



September 2022

EAA 485



Home of the
"Panhandle Pelicans"

Squawk 485

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

[Details](#)

President

Ralph Moser

Contact: [Ralph](#)

PRESIDENT'S NOTES

Thank you Mark Rogers for guest-hosting the VMC/IMC club portion of our August meeting. It was informative and thought-provoking as usual. We formally awarded the last of the anonymous scholarships to Emily Bond at our general meeting, and were treated to an outstanding first-hand guest presentation from Ensign Justin Inman about racing Formula One at the Reno National Air Races. Thanks to members Robert Ermer, Gabriel Davenport and Cody Rhoades for providing hot burgers after the meeting.

I made two new purchases for the clubhouse this month, with club officers' approval. One is a compact refrigerator (\$218.53), to be used for food and condiment storage. The other is a Dongle for the TV set (\$44.06) that allows wireless presentation from any Apple or Android phone or tablet device. Along with our recent WIFI hot-spot setup, this should maximize our ability to give quality presentations or training at our clubhouse.

Doug Francisco and I sat down recently and reviewed the eaa485.org website for currency and layout. The Home page in particular was revised. A dedicated scholarships page was added. Doug, our long-time WebMaster, does fine work with this challenging chore. Several of us responsible for key programs in the chapter give Doug frequent updates to post. It is a constant challenge for any chapter to keep their "public face" current. Doug again requests that those of you who do not have a photo next to your member information please submit one to him via e-mail, or ask him to take one at the next meeting. And Doug will continue to coordinate with Secretary/Treasurer Scott Swanson to get new member in-

formation posted on the website in a timely manner. Thanks.

Let me make a strong pitch for something: WE NEED MORE, CURRENT, WILLING AND AVAILABLE YOUNG EAGLE PILOTS! Soon we plan to host a fall public Young Eagle rally. One thing is for sure; we will be limited only by our number of pilots and aircraft. I understand that it does involve money – fuel, airplane costs, in some cases even airplane rental costs. And it costs a Young Eagle pilot money to stay current, qualified and insured for this. But please focus on the positives. We gain a lot of good community and airport support from this program, and we have for 30 years running. You are potentially the spark that gets a young boy or girl into an aviation career! Tanner Matheny lists the requirements to be a Young Eagle pilot in his article in this newsletter. Let's make our fall rally a big success!

Friday, Sept. 9th, we have coordinated a Continental Aerospace Technologies factory tour in Mobile. You should receive a separate email with all the details. This is their all-new, high tech factory. Please attend if you can!



RAY AVIATION SCHOLARSHIP UPDATE

[Craig Spoke](#), Chapter 485 Coordinator

All our scholarship students are progressing. The weather has impacted some of the flights. Craig



Pensacola FL



Young Eagles Coordinator

[Tanner Matheny](#)

Hello everyone! Hopefully we start getting some cooler weather soon! I would like to chat about a few things that are coming up.

October 8th we are hosting a private rally for a Boy Scout troop of 16 scouts that will be in town from Tennessee at Ferguson from 1130-1300. They are very excited and eager to experience aviation to earn a badge as part of their Boy Scout program, so max participation would be needed! We will get a list of pilots and ground volunteers at our September meeting.

We are also looking to host a public rally October 22/23 for Pensacola at Ferguson sometime in the morning. Speaking of rallies, let's ensure all pilots are reminded of what is required to be a Young Eagles pilot:

- **Be a current EAA member and hold an appropriate airman's certificate (sport pilot or greater).**
- **Possess a current medical certificate (if applicable).**
- **Be current to carry passengers in the aircraft you plan to use.**
- **Have a current flight review.**
- **Complete the Young Eagles registration form before the flight, including parent or legal guardian signature, and pilot signature.**
- **Conduct flights in an aircraft that is in air-worthy condition.**
- **Have aircraft passenger liability insurance for the aircraft used (owned, rented, or borrowed) with \$100,000 per seat coverage.**
- **Adhere to all applicable Federal Air Regulations (FARs).**

Complete both the online training and basic background check as a part of EAA's Youth Protection Policy. For more information visit: EAA.org/YouthProtection.

I hope you all can help make a difference in these upcoming rallies! Tanner

EAA Chapter 485 Minutes August 13th, 2022:

General Membership Meeting 1000-1100:

Opened the meeting with the Pledge of Allegiance
Guest introduced themselves: Donovan Wedgeworth (joined the chapter), Paul Thompson, Virgil Sutherland. Paul and Virgil are new to the area.

The tour of Continental Motors is being finalized.

President, Ralph Moser gave a recap of Oshkosh including awards the chapter received. He announced Logan Moore is the new airport manager at Ferguson. We have a wireless hot spot available in the club house. We need someone to do some minor repairs at the club house.

Vice-president, Mark Rogers gave an update on the Gulf Shores High School Aviation program.

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

The Flight Safety briefing was about helicopter wake turbulence. Information can be found in AC 90-23G.

Craig Spoke stated Will has soloed three times and is approaching cross country flights..

Chapter 485 Scholarships students, Emily Bond, Jacob Abston and Cody Rhoades have all started their flying lessons.

Tanner Matheny reported a Boy Scout Young Eagles rally is being planned. The second Chappie James Academy Young Eagles event had to cancel due to weather and a conflict to reschedule.

The Thatcher build nights continue on Tuesday nights 1800-2000 at Shields airport. Contact [John](#) if you're interested in building

Justin Inman gave a presentation about his experience flying in the Reno Air Races.

The meeting adjourned followed by lunch.

VMC/IMC Club at 0830-0930

The following subjects were discussed:

- Flying over wildlife areas.
- Pilot controlled lighting being on a different frequency from the CTAF frequency.
- Atmore RNAV 36 LNAV/VNAV minimums are lower than LPV minimums.
- Flying in Alaska where there were no suitable emergency landing spots.
- A wrong surface mid-air collision event between a PA-46 Malibu and a C-172 at North Las Vegas Airport



Congratulations "485" Scholarship Winners!



Cody Rhodes

Jacob Abston

Emily Bond

Anonymous Chapter 485 Donor Funds 3 New Scholarships

After our May 2022 meeting, an individual chapter member, who wishes to remain anonymous, presented President Ralph Moser with an offer to fund 3, up to \$10,000 each, private pilot training scholarships to our remaining interviewees for the 2022 Ray scholarship. The chapter officers considered the offer, and we accepted! \$30,000 has been deposited into the chapter account. Mentors have been assigned to each scholar. Mark Rogers will mentor Cody Rhoades. Wes Jordan will mentor Jacob Abston. Donna Barker will mentor Emily Bond. We had all parties agree to a "contract" describing expectations and goals. Needless to say, we are SO PROUD AND THANKFUL that someone from within the chapter would be this generous, and would entrust us to mentor these new students. They are training at various flight schools in the area.



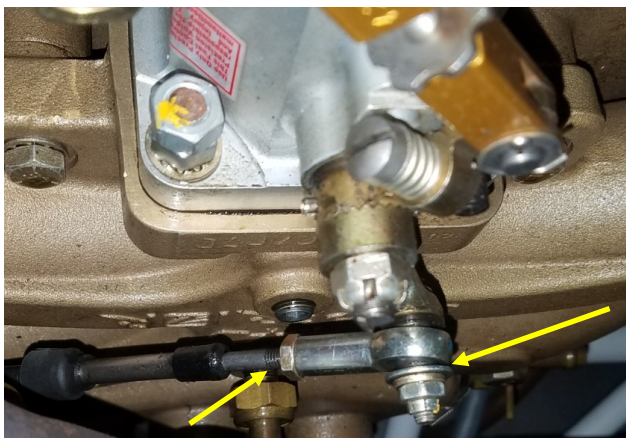
Quick Paint Booth for Small Parts

While doing the avionics upgrade in my RV-7, I needed to match the engine controls panel with the new instrument panel color since it attaches to it. Trying to save time (always a bad idea) I attempted to strip and repaint this without removing the 3 cables (throttle, prop, mixture). This was a huge mistake and cost a lot of time.

In the end it took about 1 hour to remove the cables taking my time and marking the proximity of the 3 adjustable Heim joints and one bulkhead bracket on the throttle cable.



Here is the throttle cable in a homemade bracket. I have other pictures to help relocate the cable within the bracket insuring that I'll have full throttle authority from idle to max power. Enlarging the picture I can count the threads allowing it to be exactly re-installed. Some very minor tweaking with the Heim joint may need to be made.



Notice that the Heim joint has only about 4 threads exposed past the "Jam" nut. Also where the Heim joint attaches to the throttle arm on the fuel servo there are two washers and a metal locknut. Any critical firewall forward nuts should use metal lock nuts. The larger washer (silver) is larger than the inside diameter of the ball retainer where the standard AN3 washer is not. In the even a ball failure will keep the joint attached. Hopefully, just some unnecessary insurance.

And you thought this was just about painting!

I stripped the plate to bare metal then used Scotch-Brite for final surface prep and thoroughly cleaned the piece before painting. Painting outside was out of the question due to our wet weather so I needed to paint inside. I looked through my reserve of pre-used cardboard boxes. I managed to find a perfect sized one and with a utility knife, masking tape and welding rod had





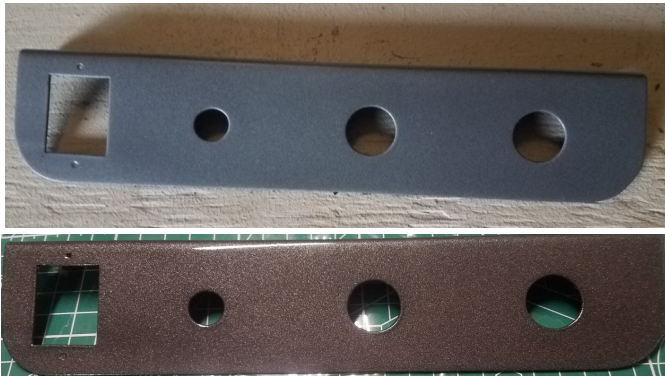
what I needed.

Painting items with holes, especially larger ones, becomes problematic since the paint can run around on the opposite side while spraying, especially if the part is laying down. Spraying a light coat of primer is OK as can be seen by the shadow of the part on the right side of the box. The primer “flashes” immediately and is applied lightly unlike the top coat. The primer gives the topcoat something to “bite” into.

Suspending the part in air on a wire helps to alleviate the issue but also allows small pieces to move around while spraying. I use another wire to hold the part in place. I sprayed a self-etching primer that I’ve had good success with.

The best part of suspending the part is you simply rotate the wire so both sides can be painted. I let the primer harden overnight.

The next day early I painted the back with “Rattle Can” Fusion Metallic Dark Metal which I used on the instrument panel. Later in the afternoon I painted three thin coats with about 3 minutes in between on the front. This paint although dry to the touch needs a minimum of over-



night drying. The last step is clear coating the part with Polyurethane 2K (component) paint for durability.

It came out very nicely! On the second clear coat it was an overcast day with no bugs. A pair of “love bugs” decided to land on the lower right corner and make a mess. I picked them out and used a heat gun on the area and slowly pushed some paint into the demolition area. It can be seen but I’m calling it a day.

A Word to the Wise When I was a Kid... I had a great uncle Charlie who was a mechanic

all his life. They came over my parents house one evening and I was pulling a power steering pump off my car. He took one look and said, “you need to pull that alternator. It’s in your way and it will save you time. About an hour later he came back out. I couldn’t get to one of the bolts on the pump. He told me I’ve been doing this a long time and if there is something in your way remove it. It will save time in the long run and you won’t have as many cuts on your fingers, hands and arms.

I took his advice removed the alternator and was done in about 30 minutes. Fast forward over a half century. I often use his advice but sometimes the “Gremlins” get the best of me. The time lost here and frustration just wasn’t worth it.

John

Thatcher

Instrument panel and wiring work continues but it has been slow going. We had a couple more cancelled nights due to weather.



The backside of the instrument panel shows the last two necessary gages which are oil pressure which will be mechanical via capillary tube and the oil temperature. There is an oil temp probe installed in the engine and will take some experimentation to see if it will work with our gage. We’re also looking for a tachometer solution with the dual Bendix mags. We’re leaving some space in the lower center of the panel for a possible transponder although we don’t have any plan to install one at this time.

Once again the limited amperage supplied by the Stator/Alternator will yield a maximum of 12 -15 amps at normal engine cruise speed. I imagine way less during ground operations.



Aviation Briefs

GAMI Unleaded Avgas Approved For GA Piston Fleet (Updated)

In a first for the aviation industry, the FAA has approved supplemental type certificates (STCs) for the use of General Aviation Modifications Inc.'s G100UL 100-octane unleaded avgas in all general aviation piston aircraft. GAMI co-founder George Braly stated that the[...]

[Read this article](#)

NASA Awards Five Additional Missions To SpaceX

NASA has signed on with SpaceX for five additional missions to transport crew to the International Space Station (ISS). The missions are a modification to NASA's Commercial Crew Transportation Capability (CCtCap) contract with the company, which originally covered nine missions.[...] [Read this article](#)

Video Shows Ukrainian MiGs Firing Raytheon Missiles

It would appear some good old U.S. (and Ukrainian) ingenuity has gone into the apparently successful integration of the digitally dependent Raytheon AGM-88 high-speed anti-radiation missile (HARM) into the completely analog MiG-29s of the Ukrainian air force. The potent weapon,[...] [Read this article](#)

ScaleWings Carbon Fiber Mustang Replica At AirVenture 2022

With several scale P-51 replicas to choose from, ScaleWings' carbon fiber version offers the Revell-model ease of assembly, while retaining the all-metal "look." The Germany-based company painstakingly duplicated all the rivets, screws, hardware—even replicated the fabric-covered rudder—with indentations in the[...] [Read this article](#)



CDR Dean S. Laird RIP

It is with deep regret I inform you of the passing of Navy WW2 Ace CDR Dean S. "Diz" Laird, U.S. Navy (Retired) on 9 August 2022 at age 101. Diz Laird entered the U.S. Navy in January 1942 and served as a Naval Aviator until his retirement in 1971 as the Executive Officer of Aviation Air Transportation Ferry Squadron THREE TWO (VRF-32.) Diz is the only Navy Ace to shoot down German and Japanese aircraft, finishing the war credited with 5 ¾ kills. He was awarded the Distinguished Flying Cross and five Air Medals. He was one of the last living Aces from WW2.

Diz enlisted in the Navy Aviation Cadet program on 2 January 1942, and received his commission on 11 August 1942. Following flight training at Naval Air Station Miami, he was designated a Naval Aviator on 21 October 1942. The next month he reported to Fighter Squadron FOUR (VF-4) "Red Rippers" embarked on carrier USS RANGER (CV-4,) flying the F4F Wildcat fighter.

On 4 October 1943, RANGER executed Operation Leader, a surprise strike on German shipping along the coast of German-occupied Norway, near the Arctic Circle. At least five German (or German-controlled) ships, including a large tanker and a troopship were sunk or beached, with German casualties estimated as high as 350 going down with the ships. The raid severely disrupted shipment of critical iron ore from northern Norway to Germany for several months. Four of RANGER's aircraft were lost, three to anti-aircraft fire and one to accident. The pilot and gunner of one downed SBD Dauntless were killed, and the pilot and gunner of another SBD were captured. One TBF Avenger was downed, and only the pilot survived.

At around 1400 on 4 October 1943, radar detected three German aircraft approaching RANGER. By then, the unlimited visibility of the morning had given way to extensive cloud cover. Two pairs of RANGER VF-4 fighters played cat and mouse with the German aircraft in the clouds. Finally, Lieutenant (junior grade) Diz Laird and his flight leader located a Ju-88D twin-engine bomber and took turns shooting it full of



holes – unlike Japanese bombers, German aircraft did not immediately burst into flame when hit – before the plane finally crashed in the ocean. Laird subsequently sighted an He-115B twin-engine float plane flying at very low altitude and hit it. The float plane attempted to land on the water, but one of the float pylons collapsed and it cartwheeled into the sea. These were the first German aircraft shot down by U.S. Navy aircraft in WW2.

See H-gram 022 [H-Gram 022 \(navy.mil\)](https://www.navy.mil/h-gram/022) for an overview of Operation Leader, and attachment H-022-3 for full detail. [H-022-3 Operation Leader \(navy.mil\)](https://www.navy.mil/h-022-3)

After RANGER returned to the States, VF-4 transitioned to the new F6F Hellcat fighter. Flying from USS BUNKER HILL (CV-17,) Laird shot down two Japanese Kawasaki “Tony” fighters near Manila on 25 November 1944. After VF-4 cross-decked to ESSEX (CV-9,) Laird was nearly shot down in December 1944 over the Philippines, when he was hit by anti-aircraft fire that also downed the squadron Commanding Officer. Laird was able to get his bullet-riddled fighter 250 miles back to the carrier, making a successful wheels-up landing on the flight deck. On 16 January 1945, near Hainan Island, China, Laird was flying in great pain with what turned out to be an inflamed appendix when he shot down a Mitsubishi “Hamp” fighter while protecting a U.S. Navy aircraft on a reconnaissance mission.

On 16 February 1945, flying near the Japanese Home Islands, Laird shot down a Mitsubishi Ki-21-II “Sally” twin-engine bomber and, the next day, shot down two more fighters while escorting bombers attacking heavily defended aircraft engine factories near Tokyo, for which he was awarded a Distinguished Flying Cross. Laird would be credited with 5 ¾ kills at the end of the war.

In April 1945, Laird was sent back to the States, over his protest, where he served in Experimental Fighter Squadron 200 (XVF-200) flying kamikaze strike profiles on U.S. ships. Laird continued serving in the U.S. Navy, including the Navy’s first jet fighter squadron (VF-171) at Quonset Point from August 1947 to September

1949, flying the FH-1 Phantom, F2H Banshee, P-80 Shooting Star and F8F Bearcat aircraft. VF-171 was the first squadron to carrier-qualify in jets, aboard light carrier USS SAIPAN (CVL-48) in May 1948. As part of the National Air Races, Laird won a race flying an F2H Banshee from USS MIDWAY (CV-41) in the Atlantic to Cleveland Ohio, with the fastest speed recorded at the National Air Races to that time (549 mph.) He was one of the first Naval Aviators selected for exchange duty with the U.S. Air Force, assigned to the 84th Interceptor Squadron in October 1949, flying the F-84 jet fighter.

Other tours included serving as Executive Officer of Fighter Squadron FIVE ONE (VF-51,) flying the F9F-6 Cougar, just missing the Korean War in July 1953. In 1959, he served as Executive Officer of Fighter Squadron ONE TWO ONE (VF-121,) flying the F3H Demon, F11F Super Tiger, and F9F Panther. In 1960, he assumed command of Fighter Squadron TWO ONE THREE (VF-213) flying the F2H Banshee and F-9F. Of note, the F3H was notoriously accident-prone, and this period included the highest operational loss rates post-WWII.

While still on active duty in 1969, Diz was one of the pilots flying simulated Japanese aircraft in the movie “Tora! Tora! Tora!,” (which came out in 1970) taking part in the most technically demanding scenes, including the first take-off of a “Val” dive-bomber from the carrier AKAGI (actually USS YORKTOWN (CVS-10) with a fake “Japanese” deck overlaid on the flight deck.) He also flew the “Kate” dropping torpedoes over Southeast Loch at Pearl Harbor while attacking “Battleship Row.”

Diz led the Tailhook Association for several years during the 1960’s and 1970’s, and he started Tailhook’s educational foundation. He was a Naval Aviation “Golden Eagle.” In 2016, he was one of 35 Aces to receive the Congressional Gold Medal in Washington DC, which recognized all 1,450 Aces from all U.S. wars. He was a member of the American Fighter Aces Association and the Distinguished Flying Cross Society. He was a fixture at commemorative events in the San Francisco and San Diego areas up until last year.



Diz had a total of 8,285 flight hours including 3,662 in jets, 4,623 in props, and 1,230 in civilian aircraft. He had 520 fixed-wing traps.

In July 2016, at age 95, Diz took the controls of a T-34C Turbomotor, the 100th type aircraft he had flown. I had the privilege to speak with Diz aboard the museum carrier HORNET (CV-12) in Alameda, California in the fall of 2016. He was incredibly sharp, with a great memory, gracious, and possessed of an engaging wit. What an extraordinary career and what a hero! A great American who will be truly missed, and the U.S. Navy is exceedingly grateful for his service.

A Truly Great Story of a Vietnam POW Ward Carrol

Seaman Apprentice Doug Hegdahl

[\(79\) A Heroic POW's Strange and Epic Journey - YouTube](#)

A Normandy Beach Tribute

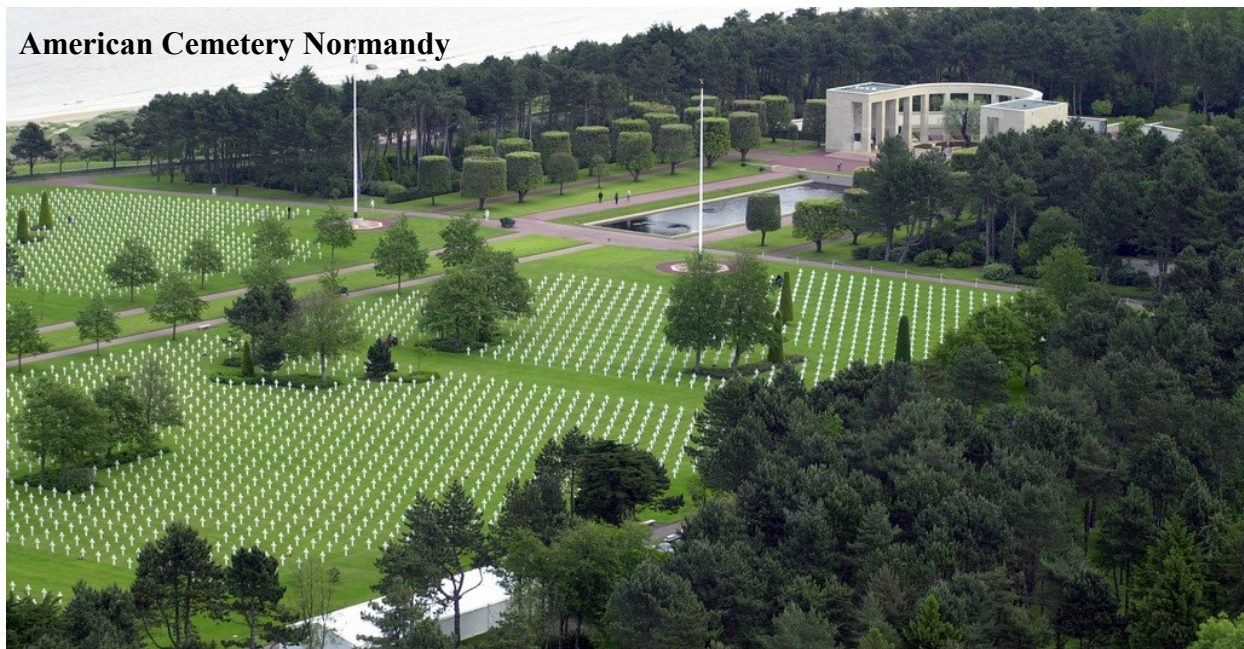
9000 boys who never got to grow up, have families, see our country victorious and live through it. And so many more in other roles.

During International Peace day, September 2013, British artists [Jamie Wardley and Andy Moss](#) accompanied by numerous volunteers, took to the beaches of Normandy with rakes and stencils in hand to etch 9,000 silhouettes representing fallen people into the sand. Titled [The Fallen 9000](#) A reminder of the civilians, Germans and

allied forces who died during the D-Day beach landings at Arromanches on June 6th, 1944 during WWII.



American Cemetery Normandy





Lou Toth takes to the air on his first flight in Sonex 1520.



This has been a long many year homebuilding project. Now the fun begins! For first flight video [CLICK](#) Congratulations Lou!

RV-10 Help

I purchased an electric winch and installed it in a purlin in my hangar. It has controls on both the motor case, a corded remote and a wireless. The fiberglass "cabin cover" is large and cumbersome and needs lots of trimming to fit correctly. This translates into a lot of on and off. I needed a solution and this works perfectly. The straps adjust for better alignment

Not only will this work great for this purpose but it also came with a large robust ring that has a pad to mount in the concrete floor to enable towing things into the hangar. The gross weight of the RV-10 is 2800 lbs and it is a struggle to manhandle tricycle gear aircraft up the 6' wide sloping ramp by yourself into my hangar. It should come in handy for that purpose also. Supposedly it has an 1100 load capability but I don't plan on getting anywhere near that. The IO-540 engine weighs in at 386lb with mags and injection. It would be nice to use for engine installation.

John



The RV-10 Cabin Cover isn't even close to fitting!





Great Pictures!



August with clear skies. Rumor has it the duo may in fact be a featured event at next years beach show. They're shooting for the top slot behind the Blue Angels.

We're investigating a wingtip smoke system installation on Drano's RV-6 that I believe would be a first, stay tuned! I'm still jealous. John

Tanner Matheny in Olivia and "Drano the Magnificent" decided to put Mark Rogers formation briefing from August to work. These great photos were taken by a professional photographer,

Antonio Gemma More photo01aviation.com over Pensacola Beach on one of the few days in





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](#)
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Pensacola, FL 32507
(309) 267-9710

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Webmaster

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

Newsletter/ [John McKiernan](#) (850) 291-4134
Tech Counselor
Flight Advisor
Thatcher CX4 Build

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:

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

EAA and Local Chapter Sites

[EAA 485](#)
[EAA HDQTRS](#)

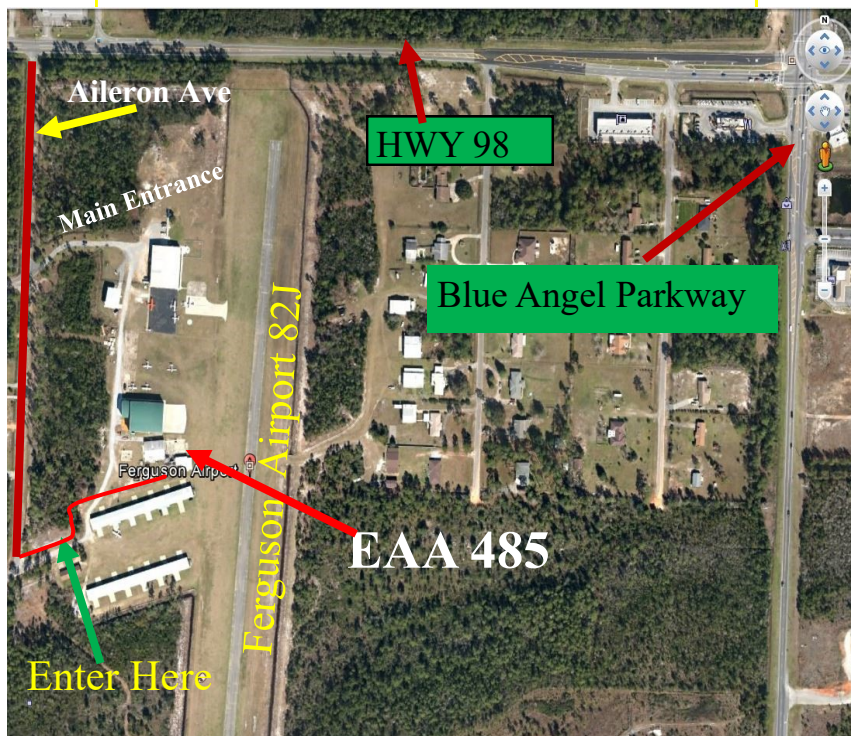
[EAA 1265](#)
[EAA 108](#)

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



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. Get yours before the price hike. The next batch will be more expensive so don't wait.

Chapter Dues *(We have 17 members arrears)*

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 KL Commercial

A Revisit to Rock Trivia *(It's been a while)*

The American Group the Byrds in 1965 released their version of "Turn, Turn, Turn" or another title was "To Everything There Is a Season". The song was written by Pete Seeger an American folk singer and earlier recorded in 1962 by the Limelites. The Byrd's version gained traction in the rock and roll explosion taking place.

The song used the first 8 verses of chapter 3 of Ecclesiastes from the Old Testament pertaining to a time for everything.

In 1964 another rock band released a song with a lyric selected from a single verse once again from the Old Testament book of Proverbs 16:18 on Pride

The song lyric is - And so it's true "Pride comes before a fall"

Who wrote and sang this?

Can you end the lyric

Chapter Meeting Sep 10, 2022:
VMC/IMC Club at 0830-0930

General Membership Meeting 1000-1100:

Pledge
Guests
Officers Reports: President, Vice-President, and Secretary/Treasurer
Flight Safety: Weather Self-Briefing
Chapter 485 Scholarships Update
Ray Scholarships Update
Young Eagles Program Update
Member Build Projects Update
New Business
Guest Speaker- Nife Ensign Austin Jordan, "Crop-dusting"

Lunch - Burgers / Chips / Soft Drinks /Coffee.
\$5 donation requested

Future Meeting Dates:

October - 8th

November - 12th

December - No meeting. Chapter Christmas Party TBA.

January - 14th

Tripple Tree Fly-In Sep 19-25

**Trent Lott International Airport
Pascagoula October 4th**

Thomasville GA (TVI) Oct 14-16

SERFI Evergreen, AL (GZH) Oct 15-16

Air Venture 2023 July 24 - July 30

John Lennon "I'm a Loser"

"And so it's True Pride Comes Before a Fall
I'm Telling You So That You Won't Lose All"

I'm a loser
And I lost someone who's near to me
I'm a loser
And I'm not what I appear to be