — 59 from the Navy, seven Marines, and 33 from the Army — traveled to Asia, along with about 200 support crew, according to the DOD's history. About a dozen of them were Chinese Americans, says Yue-him Tam, a Macalester College history professor who studies China and Japan. Those who traveled had various motivations — a change of scenery or a chance to show their skills in combat. Calloway thinks many stayed to help with the "desperate situation" in China. Some came for the money.

Pilot Gregory "Pappy" Boyington, who would go on to receive the Medal of Honor and the Navy Cross, told *Aviation History Magazine* in the 1980s: "I resigned my commission and accepted the job with the AVG in September 1941, since rank was slow in coming and I needed the money. ... And with an ex-wife, three kids, debts and my lifestyle, I really needed the work."

The AVG's base was in Kunming in southwestern China, far from areas under Japanese occupation.

There was a hitch to being there, however — no runways to land planes.

So thousands of Chinese built them by hand. "The Chinese people — the peasants, the working class people in particular, also — volunteered to help to build those runways and airports and also provide services to the American pilots," Tam tells NPR. "They didn't have any tools,

modern tools. They used their bare hands, actually, to build those runways."
Meanwhile, the Americans did some training at a British airfield in Burma, the country now called Myanmar.

Their early training was not particularly successful. The pilots had far less experience than Chennault had wanted. Three pilots died and planes and equipment were damaged in various accidents. It wasn't long before they had to put their training to use. The Flying Tigers' first combat came on Dec. 20, 1941, 13 days after Pearl Harbor and 12 days after the U.S. declared war on Japan. Japanese bombers attacked the AVG base at Kunming.

The AVG "shot down nine of 10 Japanese bombers. So they were the first Americans actually to have a victory in World War II," Calloway says. Their only loss was one AVG plane that the pilot crash-landed after running out of gas; he was uninjured, according to the DOD's history.

In the following days, the focus of their combat quickly shifted to near Rangoon, Burma. Burma was a British colony at the time and the AVG would assist the British air force in defending Rangoon against Japanese attacks.

Burma was of vital importance to China's war efforts. Japan had sealed off China's coast from supply lines, so China depended on supplies coming in from the port of Rangoon over the mountainous Burma Road to Kunming.

The planes of the AVG, the Curtiss P-40, were not as good as those of the Japanese. But by performing certain maneuvers as outlined by Chennault namely, high-speed diving and climbing, the AVG pilots were able to exploit some weaknesses in the Japanese aircraft.

"Although, the A.V.G. was blooded over China, it was the air battles over Rangoon that stamped the hallmark on its fame as the Flying Tigers," Chennault later wrote in his memoir *Way of a Fighter*, as quoted by the AVG Flying Tigers' official website.
Fighting continued through January and February 1942 in Burma and Japanese-controlled Thailand.
"**They are credited with shooting down 299 Japanese airplanes confirmed**, about that many unconfirmed, and **only lost 12** of their own in actual combat, which is a record that's never been broken to this day," Calloway says.

The Japanese forces, however, outnumbered and overpowered the AVG and the British. Rangoon fell in March 1942. But their efforts slowed down the Japanese advance, kept supply lines open and helped China continue to fight.

By this point, the U.S. was formally at war with Japan and there was no need for pretense. U.S. military leaders pushed for the AVG to be absorbed into the U.S. Army Air Forces. Chennault rejoined the Army in April 1942.

The AVG continued to fly missions into the spring and summer, including stopping a Japanese advance over a crucial river gorge in May, after which Japan "never again threatened" China from the west, the DOD history notes.

On July 4, 1942, the AVG was officially integrated into the new 23d Fighter Group. A handful of pilots and support crew stayed on, but most of the men from the original AVG rejoined their previous branch of the military. Others became civilian transport pilots in China or went back to the U.S. to work as civilians.

Chennault was promoted to brigadier general and led the China Air Task Force, which included the 23d and other units, before assuming command of the 14th Air Force in China in March 1943. He stayed in China for the rest of the war, before retiring from the military (again) in 1945.

Vans RV-7 New Instrument Panel (Part 1)

I'm a glutton for punishment. I've now had my RV-7 for 13 years. Over the course of that time the world of Aircraft Avionics has been on steroids. When I first conceived my panel I purchased what would be the last item of the legacy Dynon EFIS line, a Flight Deck FD180. It allowed me to display all pertinent flight instruments and with a split screen capability, my Horizontal Situation or engine instruments. The addition of Trio roll and pitch autopilots since there were no Dynon autopilots and a Garmin GNC 300XL and SL30 completed it. Pretty slick for 2007. It had only a backup airspeed indicator.

Original Panel 2008

As things evolved in electrons and screens got bigger, I wanted more. About 4 years ago I did a panel morph and added a Dynon D10A, an AIRINC HS-34, Garmin GNS 480W and Appareo ESG ADSB transponder to the mix. This gave me a backup EFIS display and also the capability to display engine instruments or an 'HSI. on it. With the HS34 adding Arinc to the Dynon along with the GNS 480W I was a happy camper as this gave me a WAAS approach capability. I also removed my backup GPS an Airmap EKP IV and put in a 7" Nexus tablet running a free Android aviation database, Avare. I also threw in a Garmin 496 that became a backup GPS.

Morphed Panel 2017

About 2 years ago I purchased a NOS Advanced AFS-4500. This was the last legacy EFIS Advanced made before their present lineup. It came with some other goodies such as a 429 AIRINC module, wiring harnesses and some senders.

As a bonus there was a full EGT/CHT 6 cylinder wire bundle in the box. A bonus for my RV -10. This unit is larger and has the capability to display EFIS, Instruments and Map information. I also purchased a Garmin G5 standalone EFIS with a GMU magnetometer as a backup

Advance AFS-4500 EFIS

With some trickery this screen will also display ADSB traffic and weather. I also purchased, "stole" a Trio Pro-Pilot system which will allow for coupled precision approaches. It has the capability to talk nicely with the Advanced panel and can be controlled from its own panel or through the AFS-4500, A very nice feature to have! This allows for an independent autopilot in the event of an EFIS failure.

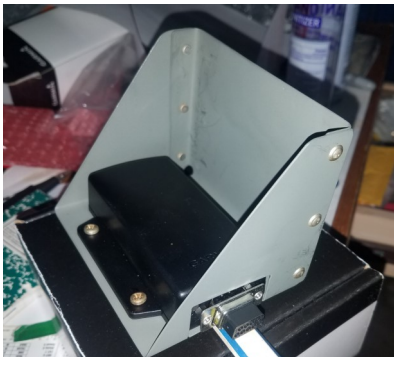
The upgrade however, required a new panel. I had an unused RV-7 panel for years laying around, "just in case". The first step was to CAD the new panel using Turbocad. Vans furnishes DXF files for their instrument panel which is very helpful.

I attempted to make the minimum amount of hacking the sub-panel and the instrument panel support ribs. I needed to alter one of them due to the location of the AFS-4500 display. What's nice about using CAD is that I can actually embed the panel cutouts within the pictures. Everything is actual size. It's still tedious making decisions and tweaking. Once done I printed out templates for the actual cutting. I used basic tools to cut and dress out the 1/16" thick panel. A Dremel tool is your friend. It took about 4 hours to be done.

The Garmin G5 EFIS in a recessed mount. These require extra time to get it right. You need to allow about .020 –.030" clearance for paint.

I can't overemphasize the need to have a CAD file. You can simply send your blank panel to a shop with the file and let them cut it. I always find myself making slight changes even during the cut. It's nearly impossible to think of everything.

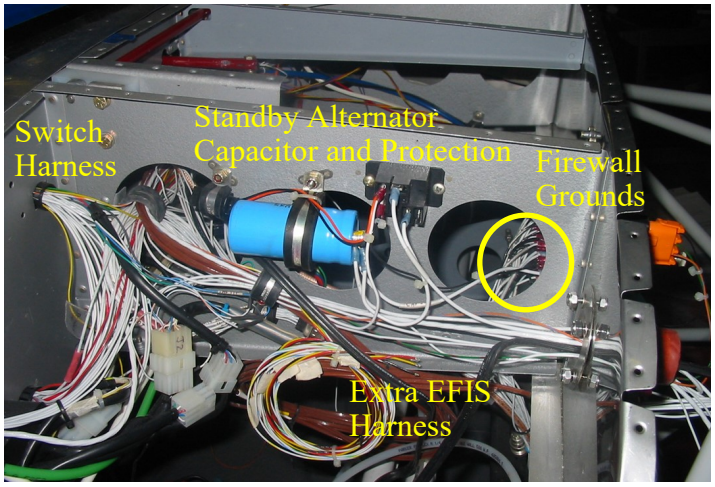
I purchased a magnetometer for the Garmin G5 to give it "full" EFIS backup capability. This required a separate mount somewhere in the fuselage. I picked the next bulkhead aft from the baggage bulkhead to install the GMU-11. I used Turbocad to draw a single piece mount that could be bent and riveted. It will attach to the upper portion of the bulkhead allowing easier access. The final product is a little overkill and I had to redraw a portion. The magnetometer needs to be aligned within 3 degrees of the level flight attitude in both roll and pitch. I just pushed some screws in to keep things together for now. Later I'll use some nylon screws with washers to get the magnetometer perfectly level.



Like most aircraft behind the panel is a beehive of wires. Although the wires have labels diving the panel isn't much fun and is time consuming. Van's, after many years now authorized a dual access cover modification kit to allow behind the sub-panel access from outside. There's a couple of concerns about doing this the first being water intrusion and the second is you have to cut metal that will have to be repainted. The jury is still out on doing this.

Here is a shot of the passenger side rib during aircraft construction. Not all wires were installed at this time. The group of the Molex connectors were for the original intercom and have been subsequently removed. So now imagine looking at this from underneath the panel in discomfort and not being able to get more than one hand on things. You get the message.

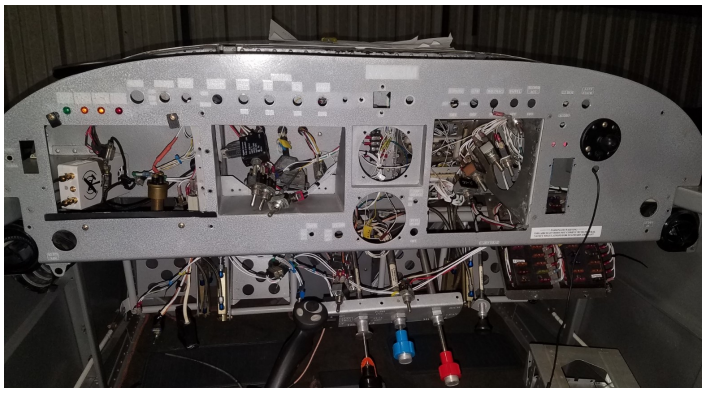
You need a plan to begin with, trying to think everything through. Most of my intercom,



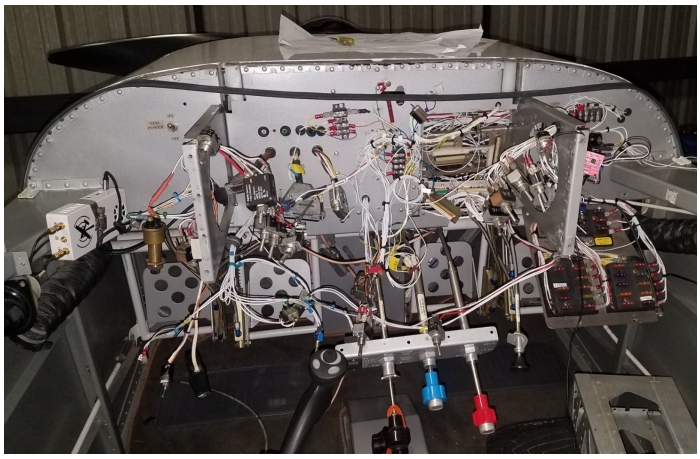
audio interconnects, transponder, Garmin 480 and SL 30 were having only slight modifications or none at all. The trays needed to be pulled for new fitment of the stack to the new panel.

Removing the backplates from the trays would save some time under the panel. It took about 5 hours to get the existing panel ready to pull. With the panel out there's a little more room to work underneath. Thankfully the EFIS wires are mostly color coded but need rerouting and the two systems share about 50% of the pinouts. The problem is the AFS 4500 EFIS is shifted over to the left requiring extending some of the wires or replacing

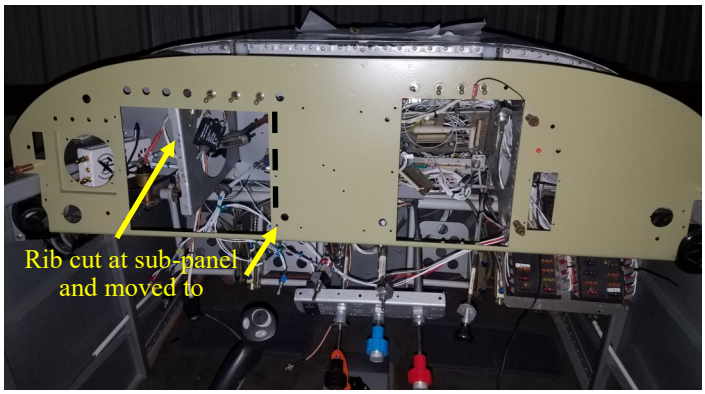
Almost ready to pull the old panel



OK, I Admit It's a Mess.



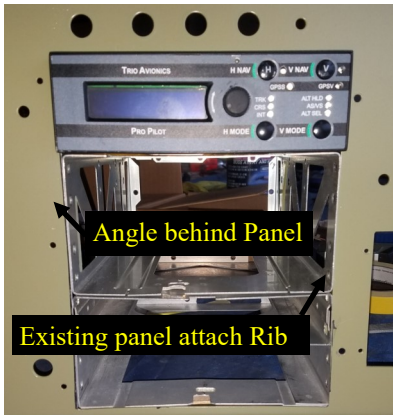
The new panel was designed to use all but one of the switches from the old. This allowed leaving the two major harnesses of switches intact. Here I clecoed in the new panel and checked

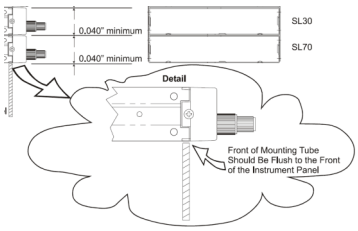


the switch harnesses. The radio stack cutout for the transponder needs to be lowered about 1/2" for clearance. The left side instrument rib will be cut at the sub-panel and then attached to an angle on the inboard side of the Advanced AFS-4500 EFIS.

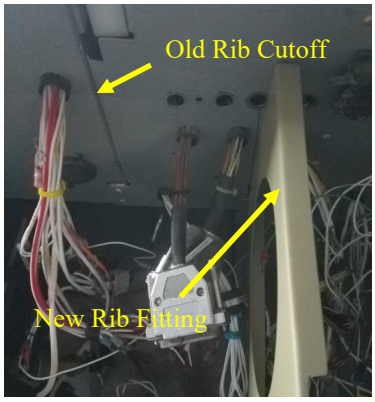
The Stack

I've never understood why avionics trays are not standard width. The cutout required a little schmoozing with a file to make things fit. The Garmin 480 and SL30 mount flush to the front of the instrument panel. If you don't the connectors may not seat correctly in the trays. Ask me how I know? The Appareo transponder and Pro-Pilot autopilot control head mount behind the instrument panel. This makes it slightly problematic to get things aligned. Some small shims will be installed to keep everything aligned.





The last big demolition was to cut the left side instrument support rib flush with the sup-panel and install a new rib. It would have been nice to use the old cut-off rib but I needed a slightly taller rib for mounting the AFS4500. The new rib due to its extended length also needed a slight notch in the front to allow clearance for a panel mounted switch.



Drano is a gadget guy and cobbled to together several useful "devices" to assist with maintenance. I needed something to make life under the panel a little more comfy. I'd be spending hours under there.

I made a platform from a scrap piece of shelving and 2x4s laying around the hangar. It's

installed in the footwell and makes access under the panel much easier. With the instrument panel out there is additional clearance for access and this simple fixture will help ease the pain of the panel swap.

The passenger stick removes easily but the pilot side involves a bit of work to remove. I'll get to that side once everything is installed and working to "clean up" wire bundles.

Time for a Nap! John

Picture taken from Bill Miles Taylorcraft, 75 years young following Young Eagle flights in the Melbourne, Fl area. has 2.

The St. Nick story is nearly 200 years old (1823) We all know about the most famous reindeer of them all, **Rudolph** who only showed up in 1939. The other 8 reindeers names have remained the same except for two.
Here are the names: **Dasher, Dancer, Prancer, Vixen, Comet, Cupid, Donner, Blitzen**

The names are German and were originally Dutch but the meaning is the same.

Which ones are they? (answer on pg 14)

December 2021

EAA 485 news

Tri-Motor Corner

Drano gave the chapter a summary of our visit to Fairhope that we made on November 17th. Ralph Moser, Mark Rogers and John McKiernan attended.

We met Nick Vanhouten who graciously volunteered to house the Ford Tri-Motor which was a huge hurdle in making the event happen. We all agreed that we're on a good time table for the event which is as follows.

Schedule:

Monday March 7th Tri-Motor arrives TBA
Meet and support team. Furnish car for flight crew (Ford Sponsor)
Tuesday-Thursday 8th - 10th
Last minute details Portable Toilets Trash, vendors, aircraft parking etc.
NLT Thursday afternoon
Thursday March 10th PM media flights
AM first day of flying 1300-1700
Assist as necessary
Friday - Sunday 11th - 13th Pax Flights
Dedicated 5 volunteers for pax loading
Monday - 14th Tri-Motor departs
Cleanup crew as necessary

Following the Thanksgiving holidays we will begin working out details on physical location of the event and beginning to shape what can be accommodated. We're collectively thinking BIG!

After seeing the facility and driving through Fairhope we felt very good about this 3 day event taking place with a historic aircraft giving rides, augmented by other aircraft new and old should be well received. The next large piece of the pie that needs tackling will be finding sponsors. It shouldn't be that difficult considering the drawing area of both the Mobile and Pensacola areas and places in between.

Drano also briefed the need for dedicated volunteers and we may have some other chapters join in. We welcome any and all help but emphasized that this is our event to control and make the decisions including any monetary results that the chapter could possibly accumulate.

The second meeting has taken place and we got a chance to check out the east ramp area where they are building new hangars. It's a huge ramp area and has access to it from two roads off Hwy 32. It would be ideal/ Nick is checking We should know shortly if this will work. The West side will also work however parking for the event would be farther from the ramp area and we'll be in the vicinity of all the GA based aircraft at the airport.

We won't be having a March chapter meeting due to the Tri-Motor event. It can't be emphasized enough, that to make this a success, we need every chapter member to get on board.

John

December 2021

EAA 485 news

2022 Officers and Committee Chairmen

President Ralph Moser (847) 736-4603

Vice President: Mark Rogers (251) 228-0356

Secretary/Treasurer:
Scott Swanson
711 Marlinspike Dr
Pensacola, FL 32507
(309) 267-9710

Ray Scholarship Coordinator
Craig Spoke (251) 550-5795

Young Eagles Coordinator
Tanner Matheny (602) 315-2839

Tech Counselor Webmaster Doug Francisco (850) 453-5501

Tech Counselor Flight Advisor: Mark Rogers (251) 228-0356

VMC Club / IMC Club Donna and DeWitt Barker (850) 572-0288

Newsletter/ Tech Counselor Flight Advisor John McKiernan (850) 291-4134

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

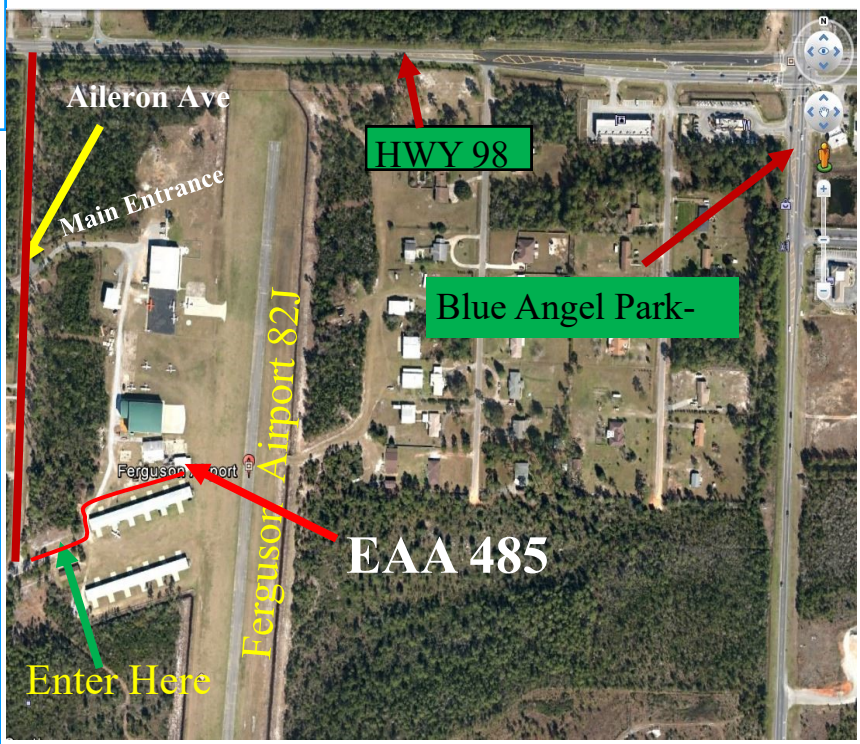
EAA 485 EAA 1265
EAA HDQTRS EAA 108
Lite Blue Angels EAA 105

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

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.

No January Newsletter

Instead of a newsletter there will be several updates to the Ford Tri-Motor and other club news. This way you will be getting current information.

Have a very safe and wonderful Christmas, Holiday season and great 2022!

Marine Aviator Christmas Tree

Donner (thunder)
Blitzen (lightning)

2022 Events Calendar

Chapter Meeting January 8th at 1000

VMC/IMC Club at 0830

Agenda

- **Pledge**
- **Introductions of new staff**
- **Guests**
- **Award Presentations**
- **Officer Updates: President, Vice-President, Secretary/Treasurer**
- **Duane Thiessen, Ford Tri-Motor Up date**
- **Craig Spoke, Ray Scholarship Update**
- **Tanner Matheny, Young Eagles Up date**
- **Member Projects**
- **New Business**
- **Guest Speaker, "What Killed Kobe Bryant"**

Adjourn

No Lunch (We hope to restart this in February)

Future Meeting Dates:
Feb 12th
March – NO MEETING, due to Tri-Motor event 10th-13th

Fly Ins:
Marvel of Flight Defuniak Springs *March*

S&F (LAL) April 5th-10th, Lakeland, FL

Oshkosh (KOSH) July 25 – July 31