



August 2022



Home of the  
"Panhandle Pelicans"

EAA 485

Squawk 485

Next Meeting Saturday, SEP10th 1000  
At Our Clubhouse  
IMC/VMC Club Meets at 0830-0930

[Details](#)

## President

Ralph Moser

Contact: [Ralph](#)

Air Venture 2022 is in the books, and it was a doozy! I am aware of nine members of Chapter 485 who made the trip to Oshkosh, WI: John McKiernan [and his son Pat], Steve Foerster, Wes and Leigh Jordan, Nick Hanssen, Elisabeth Maas [and her dad Martin], Glen Horne, Mike Danford and myself. There were probably more. Nice turnout! The weather was perfect all week, and attendance was an all-time record 650,000+.

Nick Hanssen rode with me in our 182 to get to Air Venture. Sly devil got a high-performance endorsement and some instrument dual along the way...

As mentioned last meeting, our Chapter received three accolades. First, John McKiernan received an award at the annual Awards Breakfast for Newsletter Editor of the Year. Well deserved and long overdue. Then Nick Hanssen, Ray#1, participated in a Chapter in the Woods evening event highlighting the select group who have been a Young Eagle, got their private license under a Ray Scholarship, and then flew Young Eagles. I picked up a nice plaque for our chapter being one of relatively few that has flown Young Eagles all 30 years of the program's existence. Heady stuff! And I brought back a bag full of 30-year Young Eagles pins for all of you who have ever been involved in the program.

On July 22, we put on a one-day ground school at the clubhouse for our three newest scholarship recipients, Jacob Abston, Emily Bond, and Cody Rhoades. Instructors were Craig Spoke, Justin Shaw (NIFE), and myself. We covered Aviation Weather theory and products, FAR/ AIM and VFR weather minimums, Weight and Balance, Navigation Theory, Sectional Chart Review, and Cross-Country Flight Planning. The

chapter treated these three new scholars to lunch at the Crazy Horse Cafe. The only chapter money we've spent on them is the lunch, and some "starter kits" of a sectional and two local chart supplements. Renter's insurance will be paid for out of their scholarship awards.

Looking forward, I have submitted a tentative date through Nick VanHouten for a Continental Motors factory tour for our chapter members and guests. The date is Friday, September 9<sup>th</sup>, 10:30. I should have more details on this at Saturday's meeting.

Mark Rogers will host the August VMC/ IMC meeting due to the Barkers being out of town on vacation. We will run a slideshow of Oshkosh highlights between meetings 0930-1000, and after the 1000 meeting. Our guest speaker at the 1000 meeting will be NIFE Justin Inman, talking about the experience of racing his Cassutt Special in the Formula One Reno air races last year.

We hope to have burgers afterward, for the first time in over two years. Ralph



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

### Ray Scholarship Update 8/7/2022

All things are progressing smoothly with the Ray Scholars.



Pensacola FL



Ray scholar #5 update: William Curd has been able to get several flights in the last few weeks. After taking some time off from flying to study for the written, he is back up to speed and soloed again on Saturday 8/6.

Ray scholar #6 update: Weather continues to be problematic for Gabriel. He has had several planned cross country flights delayed but has another try scheduled for Saturday August 13<sup>th</sup> at 15:00. Hopefully he will be able to get this one done.

### Young Eagles Coordinator

[Tanner Matheny](#)

Hello Chapter 485! We received a high honor at Oshkosh this year. Out of the thousands of chapters that were in operation between 1992 and 2022, only 102 can claim their membership has supported Young Eagles for thirty consecutive years. Chapter 485 is one of the chapters that has had members participate in the program every year since 1992! As the Young Eagles Coordinator that makes me feel very proud and thankful to everyone in this chapter. Ralph picked up a nice plaque courtesy of EAA that we will display proudly.

August 1st officially kicks off 30 Flights for 30 Years. Hopefully we can have enough kids come to rallies to allow us to fly 30 kids and be eligible for a polo from EAA with a unique logo. Expect a public rally in October-November with a private rally for a Boy Scout troop on October 8th.

Tanner

#### EAA Chapter 485 Minutes **July 9th, 2022:**

General Membership Meeting 1000-1100:

Opened the meeting with the Pledge of Allegiance

Guest introduced themselves: Justin Inman, a Navy officer and Jordan, a Coast Guard officer. Both are in the flight training pipeline.

President Ralph Moser, gave a safety report about density altitude and fuel quality. He gave preview of Oshkosh including awards the chapter will receive. He announced Pensacola Air will be looking for an Operations Supervisor if anyone is interested.

Duane Thiessen presented John McKiernan with a much needed first aid kit.

Secretary/Treasurer Scott Swanson gave a summary of the account balance and said he is accepting dues payments and name tag request.

Craig Spoke stated Will passed his written test and resumed flying.

Tanner Matheny reported the first Chappie James Academy Young Eagles event was completed and the second one was scheduled for the next week.

Mark Rogers gave a presentation about formation flying.

Chapter 485 Scholarships Awards were presented to Emily Bond, Jacob Abston and Cody Rhoades.

The meeting adjourned followed by a light lunch.

VMC/IMC Club at 0830-0930

The following subjects were discussed during the meeting.

ASOS weather reports

An accident caused by taking off with the gust locks installed.

Landing when a rolling fog bank partially obscures a runway.

When to start a turn during a Missed approach.

Recent Mountain Flying Report by Angus Rupert

Scott Swanson

The aftermath of the crowd trampling the grass surrounding Van's new RV-15 at Oshkosh





## RV-7 Avionics Upgrade

Setbacks and more setbacks. I attempted to calibrate the fuel tanks and ran into a major problem. I couldn't get any indication out of my fuel tank float sensors. Both sides indicated a value of Zero (0) even after adding fuel....Zilch!

I reached out to Advanced and got an email within a couple hours that they are researching. Two days later I got a response from a tech that this EFIS/EMS was originally setup to use capacitance probes and to obtain a correct reading I needed to add a 1,000 ohm resistor to a 5v dc circuit as a pullup voltage to talk nicely with the EMS. He included a diagram of the "modified" circuit. I wasted a lot of time but now I had a fix in hand.

I had a spare 1K ohm resistor in my stash of electronic parts. The next day I cobbled it together and was in business. I did one tank which takes about 1 1/2 - 2 hours and since you need to calibrate both on the wheels and inflight it's an involved process. I chose 3 gallon increments of adding fuel to the 21 gallon tank. After saving the info in the EFIS I waited till the next day to do the other side which necessitated draining 20 gallons of fuel and doing the same drill on the other tank. When I got done I really didn't like the results that I saw. Something was way wrong.

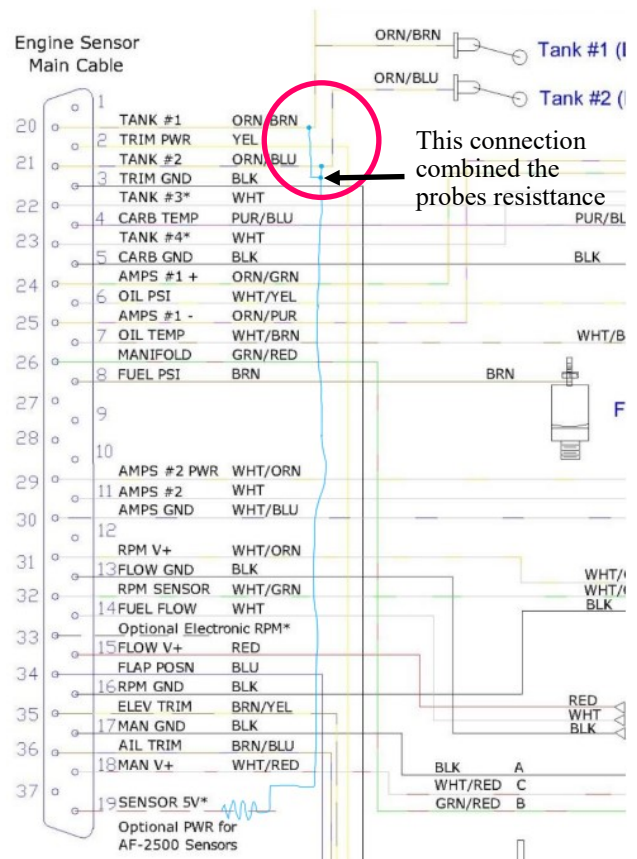
I drained the tank down and looked at what they sent me via email and checked what I did. Everything was connected as depicted. I was going to give up for now on the AFS and spent a night going over reinstalling a panel that I could put my FD180 back in place of the AFS 4500. I could fly while the AFS unit was reconverted by them back to basic resistance reading from my probes. I even replaced my left probe that had been acting funny during the calibration. My RV10 project uses the exact same probes just a different dimensioned float and I hadn't installed them yet.

I built a new plate to install the Dynon in the larger panel hole. It would take some wire changes and swapping the magnetometer and OAT probe but I'd be flying again. I spent several hours planning what needed to be done. After verifying the integrity of my old Dynon internal setup it wouldn't require fuel tank calibration

since it has a memory. I was optimistic of being ready for Oshkosh. Here is the test fitting with the Dynon FD180 in the instrument panel. A huge size difference from the AFS4500.



Just before wiring the Dynon I looked one last time at the drawing sent from Dynon via email. I confirmed my wiring. I was ready to pack it up and send it in when I saw the light.





The senders each have a single wire attached that report resistance to the individual tanks in the EMS. The tech placed a single 1K ohm resistor feeding both probes with a pullup voltage. They both needed a pullup from the +5v bus but hooking them together put both probes resistance together. OK, this would be simple enough to check. I snipped one of the probe sender wires from the junction point and used alligator clips to place another 1K resistor into that circuit. That worked! The tech had simply made a mistake.

This cost me about 3 days time and a lot of work. After about 1/2 day the tanks finally calibrated correctly and it's now time to button up things and finish this project. I now have fuel quantity indicators that I can trust. The EFIS computes fuel remaining based on fuel flow. It gives a comparison to the probe senders fuel remaining value. It will also compute fuel to waypoint, fuel to destination and NM/Gal of fuel based on current Groundspeed. The fuel senders are the only way to tell if there is an unseen leak.



I'm using a Floscan fuel flow measuring device in my system. They actually have a small "rotor" that spins as fuel goes through them. There is a LED sensor and photo-transistor that counts the rotor

pulses internally and sends that info to the EFIS/EMS. This allows the unit to display fuel flow as GPH (Gallons Per Hour).

Each measuring device is tested at the factory and they are tagged with a K factor number that represents the number of pulses for X amount of fuel. The K factor is entered into the EMS and then fine tuned based on the actual fuel used at tank fill-ups. I couldn't remember the original K factor of my unit from 2008 but I went into my Dynon FD180 to see what the current number is: 30,000.

I've put that in the calibration settings on the AFS and after a few tanks of fuel will probably need some fine tuning.

### Finally My QB RV-10 Fuselage is Here!

At 0800 on Sunday morning, July 24th Mark Watson helped me transfer the fuselage components from the huge Stewart transport semi-trailer onto my trailer. After 530 days from ordering, my Fuse arrived intact with an additional bonus of the four door panels normally delivered with the Finish Kit.

### Van's RV-10 Fuselage Cradle



I found cradle plans online from an RV-10 builder. I purchased wood on Friday and in the early evening I received a call from the driver setting delivery on Sunday morning 0800. Saturday afternoon was busy cutting and building this cradle. The notched 2x8s hold the spars and the back slanted area holds the aft

fuselage/tail cone splice area. I added the plywood shelf on the bottom from a crate that held wing skins courtesy Vans. The last thing was to attach 4 polyurethane swivel locking castor wheels.

On Monday my 5 windows arrived from Cee Bailey part of the Desser Tire Company businesses. Ruth called and said the box was damaged and had a hole in it. Luckily, they were well protected inside, each insider bubble wrap and no damage occurred. I ordered them on May 24th and they arrived on July 25th. Hopefully, the supply chain issues will be improving.



## OSHKOSH by GOSH

My son Patrick flew us up to Oshkosh in Ron Lock's Cirrus SR-22. He had flown the plane but between us, we couldn't remember if he every landed.

We went over to Foley where he did a T&G and a full stop to fuel. I deemed him fit to fly. Our next leg was to Madisonville (2I0) Ky for a midway fuel and pitstop. It's a very nice facility and like a lot of GA airfields had very little activity. It was midday on Wednesday so that might explain it.

Our next leg was up to Watertown (RYP) which would be our overnight stay. It's located about 40 miles south of Oshkosh. I had made reservations at a hotel that was walking distance from the field and they got the reservation dates confused although I had a printout and confirmation the "Inn was full". There was a Best Western across the 4 lane that looked way better and Pat called them while I waited for the final decision after the clerk made a few phone calls.

While Pat was on the phone with the Best Western he said they had rooms I told him to ask if they gave a military discount. They did and then asked us which Branch? Well that was a first, Navy?? Is there a different price for each service? [the clerk was just curious]. It turned out to be a really nice motel and it was less money than brand X. It was a 5 minute walk to the airport FBO in the morning.

We've been to Watertown at least 3 other times and there wasn't the normal activity level of aircraft waiting to fuel and remaining overnight. It's one of the friendliest places to fly into and I highly recommend it. We've always been well taken care of there.

Taxiing out to runway 27 for departure we parted a large group of Canadian Geese. Following our runup they were right back at the runway intersection. Pat asked on the radio about the geese and the FBO quickly replied they'd send a vehicle out to chase them. A charter pilot I was talking to in the lobby was taxiing out on the other runway and he said he'd see what he could do. As he taxied by on the crossing runway they reluctantly got out of the way. I carefully watched them as we were on our initial roll. They main-

tained there position just off the runway as the other aircraft sat there.

We blasted off at around 0730 with our 32 page "How To Do It" Notice, enlarged graphics of the arrival and the OSH frequencies loaded in the Garmin 430s. Five minutes into the flight passing 3,000' arrival info could be heard to proceed to the 3rd out of 4 entry points Puckaway Lake on the arrival. Making our arrival leg about 30 miles long to the runway. We were looking at about 25 aircraft all over the screen with arrivals and departures including several crop dusters.

It was busy but we never had to alter our course or show off our Basic Airmanship flying circles around the lakes. Pat told me he was comfortable flying the 90 kt arrival at the 1,300' altitude. They used 1 mile spacing which worked out perfectly. Our traffic was a high wing 2 NM ahead and that distance never changed much so we cheated up to 100 kts. Behind us was a conga line growing by the minute. The only communication was with the approach controller asking us which runway we preferred and where we were flying in from. As busy as they were they are super friendly. Nobody cut-in, everybody behaved and we were cleared for runway 36R or as they say the "Skinny Runway."

As we neared the field we were amazed at the number of aircraft. They were all over the place and there were thousands of tents. The taxi after landing was long and busy but kept moving. It was prime time departure at the field consisting of over 100 aircraft. There were at least 4 C-47s (DC-3) opposite direction taxiing. We went past probably 40 flag waver volunteers along the way.

While taxiing I noticed scattered tents in the GAP (General Aviation Parking). Finally they found an open spot. We were in row 610 in the "North 40" along the taxiway for 09/27. One of the things Jack Pelton mentioned is that they didn't want to turn anybody away flying in. He said people made a huge effort to come a long way and they needed a plan to make that happen, and they did.

We had reservations at the "Dorms" in downtown Oshkosh. Once tied down we left the bags on the aircraft and just grabbed our backpacks. The place was packed but not suffocating.



They had school buses running routes from our plane to the aircraft registration on the south side close to the Warbirds display which was completely full. It was well organized and everything worked smoothly.

There must have been 50 T-28 aircraft, they were parked all over. I flew them in Navy training and then 4 years later as an instructor in the same squadron, VT-27. We had 77 aircraft at one time, over 100 instructors and were the last T-28 squadron. Many of them still displayed VT-27.

The Ford Tri-Motor rides for the day were sold out by 1100. There was lots to see and we attended several forums. It was a great 3 days.

On Sunday morning we got to the plane and there was very little traffic. Out taxi was short to runway 27 and about 12 minutes after startup we were back in the air. Our first destination went IFR and with the assistance of approach found a suitable field to refuel. The leg back to Shields had us picking our way around buildups even in the Pensacola area. Our total time was right at 12 hours for the trip. It's nice to have a fast scooter!

John



## C-124 Globemaster

The C-124 was a lumbering transport aircraft first fielded by the Air Force in 1949. Designed to haul outsized cargo, or up to 200 troops, it featured a 77-foot-long cargo bay. Pretty, the Globemaster was not.

It looked like a pregnant schnauzer and was only slightly faster. The four massive Pratt & Whitney 4360 radials on its thick wings looked ridiculously undersized for the job and could on-

ly propel the ungainly brute to a cruising speed in the high 200 mph range. In flight, the aircraft's cavernous fuselage and the 4360s combined to produce a less than smooth ride; hence, the Globemaster's nickname 'Old Shakey.'

Rear Admiral Edward L. 'Whitey' Feightner was trained as a fighter pilot, he proved himself during WW II, with nine Japanese kills. By 1959, Feightner's career had also included stints as an Admiral's Aide, a Blue Angel and a test pilot.

Feightner had flown just about every Navy fighter and a remarkable variety of other military land and sea aircraft. Prolonged exposure to the sun and his fair complexion produced frequent sunburns. And having no tan earned him the nickname Whitey.

Typically, the only thing that a Navy fighter pilot and Globemasters had in common was a need to be at a certain destination at a certain time. In the winter of 1959, Cmdr. Feightner was flying the A-4D Skyhawk in Jacksonville, while the Globemaster was a hundred miles north at Charleston AFB, serving Military Transport Service-MATS.

On the afternoon of February 13, 1959, fighter pilot and Old Shakey met. 1200 Hours: Pinecastle Bombing Range, February 13, 1959

I had orders to fly to the Mediterranean and replace the Air Wing Commander of Carrier Air Group-10 on the Forrestal. Relieving a senior officer in the middle of a cruise wasn't SOP, but the people in Washington wanted this particular commander back at the Pentagon pronto. This meant I got a real hurry up in my orders. In fact, I was out flying an A-4D Skyhawk over a bombing range area, when I got a call from the air station. I was to land immediately.

I jumped out of the jet into a waiting car that sped directly to the BOQ. I threw my clothes into a bag, and in less than 30 minutes, I was on my way to Charleston AFB.

On arrival, I was taken straight to an Air Force C-121, which immediately fired up and taxied out. Just as we got to the runway, the tower called. They stopped our airplane.

Two MPs walked into the cabin and asked whether Commander Feightner was on board. I held up my hand and I was told to follow them. I looked at them and said,



"Not so fast. Here are my orders. I'm wanted in the Med right away." They said, We understand that Sir . . . but read this. It was an authorization to commandeer anybody . . . at anytime . . . for an urgent mission.

I got off the airplane. We got into a car, and I was driven to the operations tower, where I found out they had a special mission headed for Europe. The Navy had 10,000 pounds of top-secret gear that needed to go overseas, and it was tucked into a C-124 sitting on the ramp. And I was now commandeered to baby sit this gear.

The C-124 was a huge airplane, even by today's standards. In your mind, just think of expanding cargo bay size of a C-130 five to six times and you'll get an idea of what the C-124 looked like. And its pilots sat twenty-four feet above the tarmac.

This airplane's squadron was just getting a new squadron commander: an Air Force Lieutenant Colonel with a new Major as his Operations Officer. This flight was also to be their line checkout before they were qualified to take over the MATS squadron.

The plane was about ready to depart, and I was given a .45 to strap on and was led to a seat bolted to the deck in the rear of this cavernous airplane. A tarpaulin covered the 10,000 pounds of gear, and in this huge space, that just amounted to one little mound. And I was back there all alone.

I didn't even know what it was I was guarding other than 10,000 pounds of top-secret gear. And I was to not allow anybody to take it away from me.

By the time we taxied out to the runway, it was just about dusk, and it was raining. We started the takeoff roll, and I was sitting back there and couldn't see anything. I knew there was a check pilot up front with the Colonel and the Major for the flight.

Sure enough. Like all good check pilots, he chopped power on an engine during takeoff. I heard the power come off, come back on and then come off again, and we lunged to a sudden stop. The crew hadn't really handled this very well. And we were now off the runway with the six-and-a-half-foot tall right mains up to their

axles in the mud.

It took about four hours to get the airplane back on the runway. They hosed off all the mud, determined there wasn't any real damage and decided that we'd go ahead. We went back out onto the take-off runway. But this time, the check pilot didn't chop an engine.

We climbed and headed out across the water on a course just past Bermuda, when it was decided that the flight crew had run out of crew time. So, we dropped into Bermuda to stay overnight and let them get the proper rest.

The next morning, we needed to get on the road again soon so the crew wouldn't run out of crew time before we got to the Azores.

It was between breakfast and lunch then, and there wasn't any place open to feed us except the British O' Club. They said that breakfast would be Hungarian Goulash, they were about to serve for lunch that day. I can't stand Hungarian Goulash and talked their cook into making an egg omelet for me.

## **1700 Hours: Bermuda, February 14**

I ate my omelet. And everybody had their goulash. We got airborne at about 16:30 in the afternoon and were climbing through 1,500 to 2,000 feet, when there was a loud bang!

In the back, out of a small porthole-type window I could make out that they were shutting down the number-three engine. I was still strapped in, and as I didn't know what was happening, I stayed strapped in! We orbited off Bermuda for probably an hour while they assessed the situation.

They figured out that an exhaust stack had loosened on that starboard inboard engine. They decided that three engines would be fine since we didn't have a heavy load. There had been enough delays already, so we just pushed on. [ Later I discovered that a Navy ship was waiting for this gear we were delivering.]

## **2030 Hours: 9,000 feet, Mid-Atlantic**

We headed off across the pond toward the Azores. About three hours later, the crew chief came and asked me to come up to the cockpit. I was delighted; I was freezing to death in the



back. We went forward and climbed a ladder through the tremendous cargo bay up to the flight deck.

That's when I was told we had a real emergency going on. The check pilot, who was an Air Force Captain in the Reserves, had just come down with ptomaine poisoning. He was now strapped into a bunk behind the flight deck, and he didn't look good at all. He was in convulsions, and he was as white as he could be.

The pilot Major also looked like he was bitten by the goulash. But he had his headphones on and was standing next to the Captain, talking on the radio to a doctor somewhere, getting medical advice on what to do about this.

I assumed we would turn around and head back home, but the Colonel said to me, "We're about to run into a weather front, and I would like to get that engine back on-line. The crew chief and I want to go out [into the wing] and fix it."

The C-124's wing thickness was so great that you could actually walk [crawl out is more like it] into the wing during flight and perform maintenance on the engines.

He asked if I would fly the airplane for a little while. I was happy to; anything was better than sitting in that cargo bay. So, I jumped into the left seat and took over; everybody else left the cockpit and went elsewhere.

I'm flying along about 9,000 feet, and after about 25 or 30 minutes, not a soul had come back to the cockpit. The airplane was on auto pilot, and I just monitored everything and made sure we stayed on course.

All of a sudden, we ran into the front, and it started to rain, and there was a lot of lightning. Since I'd never been in a C-124 before, the next thing that happened really alarmed me. The instrument panel kept jostling back and forth! Man, this thing was Old Shaky! I thought my eyesight was going bad, but the shaking was just characteristic of the airplane. It had a spring-mounted instrument panel that seemed to move through an inch and a half of travel back and forth in rough weather. You can imagine what it would be like to fly instruments by hand. Then we started to get some fairly hard jolts.

No one returned to the cockpit.

Because I didn't know how much stress the airplane could take, I turned off the autopilot and began to fly the instruments manually. The turbulence was getting more and more severe, and it was raining quite hard.

Just then, the crew chief called me over the intercom: "Skipper - get ready to crank up the number three engine." He went over the engine start checklist with me. I started up the engine.

The oil pressure came up just fine, the temperature looked good, and it idled just like it should. I decided to bring it back up on-line and synchronize the propeller.

Everything was going great except that we were really being thrown around by this storm. I had my hands full, and after an additional 15, or 20 minutes, I thought, "I'm still alone up here. What's going on with those guys?" So, I called the crew chief on the intercom.

But got no answer.

Shortly after, the cockpit door opened up and a slender young guy walked in. He was a Navy Lieutenant-jg. I looked at him completely baffled when he told me, "I'm Lt. Roberts, your navigator."

He saw my quizzical look and told me he had just gone through navigation school and that he was not an aviator; he was a Navy DESTROYER sailor!

I thought, "What else strange can happen?"

Well, he starts to bring me up to date [on the engine problem] saying, "When you started up the engine, the Colonel was in the engine nacelle. He got a terrible dose of carbon monoxide. He's down and gone blind!"

Later, I saw a big plaque on that engine that read: "DO NOT ENTER ENGINE AREA DURING FLIGHT: CARBON MONOXIDE"

Apparently, he and the crew chief had been able to put the blown stack back on and wire it into place. It seemed to be holding satisfactorily, so the Colonel told the crew chief to head out and tell me to start the engine, while he stayed behind to make sure there wouldn't be a fire around the stack when the engine was started.

When it fired up, the Colonel ingested a



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huge amount of carbon monoxide fumes and he passed out.

They got the Colonel out [of the engine area] and put him in a bunk. On top of everything else, by this time, the pilot Major was now upchucking from the same goulash.

0300 Hours: 9,000 feet, closing on the Azores, February 15

I am all by myself in Old Shakey's cockpit.

After a while, we got fairly close to the Azores. I shifted over to the Base frequency, and the next thing you know, I get a call from there saying, "We're sending a B-17 out to you. And when he picks you out on radar, he will give you a call." "He has an emergency boat on board."

And that got my attention. I didn't know what they knew. But they said, "Keep on coming. You'll break out of the storm 50 miles east of the Azores. The minute you break out, you'll orbit until daylight. And then we'll bring you down." That sounded good to me.

So, I kept on heading that way. And pretty soon, I broke out of the storm and could see the moon and stars. Soon, I looked down and saw the island ahead. And reported I had them in sight. They "rogered" that, and I started to orbit.

At about 03:30 the tower called me. Apparently, the doctors decided we had to get the Colonel down or he might not make it. I asked, "Do you have a GCA?" They confirmed they did. I replied, "Well turn it on, because I am coming in." They said, "All right; we'll bring you in. But be advised that you'll have a slight crosswind and we've got clouds over the island down to about 800 feet". I said, "Fine, we'll just come in on the radar."

We got everything straight and I started talking to the GCA controller when all of a sudden, a voice from the Control Tower asks, "WHO ARE YOU?"

I replied, "I'm a Navy fighter pilot . . . and I'm flying the airplane."

They came back, "Wait one! "

I realized that my casual answer had probably worried them, thinking - how in the world is a Navy fighter pilot going to land that huge thing.

So, after a little pause, I called again and said, "If it's any help to you, I'm also a Navy test pilot.

And though I've never been in a C-124 before, I've flown a lot of big airplanes."

That seemed to settle them down. I was again advised of a right crosswind on the base's single runway. I told them it wouldn't be a problem.

As I was getting ready for the approach, I got hold of the aircraft's crew chief and asked him, "How about getting that pilot Major up here with me."

I was on final, down to about 3,000 feet, when the Major trudged into the cockpit. He sat down in the right seat. And I figured, you know, this guy knows his airplane.

So, I told him, "OK, you've got it."

Right away, the Major says, "NOT ME! " "I'm not gonna take this thing! I'm too woozy, and I keep passing out!"

Well, I guess this was my day to do everything. So, I told the Major, "I'm gonna fly instruments all the way down. You let me know when we've made [visual on] the runway.

But then . . . YOU TAKE OVER ! "

We kept going downhill, and we broke out about 1,000 feet. And I told him. "O K! IT'S . . . ALL . . . YOURS! "

He grabbed the wheel. [But I'll tell you, being an old flight instructor, I never REALLY let go of that thing!]

We got over the runway. I saw the wind drifting us. So, I cranked the wheel into it. And I didn't get any opposition from him. So, I'm not sure which one of us landed it, but we did put that airplane on the runway [from our perch 27 feet above the concrete.]

Later, I learned that the Colonel was soon medically discharged from the Air Force. And 'they' also managed to save the check pilot's [career.] On the other hand, [lying back there in the bunk] he had a really bad case of ptomaine poisoning.

The next morning, a new C-124 flight crew came in from somewhere, and we took off and flew to Rabat. When we landed there, the Forrestal had an A-3 Sky Warrior sitting on the tarmac waiting for me. In fact, my predecessor, the outgoing air wing commander was flying the airplane. They threw me on board, and my next stop was landing at

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sea aboard the carrier. We put the guy I relieved on another airplane. And presto I was an air wing commander.

I got a big letter of thanks from the Air Force. Apparently, the top-secret cargo was some kind of communications gear. To this day, I don't know exactly what it was, but eventually, it did get to where it was going. And so did I.

Whitey Feightner with Jan Tegler

Flight Journal April 2006

Thanks Drano for sending this. I need more stories so if you see something worthy send it in.  
John

## Thatcher

We've begun working on some of the initial firewall forward wiring and have most of the cut-outs done on the instrument panel. It's a slow process. We are going to purchase a pair of voltage regulators and some miscellaneous items. Mark Watson has offered us some 6" wheels and brakes that are not going to be used. We'll need to check if there are any CX-4s flying with that size wheels. We actually could use some extra height up front yielding a slightly higher angle of attack. A 6" tire would give us about 1 1/2" more height.

The last big piece we need is the cowling. First the engine will be mounted and then we will begin forming the cowling with mesh and spray foam. Sanding smooth and sealing we'll make layups for the cowling.

I'm hoping to get our resident fiberglass expert on this project, Mark Rogers. We'll probably need to purchase some fiberglass for the project as my supply is fairly limited. We also have wingtips to make and some glass parts on the elevators. The plans call for metal fabricating of some fairings but it may be easier and better using fiberglass pieces.

Once the engine is mounted the CX-4 will need to be on it's gear. We'll probably convert some wood dollies to for the wheels so it can easily be moved.  
John

The day after returning from Oshkosh I dropped Pat off at 0530 at Pensacola Airport. Driving over to the hangar on 98 I saw this TRW on and off. When I turned onto 93 it framed itself perfectly in this field. The bright sunlight is reflecting off the cloud just after daybreak. The cloud was around for over 1 hour and actually started to regroup.  
John



Two hours later this is what it looked like out my hangar door.



We got another 2-3" of rain out of this.





## 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](#)

## Interesting Links

[Blue Angel 360](#) Way cool  
[Making the First Airbus 220 Time Lapse](#)  
[Jetman Unleashed in Dubai](#)  
[F-18 Low Level](#)  
[High Speed Carrier Maneuvering](#)

## Miscellaneous

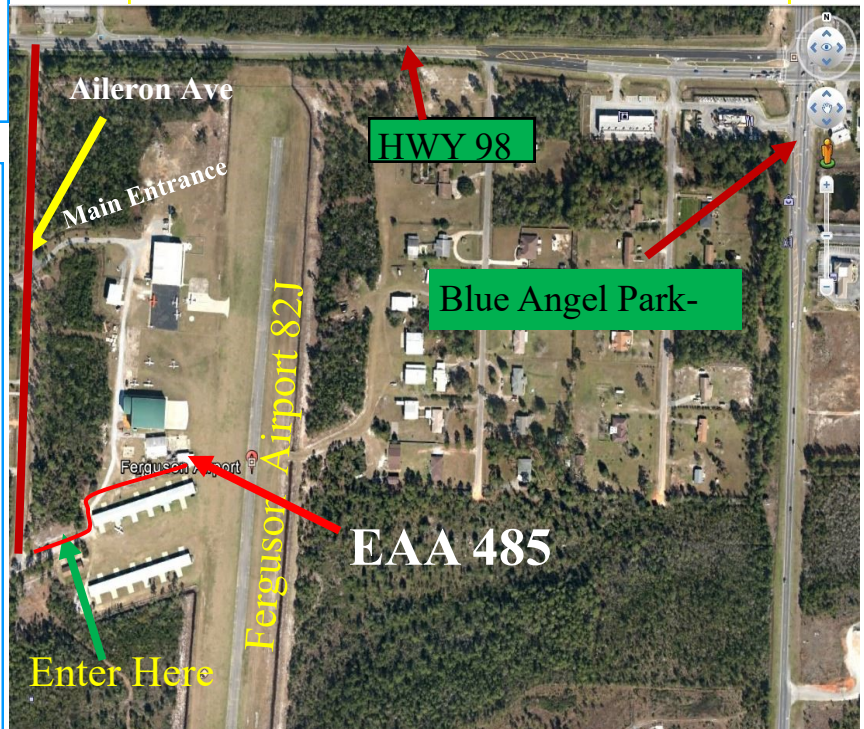
[1800wxbrief.com](#)  
[FAA Notams](#)  
[Thatcher Build Site](#)  
[Barnstormers](#)  
[Skyvector.com](#) Flight Planning, Charts  
[AirNav.com](#) Airport info, Fuel Prices

## 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

[Smooth Touchdown](#) KLM Commercial



**Chapter Meeting Aug 13, 2022:**  
VMC/IMC Club at 0830-0930

**General Membership Meeting 1000-1100:**

- Pledge
  - Guests
  - Officers Reports: President, Vice-President, and Secretary/Treasurer
  - Flight Safety: Helicopter Wake Turbulence
  - Chapter 485 Scholarship Update
  - Ray Scholarships Update
  - Young Eagles Program Update
  - Member Build Projects Update
  - New Business
  - "Racing Reno", NIFE Ensign Justin Inman
- Adjourn**

**Lunch – BURGERS ARE BACK! / Chips / Soft Drinks /Coffee.**

\$5 donation requested

### Future Meeting Dates:

- September - 10<sup>th</sup>
- October - 8<sup>th</sup>
- November - 12<sup>th</sup>
- December – No meeting. Chapter Christmas Party TBA.

[Tripple Tree Fly-In](#) Sep 19-25

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

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

[Air Venture 2023](#) July 24 – July 30