



February 2022

Home of the  
"Panhandle Pelicans"

Squawk 485

EAA 485



Next Meeting Jan 8th at 1000  
At Our Clubhouse  
Details

IMC/VMC Club Meets at 0830-0930

Details

## President

Ralph Moser

Contact: [Ralph](#)

Greetings,

We are off to a good start in 2022! The January meeting had a lot to offer; see the minutes if you missed it. Angus Rupert's presentation was superb, and meaningful to every pilot in the room. It was also an example why you'd really like to attend both the VMC/IMC and membership meetings. Each has something to offer, and will often feature guest speakers from inside and outside the chapter.

Chapter 485 started the year's activities with a small private Young Eagles event Jan. 15<sup>th</sup>. See Tanner Matheny's report and Event Archives on our website for details. Our Ray scholar, Will Curd, continues to move along in his training. See Craig Spoke's report. I could not be happier with Tanner and Craig managing these two key programs.

Some minor clubhouse fix-ups have been accomplished. The entry door doesn't scrape anymore, is once again easy to lock/unlock, and has a new door sweep on the inside bottom to keep out hurricane-force rains (we hope). Same door combination...if you've forgotten it...come to more meetings! The lunch room has a new LED fluorescent light. Thanks to Steve Foerster and yours truly for making those two projects happen. As you saw at the January meeting, John McKiernan hung the TV up on a wall mount to make it easier for all those in the back rows to see better.

John and I are awaiting a meeting with the Ferguson management for introductions and confirming the chapters relationship with the airport.

The BIGGEST news by far is our upcoming "Fly On The Ford" event March 10-13 at H L Sonny Callahan Airport (KCQF) in Fairhope, AL.

The Journey Begins Again #5



## RAY AVIATION SCHOLARSHIP UPDATE

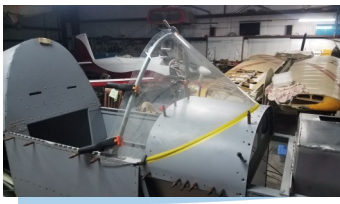
[Craig Spoke](#), Chapter 485 Coordinator

On Saturday, January 8, I pressed the green submit button on the EAA's application website to officially enter our hat in the ring for another Ray Scholarship. The Chapter 485 Application to participate in the Ray Scholarship program will be reviewed by EAA's review team early February. We will be informed by the end of February if our chapter is approved to sponsor a Ray Aviation Scholar.

If we receive confirmation of the award I will start contacting the various local aviation organizations for interested young people to apply. We will be looking for young people ages 16-19 who are the most engaged, excited, and motivated aspiring pilots that the chapter has had the pleasure of meeting. Let me know if you know of a young person who fits these criteria. If selected we will be scheduling interviews with each applicant soon after the official announcement in February. Bill Diaz and I will conduct the interviews



Pensacola FL



# February 2022

**EAA 485**  
**news**

## Presidents Comments (Cont'd)

Duane "Drano" Thiessen is chairman, with John McKiernan and Mark Rogers as his designated assistants. Our chapter is hosting it and providing volunteers, LOTS OF THEM!

I've also asked the local 99s chapter, Women in Aviation Chapter, and CAP Cadet Squadron for volunteers. See "Tri-Motor Corner" in this newsletter for all the latest. The more of you that show up to the February meeting and sign up to help, the less of you Drano and John will have to call asking for help!

Two other comments on the February meeting: We will have a guest speaker at the 1000 main meeting, Haley Kellogg. Mark Rogers has been telling us about her, in conjunction with the RV-12 build he is advising on. She's a real go-getter, an accomplished young aviator, and will talk to us about teaching the AOPA STEM-oriented aviation syllabus to the Gulf Shores high school students.

Also, I am experimenting with a simple lunch after the meeting for those who choose to stay. No cooks required. I will pick up pre-ordered Boar's Head sandwich trays (mix of roast beef, ham, and turkey) from my excellent local Publix deli, sufficient to feed at least 25 folks (2 small sandwiches each). We'll refrigerate them during the meetings. We'll throw in a small bag of chips and a soft drink (soda, bottled water, or coffee). A \$5/person donation will be requested, and should more than cover the cost. Let's see how this works.

Reminder: Members, wear your badges! They present a welcoming image to our newer members and guests. If you don't have one buy a chapter Ballcap for \$15. See you February 12<sup>th</sup>!

## EAA Chapter 485 Minutes Jan 8, 2022 1000

- Pledge of Allegiance
- New chapter officers introduced
- Guest: Dr. Roberto Maal and Mr. Phillip Connors. **Mike Danford** joined the chapter.
- Mark Rodgers presented Award to John McKiernan marking 10 years as the chapter president.
- Chapter Officer and Coordinators were pre-

- sent certificates and Pins for their service.
- Mark talked about working with the Gulf Shores High School STEM program building a RV-12 at the Jack Edwards Airport.
- Duane Thiessen is coordinating the Ford Tri-motor visit to Fairhope airport (KCQF). It will be Thursday March 10<sup>th</sup> through Sunday March 13<sup>th</sup>.
- Next month, February, there will be a sign up for volunteers to work the event. We will need about 24 people to work the 3 main days. There's a lot of manpower required. Posters and news releases are in the works.
- Craig Spoke gave an update on the Ray Foundation Scholarship. William Kerr had a slow December because of poor weather. Hoping he will solo in January
- There will be a Young Eagles event for the Gulf Shores High School students at Foley airport on Saturday January 15<sup>th</sup>. The brief will be at 9:30 with flights from 10:00 to noon.

## Member Projects

- Wes Jordan had the first flight on his RV-12is. He did the ground testing on December 22<sup>nd</sup> and the first flight the following day on December 23<sup>rd</sup>.
- Eric Cadorette is starting a Sling 4tsi.

The next meeting will be February 12<sup>th</sup>. Because of the Tri-Motor visit there will not be a meeting in March.

During the VFC/IFC Club meeting Angus Rupert gave an excellent presentation about the psychological factors leading to disorientation and how it factored in the helicopter crash involving Koby Bryant

## Scholarship (Cont'd)

and I am looking for a third member to join us. It is a very satisfying process to meet these young people and let them impress us with their desire to fly. Depending on the number of applicants the interviews can be completed in a weekend or maybe two. **Consider joining the Ray Scholarship committee.** Contact me if interested.

Ray #5, Will Curd, is progressing with his flight training. He did not get much flight time in January due to weather. He has scheduled for 6

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flights during the first two weeks in February so we are hoping that this will improve. He is very close to solo and wants to complete the solo before his 18<sup>th</sup> birthday, 2/12/2002. What a great birthday present that would be. His solo will trigger the next \$4000 installment from the EAA. Ralph Moser and Bill Diaz continue to offer ground training help to prepare for the written test. For now, Will is focusing on completing the solo and then will concentrate back on the book-work.

I am in the process of coordinating a Ray Scholar volunteer day to man a shift for the Ford Tri-Motor event in March. We are thinking about Thursday the 10th or Friday the 11th. It would be great publicity for the chapter to get all 5 scholars together at the same time for this and send pictures etc. to EAA headquarters.

## Young Eagles Coordinator

[Tanner Matheny](#)



Hello everyone! By now I'm sure you know that I (Tanner Matheny) have taken over the Young Eagles program from Ralph who left some big shoes to fill! I look forward to working with you all in the future and getting local kids exposed to GA.

We had a successful rally at Foley Municipal Airport (5R4) on January 15<sup>th</sup>. We flew 6 Young Eagles, 4 of whom are from the Gulf Shores High School aviation program, with five aircraft. Despite the forecast, we had a small window of good weather in the morning to make it happen. Many thanks to our pilots and ground volunteers

who are so passionate about keeping the Young Eagles program in our chapter alive. Please visit the "Event Archives" page on our website for photos.

Moving forward for future rallies you will see some minor changes on the ground during the check-in process. EAA has graced us with efficient electronic processes for pilots, ground volunteers, and the parents of the young eagles. If you're a pilot or ground volunteer who has not already done so, please create a profile at [Young Eagles Day Registration Website](#) by clicking "Sign Up" in the top right corner. This will allow us to add you to events to keep track of who is there and assign kids to pilots. You can also add an electronic signature on your profile via logging into a mobile device and signing for it for the young eagle flight completion certificate. For pilots it will allow our ground volunteers to assign you to kids and keep track of all the kids who show up for flights. There is a new digital signature app for waivers on iPads that you will see as well at the rallies. Pilots will only have to sign once on the app and parents will have to sign for each kid. Once the rally is over, the event just needs to be pushed to EAA HQ and credit is given to the pilots and the chapter nearly instantaneously. No more mailing in waivers. Awesome stuff! Thank you EAA!

EAA announced during the Young Eagles coordinator webinar earlier this month that starting at the end of AirVenture this year they will be starting a program called "30 in one year". Young Eagles was started in 1992, hence the 30 portion (30 years ago, where did the time go?). What this essentially means is if you fly 30 young eagles between July 31, 2022 and July 31, 2023, you will be eligible to purchase a polo with a unique 30<sup>th</sup> anniversary logo of the Young Eagles. Stay well and looking forward to setting up our own rally at Ferguson in April! Date TBD.

Tanner

Young Eagle volunteers help Tanner out by registering at the above site. It's really helpful for conducting the rallies and yields viable statistics for management of the Young Eagles program. You also get reminded of the rally via email and simply click confirming that you'll be there.

John



# Thatcher

Following some time off for the holidays we're back at building the CX-4. It was time to tackle the installation of a fuel cap and I considered this one of the more difficult things to do. The fuel tank is fastened to the side longerons and forward fuselage frame at the firewall. There is a removable top skin covering the fuel tank to allow access and removal if necessary. It attaches with screws on all four sides.

To make matters worse the top skin is curved leaving a slightly recessed fuel tank underneath. The challenge is to line up a hole in the top skin directly above the fuel tank opening and then install a fuel cap flange in the top skin that will seal against the fuel tank. No Problem!

The initial hole was located using a square from the firewall back to the center of the tank hole. A 2" metal hole saw was used to make the initial hole in the skin. When we fitted the skin we found that we were close but off about 3/16". Not bad since as you can see the hole in the skin is much larger to allow the cap to sit in the flange.

The forward part of the skin still needs slight filing. The flange was cut down on the sides and beveled to relieve stress on the curving skin. The flange was placed in the hole to trace the shape.



Two number 40 (3/32") holes were drilled and the flange was clecoed to the skin. This allowed the fine tuning of the hole for proper cap fit. We'll use AN3 flush rivets on the flange skin attach and also use some Proseal to seal the flange to the skin to avoid any water or fuel penetration into the aircraft.

The final part of the installation is a grommet on the fuel tank flange making a good seal to the top of the tank. We only have about 5/16" clearance between the flange and top of the tank so I imagine this will take some tweaking. A simple silicon ring with thin Proseal will be all that is needed.

I'm not really sure the tank skin needs to be removed during a condition inspection. The removable skin is more for maintenance of the fuel tank such as, removal of the tank for repair or a problem with the fuel float sender.

## RV-7 Panel Upgrade (Part II)

Mark Rogers sent me a couple of pictures of my RV-7 panel project. The first one I told him was too embarrassing to put in the newsletter. The second one had less detail.



Sometimes pictures don't tell the entire story. Our modern day aircraft are electrically complex. Several manufacturers have simplified the wiring process by providing pre-wired harnesses and electrical distribution centers to make the installation "almost" bullet proof. When I built my RV-7 Dynon provided a main harness with the original FD180 EFIS/EMS. You were left to find someone or roll your own harnesses,



Today there are many vendors including the Avionics companies offering pre-made harnesses. The price on the surface appears expensive. For an RV-7 this could be north of \$2,000. The material alone is worth nearly half that amount and the time spent running wire lengths and labeling is time consuming. The only drawback to purchasing pre-built harnesses is you aren't as "Savvy" in understanding your system or finding a fault. Sometimes a pin in the connector has pushed back. Regardless, you still need a detailed method to document it.

Most of my "mess" is actually harnesses that deal with the electrical system, flaps, trim, lights and the switches associated them. They will easily be reinstalled basically back where they were in the original panel. That's a load of wires some of them fairly heavy duty. With avionics changes we're talking light gage low amperage. That's the good news, the bad, there's a lot of them and unfortunately the work has to be performed inside cramped spaces.

What is new is an AFS4500 EFIS and Garmin G5 EFIS. These require their own magnetometers that are sensitive to ferrous metal. They add some shielded cables to the mix and the actual location and tolerance of mounting them requires accuracy. The good news is the Advanced Crossbow magnetometer has the exact same footprint and parameters for installation as the Dynon unit, allowing re-use of the same mount.

The original Trio Avionics roll and pitch autopilot servos remain in place including the servo wiring and the ProPilot control head takes the place of individual roll and pitch control panels. This actually saves some wires. In 2007 when I bought my Dynon FD180 EFIS there wasn't a Dynon autopilot. I chose to use Trio. The major reason for choosing the last legacy Advanced EFIS panel is that the Trio servos can be controlled via the independent ProPilot control head or by the Advanced EFIS by a selecting switch. A very nice feature to have.

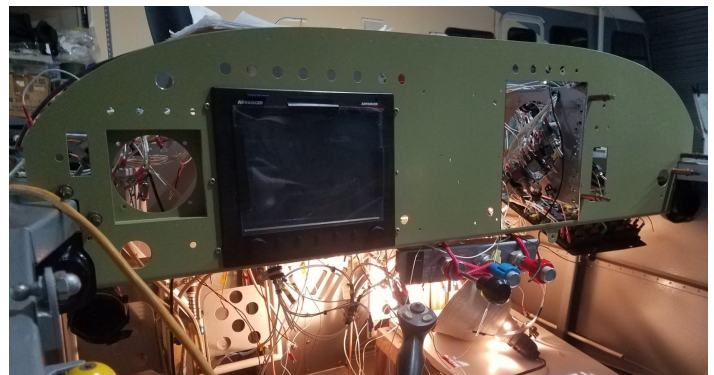
The system also allows full integration for coupled LPV approaches utilizing the Pro-Pilot and Garmin GNS 480W through ARINC 429 lines. This also includes coupled ILS approaches. The harnesses are all made and now it's time to connect them up. The most work is dealing with

3 serial cables (4 wire shielded) in one connector the Magnetometer compass system and an outside temp probe. There is a handful of other connections to round out populating one of the Dsub 25pin connectors on the new EFIS.

The Advanced 4500 has (2) 25 pin, (1) 37 pin and (1) 9 pin Dsub connectors. That's a lot of wires. When you add Pitot, Static and AOA 1/4" pneumatic hoses, it's a full house back there.

Once all the harnesses have been hooked up and re-checked, it's time to check if everything is working. Instead of just throwing the master switch and lighting everything up, I use a different method. I remove the fuse from the fuse holder and use a small battery with a slightly undersized fuse inline and test individual circuits.

Once everything pans out it's time to tidy up the wiring. I can't emphasize enough to label wires. I found a couple labels that were unreadable that needed to be traced. When I built the new instrument panel I didn't completely install the big EFIS screen. Now with my new rib supporting the instrument panel it was time to test the fit and get a good lineup with connectors on the back. I needed to file a bit here and a bit there before I was comfortable with the AFS 4500 fit.



To reiterate this is a brand new EFIS never installed but manufactured in 2012. It has a backup battery that I was going to change but the screen actually turned on during a bench test of the unit.

The new panel fit was great. The rib I made is supporting the EFIS tray sandwiched between the rib and backside of the panel. This isn't a conventional tray. It's rectangular ring with two nutplates for tightening the unit to the tray,

The Advanced "boots up" similar to the Dynon Skyview or your home computer. It tests the



internal and also the external components and eventual changes the code into a high resolution picture, Voila!!



Obviously, there isn't anything hooked to the connectors in the back so a lot of warnings come up. The black on the sides of the screen is black tape holding a protective plastic over the screen. The name of the company is fitting. This unit has synthetic vision and also Highway In The Sky boxes. Pretty "Advanced" pun intended, for 2012.

One thing that Advanced and Dynon have in common is many pins in the EFIS share the same Dsub pin numbers for engine sensors and mostly use the same wire colors. It still takes a lot of integration with what you presently have. I had to reroute my original engine sensor cable to give some extra length to avoid splicing the wires. Hopefully, the final part next time! John

### RV-14A Alert

I have an update on Mark Rogers RV-14A, It's actually in the final stages in the paint shop. Cut and Buff! Wow!



### Aviation Briefs

#### Switchblade

They're back with an update on their new engine. They are progressing with engine 3 and have run it with the propeller mounted. They also installed new final gears for the gearbox. They are sending the wings into final painting. That seems a bit interesting since I don't believe earlier they have done any ground testing of the aircraft with the wings installed. I imagine they just wanted to have them on hand in completed form.

You can sign up for the company [newsletter](#)

#### FAA Proposed Change to Basic Med

AOPA believes the proposed change will provide many more opportunities for individuals to gain experience and maintain proficiency.

More than 70,000 pilots have used Basic Med privileges since the program's inception, and many who are currently operating under [BasicMed](#) could easily serve as a safety pilot for any of the 316,000 instrument-rated pilots, not including the unknown number of instrument applicants-in-training.

Additionally, this can all be done without any increased risk or threat to safety as there has been no significant difference in [accident rates](#) between pilots operating under BasicMed and those who hold a third class medical certificate, according to the FAA's Civil Aerospace Medical Institute and the AOPA Air Safety Institute.

This is really good news. We're still waiting on the Mosaic Program expansion for Light Sport aircraft that like most FAA bureaucracy decisions crawl along. Rumor has it the FAA NRPM "Notice of Proposed Rulemaking" will come out at Oshkosh 22.



### 1946 Ercoupe Raffle

Please share the attached Ercoupe Raffle flyer and link with your EAA Chapter Members and other aviation friends, and post it on your airport bulletin boards.

AeroCareers is a 501c3 charitable and educational organization that operates closely with EAA Chapter 64 to provide mentoring, scholarships, and low-cost flight training.

Three teens have earned their private pilot certificate in our vintage Cessna 172 this past year and are learning hands-on skills helping rebuild a hurricane-damaged 1957 Cessna 172.

We are currently raffling a 1946 Ercoupe to help fund our educational activities. Your assistance in publicizing our raffle is much appreciated.

The raffle flyer is attached and the link to enter is <https://rafflecreator.com/pages/52380/aerocareers-aircraft-raffle>.

If you'd like to learn more about AeroCareers, visit <http://aerocareers.org/>.

Thanks for your help!  
Bob McDaniel  
EAA 64 Young Eagle Coordinator & AeroCareers President

### Eric Cadorette Project Sling 4 TSI

I went over recently to take a look at Eric's Sling 4 TSI project. He's nearing completion of the tail feathers. The kit is impressive and the shipping crates are far superior to what Van's has used in the past. Unfortunately he did sustain some damage via shipping. The crates use metal edges with metal



locking tabs.

This kit uses pull rivets very similar to the Van's RV-12 and other aircraft kit manufacturers.



Here, Eric has completed his horizontal stabilizer and on the wall behind it is the elevators which are ready to be riveted.



I was surprised to find that the elevators are internally balanced and also use some additional weights in the leading edge of the elevator outer tips. The internal ballast weight is substantial and evidently the elevators couldn't be balanced using only the tip weights.

Eric decided on priming his parts using Akzo-Nobel anti-corrosive primer. I've used this inside my RV-10 and it shoots really well. Mixing the two parts has almost a water consistency. You can



see the results.



The elevator internal ballast in the foreground and miscellaneous pieces after priming.

### Garmin CAN Bus Terminator

What is a CAN (Controller Area Network) bus you ask? The can bus is a 2 wire system many avionics systems are using. Multiple pieces of equipment can be “daisy-chained” together using a 2 wire shielded twisted wire pair. The twisting wires prevent any coupling of magnetic fields and the shield prevents external penetration.

You need to use a special terminating connector at the beginning and the end of the can bus. It consists of a 120 ohm resister built into the Dsub connector between pins 1 and 2. The resistance is enough to stop the flow of information feeding back into the circuit. It saves a lot of wires over other systems and has some robust grounding connectors (all aluminum)

The thumb pins on the connector are great!



More on the Can Bus next Month!

John

### \$3,000 Glider Rating

Last night Jonathan Nunnelee showed us a video from an outfit located in Inverness, FL called [Right Rudder Aviation](#).



They are offering a glider program for \$3,000. This is all inclusive but there is a small disclaimer at the end.

My guess is that it would be extremely difficult to accomplish this in 10 hours and this is the minimum flight time required. It is a novel concept to get you started in aviation. Here is their pitch:

#### SPECIAL OFFER

LEARN TO PILOT A MOTOR GLIDER FOR ONLY \$2,999.

Right Rudder Aviation is excited to offer you the opportunity to earn a Private Pilot – Glider License for only \$2,999\*.

You must be wondering how we can do this. Unlike other programs, we utilize technological efficiencies of the motor glider. In the same amount of time it takes to tow, release, glide for half an hour, and land an aerotow glider; you can accomplish five takeoffs, glides, and lands in a motor glider.

This special offer includes the following:

- 10 hours of flight time in the Pipistrel Alpha Trainer, which includes 8 hours of flight instruction with one of our expert instructors and 2 hours of solo flight time;
- 10 hours of flight time in the Pipistrel Alpha Trainer, which includes 8 hours of flight instruction with one of our expert instructors and 2 hours of solo flight time;
- All required textbooks;
- One aviation headset;
- Private Pilot Glider Written Exam fee; and
- Designated Pilot Examiner’s fee.

Here is the disclaimer

\*The price of \$2,999 covers all the minimum requirements for the Private Pilot Glider License as set out by the FAA. If additional flight instruction, flight time, or ground schooling is needed to obtain a Private Pilot Glider License, hourly service fees will be applied.

[Video](#)



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## Tri-Motor Corner

The big event is drawing near. We will be having a newsletter in March but no meeting. There was a meeting at Sonny Callahan Airport on February 2nd attended by Ralph, Drano and Nick Vanhouten which solidified a game plan for the event. There is still **MUCH To Do!** We need our chapter members to help out.

1. Nick remains ALL IN and enthusiastic. He sees this event as the vanguard of an annual fly in/aviation event at Fairhope. He has thought this through. He confirmed his support and willingness to pick up the fuel. He has personally talked to, and coordinated with Paul Zenner, the EAA central point of contact for these events.

Nick asked us to provide a ride for the new Continental CEO, Karen Hong, and we will certainly do this.

Nick believes he will have a P-51, a Provost jet, an AL Highway Patrol helo, possibly an F-86, and a couple Stearman as static displays. Additional aircraft would be the CAF 'L' birds and Roy Kinsey's group of Stearman aircraft.

2. We will be setup on the WEST side of the field near the FBO. The bulk of the meeting was on the logistics of doing it on the WEST and I think we have that worked out. We have a plan for the Tri-motor, static displays, parking, Porta Potties, breakfast Fri, Sat, & Sun, and vending for lunch on site.

3. Nick's Ops Center will be set up right in front of the FBO building. He has everything he needs and normally sets it up there. Static displays will be on the parallel taxi way INSIDE taxiway 'A'....but outside the ramp area in front of the hangars. There is a closed section of taxiway there. Static displays will be between taxiways A5 and A4. (See the diagram) He has done this there before and has the rope to cordon it off. The Tri-motor will operate off the lower ramp area typically entering via taxiway A5 so as to present the right side of the airplane for loading and unloading.

4. Breakfast will be set up in the hangar immedi-

ately adjacent to the FBO office. We will also have the ability to set up our ticketing sales and pre-stage in the forward-south corner of that hangar. Our crew will lead the passengers from that position to the aircraft and back once they return. Continental will serve breakfast on Friday the 11th, Saturday the 12th EAA chapter 1209 (St. Elmo) and Sunday the 13th is EAA chapter 416 (Roy E. Ray).

This hangar is big and I suspect there will be room for other venues to set up there as well depending on how much of the hangar we are given. There is another hangar on the lower ramp Nick will try to secure as well but that is still pending. It currently has three jets in it.

5. Bill-E's will set up a lunch/refreshment inside the fence. Nick works regularly with them so they are comfortable with this arrangement.

6. Porta-Potties will be outside the fence, next to the road, near the entrance. Nick likes this idea and I think it will serve our guests adequately.

7. Our volunteers from CAP, the School students Mark mentors, our scholarship pilots, Chappie James Academy, etc. will be a great help. We can use them on various positions on the line, the parking lot, and static display line. We can use our available Chapter members for coordination and handling of the TriMotor ops.

8. Not part of the meeting today but one of the hanging items is the car for the aircrew. Got a call from the Sandy Sansing coordinator and it looks like they will provide. They asked if they could position a few new Ford models.....short answer is yes but I have not coordinated that with Nick yet.

9. Also discussed today is the media effort. Thus far I have coordinated with FM Talk 106.5 in Mobile, the Eastern Shore Chamber of Commerce, and Cat Country here in Pensacola. Nick will try to put me in touch with Channel 10 in Mobile. He will also go to their Continental Media / PR representative and use that distribution channel.

Thx  
Drano

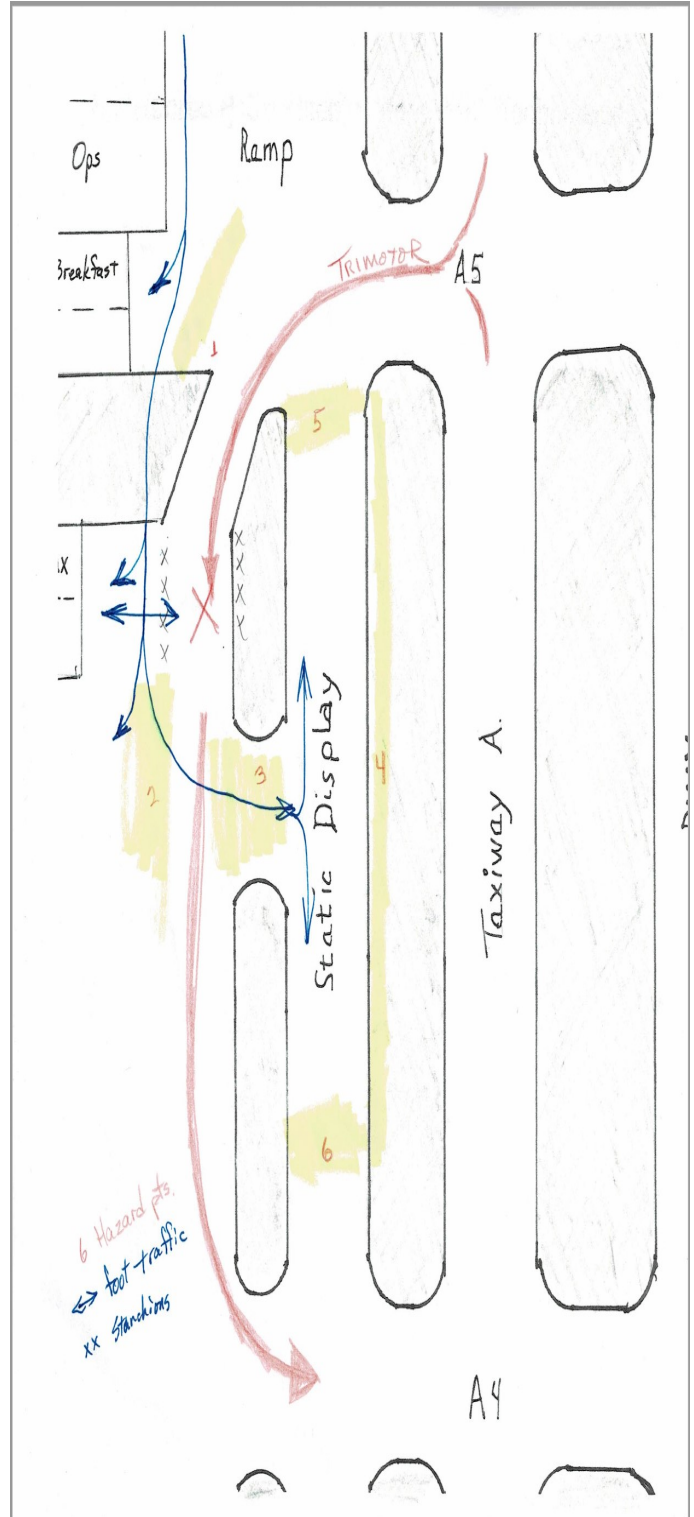
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Here is the setup plan for the West side ramp area. It should work nicely with lots of ramp area. The aircraft will be housed in the northern most hangar. Each morning we will assist with making the aircraft ready for flight at the hangar.

It will be warmed up and taxied to the staging area where it will remain all day. At the end of the daily flying day we will assist with cleaning etc. and putting the aircraft in the hangar for the next day.

Working Diagram of the East side ramp. In addition to our manpower for the flights we have a requirement to secure the area around the static display aircraft and taxiing aircraft. More info at the meeting





## Chapter Ford Tri-Motor Event Sign-Up Sheet

### Schedule

- March 7th** Aircraft Arrives
- March 9th** Setup Days Tables & Chairs from clubhouse
- March 10th** Media Day / Passenger flights 1400-1700
- March 11-13th** Passenger flights 0900-1300 & 1300-1700 (Teardown and cleanup)

#### March 9th SETUP

1	
2	
3	
4	
5	

#### March 13th TEARDOWN

1	
2	
3	
4	
5	

### March 10th

1330-1730

Safety Brief/Tickets	1	
Step Handler	2	
Escort	3	
Starter	4	

### March 11th

0800-1230

Safety Brief/Tickets	1	
Step Handler	2	
Escort	3	
Starter	4	

1200-1730

1	
2	
3	
4	

### March 12th

0800-1230

Safety Brief/Tickets	1	
Step Handler	2	
Escort	3	
Starter	4	

1200-1730

1	
2	
3	
4	

### March 13th

0800-1230

Safety Brief/Tickets	1	
Step Handler	2	
Escort	3	
Starter	4	

1200-1730

1	
2	
3	
4	



**2022 Officers and Committee Chairmen**

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

**Vice President:** [Mark Rogers](#) (251) 228-0356

*Tech Counselor*

*Flight Advisor:*

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

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

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

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

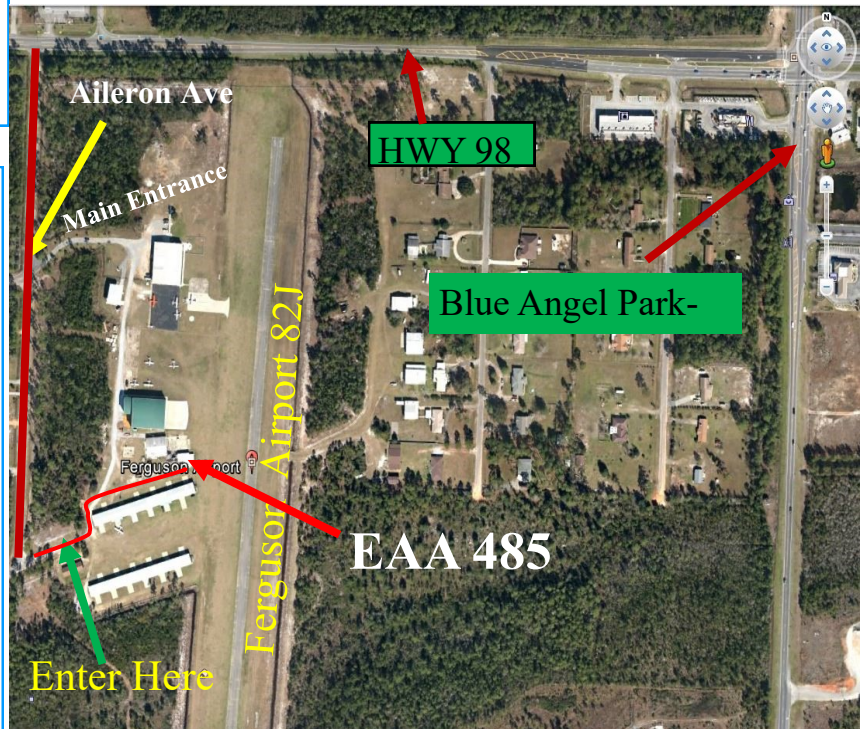
[FAA Notams](#)  
[Thatcher Build Site](#)  
[Barnstormers](#)  
[Skyvector.com](#) Flight Planning, Charts  
[AirNav.com](#) Airport info, Fuel Prices

Local Aviation Supplies

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Home Of The PANHANDLE PELICANS

# EAA 485 Pensacola, FL

## Rock Trivia

The 1969 Woodstock concert was the largest rock event at that time. It now stands 7th on the list. Thirty-two artists performed over a planned 3 day period that extended to 4. The concert was planned for 200,000 and swelled to 400,000 people at it's peek on a 600 acre remote farm owned by Max Yasgur in New York State. Logistics became a nightmare.



Extensive traffic jams of 10 miles on the NY Thruway and local roads leading to the event became parking lots. There weren't enough facilities, food and water

for the under-planned event. Ultimately, the event supplied food and water for attendees that were basically trapped there.

There were rain showers throughout the mega concert. Artists arrived late for their performances and were re-slotted. Jimi Hendrix closed the show out on Monday morning after playing Purple Haze and Hey Joe. The group Mountain who also performed as a fairly new band would write a song later titled "For Yasgur's Farm" following the event.

### Q1 Where was the event held?

No it's not Woodstock. That was the name of the group that financially backed the concert.

A legendary folk/rock songwriter performer wasn't interested in doing the Woodstock gig. A group titled "The Band" filled in.

### Q2 Who was the iconic musician?

Answer 1: Woodstock took place in Bethel, NY about 6 miles west of Monticello. Nearly 70 nukes driving distance from Woodstock, NY.

Answer #2: Robert Allen Zimmerman AKA Bob Dylan. Oh by the way Bob lived in, you bet, Woodstock, NY.

[Watch Video](#) The short video is an interview of the couple featured on the album cover still together 50 years later.

## February 12<sup>th</sup> Events Calendar

VMC/IMC Club at 0830

General membership meeting at 1000

Agenda

Pledge

Guests

Officer Updates: President, Vice-President, Secretary/Treasurer

Flight Safety Topic: 5G Cellular vs. Radio

Altimeters: What's Up With That?

Craig Spoke, Ray Scholarship Update, Ray #1/2/3/4/5 update

Tanner Matheny, Young Eagles Update

Member Build Projects Update

New Business

Guest Speaker – Haley Kellogg. "Teaching the AOPA STEM Syllabus"

DUANE THIESSEN, FORD TRI-MOTOR

UPDATE TRAINING VIDEO

VOLUNTEER SIGNUPS

Adjourn

Light Lunch- Deli Roast Beef/Ham/Turkey Sandwich Tray / Chips / Soft Drinks / Coffee. \$5/person donation requested.

### Future Meeting Dates:

March – NO MEETING, due to Tri-Motor event 10th-13<sup>th</sup>

April - 2nd

May - 14<sup>th</sup>

June - 11<sup>th</sup>

July - 9<sup>th</sup>

August - 13<sup>th</sup>

September - 10<sup>th</sup>

October - 8<sup>th</sup>

November - 12<sup>th</sup>

December – No meeting. Chapter Christmas Party TBA

### Fly Ins:

[S&F \(LAL\)](#) April 5th-10<sup>th</sup>, Lakeland, FL

[Oshkosh \(KOSH\)](#) July 25 – July 31

[Thomasville GA \(TVI\)](#) Oct 14-16