



October 2022



Home of the
"Panhandle Pelicans"

EAA 485

Squawk 485

Next Meeting Saturday, Oct 8th 1000
At Our Clubhouse
IMC/VMC Club Meets at 0830-0930
[Details](#)

President

Ralph Moser

Contact: [Ralph](#)

PRESIDENT'S NOTES

We have a busy month scheduled for October. This is by design. We'd like to wrap up our major activities before the family-oriented Thanksgiving and Christmas seasons. And take advantage of the great weather! This is also a great time to attend one of the many fly-ins in the area.

Immediately after our October meeting, from 11:30AM-1:00PM, we will be hosting Young Eagle flying for a troop of 13 Boy Scouts. To make that work smoother, there will be no guest speaker and we'll wrap up the main meeting around 10:45. That gives us time to grab some burgers, get set up, and for Tanner Matheny to give the pilot/volunteer briefing.

Then two weeks later, Oct. 22nd, 10:00AM-1:00PM, we will host a public Young Eagles rally. Details/sign-up will be discussed by Tanner at the October meeting. Tanner has the wheels in motion on this event, utilizing the excellent online registration system for pilots, ground volunteers, and passengers.

Yet two of our Chapter 485 Scholarship winners have soloed! First, Cody Rhodes soloed on September 5th at Sonny Callahan Airport in Fairhope. with CFI Clint Mimms from Lightning Aviation in Foley. Then 9 days later Jacob Abston did the deed, September 14th, out of the Aeropro FBO at Jack Edwards airport, with CFI Michael Hare signing him off. Congrats, Cody and Jacob! See the pics on our website Scholarship's section.

Thanks are due to Ken Parks, Doug Francisco and new member Andreas Keipert for procuring and replacing the large broken window in the clubhouse. Final cost came in at about one-third

of the commercial estimates we discussed at last month's meeting. WELL DONE! This is volunteerism at its finest.
Ralph



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

Ray Scholarship Update 10/2/2022

All things are progressing smoothly with the Ray Scholars. The weather has been cooperating and both William and Gabriel have been able to get several flights in. Gabriel is working diligently with studying for the written. He is hoping to take it in the next few weeks. Monday, 9/12, Ralph Moser conducted a brush up ground school session with Gabe to reinforce a few difficult topics.
Craig



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Young Eagles

[Tanner Matheny](#)

October is an exciting month for the chapter! We are having not one, but two rallies! October 8th we are hosting a private rally for 12 Boy Scouts who are earning their aviation badge. October 22nd is our public rally. I have flyers out at all the local airports and social media so we're expecting a big group to show up.

Please come to the October 8th meeting to sign up to assist. We need as many people as we can get! No task is too small. Now that Ralph graciously installed Wifi in the clubhouse, we should have a much smoother experience with the online registration.

We are also looking for volunteers to help keep kids busy on the ground prior to their flights. Maybe an indoor/outdoor demonstration of aviation related things. I believe "Rusty" the flight simulator will make an appearance! The Marine Corps League of Pensacola will be donating six cases of water and are bringing a few people to assist with set up along with volunteers during the event. Remember to double check the requirements in order to be a volunteer pilot.

Tanner

EAA Chapter 485 Meeting Minutes 1000 September 10th, 2022:

General Membership Meeting 1000-1100:
Opened meeting with the Pledge of Allegiance
Guest introduced themselves: Allen Zach, Jim Clark, a retired ATC controller and Ryan (Navy).

President, Ralph Moser passed out Young Eagles 30 Year pins to Young Eagle volunteers. He gave a recap of the tour of Continental Motors. He announced Ferguson Airport is now Roscoe Airport, named for the former manager Ross Ansell. We have a new refrigerator and computer dongle in the club house. Ken Parks is getting the window repaired. We are looking for someone to make a direction arrow for our chapter at Oshkosh.

Vice-president - Mark Rogers mentioned a Flight Training magazine article by Mike Bush about in-flight magneto checks.

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

The Flight Safety briefing was about another mid-air collision mishap involving a twin Cessna and a Cessna 152 in the pattern.

Scholarships - Craig Spoke stated the rain has slowed the flight training for all our scholarship student pilots. Cody Rhoades has soloed.

Young Eagles - Tanner Matheny reported a Boy Scout Young Eagles rally is planned for October 8th after our meeting. We need more pilots to help out.

John McKiernan - The Thatcher build nights continue on Tuesday nights 1800-2000 at Shields airport.

Lou Toth briefed the first flight in his Sonex.

The Gulf Shores High School students building a RV-12is, have the wings on the plane.

Austin Jordan gave a presentation about aerial application and his experience working for his family's crop dusting business.

The meeting adjourned followed by a light lunch.

VMC/IMC Club at 0830-0930

The following subjects were discussed during the meeting:

John talked about a recent flight where he had to divert.

Cruising altitudes determined by course vs heading.

The requirements for Special VFR at night and during the day time.

Experiences with Pensacola approach control while VFR.

A pattern conflict with a banner tow operation.

Donna and Dewitt are always looking for inputs and questions to use during meetings.

Secretary/Treasurer

Scott Swanson



Air Force Special Ops Testing Amphibious MC-130

AFSOC will begin integrating amphibious modifications on MC-130J aircraft next year, according to a service official.

By Kimberly Johnson

Can a Lockheed Martin ([NYSE: LMT](#)) MC-130J Commando II cargo plane land on water? Wave testing of modifications that turn the Air Force Special Operations Command's (AFSOC) clandestine cargo airplanes into amphibious aircraft capable of water takeoffs and landings is currently underway, according to a top command official.

From an engineering standpoint, a C-130 airframe probably isn't the first aircraft one would start with when designing an amphibious airplane, admitted AFSOC Commander Lt. Gen. James Slife while speaking at an Air & Space Forces Association event Wednesday. "But the C-130 is the ingredient that we have in the cupboard," Slife said. "We've got a pretty compelling digital design that's going to allow us to turn any large body of water into a landing zone where we can insert and extract special operation forces and equipment and other things that might cause dilemmas for our adversaries."

AFSOC will begin integrating the modifications, known as MC-130J Commando II Amphibious Capability (MAC), onto aircraft in 2023, Slife said.

"It will be a field-installable modification kit," Slife added. "It won't be every airplane, it won't be all the time. It will be a capability that's available to the fleet."

AFSOC relies on the MC-130J to insert and extract commandos, as well as for resupply missions and refueling its helicopters and tilt-rotor aircraft.

The plans, however, will not include amphibious modifications for gunships because of issues involving weight and center of gravity, Slife said.

As Drano would say "What could possibly go wrong?"

I couldn't agree more!

John

Aviation Briefs

Russ Niles

The head of Russia's biggest aerospace company says his country's airlines will likely never fly Airbus or Boeing designs after the airliners it appropriated from lease companies and those owned by Russian companies are no longer flyable. "Boeing and Airbus aircraft, which are unlikely ever to be delivered to Russia again, will be replaced by Russian-made passenger aircraft," Sergey Chemezov, general director of state-owned Rostec, said last week. He spoke after state-owned Aeroflot ordered 339 airliners from manufacturers run by Rostec.

The order included 210 Irkut MC-21s (230-seat single-aisle twin), 40 Tupolev Tu-214s (210-seat twin) and 89 Irkut SSJ 100/95 NEW regional jets.

Aeroflot specified that the aircraft be built without any components from countries annoyed by Russia's invasion of Ukraine so that the technical supply chain for them can't be disrupted by unfriendly countries.

That means the SSJ 100/95s will need domestic engines to replace those supplied in partnership with Safran in the current fleet. The prototypes are apparently already under construction.

"Signing this agreement clearly demonstrates to the whole world that Russia is a great aviation power with great potential and rich experience in the field of aircraft construction, capable of producing reliable and modern aircraft," said Aeroflot CEO Sergei Alesandrovsky.

(Good Luck Ed)

As of Oct. 21, military and Part 135 (charter) pilots can credit more flight time toward the 1,000 hours of experience required to serve as pilot in command of a Part 121 (airline) flight.

An FAA/DOT [final rule](#) published on Sept. 21 "broadens the existing 500-hour credit for military pilots of fixed-wing airplanes and can count towards the 1,000-hour air carrier experience requirement by permitting certain powered-lift experiences to be credited."



The rule further states that “in response to comments received, the FAA is also permitting a pilot to credit PIC time in certain part 135 eligible on-demand multiengine aircraft operations to count towards the 1,000-hour air carrier experience requirement.”

Previously, military pilots were not necessarily eligible to credit all their “powered-lift flight time” toward the required experience for the airline transport pilot (ATP) rating.

The summary of the rule further states, “The change allows up to 500 hours of experience in multiengine powered-lift in operations where more than one pilot is required to be credited towards the 1,000-hour air carrier experience requirement. Additionally, in response to comments received, the FAA is also permitting a pilot to credit PIC time in certain part 135 eligible on-demand multiengine aircraft operations to count towards the 1,000-hour air carrier experience requirement.”

FedEx Shrinking

As its CEO prepares for the recession, FedEx is closing some operations, parking some aircraft, and halting employment.

Raj Subramaniam, CEO of FedEx, believes that a global economic downturn is imminent and that the company is experiencing volume declines in every market across the world.

Subramaniam, who assumed the top position in June, stated in an interview with Jim Cramer of CNBC that FedEx’s low first quarter results were caused by deteriorating global shipment volumes. The results we just announced, I’m really unhappy,” Subramaniam stated.

In order to counteract the drop in the number of parcels being shipped around the world, FedEx announced it would be closing stores, corporate offices, and delaying new employment. Subramaniam was quoted by the Wall Street Journal as claiming that FedEx would be eliminating 90 office locations and five corporate offices, delaying new employees, parking some cargo aircraft, and scaling back Sunday ground operations. He omitted to mention whether the business was laying off employees.

According to the CEO, despite the company’s expectations, demand decreased once facto-

ries in China that had been closed due to COVID-19 reopened.

“I think so,” Subramaniam responded when asked if the economy is “heading into a worldwide recession. But as you well know, these stats don’t look promising.

The Memphis-based corporation has issued a warning that decreased worldwide volume and current business conditions could lead to significant deterioration in the current quarter.

Wisk Introduces Sixth-Generation Air Taxi



Advanced air mobility (AAM) company Wisk Aero has officially unveiled its sixth-generation autonomous, all-electric vertical take-off and landing (eVTOL) air taxi. According to the company, the model “represents the first-ever candidate for type certification by the FAA of an autonomous[...]

[Read this article](#)

We are in the fall period for migratory bird flight. The following is an interesting article about bird strikes. In our area we have large non-migratory large birds circling around looking for their next meal. On a few occasions the nearness of “close encounters” amazed me that I didn’t receive a bird strike.

Way back in my C-130 days We flew from Patuxent River Maryland to [NASA Wallops](#) (formerly Naval Auxiliary Air Station Chincoteague) on the Eastern Shore for pilot training. Following multiple touch and go’s a huge flock of birds came out of nowhere a few hundred feet after takeoff and we received several bird strikes. Luckily the were smaller birds and at our slow speed didn’t do any structural damage. Check out the following article John

[Accident Probe: Flocking Together](#)

By Joseph E. (Jeb) Burnside



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GIRLS IN AVIATION DAY **GULF COAST**

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For more information contact,

Dianna Hayden: dhayden@navalaviationmuseum.org, 850-308-8935.

or

Kathy McCartan: Waigulfcoastchapter@gmail.com

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The “Gutless Cutless” earned its nickname primarily from its underpowered engines. A Vought F7U-3 in May 1953. Greater St. Louis Air and Space Museum



The F7U Cutless had the worst accident rate in Naval swept wing aircraft. 55,000 cumulative hours, 78 accidents 1/4 of the total airframes lost.

In November 1951, at Patuxent River Naval Air Station in Maryland, Lieutenant Commander Edward “Whitey” Feightner received the call he had been waiting for. On the line was an admiral from Naval Air Training Command, who told him he had been selected for the Navy’s flight demonstration squadron, which would eventually adopt the name the Blue Angels (after a Manhattan nightclub).

“It’s a big thing to get a Blue Angel position,” says Feightner. “You get the royal treatment, travel the country, get to meet a lot of good people, have fun at airshows, do some great flying and some valuable recruiting for the Navy. There are few better jobs.” Feightner had just one question: What airplane would the team fly?

“He said the F7U-1 Cutlass,” recalls Feightner, at the time a Navy test pilot with the most flight time in that very aircraft. “I told him I just resigned.”

Conceived in part from swept-wing, tailless research recovered from the German manufacturer Arado after World War II, the Chance Vought F7U Cutlass was a radical departure from not

only every other naval aircraft, but just about anything in the air at that time. It had no tail. Its vast, swept wings (with an area totaling 496 square feet) were nearly as long from leading to trailing edge as they were from root to tip.

Its monster nosegear—the first to be fully steerable—placed the pilot 14 feet in the air, and during carrier landings tended to collapse. It also had the first hydraulic system at high pressure: 3,000 pounds per square inch—twice the pressure of the systems on other Navy jets—and all-hydraulic flight controls with built-in “artificial feel,” which restored control-surface feedback to the pilot.

Besides being exotic, the Cutlass was burdened with immature systems. Its hydraulic system constantly leaked and lost pressure, and its engines, like those on most early jets, failed to produce the power expected of them.

Feightner’s impromptu resignation was not the first associated with the Cutlass. “I was in carrier division flight test,” he says. “Other than the factory test pilots, three [of whom] already got killed in the jet, only two other people had flown the Cutlass. One was the guy ahead of me in carrier division. He had gone out on a flight in this strange new thing and encountered major control system problems. He managed to avoid crashing, and when he came down he walked in, threw his helmet on the ground, and said, ‘I quit.’”

In the summer of 1951, Feightner began putting the F7U-1 through its paces. When the Blue Angels call came, he had already determined that the Cutlass was an airframe to be reckoned with. Just not by him.

“We determined right off the bat it wasn’t the answer,” says Feightner. “But the Navy wanted to get some time on it. I actually took it aboard ship and made 14 landings before the airplane broke in half right behind the cockpit during a landing.”

Why the push to showcase the aircraft? “It was politics,” Feightner says. “There were Congressmen, senators, and we had a couple of pretty senior officers who wanted their airplane to be the Blue Angels airplane.”

The team went with Grumman F9F Panthers



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instead, and relegated the Cutlass F7U-1 to the two soloists, Feightner and Lieutenant Mac MacKnight.

While the Panthers were grounded for fuel control problems in the spring of 1952, Feightner, in a blue and gold Cutlass, made his Blue Angels airshow debut, flying a one-man show for VIPs in Pensacola, Florida. “I rolled down there, hit the afterburner, and headed straight up,” he says. “We didn’t have any other airplane that could do that in those days. I just started to climb, then I lost the hydraulics. You couldn’t eject until you got to 1,500 feet, and I topped out at 1,100, then headed straight down. I have the stick [full aft] and nothing is happening. The ground is getting bigger and all of a sudden everything hooks up again and the airplane goes nur-oop. So now I’m flying—but there is a row of trees at the end of the runway. I couldn’t get over them so I just picked out a space between two trees and carved a hole through them.” Streaming hydraulic fluid and wood pulp, Feightner wrestled the Cutlass onto the runway and even managed to taxi up to the crowd.

“There is dead silence. They saw me hit the trees and knew I had a big emergency. Everybody is waiting to see what would happen. I get out and step off and a big cheer went up. Admiral Price comes over and says, ‘Man, that was a real airshow.’ ”

Feightner and MacKnight flew the Cutlasses almost daily. They endured hydraulic system and landing gear failures, inflight engine fires, and, on one occasion, pieces of landing gear doors falling onto a grandstand, miraculously missing everyone. By June, the Panthers had returned to flight, and the Cutlass solos were cut.

None of the 14 F7U-1s built between 1950 and ’52 made it to squadron service. But there was a new F7U in the offing. Improvements included new engines, a longer, thicker, and sturdier airframe almost a third larger than the original, and additional access panels for easier maintenance. On December 20, 1951, the F7U-3 made its first flight.

“Our job was to test the Cutlass,” wrote F7U Navy test pilot—later astronaut—Wally Schirra in his autobiography, *Schirra’s Space*. “The com-

pany soon became Chancy Vought to us, for in our judgment the Cutlass was an accident looking for a place to happen, a widow maker.”

But in some respects, the F7U-3 showed promise. Cutlass drivers found a number of things to praise about their new ride: It was a stable bombing platform, nimble, fun to fly, and, with its strengthened airframe, almost unbreakable. Feightner loved the fighter’s roll rate, which at 570 degrees a second was three times that of most production jets.

The F7U became a staple in hobby shops. Oldsmobile appropriated the name for a 1954 sports coupe. The Cutlass also provided the inspiration for the hood ornament on the 1955 and ’56 Chevrolet Bel Air.

In the spring of 1954, after six years of flight testing, three carrier suitability trials, and almost a decade of development, the first of 13 F7U-3 Cutlass fleet squadrons became operational. Early squadrons found out that the new! improved! Cutlass was also the most complicated to maintain. “I flew around 380 hours in the jet and never once wrote *Okay* on the [maintenance] sheet,” Feightner says. “There was never nothing wrong with it.”

All high-performance jets of the era—the North American FJ-1 Fury, the Lockheed P-80 Shooting Star, the McDonnell F2H-2 Banshee—had their share of unique incidents and accidents, but the sheer number of high-profile Cutlass misfortunes was tough to beat. Like the time Vought test pilot Paul Thayer ejected from a flaming prototype in front of an airshow crowd on July 7, 1950. Or when Lieutenant Floyd Nugent ejected on July 26, 1954, only to watch the Cutlass, loaded with 2.75-inch rockets, fly serenely on, orbiting San Diego’s North Island and the Hotel Del Coronado for almost 30 minutes before ditching near the shore. When the left engine on Lieutenant Commander Paul Harwell’s Cutlass caught fire moments after takeoff on May 30, 1955, Harwell ejected and never set foot in the F7U again **giving him more time in a Cutlass parachute than in the actual aircraft.** An electrical failure forced Tom Quillin to abort a training mission and declare an emergency. Quillin returned to base only to learn he was number three in the

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emergency landing pattern, behind two of the three other Cutlasses he took off with.

On December 11, 1954, during a low-altitude, high-speed pass before thousands of on-lookers at the christening of the USS *Forrestal* at Newport News, Virginia, Lieutenant J.W. Hood's F7U-3 suffered a wing-locking mechanism malfunction. The airframe came apart, an engine blew up, and Hood was killed when he was catapulted into the water. On July 14, 1955, before the first deployment of a Cutlass squadron at sea, an F7U-3M Cutlass pilot flying carrier qualifications off the coast of San Diego was waved off as too low on approach to the USS *Hancock*. In a sequence shot by Navy camera crews, the Cutlass, flown by Lieutenant Commander Jay Alkire, is descending, though its nose is pointing skyward. The landing signal officer sprints across the flight deck only moments before the Cutlass hits the carrier, breaks apart, and falls over the side as a fireball consumes the tail end of the ship. Alkire was killed.

The F7U-3 shared a design flaw with the F7U-1: two anemic Westinghouse jet engines. The company promised Vought and the Navy it could build an engine for the -3 that would generate 10,000 pounds of thrust in afterburner. By the time the J-46-WE-8A was delivered, Westinghouse had dropped the estimate by 10 percent. Later evaluations indicated it could put out no more than 6,100 pounds. And no existing engine would fit the Cutlass' airframe.

Vought engineers, concerned about the kick-back load on the nose landing gear actuator and mounting structure, added small turbines, powered by engine bleed air, to pre-spin tire on the nosegear tires to 90 mph. But the nosegear strut continued to fail, despite efforts to reinforce the structure by 30 percent. A weak drag link brace tended to give out during landing.

The USS *Hancock*, like most aircraft carriers of the day, had a straight deck (the switch to angled decks began in the mid-1950s). To come to a stop before running out of deck or into the aircraft parked at its far end, pilots were required to grab an arresting wire with the aircraft's tailhook or rely on a series of canvas safety nets and metal cables. On November 4, 1955, when Lieutenant George Milliard tried to land, the tailhook on his

Cutlass floated over all 12 arresting wires. Too low and slow to go around, Milliard went into the barrier, where the nosegear failed. The strut drove up into the cockpit and into the base of the ejection seat, triggering the ejection seat firing mechanism and knocking off the canopy. Milliard was launched 200 feet forward. He hit the tail of a Douglas A-1 Skyraider and later died of his injuries.

The *Hancock's* skipper ordered every Cutlass off the ship. VF-124 spent the majority of its western Pacific cruise at the naval airfield in Atsugi, Japan. Two months later, after a Cutlass nosegear collapse on the *Ticonderoga* left its pilot with severe back injuries, the carrier's skipper ordered the Cutlasses of VF-81 ashore at Port Lyautey, Morocco. "You got to understand, the commanding officer of a carrier is the lord, God, and everything else of that carrier," says Don Shelton, who in the early 1950s was a Navy test pilot on the Cutlass program. "Most of them didn't appreciate having the F7U aboard."

"The skippers never really liked it because it took up a lot of space and they never could really do anything with the airplane," says Feightner. "The Cutlass was pretty short-legged." Soon after launching from a carrier, the pilots had to begin thinking about where to put the thing down. "They used to say if you put a 3,000-pound bomb on it, you couldn't go far enough to keep from blowing up both you and the ship," Feightner says.

Then there was the post-stall gyration. On January 11, 1955, Lieutenant J.D. Lindsay was at 28,000 feet when his maneuvering brought him close to a stall. Suddenly the F7U-3 went head over heels. Violently thrown about the cabin, Lindsay ejected and survived. Nine days later, Lieutenant Commander Bud Sickel investigated the flight regime that had caused the loss of Lindsey's Cutlass. After tumbling 18,000 feet and trying every recovery technique he could think of, Sickel ejected.

"It was a pretty wild ride," says Shelton. "He got out just in time for the parachute to open and landed in a plowed field and went in all the way up to his hips, which was the only thing that saved his ass."

When Lieutenant Morrey Loso found him-



self in a similar situation, he let go of the stick and fumbled for the overhead ejection handles. To his astonishment, the Cutlass leveled off. Subsequent wind tunnel testing confirmed that the usual rules for exiting uncontrolled flight didn't apply to the Cutlass. Just a little aft pressure on the stick, or let it go entirely: With enough altitude, the airplane would likely recover on its own. But by then, the Cutlass' reputation was such that Vice Admiral Harold M. "Beauty" Martin, commander, air force of the U.S. Pacific Fleet, began replacing his squadrons' Cutlasses with Grumman F9F-8 Cougars.

The decision caught F7U pilot Alex Sotir and others by surprise. "We are taxiing out and all of a sudden I see this jeep with a ladder go flying by me," Sotir recalls. "The jeep stops the skipper and a guy runs up the ladder and hands the skipper an envelope. Next thing I know we are returning to the line and the skipper tells us the Navy is taking our aircraft away. They didn't even want us to carrier-qualify in the Cutlass." A few years back, Sotir met some Navy pilots at a wedding reception and got to talking shop. "We asked each other the usual questions about our squadrons and which planes we had flown," Sotir says. "When I told them Cutlasses, they looked at me.... They figured something had to be wrong with me."

"The Cutlass could be made into a pretty good flying machine with a few modifications," wrote F7U-3 pilot John Moore in *The Wrong Stuff*, about his Navy flying days. "Like a conventional tail, tripling the thrust, cutting the nose-wheel strut in half, completely redoing the flight control system, and getting someone else to fly it."

Even after Martin started his Cutlass purge, Chance Vought was still cranking out F7Us. Along with 180 F7U-3s, Vought built 98 -3Ms, the first aircraft in Navy inventory capable of carrying the Sparrow air-to-air missile. Vought also built a dozen -3P photo-reconnaissance Cutlasses, and tried to interest the Navy in 250 of the ground attack version, the A2U-1 (the Navy ordered them, then cancelled before production began).

Even those who liked the airplane admit it

had its shortcomings, but maintain that if the Navy had spent the time and money to adequately address them as it had for airplanes like the Vought F-8 Crusader or the Douglas A-4 Skyhawk, the F7U could have been a sweeter ride. Supporters say it was a necessary step in the advancement of naval aviation, and that while the numbers were bad, so were the numbers of just about everything involving jet fighters and aircraft carriers in the early to mid-1950s.

"I liked flying the Cutlass," says Don Shelton. "I checked out a lot of guys in it, and for the most part, once you got the guy above the threshold of fear and trepidation and got him in the air and flying, then he liked it."

Dick Cavicke never encountered much fear and trepidation, even on his first day at VF-124, when a classmate from flight school crashed a few minutes into his first Cutlass flight. Cavicke bridled at a local newspaper's attitude when announcing the end of the Cutlass: "The Miramar newspaper said, 'VF-124 junks Cutlasses and gets new F3H Demons.' That really torqued those of us who were flying the F7U-3," he says. "So when the day came, being the maintenance officer of the squadron, I deemed it necessary that one of our Cutlasses needed a test flight, and a few minutes before the Demons were set to arrive, I come smoking by. My squadron buddies said it was a thing of beauty—the plane was totally shrouded in vapor. Soon after, the Demons, which were limited because of some early engine problems, came putt-putting by at a much slower speed."

Ultimately, between June 1954 and December 1956, 13 fleet squadrons received Cutlasses. In 1957, Chance Vought analyzed major F7U-3 accidents. At 55,000 hours cumulative flight time, 78 accidents, and one-quarter of airframes lost, the Cutlass had the highest accident rate of all Navy swept-wing fighters.

DC Agle has flown a Cutlass. To this day his mother has no idea what happened to her car's transmission and rear axle.

Thank you Drano for the article.

[Click here](#) for videos.



Thatcher

We've been having more people attend the Thatcher Build Nights lately. It's been difficult making a decision on the wheel size, brakes and tires. We do have wheel pants for 5" tires which would eliminate some additional work. There is also a possibility of getting some 5" wheels and brakes. Six inch wheels and tires have been ruled out due to weight and require a change to larger diameter axles.

Come join us on Tuesday evenings. If you'd like to be notified of our build nights email me and I'll add you to the list. [John](#)

Road Trip

Recently Ruth and I returned from Tennessee following a one week motorcycle trip in the Smokey Mountains. A friend of ours from Germany, Jurgen Lamberti came over and rented an Indian Roadmaster from a dealership in Panama City Beach for 10 days. Prior to that he road my HD Fat Boy a couple days to warm up.

A little over 90 minutes into the trip the toe on my right boot sole opened during a stop. A few stops later the entire sole loosened and came completely off.

We pulled over and I put on my sneakers and bought a new pair of boots in Andalusia.



We had great weather and ended our first day of riding in Gadsden, AL. The next day we rode up to Rock City / Lookout Mountain and did some sightseeing in Chattanooga. In the late afternoon we arrived in Maryville, TN where the HD dealership was sponsoring a 5 day 2022 HOG (Harley Owners Group) Smokey Mountain event

The first day was open riding and we rode over to Dolly Parton's hometown of Sevierville. Years ago We participated in a large Memorial Day Smokey Mountain Thunder and rode a police escorted ride with over 1,700 bikes to a Veteran Memorial park up on a hill.

We attempted to find the routing and even asked at the police station but never found the place. Still we rode about 130 miles on some pretty winding roads.

The second day Jurgen went on a guided ride from the dealership to the Dragon. We had done that before and Ruth and I decided once was enough.

It didn't matter because I discovered a fuel leak in the morning on the feed from my fuel tank. We drove the bike to the dealership which was about 4.5 miles and got it into the service shop at about 0945. We wouldn't see the bike until someone took it on a test ride at about 1530. At 1630 they parked it outside the service entrance. They were very nice and also took care of a brake fluid flush that had a recall on my bike.

Jurgen was still gone and I asked one of the people where do the guided rides return. He said that they normally come back in the back of the dealership. I told them that Jurgen was German and riding on an Indian motorcycle. He said that should be easy to remember; **A German riding an Indian at a Harley Davidson Dealership.**

I said we'd be waiting behind the building where there was several hundred bikes parked for the night time festivities. They had live bands, food, vendors and drinks. It had a great layout.

On day three we went on an guided ride with a total of 23 bikes led by "Fun Size". We had lunch at The Abby an old quaint church with a restaurant behind. It was a challenging ride with many 10-20 mph turns. They were a great bunch of riders and many of us went to the street festival in Maryville where the police closed off a



section of town.

We had to cut our stay early as they were calling for rain starting late Friday courtesy of Ian. We departed at around 0930. It was time to head southwest and not get in any rain. We had gotten into a traffic jam south of Montgomery on the way up and we got into one now on the way back about 25 miles SW of Knoxville into our 320 mile ride. It really is frustrating on a bike in stop and go weather especially on a very heavy 1350 lb two wheeler with 2 people.

We arrived at our reserved hotel slightly south of Montgomery at around 1530. It wasn't in the best section of town with two abandoned hotels nearby. The manager let us park our bikes under the carport in front. We took an Uber to downtown and ate at Wintzell's Oyster House. We walked around for awhile and grabbed another Uber to the hotel. Amazingly, it was very quiet, the room was clean and everything worked.

We pulled into our driveway about 1230 on Saturday. We logged about 1360 miles and Jurgen had an additional 140. He also rode nearly 500 miles round trip to New Orleans and some other miscellaneous driving.

He certainly got his money's worth out of the rental driving 2303 miles in 10 days.

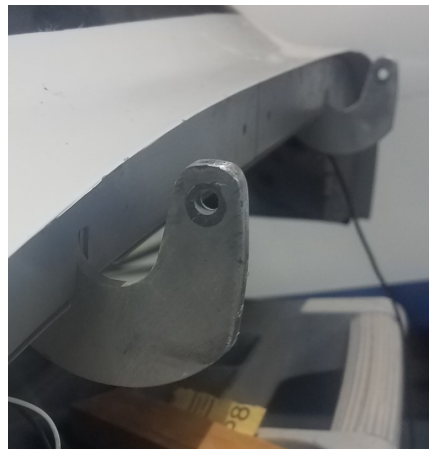
Jurgen with his Indian



RV7 Match Drilling Canopy Hinges

I was never happy with the slight vertical gap on the fit of my canopy with the front skin. Over the years the canopy had been cycled many hundreds of times and I noticed that the horizontal gap was slowly narrowing. The strong gas struts that hold the canopy in the open position push forward as the canopy closes. This ultimately started chipping paint from the forward skin.

I removed the canopy for the avionics upgrade so it was on a cart for "re-drilling" the holes for the bearings. The bearing outside diameter is 3/8" while the inside diameter is 1/4" which is the pin size that the canopy pivots on. The bearings were easy to remove and the holes with JB weld. After sanding they were ready to be drilled but I needed help to do that.



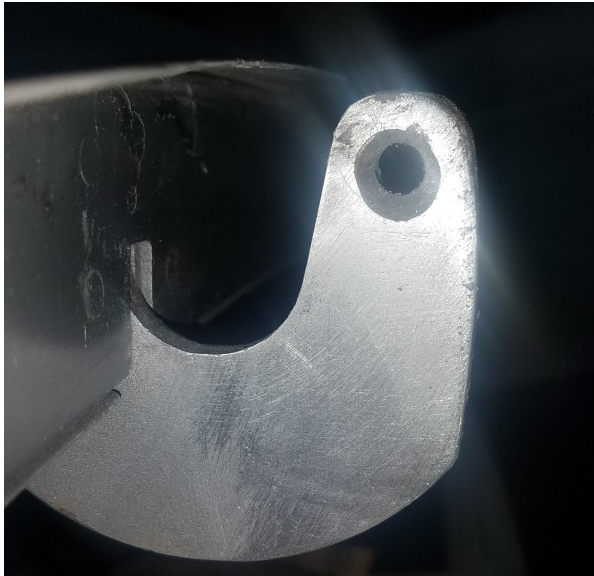
During a recent Thatcher build night I asked if the crew would help me while I drilled new holes in my tilt up canopy hinges? During the building of the aircraft this was done from the outside before

the front skin was riveted making this area accessible. Well this would be different since the initial 1/4" holes needed to be drilled from underneath the panel very high up. Not only that but I would be inside the cockpit with a locked canopy, a strap around the fuselage and forward canopy to hold it down on the seal up front. The thought did enter my mind that maybe they'd just call it a night leaving me there.

I used the left side NACA cockpit vent scoop to push two electric lines (fan and clamp on light) and a small 1/4" air hose through into the cockpit area. Inside I would use a small air angle drill with a 1/4 - 28 threaded 2" long 1/4" diameter drill bit. Once the canopy was positioned it took some time to get access around the wires and find



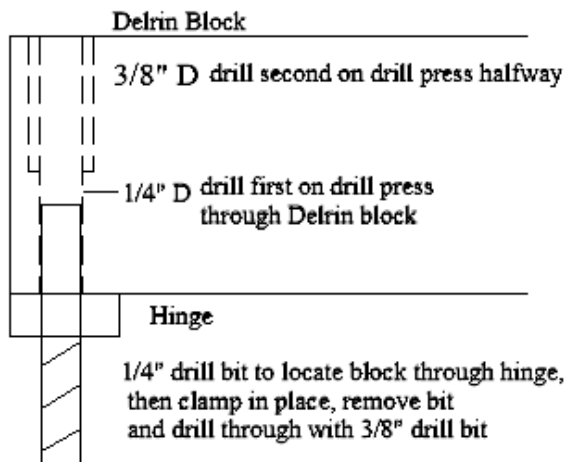
the rib and Delrin block that would guide the drill bit through the hinge. Finally both holes were drilled. The JB Weld worked great as you can see. The darker area is the JB which would locate the bearing higher up lowering the canopy.



Here is the right hinge. You can see the original hole is very offset and elongated. The inside bearing was loose and allowed the canopy to shift up and forward. I believe this hinge/bearing takes more punishment since the left side is where the canopy is raised from.

Now the tricky part is how do you drill the 3/8" hole accurately 90 degrees perpendicular to the hinge. I needed a drill guide clamped on the hinge that would allow proper 90 degree drilling but how do you locate it perfectly in a 1/4" hole?

I have a block of Delrin that's just about the same size as a 2 x 4. I sketched what I wanted.



It worked perfectly on the right hinge. On the left trying to drill some of the actual hinge the drill shook and knocked out the JB Weld. Since I had an idea of where the bearing needed to be located I made a shim out of .032 aluminum and using a slightly undersized drill bit put a radius on it that got the bearing positioned correctly. My small pad Vice Grip was perfect to squeeze the bearings into the holes. The last thing is to mix some thinned epoxy to "glue" the bearings in place. I've also contemplated drilling a small hole through the edge of the hinge into the bearing and inserting a pin to hold it in place.

RV-7 Instrument Panel Dry Transfer Lettering

Several months ago I promised to do an article on dry transfer lettering. This is an involved process and frustrating. Sometimes I get 3 or 4 perfect labels made and other times walk away with nothing accomplished.

Instead of creating a label you actually create your own decal but even better you only transfer the graphic or letters instead of a printed label.

Here is almost a perfect label located on my engine control panel. The entire "Elevator" trim label is transferred as one piece and then lightly rubbed on.



It takes about 8-10 minutes to make a label. The actual size doesn't change the time element. Every decal goes through the same process. In places I was able to make multiple labels for



switches and using CAD software to produce the initial printing, aligning them accurately with switch holes. Here are two multiple labels on small warning lights and the electrical switches. This was at least the second attempt on these with the warning lights actually have 4 grouped labels and the electrical switches 8. On the electrical switches I had perfect decals. I managed to get 4 attached the panel before having issues with the other 4. You only get one shot at putting them on the panel. Once the decal contacts the paper they are attached. I have been able to lightly touch them down and slightly tweak them but it's dangerous. The system is designed to release them on contact and if you slightly move them a small piece of a letter breaks off.

This was a perfect decal. When I transferred it to the panel, pieces of the R and M detached from the decal. You use a very thin piece of clear



Mylar to not only hold the decal lettering but also another to hold the decal itself for positioning. They are very statically charged and will move around slightly as the decal nears the panel.

I'm very close to being finished just missing a few

labels. I'm thinking of sending the next instrument panel (RV-10) out and letting someone else do it. But there's a part of my that's masochistic so that may not happen. With advances in avionics/electrical distribution centers. The switch count on instrument panels has decreased significantly.

Here is the left side of my panel nearly done. It lacks two more labels. The right side is still in need of several including the two biggest ones.



The N number and the Passenger warning for experimental aircraft.

This photo shows the quality of the decals



when the planets align. Unfortunately, on the left I have 4 warning lights. Somehow I wasn't paying attention and got these two positioned incorrectly. They actually should be moved into the middle of the four lights. In the photo in the left column they are correct only needing a Fuel Pump label. The Oil Pressure light is attached to an additional sender on the manifold and comes on at a threshold of 15 psi and less. It's there in case the normal oil pressure sender malfunctions. My son Patrick is getting close to labeling his panel and it should be pretty easy as he has incorporated the Advanced Flight System Advanced Control Module that not only simplifies wiring but uses a minimal amount of switches.

Next month I'll wrap this up! I Hope John

Here is the Delrin block setup to drill the bearing OD to 3/8" on the left hinge. From the previous page





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Flight Advisor:

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IMC Club (850) 572-0288

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

Normally meetings will be held at [Roscoe Field Airport \(82J\) \(Uni 122.8\)](#) on the **Sec-ond Saturday of each month at 10:00 AM unless otherwise posted. If flying in, check NAS Pensacola (KNPA) NOTAMS for possible TFRs and the Roscoe Field 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](#)

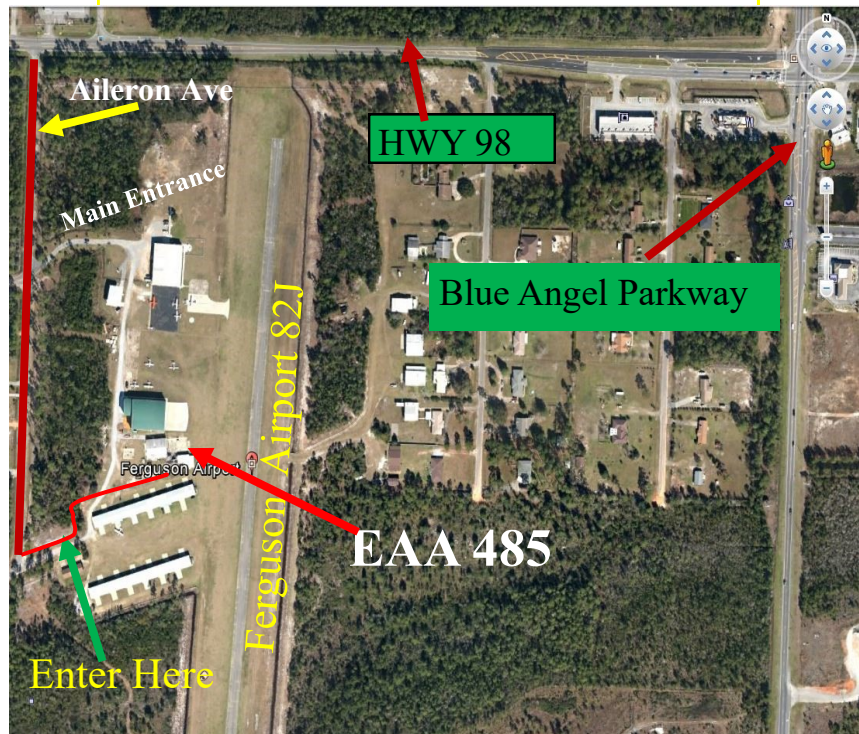
[EAA 1265](#)
[EAA 108](#)

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



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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

Smokey Mountain Thunder Event 2022



Clinch Mountain TN Veterans Overlook. That's a whole bunch of Motorcycles! They are parked on both sides of the road for over 1/4 mile.

Trivia: The Navy established the Chincoteague Naval Auxiliary Air Station in 1943, across from Chincoteague on the mainland. One young pilot being trained there, future president George Herbert Walker Bush, got in trouble for "buzzing" the house of a young woman he had met at a dance.

Chapter Meetings October 8th, 2022: VMC/IMC Club at 0830-0930

General Membership Meeting 1000-1045: Pledge Guests

Officers Reports: President, Vice-President, and Secretary/Treasurer

Flight Safety - AC 91-92, Preflight Self-Briefings

Chapter 485 Scholarships Update

Ray Scholarships Update

Young Eagles Flying Today & Sign-up for Oct. 22nd Rally

Member Build Projects Update

New Business

Adjourn

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

Young Eagle Flying 1130-1300

Future Meeting Dates: 2022-2023:

November - 12th

December - No meeting. Chapter Christmas Party TBA.

January - 14th

February - 11th

March - 11th

Fly-Ins

Thomasville GA (TVI) Oct 14-16

SERFI Evergreen, AL (GZH) Oct 15-16

NAS Pensacola Homecoming Airshow

Facebook Link November 11-12

Air Venture 2023 July 24 - July 30