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**President**  
**Ralph Moser**

Contact: [Ralph](#)

**Next Meeting Saturday, July 9th 1000**  
**At Our Clubhouse**  
**IMC/VMC Club Meets at 0830-0930**  
[Details](#)

I must start by thanking you the members. The attendance at the last several meetings has been excellent, and the participation in the ST Engineering tour (see group photo attached) and subsequent lunch was great.

Those of you at the June meeting heard me close with the following announcement. Here it is again:

“After the May meeting, an individual from this chapter, who wishes to remain anonymous, approached me with an offer to fund 3 private pilot training scholarships, up to \$10,000 each, for the remaining nominees for the 2022 Ray Scholarship!

After consulting with the chapter officers, we accepted. \$30,000 has been deposited into the chapter account. Mentors have been assigned to each scholar. This is completely an in-house program. It will be a bit simpler to manage than the Ray scholarship, but we still came up with “contracts”, expectations, and timelines similar to the EAA Ray program.

You will hear a lot more about these new, totally unexpected, “bonus” scholarships managed by our chapter”. Needless to say, we are proud that someone from within the chapter would be this generous, and would entrust us to mentor these new students.

At the July meeting, we will award these formally to Jacob Abston (mentor Wes Jordan) and Cody Rhoades (mentor Mark Rogers). Emily Bonds (mentor Donna Barker) will be out of state, so we will award hers in August.

Jacob and Cody will train at Aeropro Gulf Shores Airport, and Emily will train at Pensacola Air. In summary, we will very shortly be supporting 5 (FIVE) local teenagers engaged in flight

training **SIMULTANEOUSLY. Wow...** Look to other articles in this newsletter for updates on our Ray Scholarship and Young Eagles programs.  
Ralph



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

**Ray Scholarship Update 6/26/2022**

All things are progressing smoothly with the Ray Scholars.

Ray scholar #5 update: William Curd has passed his written exam. Way to go!!! He will be back flying ASAP. Cross country flights and practicing air work is on the agenda.

Ray scholar #6 update: Gabriel Davenport has decided to complete his training at Pensacola Air Flight School. This is the same flight school that William Curd and Emily Bond are using. He has his first flight as a Ray Scholar scheduled for July 2<sup>nd</sup>.

**Young Eagles Coordinator**

[Tanner Matheny](#)

On Saturday morning June 25th we flew 15 Chappie James students on Young Eagle flight. Their was weather in the vicinity of Ferguson



D  
A  
Y



which passed by the field and never impacted our flights. We only had 3 pilots and a group of ground volunteers to make this event happen.

Our thanks go out to them

Pilots

Ground

Mark Rogers  
Wes Jordan  
Tanner Matheny

Bill Diaz  
Ken Parks  
Scott Swanson  
Leigh Jordan  
Duane Thiessen  
Jose Martinez  
John McKiernan

We do it again on :  
**July 16th** with the second class.  
More to follow.

Tanner

**EAA Chapter 485 Minutes May 14, 2022**

EAA Chapter 485 Minutes June 11, 2022

Opened the meeting with the Pledge of Allegiance

Guest introduced themselves; Steve Davenport, father of Ray Scholarship hopeful Gabriel Davenport, Keith Albston and his son, Ray Scholarship hopeful Steve. The Albston's joined the chapter .

Officer updates

President Ralph Moser gave a quick safety briefing concerning taxiing incidents. We will be supporting the Gen. Chappie James Flight Academy with Young Eagles flights later in June and in July.

Craig Spoke announced Ray Scholarship recipient #6 is Gabe Davenport. He was presented a ceremonial big check and chapter cap. It was also announced that Craig recently retired from teaching.

Ralph Moser announced the chapter has received a generous gift to award 3 additional scholarships to the runner-ups for the Ray Scholarship. These will be presented in the July meeting.

The meeting ended so members could attend a tour of ST Engineering at the Pensacola Airport.. The next meeting will be July 9th.

During the VMC & IMC Club the discussion

was about handling a baggage fire in-flight, ways to get Flight Service Station services in-flight and what to do if you lose visual references during a circling approach.

Scott Swanson

**Road Trip Saturday June 11th**

Following our chapter meeting over 20 of us met at ST Engineering for a tour. We were briefed in the cafeteria area and received a tour of the hangar which can house 4 757 aircraft. The hangar was occupied by two 757 freighters that were having engine pylon modifications. They perform various checks on aircraft from various operators. Their Maintenance level is very deep basically equivalent to Depot level. They have the capacity to do freighter conversions which is a huge airframe change especially floor stressing and the large cargo door opening.

ST Engineering (ST stands for Singapore Technology) is growing in a big way at Pensacola. Eventually, PNS will be its US corporate offices. They are completing their second hangar on the east side of the field that is equivalent to the hangar we toured.

Early next year they will be starting to prep for two new hangars on the west side of the field for two 6 bay hangars giving them a total of 20 hangered airframes. That's a huge capability. They will be moving their downtown Mobile facility to Pensacola.

Following the tour many of us went to Golden Coral for lunch. Thanks Ralph for setting this up





## Shop Safety 101

Unfortunately, June was not a very nice month for me. Two shop accidents resulted in Emergency room visits a Tetanus shot, and 23 stitches. I briefly addressed the first one during our June chapter meeting.

I was working on the Thatcher prior to the Tuesday build night. We needed a bracket made to support labels for the fuel shutoff valve as well as hold a 2" diameter fuel quantity gage. I had rough cut a piece of .032 aluminum plate and clamped it to my drill press table. I had a 2" hole saw chucked up and adjusted the elevation. Just prior to the hole saw passing through the aluminum the clamp loosened and the metal plate spun catching me on the inside of my left pinky.

I knew I was cut and relieved with what appeared at first to be a paper cut sized slit. Within seconds I realized it was much deeper and wider. I washed it off, taped it up with masking tape and made the decision to go to the ER. An hour later I had a Tetanus shot renewal and 8 stitches on what was actually a curved cut just above the last knuckle.

Ten days went by and the second event took place. It was a freaky accident, not have anything to do with actual shop work. This was a well, "cleaning" accident. I've been spending time at the hangar cleaning, getting organized and making room for the arrival of my RV-10 fuselage kit. I was working at a small work bench and shelving area in the front of my hangar.

While unpacking a case of oil and putting it on the shelf, I inadvertently bumped a large coffee mug that I put small cleaning brushes in to dry. It was currently empty but managed to go off the bench and crash on the concrete floor. A split second later it hit me in the inside of my left leg just above the ankle. When I looked down I couldn't believe what I saw, a very deep 5" vertical cut and I was losing a lot of blood. I clamped the area with my right hand and used a small castor seat to get over to my paint and tape cabinet which had a big roll of duct tape. After about 5 wraps of tape I had most of the bleeding contained and cleaned up a bit. It hurt but the good thing was my foot was still working. The bleeding at least was nearly stopped. Back to the ER.

When I told my tale they didn't believe that a coffee mug could do this damage. The doctor remarked how straight and deep the cut was. As bad as it was I was very lucky because the wound was very close to a tendon. Irrigation of the wound and four X-rays later I received 3 internal stitches and 13 external. They did a great job! I spent 25 days in a row with stitches but I've healed considerably.

The accidents certainly raised my awareness level around the shop and everyday I'm finding things that need to be rectified. I recommend everyone take a look around your work area and ask yourself if this is as safe as you can make it?

If the mug had simply shattered into smaller pieces the damage if any would have been minimal. As it turns out the mug formed an excellent cutting edge with a lot of weight behind it.

Here is the mug!



You can see the two pieces that came out when it hit the floor. The large handle is still firmly attached. The upper part where my DNA is embedded is what did the cutting. This is a very large and heavy mug. The ceramic edge is sharp as a razor. Luckily the edges on the mug were clean as a whistle.

And now the rest of the story:

My Father's day present from my daughter Shannon and Son-In-law Frank arrived 3 days after the second accident. In the package was a bag of medicine in the form of a large number of Reese's Chocolate Peanut Butter Cups, "My Favorite", which Ruth immediately took and hid from me. The other item was a very nice First Aid Kit for the hangar. Ouch!! Thanks Guys!

I have a first aid kit in the hangar and also, Peroxide, bandages etc. in a cabinet. Unfortunately, in both situations especially the leg injury the contents were inadequate to deal with a forest fire. I'm actually thinking of strategically placing Duct tape rolls around my hangar. Ruth even thinks that's a good idea! John



## A Medal of Honor mission

Local members of Congress want pilot awarded for taking on 7 Soviet planes in 1952



U.S. Navy veteran **Royce Williams**, 97, of Escondido, holds a model of the F9F-5 Panther jet he flew during a legendary 35-minute dogfight during the Korean War. Williams didn't speak of the fight until the war's records were declassified. (Charlie Neuman For The U-T)

By Pam Kragen

Seventy years ago this fall in the skies over North Korea, U.S. Navy fighter pilot Royce Williams pulled off what many experts say is one of the greatest feats in aviation history. For 35 minutes, he engaged solo in an aerial dogfight with seven Soviet MiG-15 pilots, downing at least four jets before escaping to land his heavily damaged F9F-5 Panther jet on a U.S. aircraft carrier.

Capt. Williams' aerial heroics have been a legend for decades among pilots coming up through the Navy's Top Gun school, and the incident was recorded in Soviet Union military history. But no trace of Williams' daring flight on Nov. 18, 1952, exists in the U.S. military archives.

Rather than acknowledge an air battle that might have had the effect of drawing the Soviets into the Korean War, the U.S. Navy and National Security Agency scrubbed the dogfight from its records and Williams was sworn to secrecy for more than 50 years. As a result, when the nation awarded 146 Medals of Honor to U.S. servicemen for extraordinary valor in the Korean War, Williams didn't make the list.

But this past week, all five members of the San Diego County's congressional delegation joined forces to not only bring Williams' heroism to the public's attention, but also to right what they see as a historic wrong. Reps. Darrell Issa, Scott Peters, Sara Jacobs, Juan Vargas and Mike Levin are preparing an amendment to the 2023 National Defense Authorization Act to include the Medal of Honor for Williams.

Now 97 and long retired, Williams lives in a scenic mountainside home in Escondido's Hidden Meadows community. Spinal injuries from a long-ago plane crash in El Centro make it hard for Williams to maneuver around his home, but his memory of the 1952 dogfight remains as fresh today as it was seven decades ago. Asked how it would feel to be awarded the Medal of Honor now, Williams takes a few seconds to consider his answer.

"If it happened, I would be awed," Williams said on Monday. "I wish my dad could know. It would mean even more to my friends to know that I finally received it."

Over the past eight years, retired Rear Adm. Doniphan "Don" Shelton of Del Mar tried repeatedly to get the Navy and Department of Defense to award the medal to Williams, but Shelton passed away last October. The newly assembled delegation's effort, nicknamed "Operation Just Reward," is now seen as the last chance to get the medal to Williams before he passes away.

"Royce Williams is a hero like no other, and his uncommon valor and resolute courage in battle is a history everyone should know," Issa said in a statement. "His recognition with the Congressional Medal of Honor is overdue and we're going to get it done."

But even with the support of the bipartisan delegation, the medal award is no sure thing. Ste-



ve Lewandowski, a Navy veteran from Del Mar who assisted Shelton's efforts for three years, said he believes Williams' chances of getting the medal are only about 75 percent. But he hopes that will be enough.

"This is it ... 'once more unto the breach.' It's a ragtag, zero-resources effort, but it's the right thing to do. This old man needs to be recognized for this unbelievable dogfight, when quite frankly anyone else would've run the other way. He's the real Top Gun," said Lewandowski, who is past commander of American Legion Post 416 in Encinitas.

## 7v1 Encounter

From their early childhood in South Dakota, Williams said he and his brother dreamed of growing up to fly airplanes. They got their wish after enlisting for war duty in the wake of the Pearl Harbor attack in 1941. Williams was still in flight training when World War II ended, but he stayed in the Navy and while finishing up a college degree in Minnesota, the Korean conflict began. After training to fly the F9F-5 Panther jet, Williams shipped overseas and was eventually assigned to provide air support for a fleet of carriers off the North Korean coastal city of Chongjin, about 100 miles south of the Russian city of Vladivostok.

On Nov. 18, 1952, Williams said he and three other Panther pilots were assigned to do combat air patrol along the Yalu River, which separated the North Korean and Soviet territories. At the time, the Soviets weren't involved in the war and were not seen as a threat, but they had been sending more planes into the skies to protect their airspace.

While climbing through snow clouds below 12,000 feet, Williams said he and his patrol group learned that seven unknown aircraft were approaching at a high elevation. Meanwhile, the captain of the four-plane U.S. patrol experienced an engine problem, so he and his wingman returned to the ship, leaving Williams and his wingman behind. As the unidentified planes flew overhead, Williams recognized them as Soviet MiG-15s.

He and his wingman were instructed to head back toward the fleet and set up an aerial barri-

cade to protect the ships, but Williams and his fellow pilot soon found themselves "bracketed" at 26,000 feet by the MiGs, and four of them began firing at the two Navy planes. Williams' wingman broke away and safely returned to the fleet, but Williams was trapped.

Suddenly, Williams found himself facing the incomprehensibly long odds of surviving a "7v1" encounter, meaning seven planes against one. He describes the next 35 minutes as a never-ending battle of strategy and constant maneuvering to avoid being hit from behind, while taking the occasional shot whenever it presented itself. He said he was so busy thinking, he never had time to get scared.

"I was engaged mentally at the time. A lot of it was awareness of where they were and how I had to maneuver to avoid them. They were taking turns. I decided if I concentrated on shooting them down, then I'd become an easy target. So my initial goal was to look for defensive opportunities when they made mistakes," he said.

Lewandowski said Williams' air battle is now known as the longest dogfight in Naval history.

"Before that, the longest one was five minutes," Lewandowski said. "Even in the most extreme circumstances, pilots know that if you can run, you run. And you only ever train for 3 on 1. To go 7 on 1 is beyond imagining." Eventually, Williams ran out of ammunition, and cannon fire from a MiG took out control of his rudder and hydraulics. By that point, only one of the seven original Soviet planes was still in the air with him. He managed to escape by playing cat-and-mouse in the clouds with the MiG all the way back to the protection of the fleet. After he landed, he counted 263 holes in his jet, but he was uninjured.

The story of his dogfight was hushed up immediately, but a couple weeks later Williams was invited to have a private meeting with President-elect Dwight Eisenhower in Seoul, South Korea. Williams said he shared a cocktail with Eisenhower — who had come to visit the troops to fulfill a campaign pledge — but they never discussed the dogfight since "officially, it never happened."



**Forgotten hero**

Williams went on to serve in the Navy an additional 23 years, including flying 110 missions in the Vietnam War. He retired in 1975 with a display case full of medals that include the Silver Star, two Distinguished Flying Crosses and the Legion of Merit with combat "V." True to his word, he never told anyone about the dog-fight — not even his wife, Camilla, or his pilot brother — until the early 2000s, when the Korean War records were officially declassified.

Although the declassified U.S. documents for the Korean War have no record of the dog-fight, the air battle was written up in detail in Soviet documents.

When the Soviet Union broke up in the early 1990s, those records were released.

Russian military historian Igor Seidov wrote about the dogfight in his 2014 book "Red Devils Over the Yalu: A Chronicle of Soviet Aerial Operations in the Korean War." He wrote that of the seven MiGs that left Vladivostik that morning, only one returned to base. Four were shot down by a single U.S. aircraft, one plane was shot up and crashed on its way back and the seventh plane was never found.

After reading Seidov's book, Adm. Shelton launched his campaign for Williams to receive the Medal of Honor. Lewandowski said Shelton gathered signatures of support from nearly 100 Navy, Marine and Army flag officers, as well as resolutions from the American Legion and Distinguished Flying Cross Association. But by not involving Congress members early enough in the process to receive a congressionally awarded medal, Shelton's efforts ultimately failed.

Lewandowski said there are still hurdles to overcome, as the Navy and Department of Defense have already twice rejected the application. But Lewandowski said he hopes the battle for the medal can now be fought in the court of public opinion and the bipartisan coalition's support will turn the tide.

"What we're conveying is that this needs to happen not now, but right now," Lewandowski said. "He's the real deal and our country thirsts for heroes. We've got to get his award for him before it's too late."

Another amazing story! Some of you may wish to contact your representatives in Washington and push this issue. I've included email contact info for the 1st districts in both Florida and Alabama.

Reference: Royce Williams Congressional Medal of Honor for Korean War Heroics.

Florida District 1:

Congressman Matt Gaetz [Gaetz Email](#)

Senator Marco Rubio [Rubio Email](#)

Senator Rick Scott Scott Email

Alabama District 1

Congressman Jerry Carl

Senator Richard Shelby [Shelby Email](#)

Senator Tommy Tuberville [Tuberville Email](#)

**RV-7 Avionics Upgrade**

I temporarily installed my old panel after hacking a slightly bigger hole and put the new EFIS in. After plugging in the 3 D-Sub connectors I used a small 12v battery in a fused 5a protection circuit to "fire" it up. OK, probably not the best term but "smoke check" isn't exactly desirable either. The EFIS jumped to life and after poking around for a few seconds I determined the electron flow was good.

I began doing the calibration for the engine instruments and the various sensors. Not on my calibration list was fuel quantity which is a long process involved process.

I started with the newly installed flap sensor and after a minute got the hang of the AFS procedure and setup to communicate with the EFIS. They are all slightly different in their approach. The flaps calibrated quickly. You set the flaps up and the resistance of the sensor is converted to a value. You merely select set and the value is placed next to up. Next lower the flaps and record the num-



ber. It's a good idea to also make a log of the values. If you every fat finger something in the setup you can just enter a number for the value. A log will certainly be necessary with the fuel tank calibration which will have 14 values for each tank. You don't want to have to re-go that

With the flaps completed I moved on to the Aileron and Elevator trim. Pretty much the same thing but somethings wrong. I'm not really seeing any number change moving the trim. I hear the trim motors running and can see movement outside. Well that didn't take long. The 3 trim position sensors use a 10v bus to communicate with the EFIS. The Dynon system used a 5v bus. I remember going through the installation and made a little 10v/5v bus on a terminal strip. I looked and didn't see the trim leads connected.

I shut down the circuit and went looking. It then dawned on me that I had removed the small terminal strip to open up a place to rivet relocated rib for the panel. Evidently I never hooked up the Elev/Ail trim sensor power afterwards. Sure enough, after diving the panel I found the two wires with ring connectors and hooked them to the 10v bus. All is good.!

I checked various sensors and everything seemed to be good. I'm only reading about 15" on the MAP gage which is odd. It should be reading closer to 30". I did use my existing Map sensor which is identical or "maybe not" to one provided by Advanced. I made some notes and shut-down the EFIS.

Unfortunately, I haven't been back in the cockpit to finish up but I have drained my fuel tanks getting ready for calibrating the tank sensors. I'm still on semi "light duty" and crawling in the cockpit isn't on the list yet. See "Shop Safety 101"

### Instrument Panel Lettering

Test fitting the CAD Labels. I confirmed and tweaked my labels on the instrument panel. I used the same cad file as a template for drilling but using manual methods always produce some slight errors. I now "tweaked" my cad file to the actual holes. It's tedious work and I found myself switching over to Millimeters rather than dealing with fractions or dec-

imals. It took a few iterations to finally be satisfied with the fit. Various electrical wirenut sizes were used to center the printed file to the drilled switch holes.

### Verifying the CAD printout



It doesn't look good but during the lettering process the only thing being transferred is white lettering for the black print. The instrument panel paint is a Metallic Dark Metal. Apparently it's very popular and hard to find.

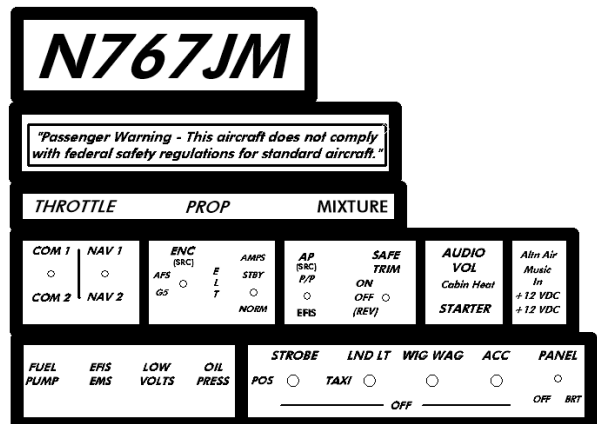
### How to print White

Actually, I'm not going to print white, just transfer the image of white letters through a process to the panel. The product I'm using is DecalPro fx. The starter kit cost \$89 and will easily do several panels along with lots of other things. You can virtually copy any image black and white or color and transfer that to any object including a candle.

At first it seems complicated and they stress to run a couple of practice images through before doing your own lettering. I've seen the print and it is nearly equivalent to a silkscreen expensive process. Instead of having a label with printing on it, the process transfers just the print directly to the panel.

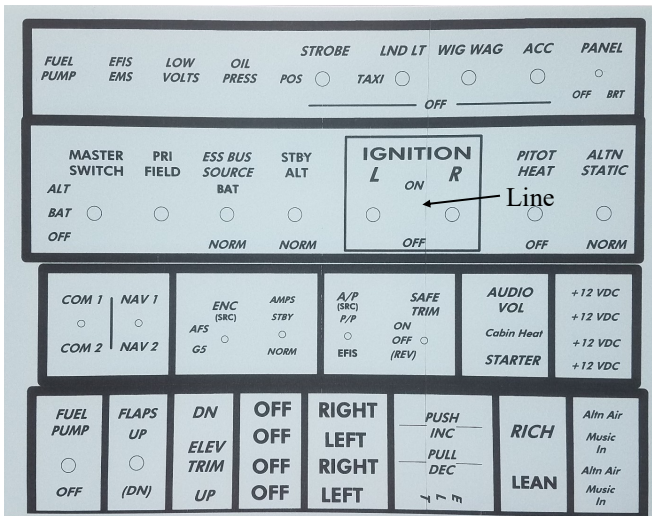
I recently went to the same UPS store that printed our information on the Fly the Ford posters. The first UPS store I went to wouldn't allow me to use the special toner transfer paper in their machine.

One of two sheets of labels





The first step in the process is to get whatever you want to replicate copied onto a special toner transfer paper in the kit. These are a standard 8.5" x 11" paper sized and you print on the blue side. If you're doing a multi color picture or drawing you merely copy that using a high quality copier. You can also use a printout from an ink jet printer and then copy that. You can't use and ink jet printed copy directly onto the toner transfer paper. For panel lettering you start with everything in black. Here is a picture of one of my sheets after copying onto the special paper. The lettering is crisp and perfect.



There are 20 or more different colored "foils" available including what I'm using - White.

I added some duplicate labels where I had space. A few things to notice is the fat black boxes. They are required to be added to hold the transfer together while the transfer paper surface dissolves when placed in a water bath This releases the print to your transfer medium. The boxes will be cutout before the transfer to the panel is made. A large paper trimmer is nice to have but you can use ordinary scissors There are small undersized circles on the printout where the switch holes in the panel are. This will help with alignment getting the lettering straight and centered when placed on the panel.

Back to the UPS store. I explained what I needed and they loaded my two label copies and the two blue toner transfer sheets in the machine.

15 seconds later I had a perfect copy. Well wait a minute not so perfect. Both copies had something replicated, a very thin barely visible line 2/3 on the right side. After investigating he said it's some glitch in the copy machine and he placed a maintenance call in. I told him I'll see what I can use and maybe even work around it. So I left the store and headed home \$ 0.54 lighter in my wallet.

The line is faint but unfortunately goes through the multi switch labels. I'll attempt to use it and see if I can remove some of it during the process. Since the transfer involves rubbing or actually burnishing the letters to the panel, there still may be hope! I may in fact be able to pull this off with tape or tape over it to avoid transfer.

Now that you have what you want on the Toner Transfer Paper the first step of is complete. It will take a little practice to get the entire process down. There is a good instruction sheet and there are a few videos on You Tube. "They Say" that the process takes 8 to 10 minutes from start to finish so "we'll" see. I want to know who are "They" are?

You also need access to a good laminating machine that can handle packets 10 mil thick. I picked up one that was recommended as an open box item and added a Square Trade 2 year warranty for about \$110. I'm looking at 3 instrument panels plus other projects so the overall investment isn't very expensive if the quality is there. Here's a list of what is required and the process order:

Items required:

- [Decal Pro fx](#) Transfer Starter kit
- Laser Printer / Copy Machine/Ink Jet Printer
- Laminator
- Acrylic Stamp Blocks (These help align the print)
- CAD Program (There are free ones out there)
- PATIENCE

Decal Pro fx Starter Kit contents:

- 20 Transfer Foils (8" wide by 15' long)
- 13 Metallic, 3 Pigment (solid) 4 Special Effect
- Carrier Board - Fiberglass .020" board to use as a platform through laminator (8.5" x 11")



- 1/2 Mil Mylar Cover sheet (.005")
- Tack Rag
- Low Tack Tape
- Spray adhesive
- Pre-Printed test images

THE PROCESS:

Regardless of whether you are making an all white image, a metallic shade or a full-color image, there are 7 steps that are common to all transfers made.

- a) PRINT to the Toner Transfer Paper (TTP)
- b) REMOVE MOISTURE / MARK THE CURL
- d) COLORIZING (Foiling) the image
- d) SEPARATE image from the TTP
- e) BORDER removal
- f) ADHESIVE applied
- g) TRANSFER the image

Next month I'll expand the 7 steps above along with comments on how difficult each process is. I should have a completed panel and even better yet a flying RV-7.

It's crunch time because in a little over 3 weeks we're heading for Oshkosh. If push came to shove I could always temporarily label a panel with my Brother P-Touch machine that can also print White letters on a clear background.

# Thatcher

John

We've begun populating the instrument panel in order to complete our inside wiring. Thanks to Brian Gurley we now have a master mag and start switch saving a hole and some real estate.

We now need to find a pair of stator rectifiers to complete our electrical system main components. Since there is a pair of stator positive wires there have been problems running two rectifiers together on certain batteries. The plan is to

run on a single system at a time and alternate between flights.

We also need a tach that can read both mags. Flight Data Systems makes a T-30 that reads both tachs so you have valid numbers on a mag check. We're also looking for a direct reading oil temp probe.

The time is getting close to putting the CX-4 on its gear. We still need to purchase wheels, tires and brakes for the main gear and we have the spring and tailwheel assembly for the aft on hand.

The engine will soon be mounted to start construction of the engine cowling. That means we'll need our fiberglass expert Mark Rogers to lead us through the process. I imagine we can locate most of the fiberglass cloth necessary to do the cowling, wing tips and elevator caps. Somewhere we do have Plaster of Paris molds for the wingtips which should make it pretty easy to do the layouts. John

### Aviation Briefs

Courtesy of Drano: Listen to this banter between an instructor pilot and an ATC tower controller [Cooperate and Gradutate NOT!](#)  
Sometimes you just gotta wonder??

### Lockheed's Sikorsky wins \$2.3 billion Army Black Hawk multi-year contract

By Jen Judson

Lockheed Martin's Sikorsky unit won its 10th five-year contract worth \$2.3 billion for 120 H-60 Mike-model Black Hawk utility helicopters with options for an additional 135 aircraft for both the Army and other customers through Foreign Military Sales, the Pentagon said.

Click [Here](#) for the full story

### Samson Switchblade

An article July 24 2019

#### First Flight Nears for Samson Switchblade

Obviously the headline from nearly 3 years ago was a bit optimistic. It appears they have resolved cooling issues and are possibly getting close to testing the wings. I believe most of the taxi and acceleration tests have been done minus the wings and tailfeathers which will add some weight and could affect ground handling especially at the projected takeoff speed of 88mph.



# July 2022

# EAA 485 news

IN CONGRESS, July 4, 1776.

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

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

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

He has refused his Assent to Laws, the most

wholesome and necessary for the public good.

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

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

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

He has dissolved Representative Houses repeatedly, for opposing with manly firmness his invasions on the rights of the people.

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

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

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

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

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

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

He has affected to render the Military independ-

# Pensacola FL



ent of and superior to the Civil power.

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

For Quartering large bodies of armed troops among us:

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

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

For imposing Taxes on us without our Consent:

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

For transporting us beyond Seas to be tried for pretended offences

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

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

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

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

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

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

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

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

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

Nor have We been wanting in attentions to our British brethren. We have warned them from time to time of attempts by their legislature to extend an unwarrantable jurisdiction over us. We have reminded them of the circumstances of our emigration and settlement here. We have appealed to their native justice and magnanimity, and we have conjured them by the ties of our common kindred to disavow these usurpations, which, would inevitably interrupt our connections and correspondence. They too have been deaf to the voice of justice and of consanguinity. We must, therefore, acquiesce in the necessity, which denounces our Separation, and hold them, as we hold the rest of mankind, Enemies in War, in Peace Friends.

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

## Declaration Signees.

**Delaware** • [George Read](#)• [Caesar Rodney](#)• [Thomas McKean](#) **Pennsylvania** • [George Clymer](#)• [Benjamin Franklin](#)• [Robert Morris](#)• [John Morton](#)• [Benjamin Rush](#)• [George Ross](#)• [James Smith](#)• [James Wilson](#)• [George Taylor](#) **Massachusetts** • [John Adams](#)• [Samuel Adams](#)• [John Hancock](#)• [Robert Treat Paine](#)• [Elbridge Gerry](#) **New Hampshire** • [Josiah Bartlett](#)• [William Whipple](#)• [Matthew Thornton](#) **Rhode Island** • [Stephen Hopkins](#)• [William Ellery](#) **New York** • [Lewis Morris](#)• [Philip Livingston](#)• [Francis Lewis](#)• [William Floyd](#) **Georgia** • [Button Gwinnett](#)• [Lyman Hall](#)• [George Walton](#) **Virginia** • [Richard Henry Lee](#)• [Francis Lightfoot Lee](#)• [Carter Braxton](#)• [Benjamin Harrison](#)• [Thomas Jefferson](#)• [George Wythe](#)• [Thomas Nelson, Jr.](#) **North Carolina** • [William Hooper](#)• [John Penn](#)• [Joseph Hewes](#) **South Carolina** • [Edward Rutledge](#)• [Arthur Middleton](#)• [Thomas Lynch, Jr.](#)• [Thomas Heyward, Jr.](#) **New Jersey** • [Abraham Clark](#)• [John Hart](#)• [Francis Hopkinson](#)• [Richard Stockton](#)• [John Witherspoon](#) **Connecticut** • [Samuel Huntington](#)• [Roger Sherman](#)• [William Williams](#)• [Oliver Wolcott](#) **Maryland** • [Charles Carroll](#)• [Samuel Chase](#)• [Thomas Stone](#)• [William Paca](#)• [Arthur Middleton](#)• [Thomas Lynch, Jr.](#)• [Thomas Heyward, Jr.](#) **New Jersey** • [Abraham Clark](#)• [John Hart](#)• [Francis Hopkinson](#)• [Richard Stockton](#)• [John Witherspoon](#) **Connecticut** • [Samuel Huntington](#)• [Roger Sherman](#)• [William Williams](#)• [Oliver Wolcott](#) **Maryland** • [Charles Carroll](#)• [Samuel Chase](#)• [Thomas Stone](#)• [William Paca](#)



Benjamin Franklin Quotes:

They who can give up essential liberty to obtain a little temporary safety deserve neither liberty nor safety.

We must, indeed, all hang together or, most assuredly, we shall all hang separately.

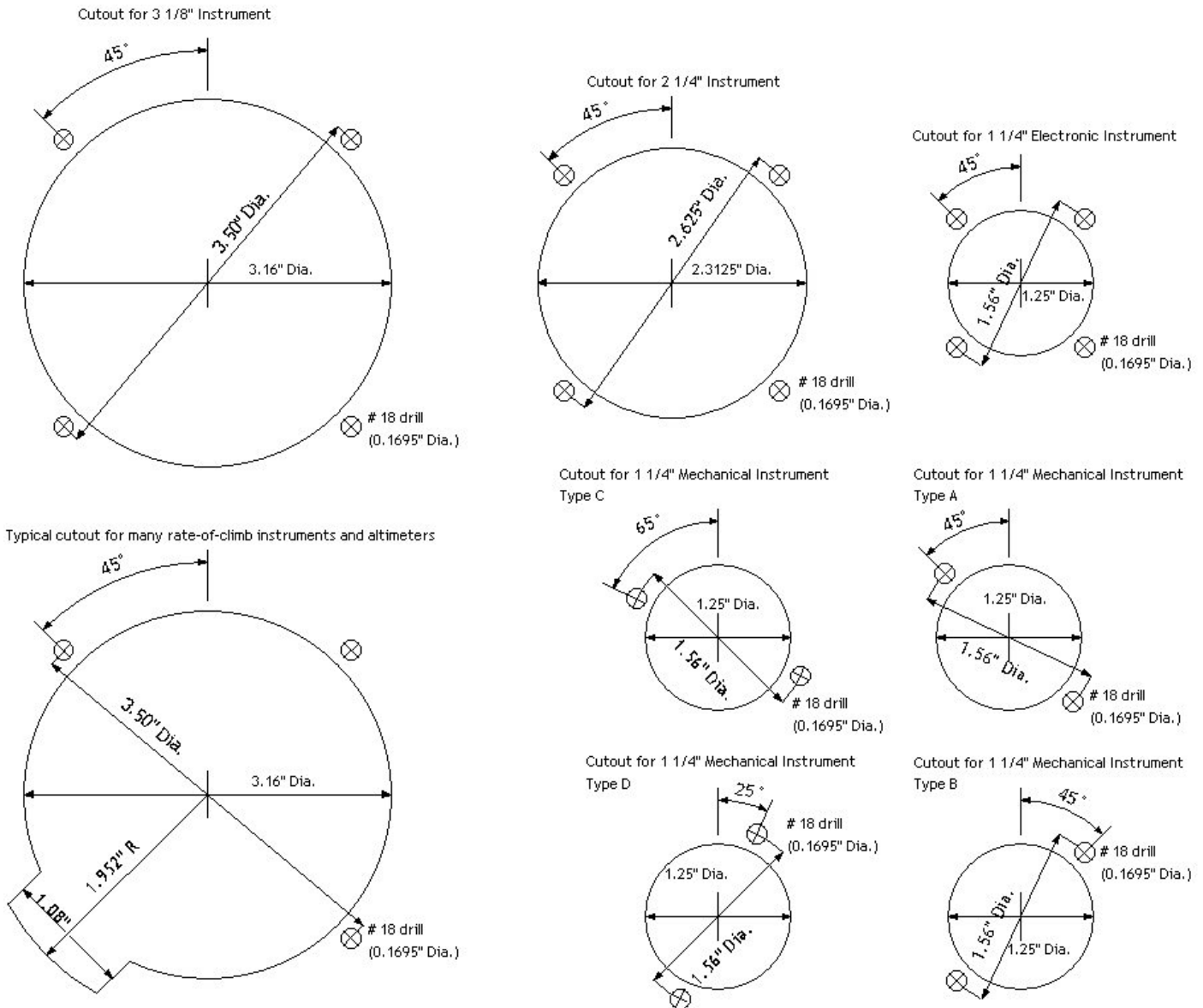




Here is a handy reference and when scaled correctly will yield a great pattern for cutting 3 1/8", 2 1/4" and 1 1/4" instrument holes including the screw holes. Remember that these are aviation based gages. Automobile gages are an unknown sizes. Smaller automotive gages are 2" vice 2 1/4" diameters. Always have a gage in hand and measure to be sure.

Keep in mind also that the aviation gages normally install from behind the panel while most automotive have a bezel and install from the front side and use a clamping system. The best way to cut the standard aviation holes is with a punch system. Depending on the punch quality and historical use fine cleanup of the hole may be necessary to fit the gage. Also a snug fit to the gage doesn't allow for paint thickness on a finished panel so that needs to be taken into account.

John





## 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

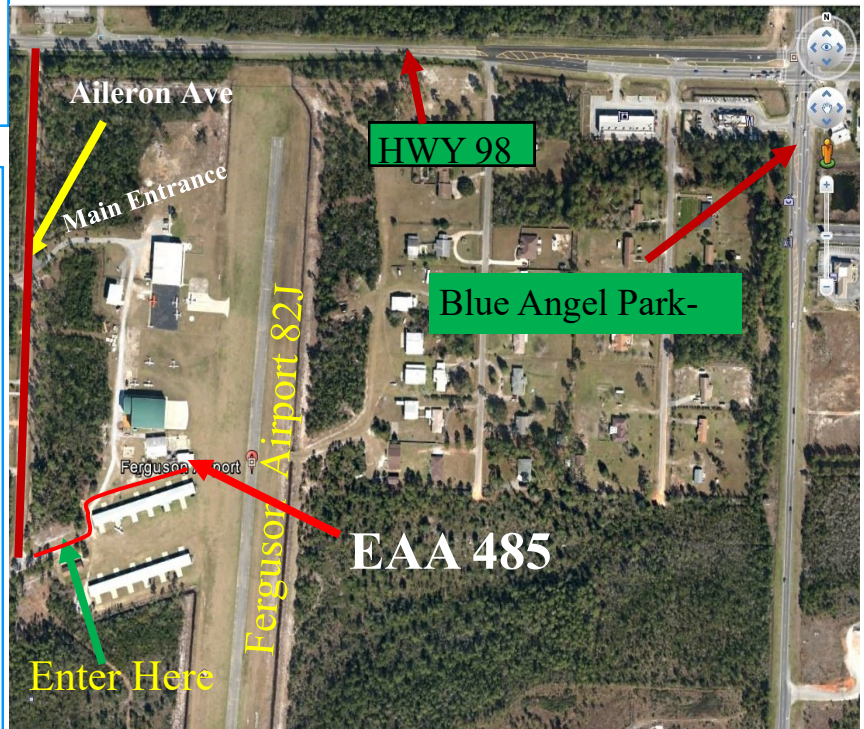
[FAA Notams](#)  
[Thatcher Build Site](#)  
[Barnstormers](#)  
[Skyvector.com](#) Flight Planning, Charts  
[AirNav.com](#) Airport info, Fuel Prices

## Local Aviation Supplies

[Johnson Supply Company](#)

50 South E St  
Pensacola, FL  
850 434-7103

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



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



Home Of The PANHANDLE PELICANS

# EAA 485 Pensacola, FL

## Get Your Chapter Ballcap

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

## Chapter Dues

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 send a check to Scott:

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



Red Skelton reciting the Pledge of Allegiance on his television show in 1969. We can all learn something listening to this extremely talented, patriotic American legend  
Click [Here](#)

This F-18 driver isn't wasting any fuel coming aboard. Click [Here](#) Thanks Drano



**Chapter Meeting July 9th, 2022:**  
VMC/IMC Club at 0830-0930

**General Membership Meeting 1000-1100:**

- Pledge
- Guests
- Officers Reports: President, Vice-President, and Secretary/Treasurer
- Flight Safety
- Chapter 485 Scholarships Awards
- Member Build Projects Update
- New Business
- Recent Mountain Flying Report, Angus Rupert
- Formation Flying Basics, Mark Rogers
- Adjourn
- Light Lunch – Deli Roast Beef/Ham/Turkey Sandwich Tray / Chips / Soft Drinks / Coffee. \$2/sandwich donation requested.

## Future Meeting Dates:

- 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.

**Oshkosh (KOSH) July 25 – July 31**

**Tripple Tree Fly-In Sep 19-25**

**Thomasville GA (TVI) Oct 14-16**

**[SERFI Evergreen, AL \(GZH\) Oct 15-16](#)**