

Look Out #6 Is On The Way

March/April 2022



Home of the
"Panhandle Pelicans"

Squawk 485

EAA 485



President

Ralph Moser

Contact: [Ralph](#)

Next Meeting April 2nd at 1000
At Our Clubhouse
Details

IMC/VMC Club Meets at 0830-0930

[Details](#)

Thoughts from the President

**PLEASE NOTE, OUR APRIL MEETING IS
APRIL 2ND, 1ST SATURDAY OF MONTH**

This is to allow and encourage as many members as possible to attend Sun'N Fun April 5-10th. No one can call us a sleepy chapter! Since our February meeting, we:

1. Received another \$10,000 Ray scholarship award, our sixth.
2. Planned, sponsored, and successfully conducted a 3 ½ day "Fly on the Ford" event at Fairhope, AL airport involving the EAA Ford Tri-Motor, 258 passengers, and 75 volunteers.

Additionally, we commenced planning our first full-scale Young Eagle Rally in 2 ½ years. I am so proud to call myself a member of Chapter 485! So much has transpired the last two months. We will recap much of it at the April meeting.

You will hear an event summary of the March 10-13 Tri-Motor event from Duane Thiesen, a Ray Scholarship update from Craig Spoke, and information on our upcoming Young Eagle Rally from Tanner Matheny. Our guest speaker will again be Leigh Jordan, discussing "Dry Eye Conditions". By the way, our May guest speaker will be Tanner Matheny, briefing us on the EA-18G Growler.

In June we once again hope to fly Young Eagle flights for the Chappie James Flight Academy graduates. More to follow on that.

In the clubhouse you will notice the new air conditioner has been mounted in the dining room, thanks to Mark Rogers and John McKiernan. The room still needs a little clean-up.

Ralph



RAY AVIATION SCHOLARSHIP UPDATE [Craig Spoke](#), Chapter 485 Coordinator

Ray Scholarship Update 3/25/2022

Well, the "Ray Aviation Scholarship Factory" is ready to do it again. In the last week of February, we received word that chapter 485 was chosen to participate in the Ray Aviation Scholarship program for the 6th time in 3 years. Here is the message from Chris Gauger at the EAA Headquarters:

"Congratulations! EAA Chapter 485 has been approved for a 2022 Ray Aviation Scholarship! Due to your chapter's dedication to EAA, youth engagement, overall activities and chapter health, and the wonderful application you submitted, EAA and the Ray Aviation Scholarship Review Committee are excited to have your chapter onboard this year!"

Proof that the extra work from our chapter volunteers throughout the year pays off.

Bill Diaz and I will be getting ready to interview candidates the first and second Saturdays in May. This will allow Ray #6 to start flying June or July.



Pensacola FL



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Ray #5 news. William Curd has soloed as most of you know if you were at the meeting in February. Will actually soloed that morning before the meeting. He was so excited to get to the meeting to let everyone know (and brag a little) about this milestone in his flying adventure. He is working diligently to get the written finished and then cross countries and then the final check ride.
Craig

Young Eagles Coordinator

Tanner Matheny

We will be having a Young Eagles rally on April 30th. More info to follow.

Tanner

EAA Chapter 585 Minutes February 12, 2022

Opened the meeting with the Pledge of Allegiance

Guest introduced themselves; Leo Bowersocks, Amy Mitchel, John Scott, Haley Kellogg from Gulf Shores High School and Brian Gurley who joined the chapter.

President Ralph Moser announced because the 99s have their meeting at the same time, they did not have a representative at our meeting, but they would help with volunteers at the Ford Tri-Motor event in March. Will Curd our Ray scholarship recipient celebrates his 18th birthday. Bill Diaz earned his seaplane rating. Nick Hansen, our 1st Ray scholarship recipient, returned from his Air Force training and will be on active duty with his reserve unit for the time being. Thanks to Doug Francisco for his photos and website help.

Officer updates

Mark didn't have anything for this meeting. Scott gave the status of the bank account and reminded members they can pay their dues now even though they are not due until May. Craig pointed out that our Ray scholarship recipients Brian and Elizabeth were in the latest edition of "Sport Aviation." Will Hurd had 4 days of good flying and soloed this morning. He will work on his written next. Tanner reported the January Young Eagle event had 6 kids and 5 aircraft. Planning another event for April 2, 9 – noon at Foley Airport.

The VMC / IMC club will discuss the 5G roll out causing issues with radio altimeters.

Haley Kellogg gave a presentation about the Gulf Shores High School STEM program building a RV-12 at the Jack Edwards Airport.

Duane Thiessen discussed the Ford Tri-motor visit to Fairhope airport (KCQF). It will be Thursday March 10th through Sunday March 13th. There was a training video for volunteers and a sign up for volunteers to work the event was passed around.

Member Projects

Wes Jordan did the 25 hour engine inspection on his RV-12 and did a dynamic propeller balancing
Craig Spoke is putting a new engine in his plane..

The next meeting will be April 9th which is the Sun-N-Fun weekend

Adjourned

Scott Swanson Sec/Treas

Chapter Dues

It's that time of year again. I know it's strange but that's how we do it.

Our dues are \$25 and we have a new Secretary/Treasurer, Scott Swanson. Please bring a check made out to **EAA 485** or cash to the meeting. If you're bringing cash, please try to have exact change. If you can't attend the meeting here is Scott's contact info:

Scott Swanson
711 Marlinspike Dr
Pensacola, FL 32507
(309) 267-9710

A pilot who says he has never been frightened in an airplane is, I'm afraid, lying

Pensacola FL



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258 Passengers Tri-Motor Corner



Please send any photos of the Tri-Motor event that you have to Doug Francisco at webmaster.

For photos and videos of the event click on the link to our website eaa485.org and on the left menu box select Event Archives.

Doug took some great photos and videos!

Pensacola FL



Thatcher

Well finally we were ready to rivet the fuel cap flange to the front skin. In order to do this we needed to use ProSeal tank sealant to keep any dampness from entering between the skin and flange. We tried this a few weeks back but the temperature was too low making the sealant very difficult to work with.

It would also be the second time we would use a back rivet set to do the rivets. The previous time was installing arm rest angles. It allows for single person riveting and eliminates a bucking bar. Before riveting we installed rivets in the holes and then taped them in place. There is special tape but normal cellophane tape will work. Masking tape works also but can leave gummy residue on the rivets and surrounding area but it's easily cleaned up.

Next the flange of the fuel cap retainer gets a thin coat of ProSeal on the inside edge. Here Jonathan is using the special back riveting set. It has a small spring that keeps tension on the rivet. It really is slick. For doing the tunnel on the RV-10 they have a 12" set and also an offset back rivet. It's difficult to mess this up. I've found that



smoothly pulling the rivet gun trigger works best allowing the pressure in the hose to not influence the rivet setting. In looking at the shop heads of the rivets you can see traces of the sealant around the stems. It's important that the fuel cap flange

is waterproof to keep water and possibly fuel from entering the cockpit area.



Here's the inside flange up close after cleanup. The individual rivets get dipped in sealant then inserted in the holes. This allows some excess sealant to get around the rivets before setting.



The sealant is sticky and will get everywhere. Keeping some lacquer thinner available and wearing multiple pairs of gloves help stop the spread of the sealant everywhere. You simply rip the outside gloves off turned inside out and toss them in the trash.

We also had a very slight leak along the bottom of the fuel tank and we coated all the seams



with the sealant. Here is the outside of the fuel cap flange rivetted in the front skin. Very nice!



We did have a another setback with respect to the tank. ProSeal was used along seams and allowed a full week to dry. We re-tested and still had some fuel weeps. We'll redo the sealing process and hopefully get that solved.

We also felt a rudder stop would be necessary. Full rudder pedal deflection had the vertical fin aft angle interfering with the rudder leading edge. It took a few attempts to make a new lower rudder hinge and also a couple attempts to get the stops constructed.

RV-7 Panel Upgrade (Part III)

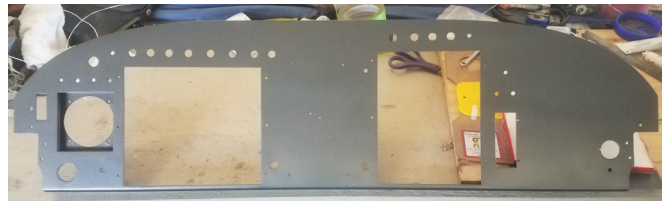
While concentrating on the Ford Tri-Motor event my RV-7 instrument panel upgrade went to the back burner. It's time to get serious with it and get the airplane back in the air.

I purchased a new toy, a battery powered soldering iron. It uses 4 AA batteries and actually does a descent job of soldering light gage aviation MilSpec wiring. I was a happy camper but when I broke a small mini pushbutton switch, soldering a new one proved to be "too much" for the iron. The very small lugs on the back provided more heat sink that the iron could overcome.

I have a good quality solder station but they

are awkward and a bit unwieldy to use inside the aircraft. The wires are fat and stiff making it difficult to use. The portable iron is perfect to use in cramped spaces but just doesn't have enough power to solder anything more than a couple of wires.

I've finished wiring all the electronic gear and still need to run a couple shielded cables to the magnetometer and the OAT (Outside Air Temp) probe. I've also painted the instrument panel with epoxy high build primer and am using a "rattle can" Charcoal metallic paint to be followed by a two stage clearcoat. Unfortunately, the metallic is not available in a quart can and spraying with a tattle can is difficult to eliminate striping. The metallic paint is very susceptible to striping. The good news is there is very little surface area in the panel itself and what's visible has



switches and labels that use up area including an 8" tablet in the middle. This will be "sealed" with a polyurethane clear coat for durability. In the end there was mottling and striping and roughness that just would really stand out with the clear coat so the panel needed to be "knocked down"

Here is the panel after dry orbital sanding with 320 grit and then wet sanding.



You can see the imperfections blotches of the metallic on the right side and center. The light color is the epoxy primer. It's "smooth" and ready for wax and grease remover and a tack cloth. I'm going to attempt to transfer the paint from a rattle can to my paint gun. It's a bit tedious but doable, so we'll see how that goes.

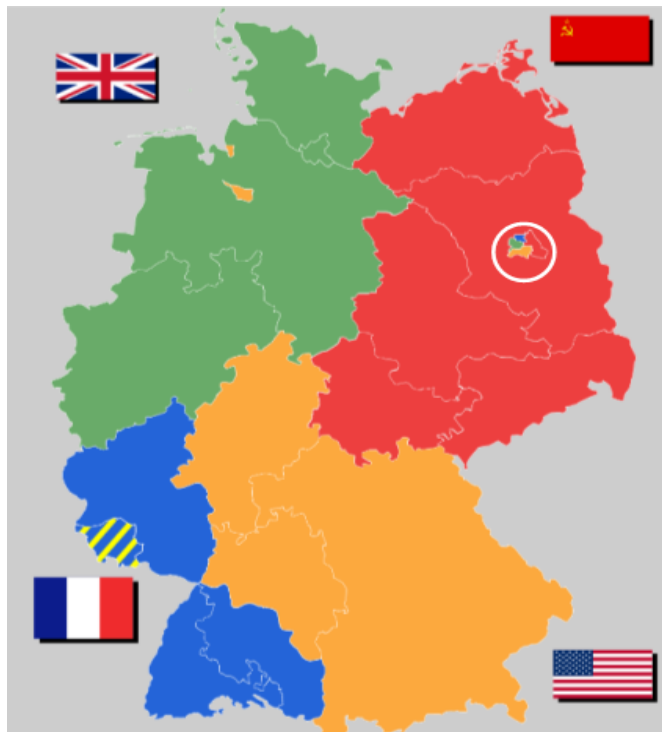


Colonel Gail Halverson passed away on February 16, 2022. He was 101 years old and became famous during the Berlin Air-Lift effort in 1948-1949.

The following was in the chapter newsletter edition January 2015. John

Kinder Berlin und Onkel Wackelflugel – How one man's dedication brightened children's lives in post-war Berlin (author unknown)

At the end of a war the spoils belong to the victor. In the case of World War Two in Europe the spoils (read Germany) were shared in 1945 among four victors...the United States, the United Kingdom, France and Russia. Berlin (white circle on the map), was located 100 miles inside Soviet-controlled eastern Germany and was further divided into four occupation zones; the U.S., Great Britain and France controlled western portions of the city and the Soviets ruled the eastern sector.



The Problem and the Solution

True to his obstreperous personality Russian Premier Joseph Stalin intended to place all of Germany under Soviet control. He planned to undermine the British position and expected the United States would withdraw within a year or two, thereby opening the floodgates for communism in the entire state of Germany.

In June 1948 the Russians made a huge mistake. As the result of a dispute over German currency, the Reds blockaded all surface transportation into east Berlin, cut off the electricity and stopped supplying food to civilians in the non-Soviet sectors of the city. Stalin apparently failed to consider how quickly and positively the United States would respond...under no circumstances would we allow German citizens to starve.

Fortunately, three air corridors that had been established several years earlier were not affected by the blockade, so the western allies (led by the U.S.) stepped up and created the "Berlin Airlift." Inbound flights would be routed via the southeast - and northeast-bound corridors and all outbound traffic would use the west-bound corridor. The U.S. "home base" for the operation was Rhein-Main Air Base.





The Airplanes



Douglas C-47 *Skytrain*

The minimum daily supplies for Berlin's two million citizens was estimated at 1,534 tons of food plus 3,475 tons of coal and liquid fuels. An aging fleet of Douglas C-47 *Skytrains* was available, but transporting that much cargo with C-47s would require 1,000 flights every day...an impossible task.

Douglas C-54 *Sky master*



A larger airplane was a necessity and the Douglas C-54 *Sky master* was the aircraft of choice. Not only could the *Sky master* carry three times the payload of a C-47, it could be unloaded quickly because of its level stance on the ground (the record was set by a 12-man crew that removed ten tons of bagged coal from a C-54 in a little less than six minutes).

In no uncertain terms the commanding officer of the U.S. Air Force in Europe issued an order to all units that operated C-54s "...dispatch all available airplanes to Berlin..." and *Skymasters* from all over the world headed for Germany. When the airlift came to an end a year later, a total of 225 C-54s had participated in the operation.

The Airport

Tempelhof Airport c.1947



Located in the center of Berlin, Tempelhof Airport was the terminal facility for the airlift. It featured a unique circular layout with paved ramps for aircraft parking and passenger movement. The grass runways could not handle heavily loaded aircraft so a pierced-steel plank runway was installed but it crumbled under the weight of the 73,000-pound C-54s. Fear not, U.S. Army engineers came to the rescue...they built two 6,000-foot paved runways between July and October 1948 to accommodate airlift requirements.

Air traffic control at Tempelhof was extremely busy with aircraft landing and taking off every three or four minutes; the accident potential was reduced significantly by applying instrument flight rules to maintain safe separation. The pilots had only one opportunity to complete a landing; if they missed an approach they were required to return to their home base, where the flight would be re-inserted into the traffic flow.



Onkel Wackelflugel

1st Lt. Gail Halvorsen was one of many C-54 pilots who were ordered to Rhein-Main Air Base in West Berlin. He arrived on 10 July 1948 and was soon flying a schedule of two, sometimes three round trips to Berlin every day. Timing on the ground at Tempelhof was so critical that aircrews were not permitted to leave their airplanes...turnaround time was just thirty minutes.

A week later one of his trips was cancelled, providing an opportunity for Halvorsen to hitch a ride to Tempelhof and get a look at the operation first-hand. German citizens (mostly children) were often gathered on the piles of rubble from war-time bombing to watch the airplanes on final approach.

As he walked around the airport grounds Halvorsen noticed a group of children behind a fence at the end of the runway. He chatted with the children as best he could...he spoke little German, the kids spoke even less English.



As a good will gesture Halvorsen gave the young Germans his last two sticks of chewing gum and promised he would drop more from his airplane when he returned the next day. "How will we know which airplane is yours?" one of

the children asked. Gail replied that he would wiggle the wings of his airplane.

When he got back to Rhein-Main Halvorsen bought a sack of candy and worked out a way to drop it safely (a gum ball dropped from an airplane at 110 miles per hour was an injury looking for a place to happen). Using handkerchiefs and twine he made parachutes that would let the candy packets descend slowly.

The Halvorsen parachute factory



Lt. Gail Halvorsen with German children





The crowd of youngsters was larger the next day and they recognized Halverson's C-54 when he rocked the wings. The parachutes worked as advertised and before long other airlift crews were following Halverson's example. When news of this heartwarming project reached the United

States, children all over the country sent their own candy to help the German kids who had none. The Confectioners Association of America donated large amounts of sweetstuffs to Halvorsen's project and American school children cooperated in attaching the candies to parachutes.

A C-54 with a gaggle of candy chutes in its wake



When the airlift ended in September 1949, 25 C-54 crews had participated in the candy project; they dropped an astounding 46,000 pounds of chocolate, chewing gum and candy. Gail Halvorsen and his crew alone delivered 850 pounds of candy to German youngsters.

The aircrews that took part in this operation became known collectively as "The Candy Bombers" but Gail Halvorsen will go down in history as the only pilot in the Berlin Airlift who wiggled his wings; the German children nicknamed him "Onkel Wackelflugel"—Uncle Wiggly Wings.

The Russians surrender to the Berlin Airlift

When it became obvious that the airlift had overcome the blockade, the Soviets gave in and lifted the restrictions one minute after midnight

on 12 May 1949. Flights continued to build up a comfortable surplus and by the end of July enough supplies had been stockpiled to guarantee ample time to restart the airlift if that became necessary.

The last flight in the Berlin Airlift arrived at Tempelhof on 30 September 1949.

A U.S. Navy C-54 crew celebrates



Was the Berlin Airlift a success? Judge for yourself. In the airlift's 15-month life span the USAF and the RAF (the major participants) made 278,228 flights to Berlin, flew 92 million miles and delivered 2,325,510 tons of food and fuel... including 23 tons of candy for the children of Berlin.

So much for your blockade, Mr. Stalin



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TWO HISTORIC WARBIRDS TO VISIT TALLAHASSEE EARLY APRIL

Two legendary WWII bombers will be visiting Florida's state capital, Tallahassee, the first weekend of April (Fri.-Sun., April 1-3, 2022), as the first stop of a springtime tour of southern states. The Experimental Aircraft Association's B-25 Berlin Express will be joined by the B-29 Doc for the three day visit, where passenger carrying flights will be offered in the mornings, while afternoons will be reserved for public viewing of the aircraft, parked in the north ramp area (near the old terminal building) of the Tallahassee International Airport. Both World War II aircraft have memorable legacies book-



ending America's involvement in the war. The B-25 was the bomber chosen for the Doolittle Raid, the first major U.S. operation following the Dec. 1941 attack on Pearl Harbor. In April 1942 a group of 16 B-25 bombers was

launched from a Navy aircraft carrier for a successful counter attack on the Japanese mainland. Thus, April 2022 marks the 80th anniversary of the Doolittle Raid. The B-29 was the major long-range bomber used by the U.S. Army Air Forces in the Pacific Theater, and was the aircraft armed with the atom bombs that ended the war. The April tour is the first leg of a summer-long cross-country schedule. Following Tallahassee, the two aircraft make a stop in the Lakeland/Winter Haven area during the annual Sun 'n' Fun Aerospace Expo (April 5-10), with later visits to Monroe, LA (April 15-17) and, for the B-25, Dothan, AL (April 22-24). While reserved flights in the aircraft involve a fee, and walk-through tours of the aircraft interiors have a small charge, the public is invited to come out to the Airport for up-close walk-arounds and picture taking free of charge. For making online flight reservations for the TLH Tour Stop, please go the sites linked below.



~~Flight reservations for the EAA B-25 Berlin Express:
<https://www.eaa.org/shop/Flights/FLYtheb25.aspx>~~

Unfortunately the B-25, Berlin Express will not be at the Tallahassee event

Flight reservations for the B-29 Doc:
<https://www.b29doc.com/rides/>



2022 Officers and Committee Chairmen

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

Tech Counselor

Flight Advisor:

Secretary/Treasurer: [Scott Swanson](#)
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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

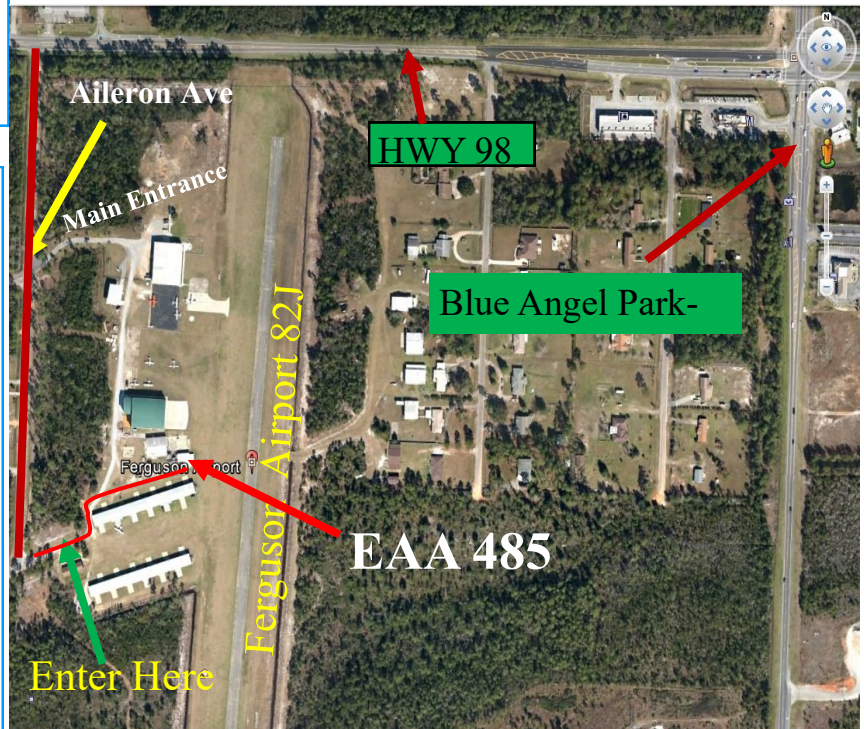
[FAA Notams](#)
[Thatcher Build Site](#)
[Barnstormers](#)
[Skyvector.com](#) Flight Planning, Charts
[AirNav.com](#) Airport info, Fuel Prices

Local Aviation Supplies

[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

Get Your Chapter Ballcap

We have ballcaps with chapter logo for sale for \$15. The next batch will be more expensive so don't wait.

Gaggle Announcement

Let's plan on flying over to Roy E Ray Field (5R7) on **Saturday April 30th** for a few hours. It's a nice ride over and lots to see over there. It's a 45 nm flight from Ferguson airport.



Rock Trivia Name the Song & Group

Into the distance a ribbon of black
Stretched to the point of no turning back
A flight of fancy on a windswept field
Standing alone my senses reeled
A fatal attraction is holding me fast
How can I escape this irresistible grasp?

Can't keep my eyes from the circling skies
Tongue tied and twisted just an earth bound misfit
I

Ice is forming on the tips of my wings
Unheeded warnings I thought I thought of every-
thing

No navigator to find my way home
Unladen, empty and turned to stone

Above the planet on a wing and a prayer,
My grubby halo, a vapor trail in the empty air,
Across the clouds I see my shadow fly
Out of the corner of my watering eye
A dream unthreatened by the morning light
Could blow this soul right through the roof of the
night

April 2nd 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
- Duane "Drano" Thiessen, "Fly on the Ford" Wrap-up
- Craig Spoke, Ray Scholarship Update
- Tanner Matheny, Young Eagles Update / Rally Plan
- Member Build Projects Update
- New Business
- Guest Speaker – Ophthalmologist Intern Leigh Jordan, "Dry Eye Conditions"
- Adjourn

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

Future Meeting Dates:

May - 14th

June - 11th

July - 9th

August - 13th

September - 10th

October - 8th

November - 12th

December – No meeting. Chapter Christmas Party TBA

Fly Ins:

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

Roy E Ray Fly-In April 27 - May 1st

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

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

Pink Floyd "[Learning to Fly](#)" 1987