

# Remember Our Veterans

Nov-Dec 2022



Home of the  
"Panhandle Pelicans"

Squawk 485

EAA 485

Next Meeting Saturday, Nov 12th 1000  
At Our Clubhouse  
IMC/VMC Club Meets at 0830-0930

[Details](#)

## President

Ralph Moser

Contact: [Ralph](#)

## PRESIDENT'S NOTES

What a beautiful time of year! I write this as the first good cool air passed through Pensacola, bringing near-freezing temps at night and 60-70 degrees by day. Perfect! Fall and spring are clearly the nicest times to fly around Pensacola. Get out there and do it!

Our Young Eagles Rally Oct. 22<sup>nd</sup> was a blast! Best one I've seen in my 6 years in the chapter. Read Tanner Matheny's recap in this newsletter. Special thanks to all the ground volunteer support. While we had a strong pilot and aircraft turnout for this one, we could always use more Young Eagle pilots. I ask more of you to consider getting yourself qualified and comfortable to participate as a pilot. It is one of the most rewarding things you will do in aviation.

On the scholarship front, read Craig Spoke's update on the status of our two current Ray Scholars, Will and Gabriel. Our three 485 scholarship winners Cody, Emily and Jacob continue to advance.

Thanks to Craig Spoke and Scott Swanson for manning a Chapter 485 table at the "Girls in Aviation Day" Nov. 5<sup>th</sup> at the Naval Museum. The local Women in Aviation chapter was nice enough to include us in their event. We got some good exposure for the chapter in general and for our scholarships in particular.

The November meeting will be the last of the year. Our guest speaker will be Jordan Shaw, one of our resident NIFEs, and a CFI and FAA FAASTeam member. He will give us a 30-minute recap of FAA "Hot Items".

Good news: I just learned that ATC is once again open for tours. As early as possible next

year, we will set up a chapter tour of the Pensacola airport TRACON.

Christmas Party: After considering the busy year we've had, and discussing this with club officers, we've decided to forego a separate party in December. We will simply offer free Cookies and Apple Cider in the clubhouse after the November meeting. This will be along with the normal \$5 Cheeseburger special. Feel free to bring your significant other.

2022 was another great year for the chapter. I can't wait to see what 2023 will bring! Ralph



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

### Ray Scholarship Update 11/2/2022

All things are progressing smoothly with the Ray Scholars. Good weather has allowed both William and Gabriel 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. William is putting extra time in, polishing his flying skills in preparation for his check ride soon.

Soon the EAA Ray Scholarship committee will begin accepting chapter applications for the 2023 scholarships. Our chapter has had many accomplishments this year and these will cer-



HAPPY THANKSGIVING

Pensacola FL



tainly help our chances to receive another scholarship to award. I will be submitting our application for 2023 as soon as EAA allows. It should be in the next few weeks. Craig

**Young Eagles**

Tanner Matheny

We had a wonderful rally Saturday, October 22nd, 2022. The weather could not have been nicer with blue skies and light winds all day. We had 11 pilots with 10 airplanes that flew 47 kids in 42 flights. Incredible!! We even had a Stearman fly in for a static display thanks to Phil Webb.

Everyone went off without a hitch with all the planes flying and sharing the passion of aviation with so many. Even the commanding officer of NAS Pensacola brought two of his sons to fly!

This rally will be one for the history books. We had a great group of kids that came out and every one of them left with a huge smile on their face! Thank you to the pilots and ground volunteers that worked very hard to help make it a success! We look forward to hosting our next public rally in the spring.

Pilots

- Antonio More**
- Brian Harris**
- Donna Barker**
- Glen Horne**
- John McKiernan**
- Mark Rogers**
- Nicholas Hanssen**
- Ralph Moser**
- Scott Swanson**
- Tanner Matheny**
- Wesley Jordan**

Ground

- Craig Spoke**
- DeWitte Barker**
- Duane Thiessen**
- Gene McCutchir**
- James Carriere**
- Jordan Shaw**
- Ken Parks**
- Richard Harris**
- William Diaz**

Tanner

**EAA Chapter 485 Meeting Minutes  
1000 October 8th 2022**

Opened the meeting with the Pledge of Allegiance

Guest introduced themselves: Mike Harris , who joined the chapter, Dalton, a Navy student and Micheal.

President, Ralph Moser noted the November

meeting is scheduled for the same weekend as the Blue Angles Homecoming which will affect the airspace at Roscoe Field. The membership decided not to reschedule our November meeting.

Ralph pointed out the clubhouse window was fixed. He shared the news that Christian Kidder, who trained our first Ray scholars, is a newly hired Delta pilot.

The chapter will have a table at the Girls in Aviation event November 5<sup>th</sup> at the Naval Aviation Museum. Ralph requested volunteers to help Craig Spoke. Ralph asked if "Rusty" was in working order.

Vice-president, Mark Rogers didn't have any comments.

Secretary/Treasurer, Scott Swanson gave a financial summary.

John McKiernan gave the Flight Safety briefing about a landing mishap he witnessed at Shields airport. A RV-8a bounced the landed on the nose wheel before flipping upside down,

Chapter 485 Scholarships Update; The scholars have all soloed and are progressing.

Ray Scholarships Update; Craig Spoke said Will is preparing for his check ride and Gabe is scheduled for a solo cross country flight.

Tanner Matheny reported a Boy Scout Young Eagles rally is after the meeting and sign up for the rally on October 22nd.

Member Build Projects Update; The Thatcher project is working on the electrical system,

The meeting adjourned followed by a light lunch.

VMC/IMC Club at 0830-0930

The following subjects were discussed during the meeting.

Calculating maneuver speed.

Making turns using the magnetic compass (Undershoot North, Overshoot South).

Utilizing ATC when flying through a TRSA.

Loss of a vacuum pump while flying in IMC. A reluctant student interfering with the flight controls during an introduction flight.

**Secretary/Treasurer**

**Scott Swanson**



### Aviation Briefs1.20

By Russ Niles

#### Cuban Defector Flies Stolen An-2 To Florida



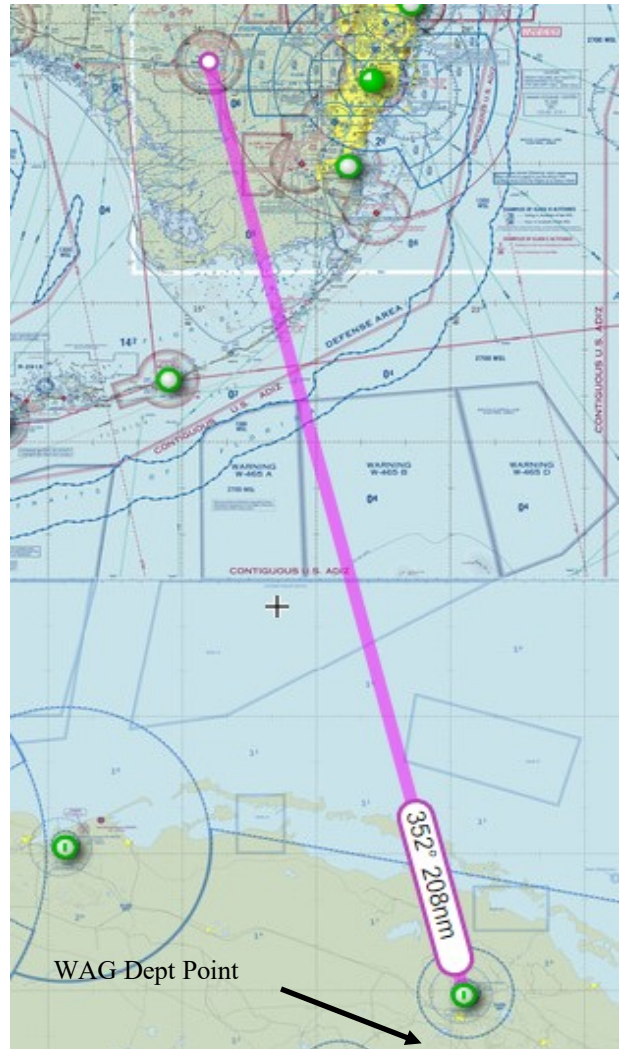
A Cuban pilot defected to Florida on Friday but there won't be much intelligence to be gleaned from the government aircraft he stole. The pilot, identified by a Spanish publication as Ruben Martinez, flew an ancient Antonov An-2 single-engine biplane at wavetop level before landing at Dade-Collier Training and Transition Airport in the Everglades. "The pilot of the plane notified the Miami-Dade County tower at TNT Airport that he was low on fuel and had to land there minutes before he landed," Greg Chin, the Miami-Dade Aviation Department's communications director, told Local 10 news.

Martinez reportedly left El Cedro, Cuba at 7 a.m. and headed for Florida. "He told airport staff that he was a defector from Sancti Spiritus, Cuba," Chin said. **The TSA and Customs and Border Protection are, of course, interested in how the school-bus sized relic of the Soviet era was able to sneak through one of the most surveilled coastlines in the country.**

Martinez is being held by Customs officials. The aircraft is owned by a Cuban company called ENSA, which is a subsidiary of the government's Cuban Aviation Corporation. It normally supplies crop-dusting aircraft but recently began carrying cargo.

This is pretty amazing! I searched for the town in Cuba but I'm not 100% sure this is correct. I didn't find an airport and used Skyvector to link to the closest Airport. the map shows the straight route from Santamaria Intl airport at 208 nm. The flight would have been certainly longer.

This appears to be a slightly populated area from the map I found. It's amazing that he wasn't picked up by Cuban and US radar. John



#### Air Force Flies Tanker Single Pilot

By Russ Niles

The Air Force has flown two single-pilot sorties with KC-46 Pegasus tankers. The Oct. 25 flights were the first to test an experimental set of procedures it says are planned for use in grim circumstances. Earlier this year, the Air Force floated the idea, saying it was afraid it would run short of tanker pilots in a war with China since the aircraft are both vulnerable and high value. .

The single-pilot gambit is being investigated



in case there aren't enough pilots to fly surviving aircraft. The sorties were flown from McConnell Air Force Base with a pilot, a single boom operator and an instructor acting as a safety observer.

"This mission was practiced extensively in flight simulators," Air Force Col. Nate Vogel, head of the 22nd Air Refueling Wing, said in a statement. "Each phase of evaluation has been carefully considered, taking into account crew safety, aircraft capabilities, and existing federal aviation standards. That allowed us to make a deliberate and thorough analysis of what risks and hurdles are present, how to mitigate those, and allowed us to recommend training requirements to familiarize crews with the basic functions and critical controls of unfamiliar crew positions."

On the first flight, the skeleton crew just did the flying part but on the second hop the pilot and boom operator went through "a full mission profile including ground operations; preflight tasks; takeoff; aerial refueling rendezvous; air refueling on-load and offload; landing; and debrief."

When the boom operator wasn't dispensing JetA, he or she was sitting in the right seat. In addition to the safety observer, a second KC-46 with experienced crew members flew alongside in case the small crew had any questions or issues.

### Mig 25 Helmet Cam Ejection

By Russ Niles

Anyone who wonders what it's like to eject probably won't come much closer than a video making the social media rounds. The brief helmet cam clip glimpses the split second destiny changes that are part of the drill for jet jockeys and this one seems to take the time to reflect on that. The video apparently shows an SU-25 on a low level training run hitting a power line. The mishap reportedly occurred near Belograd on the Ukraine border on June 22, 2022.

From the helmet cam, the plane is stable and really low before pitching up amid smoke and noise. There's a glimpse of the canopy deploying and the plane crashing before the pilot hits the tilted and planted field below with a thud and a grunt an uncomfortably short time later. He takes

a few moments to get his bearings before sitting up, surveying the scene and checking in by radio.

[Watch the Video](#)

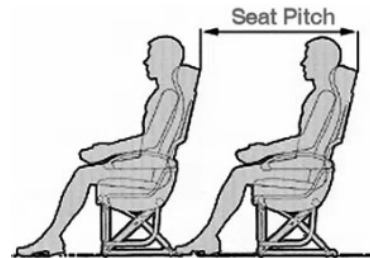
### United Launches Maintenance Tech Apprenticeship Program

By Kate O'Connor

United Airlines is launching an in-house apprenticeship program designed to help grow its pipeline of aircraft maintenance technicians (AMTs). Called Calibrate, the 36-month program is a "joint effort between United, the International Brotherhood of Teamsters (IBT) and the Federal Aviation Administration." According to United, Calibrate was designed as a full-time, paid apprenticeship offering both on-the-job and classroom training to help apprentices "gain the skills and knowledge required to test for and obtain their A&P Certificate."

"Calibrate is a great opportunity for people who are interested in pursuing a rewarding career as an aircraft technician but don't have the resources or support they need to attend traditional technical schools or colleges," said Rodney Luetzen, United vice president of line maintenance. "This program will provide life-changing opportunities, help to diversify our workforce and give us access to an even bigger pool of talented, qualified, motivated people."

United says it is aiming to train over 1,000 people at around twelve locations via Calibrate by 2026. The first Calibrate class is set to begin next week in Houston, Texas, with the second scheduled to start in early 2023. The airline is expected to begin accepting external applications for the program early next year.



### FAA Buried in Airline Seat Size Comments

By Russ Niles

More than 26,000 people responded to the FAA's [request for comments](#) on the ever diminishing airline seat and they were pretty much unanimous. In fact, at least 200 commenters



described airline travel as “torture” because of the seats. From claimed injuries to class warfare to economic discrimination, the litany of horrors tied to seat dimensions was as acrimonious as it was comprehensive. That wasn’t actually the question, however.

The agency’s stated purpose for the comment document was to determine at what dimension does a seat become an impediment to an emergency evacuation. Many of those who addressed that topic said the point has already passed. Some airlines have seat widths of 17 inches with pitches (the distance between the same point on seats in adjacent rows) down to 31 inches. Many respondents said unfolding themselves from the diminishing real estate they’re being assigned will slow their evacuation and reduce safety. Others said the cramped quarters were unhealthy, particularly for those with chronic medical issues. The agency hasn’t said what it’s going to do with the data.

### 100,000 Young Eagles Access Learn To Fly Course

By Kate O’Connor

More than 100,000 young people have enrolled in the Sporty’s Pilot Shop Learn to Fly Course following their EAA Young Eagles flights, according to the Experimental Aircraft Association (EAA). The online course is available for free to Young Eagles as a follow-up to their introductory flight with the program, which aims to introduce young people ages 8 to 17 to aviation by giving them “their first free ride in an airplane” with volunteer member-pilots. As of 2020, 75,000 Young Eagles participants had enrolled in the course.

“The concept to provide Sporty’s online courses at no charge for Young Eagles was developed with input from EAA pilots who had been flying Young Eagles,” EAA said. “Those pilots reported that after their flight, many of the young people wanted to discover more about aviation but lacked access to reliable and professional resources. The goal is to build the next generation of aviators and boost student pilot starts with a group already engaged through the Young Eagles program.”

The Sporty’s Learn to Fly Course, which

retails for \$279, offers ground school video lessons, FAA test prep and flight training tips. As previously reported by *AVweb*, EAA Young Eagles celebrated its 30th anniversary over the summer. EAA reports that its volunteers have taken nearly 2.3 million young people on Young Eagles flights to date.

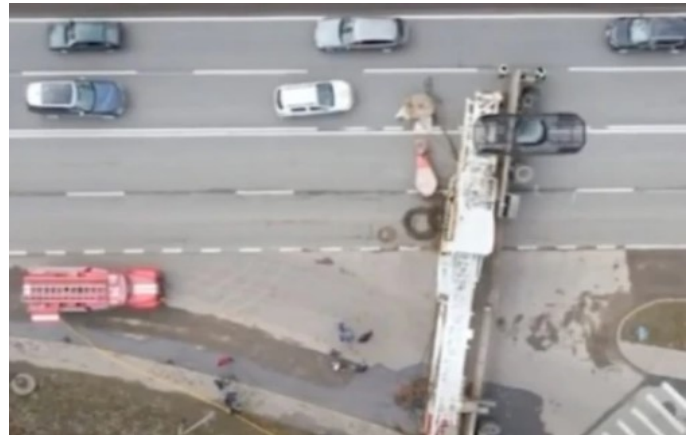
Watch: Meet the Model A, the First Flying Car That Actually Drives Like a Car and Flies Like a Helicopter. It's the only two-mode vehicle, says



Alef Aeronautics, that handles the road like an automobile and hovers like an eVTOL. Commuters, imagine the possibilities.

Alef’s electric Model A, priced at around \$300,000, will be the only road-certified flying car that can do vertical takeoff and landings like electric-powered eVTOLs, including the [Joby S4](#), [Lilium Jet](#) and [Vertical Aerospace VX4](#).

Santa Clara, California-based Alef recently introduced its two-passenger Model A, saying it would be on “pre-sale” for a deposit of \$1,500 in the first quarter of next year. The company says the first deliveries will happen in the fourth quarter of 2025.



For the full story [click here](#)

I can’t imagine the Highway Patrol and Emergency vehicle/personnel having a problem with this.  
John



23-year-old Phyllis Latour jumps from a US Air Force bomber and parachutes into occupied Normandy to gather intelligence on Nazi positions in preparation for D-Day. She uses an entrenching tool strapped to her leg to bury her 'chute and clothes, and begins a 4 month mission of impeccable spy craft posing as a poor teenage French girl.

Latour had been trained by the British Special Operations Executive (SOE). She learned about encryption and surveillance, how to send messages in Morse code, and how to repair the wireless sets. She had to pass grueling physical tests set in the rough terrain of the Scottish highlands. She learned the techniques of close combat, and described how they were taught by a cat burglar who had been released from jail on "how to get in a high window, and down drain pipes, how to climb over roofs without being caught." Latour was determined to exact revenge against the Nazis, who had killed her godfather.

It would be a dangerous mission. Years later Latour told an interviewer "The men who had been sent just before me were caught and executed. I was told I was chosen for that area [of France] because I would arouse less suspicion." She used bicycles to tour the region, often under the guise of selling soap, and passed information to the British on Nazi positions using coded messages. Acting the part of a silly country girl, she

would chatter with German soldiers. She moved constantly to avoid detection. Often she would spend nights sleeping in forests and foraging for food.

Latour developed an ingenious plan to conceal her activities. She carried her secret codes on a piece of silk, pricking each one with a pin when it had been used. She concealed the silk in a hair tie. When she was briefly detained by the Germans and subjected to search, she brazenly removed the tie and let her hair fall, to show that she had nothing to hide. During the summer of 1944 she sent 135 coded messages, helping Allied bombers to identify German targets.

After the war, Latour married and settled in New Zealand, raising four children. Her children knew nothing about their mother's service until her oldest son discovered the information on the Internet in 2000. She was presented with the Chevalier of the Legion of Honour by the French government in 2014, as part of the 70th anniversary of the battle of Normandy. Still living in New Zealand, Latour is 101.

She also joined the Women's Auxiliary Air Force (WAAF) in November 1941 as a flight mechanic for airframes. Fluent in French she was recruited by the SOE (Special Operations Executive) and sent 135 coded messages.

**Another unsung Hero**



## RV-7 Instrument Panel Labeling



### Dry Transfer Label Process

I used the Pulsar Professional fx process to make the panel labels. It's a time consuming and moderately expensive process but when the planets align does produce some very nice graphics. This is a process that is involved and takes a big learning curve.

The labels are produced through a process:

- Create labels on Inkjet printer using black ink. Leave at least 1/4" border on all sides between labels. If you have a laser printer that saves a step as you can print directly to the Toner paper
- Transfer the labels to the Toner Transfer Paper. I found most UPS stores will do this for a very reasonable cost. I used the store located at Blue Angel / Hwy 98 and they only charge \$ .34 per copy
- Cut out individual labels leaving 1/4" margin
- Using a heat gun thoroughly remove moisture from the transfer paper. (very important)
- Cut a piece of foil matching the label dimensions. The starter package comes with many different foil colors. I used White which is difficult to use.
- Using a carrier board which can be anything to transport the label through the laminator rollers. They supply a very thin 8 1/2" x 11" fiberglass sheet that can easily be cut. I've had success using just manila folders cut up in various sizes and folded over the graphic forming a pocket. Regardless you need to encapsulate the graphic.
- The laminator needs to be a high quality one

having an adjustable heat setting.

- I use two passes through the laminator and then peel the foil off. This should leave a clear image of the color you use graphic

I normally make several decals brought up to this stage. It's here where you'll find sometimes you run a decal through the process without drying it with the heat gun or not thoroughly drying it. This turns into just a complete white (in my case) decal.

- After we have a clean, clear decal we need to make it transferrable. This involves using a very fine .5 mil mylar sheet that will be used to hold the individual letters during the transfer. We once again cut this out to match the decal dimensions. The mylar is statically charged and sticks to your fingers etc.
- I use a spray super glue activator on the decal to give it a slightly sticky surface. Let it dry and then put the mylar over it. Once again placed in a "transfer pocket" and put through the laminator a couple times.
- It's time for a bath. Remove the decal from the pocket. You need to have a suitable container with about 3" of water in it. When the decal touches the water it will curl a bit and then gradually sink to the bottom.
- After a while the decal begins to unroll and mylar with all the lettering hopefully will separate intact. Sometimes it's necessary to tease the decal off the transfer paper by gently moving the water around it with a tongue depressor.
- I use a tweezer to grab the decal by an edge and place it on a paper towel to dry. You'll notice that the back side of the decal is black letters and the front is the foil color you're using. Place your color up.
- I keep several pieces of mylar in various lengths to "pickup" the decal at this point. Remember this is statically charged and the decal is wet. Once the decal is captured I pat it to dry the back side.
- The decal is ready now to be attached. I place the decal on a manila folder with the black print up and use pieces to screen off the decal leaving only the lettering exposed. There is a spray adhesive in the kit that is lightly ap-



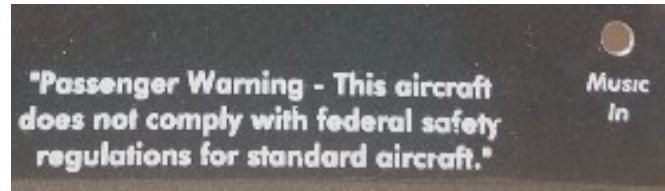
plied. It takes some trial and error to get the right amount.

- I pickup the decal flip it over and place it where it needs to be on the panel. The clear Mylar allows me to see through and get very good alignment. This is pretty much a one shot deal. I have been able to slightly change the alignment without disturbing the lettering.
- Once on the panel I “lightly” rub the decal only on top of the lettering. Then I pull off the outside transfer Mylar using 180 degree pullback. Next I rub the decal letters a bit more and then remove the next piece of Mylar off. Now the individual letters can be rubbed lightly.
- If the planets aligned during the process you’ll have a very nice graphic. My batting average on this is about .275. As I said earlier it’s a crap shoot. I’ve actually got a good decal on the first try (very rare). Some others have taken 4 or more tries. Sometimes with most things it’s time to walk away and come back later.

Special Toner Transfer Paper (Print on Blue side)



Not bad! The Pax warning 2 attempts, Music 1



To be honest the passenger warning was attempted in a two line format on multiple attempts with a larger font. I just created a 3 line smaller version that was much easier to handle.

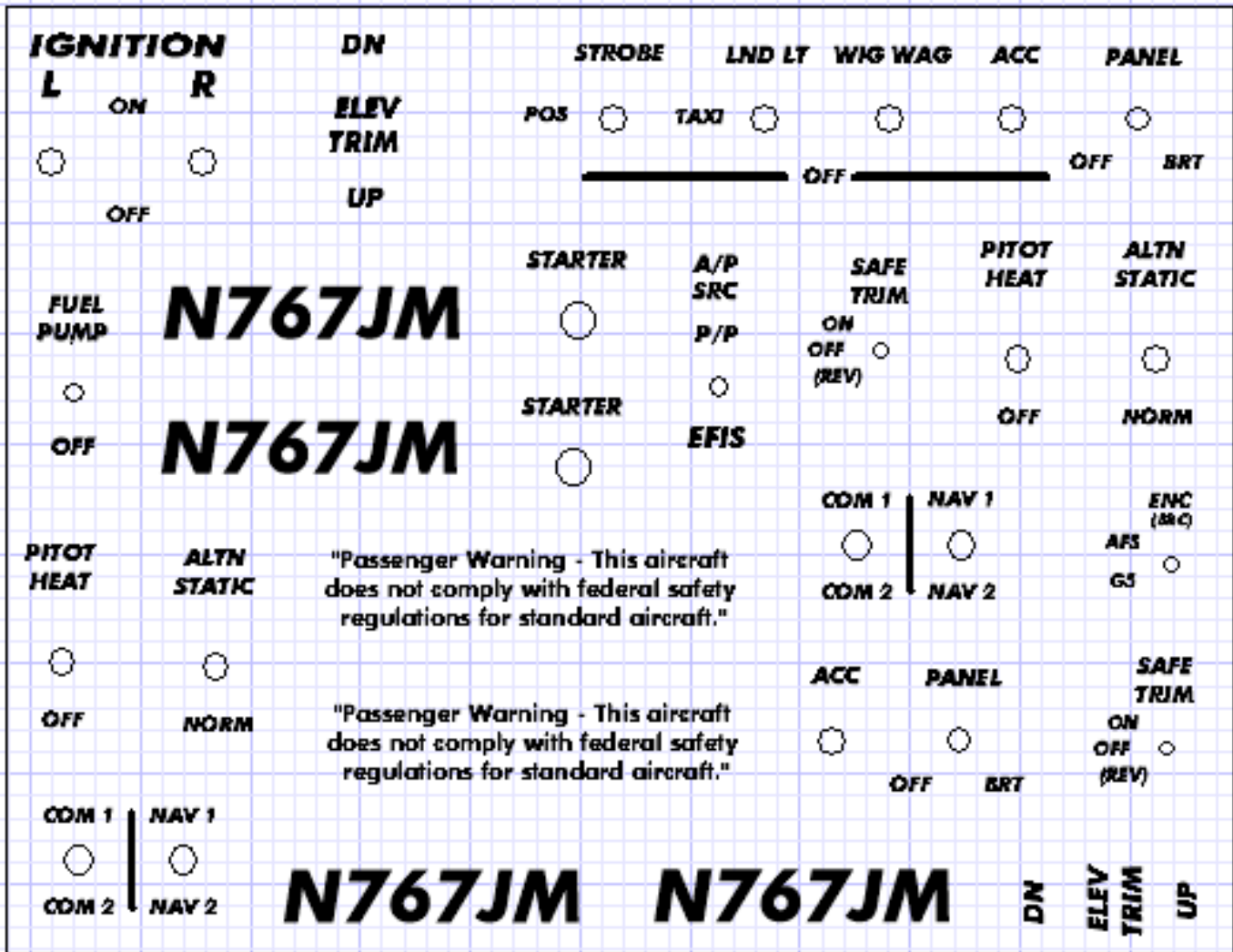
Finally, reassembly of the RV-7 begins. I really like the Fusion Dark Metal Metallic paint. It’s clear coated with Sherwin Williams Acry-Glo. The decals are not coated! They’re pretty tough to remove but it’s still so strange that just under the white surface is the black original laser print.



The Fuel Shutoff Installed

On the following page is the last Cad drawing using Turbocad 18 . I compiled this from various files what I may need to replace in the future. I have over 100 graphics decals in reserve some of which have the white print phase already done. I’m sure I’ll need to replace some of the labeling along the way and just want to be prepared.

It is very important to have at least 1/4”



around each graphic to act as a bond for the mylar to hold things together better. The directions actually called for a minimum 1/4" thick box around the decals spaced at least 1/4" from the graphic. This consumed huge real estate and I found it didn't produce any better results using that method, only wasting toner paper.

I normally don't draw using the metric system but here it just seemed easier. For clarity I left the grid lines on in the picture above which are metric 5 millimeter squares. Since you need a 1/4" border (6.4 mm) I spaced 3 boxes between the graphics. Notice that on the edges you only need 1 1/2 boxes for the border.

When I cut the panel I used a CAD template for all drilling with a center point for each switch location. The small circles on the drawing are centered on the actual switch holes just using a

smaller diameter. This allows accurate positioning when placing single and multiple graphics on the panel. The electrical panel switches needed to be divided into 3 sections because it was unmanageable to do in a single decal placement.

**Summary**

The process has many steps to produce a decal. I started off with a checklist but after processing several decals, the order is memorized and that is helpful. It's still challenging and frustrating.

There is quite a bit of trial and error and even after many decals each step can break the "chain" for the perfect decal. Even the very first step of transferring the foil sometimes leaves black flecks in the white print. Small specks of dust will prevent the foil from attaching to the



black print leaving a “hole” so to speak revealing the black toner underneath.

I actually got quite good at creating the initial white decal since it’s the first step after using the heat gun to remove moisture from the transfer paper. This is very important.

The application of both the CA activator and the actual adhesive is difficult to gage. You certainly get better with practice. The Mylar is very difficult to control and it gets statically attached to everything. On several occasions I had a decal screwed up from a small sliver of mylar that got transferred in the process. I had rolled up tape sticky side out in various places to transfer the mylar waste from fingers, scissors and clothing.

I believe going to manilla folder “pockets” was a game changer although unfortunately, I only stumbled across that method as a ninth inning closer. They seemed to evenly heat the decal where the fiberglass carrier board was a larger heat sink and more statically charged. Heavy 28lb Ink-Jet paper also works to create pockets of various sizes. The “pockets” need to be a minimum of 4” in length to properly transit the laminator I also try not to “run” them through the laminator in the same place since the process takes some heat out of the rollers. For larger decals it’s best to use the carrier board underneath adding more stability. Often I used 3 passes which seemed to help on larger decals

The company advertises “*Make Real Dry-Transfers in 8 Minutes*” and that is possible. In practice I found that’s just not happening with

any consistency.

It’s also not an inexpensive process. I got a great deal on an open box high quality laminator for around \$115. It can be used for other things like, well, laminating. It’s going to spend most of its life on a shelf somewhere. I also have a lot of extra material such as Toner paper and lots of foils. In the end I guess it works out because as I said, when the planets align the system does produce high quality graphics. If you or family members are art talented the graphics with this process will even attach to candles and anything else that has a smooth surface.

There is even special foil paper (clearcoat) that can transfer any color graphic that you can print and put on various things. Larger multi-color graphics are easier to deal with in my opinion. The small letters in an instrument panel are very delicate. On more than one occasion I had alphabet soup in the water bath where the decal released nearly all of the letters. When creating the Passenger Warning decal consisting of over 80 characters a single bad letter makes the decal worthless.

Before I attempt my RV-10 panel I’ll check here locally what it would cost for Silk-Screening or other professional labeling. It may be well worth it to bring or send it to a firm that specializes in this field. The frustration and time may be well worth the cost.

If your interested in seeing the process and getting some hands on training maybe following a chapter meeting. Let me know! John

The Instrument panel is ready for installation into the aircraft. It’s been populated with everything that can be installed outside the aircraft. The “big” holes are for the G5, AFS 4500 and avionics/radios.





# Thatcher

Recently we had a 6 man crew working on the CX-4. The electrical system is nearly done as most of the instrument panel is wired.

It was time to get the main landing gear squared away. Jonathan had picked up some gear parts a while back which consisted of wheels, axles, tires, disks and caliper holders. We found that the axles bolt pattern didn't match our gear leg/axles. Also the brake disks were in rough shape so I placed an order all the pieces.



Notice that these calipers float inside a holder a little different than what we normally see. We had to place a little notch in the gear trailing edge to accommodate the holders. Each of the caliper holders took a couple hours of filing to allow the clearance necessary for the calipers to enter the crude castings and move smoothly. I noticed that the original holders had several places indicating signs of wear/binding. The tires are virtually new and the wheels are in great shape.

We match drilled the caliper holders and then began building the wheel system up. After nearly 3 hours we finally had the gear mounted.

We also have a set of wheel pants. The original axles were about 5/8" shorter than ours and originally thought we would have to shorten them and redrill and tap the hole for the outside attach point.

We grabbed a wheel pant and tried it. It looks like they will work just fine. With better outside clearance due to the extended axle. There are also some inside pant brackets but unfortunately they are located between the gear and axle so the bolt pattern won't work. We'll manufacture two new ones at the next build night.



Here both wheels are mounted

A Blast from the Past (You may recognize these guys)



Looks Like a Union Job !





Now That's More Like It!



If you are interested in getting hands on aircraft building please let me know and I'll add you to the Thatcher build list. There always some interesting side discussions and learning going on. We normally build Tuesday evenings at 1800 - ? We're nearing the point to put the gear on and start closing up the airframe and mounting the engine. It's time to finish this project. John

Tech Counselor/Flight Advisor Programs

If you're building/rebuilding an aircraft and would like another set of eyes to have a look (A very good idea) reach out to us. This is a great service that is offered for free and you'd be surprised what you may learn. The chapter has 3 Tech Counselors and 2 Flight Advisors.

It's nice to have a few inspections on your aircraft prior to a DAR inspecting your work for the Airworthiness Certificate. If your building or maintaining an aircraft you should have a copy of FAR Part 43 - Maintenance, Preventive Maintenance, Rebuilding and Alterations. This manual is the maintenance Bible for aircraft. It's available online [FAR Part 43](#).

Flight Advisors can prepare you for your first flight. Both of ours have built aircraft and performed first flights, previous maintenance test pilots and additionally are CFIs. They can assist you with preparing for yours. The EAA also offers a very thorough [Flight Test Manual](#) which also has a spiral bound test flight cards helping you through the test phase and creating your aircraft operating manual. For current TC/FA [Click Here](#)

Hey, Ya Wanna Go Fly?



Let's have an "Old Buzzards Fly-Out Lunch-eon" to Andalusia, AL.

Mark Rogers will be the project officer for this casual gathering and will discuss the plan at the November meeting.

The plan will be to pair flyers with observers for the flight to Andalusia (79J), have lunch, then swap rides for the trip back to 82J.

This will be a great opportunity for those who don't get to do much flying.

Commercial Pilot Humor [Click](#)





**"My Very Dear Wife" -  
The Last Letter of Major Sullivan Ballou**

"If I do not [return], my dear Sarah, never forget how much I love you, nor that, when my last breath escapes me on the battle-field, it will whisper your name. "*Major Sullivan Ballou*



Col. Ambrose Burnside leads his bridge, including the 2nd Rhode Island, into battle Mathews Hill

Sullivan Ballou was a successful, 32-year-old attorney in Providence, Rhode Island, when Abraham Lincoln called for volunteers in the wake of Fort Sumter. Responding to his nation's call, the former Speaker of the Rhode Island House of Representatives enlisted in the 2nd Rhode Island Infantry, where he was elected major.

By mid-July, the swirling events in the summer of 1861 had brought Ballou and his unit to a camp of instruction in the nation's capital. With the movement of the federal forces into Virginia imminent, Sullivan Ballou penned this letter to his wife. His concern that he "should fall on the battle-field" proved all too true. One week after composing his missive, as the war's first major battle began in earnest on the plains of Manassas,

Ballou was struck and killed as the Rhode Islanders advanced from Matthews Hill.

Regrettably, the story of Sullivan Ballou does not end with a hero's death on the field of battle and a piercing letter to a young widow. During the weeks and months that followed the battle, Confederate forces occupying the area of the battlefield desecrated the graves of many fallen Federals. As a means of extracting a revenge of sorts against the Union regiment at whose hand they had suffered, a Georgia regiment sought retribution against the 2nd Rhode Island. Supposing they had disinterred the body of Colonel John Slocum, commanding the Rhode Islanders during the battle, the Confederates desecrated the body and dumped it in a ravine in the vicinity of the Sudley Methodist Church.

Immediately following the Confederate evacuation from the Manassas area in March 1862, a contingent of Rhode Island officials, including Governor William Sprague, visited the Bull Run battlefield to exhume their fallen sons and return them to their native soil. Led to the defiled body, the party examined the remains and a tattered remnant of uniform insignia and discovered that the Confederates had mistakenly uncovered the body of Major Sullivan Ballou, not his commanding officer. The remains of his body were transported back to Rhode Island, where they were laid to rest in Providence's Swan Point Cemetery.

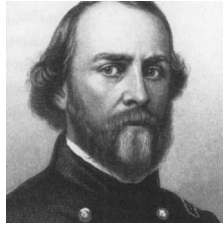
Of the tens of thousands of letters written in the days leading up to the First Battle of Manassas, certainly none is more famous than the last letter of Major Sullivan Ballou. As poignant as it is prescient, Ballou's epistle captures not only the spirit of patriotic righteousness that led many men to the enlistment office, but it also drives home the stark reality that casualties of war were not confined to the battlefield. There were hundreds of thousands of soldiers who would not return to their families over the next four years, leaving behind a Sarah, or a Willie and Edgar who would "never know a father's love and care." Very few, however, had the foresight or the eloquence to leave behind a legacy as touching as Sullivan Ballou's to his grief-stricken family.



## Text of Sullivan Ballou's Last Letter

Headquarters, Camp Clark  
Washington, D.C., July 14, 1861

My Very Dear Wife:



Indications are very strong that we shall move in a few days, perhaps to-morrow. Lest I should not be able to write you again, I feel impelled to write a few lines, that may fall under your eye when I shall be no more.

Our movement may be one of a few days duration and full of pleasure and it may be one of severe conflict and death to me. Not my will, but thine, O God be done. If it is necessary that I should fall on the battle-field for any country, I am ready. I have no misgivings about, or lack of confidence in, the cause in which I am engaged, and my courage does not halt or falter. I know how strongly American civilization now leans upon the triumph of government, and how great a debt we owe to those who went before us through the blood and suffering of the Revolution, and I am willing, perfectly willing to lay down all my joys in this life to help maintain this government, and to pay that debt.

But, my dear wife, when I know, that with my own joys, I lay down nearly all of yours, and replace them in this life with care and sorrows, when, after having eaten for long years the bitter fruit of orphanage myself, I must offer it, as their only sustenance, to my dear little children, is it weak or dishonorable, while the banner of my purpose floats calmly and proudly in the breeze, that my unbounded love for you, my darling wife and children, should struggle in fierce, though useless, contest with my love of country.

I cannot describe to you my feelings on this calm summer night, when two thousand men are sleeping around me, many of them enjoying the last, perhaps, before that of death, and I, suspicious that Death is creeping behind me with his fatal dart, am communing with God, my country and thee.

I have sought most closely and diligently, and often in my breast, for a wrong motive in this hazarding the happiness of those I loved, and I could not find one. A pure love of my country, and of the principles I have often advocated before the people, and "the name of honor, that I love more than I fear death," have called upon me, and I have obeyed. Sarah, my love for you is deathless. It seems to bind

me with mighty cables, that nothing but Omnipotence can break; and yet, my love of country comes over me like a strong wind, and bears me irresistibly on with all those chains, to the battlefield. The memories of all the blissful moments I have spent with you come crowding over me, and I feel most deeply grateful to God and you, that I have enjoyed them so long. And how hard it is for me to give them up, and burn to ashes the hopes of future years, when, God willing, we might still have lived and loved together, and seen our boys grow up to honorable manhood around us.

I know I have but few claims upon Divine Providence, but something whispers to me, perhaps it is the wafted prayer of my little Edgar, that I shall return to my loved ones unharmed. If I do not, my dear Sarah, never forget how much I love you, nor that, when my last breath escapes me on the battlefield, it will whisper your name.

Forgive my many faults, and the many pains I have caused you. How thoughtless, how foolish I have oftentimes been! How gladly would I wash out with my tears, every little spot upon your happiness, and struggle with all the misfortune of this world, to shield you and my children from harm. But I cannot, I must watch you from the spirit land and hover near you, while you buffet the storms with your precious little freight, and wait with sad patience till we meet to part no more.

But, O Sarah, if the dead can come back to this earth, and flit unseen around those they loved, I shall always be near you in the garish day, and the darkest night amidst your happiest scenes and gloomiest hours always, always, and, if the soft breeze fans your cheek, it shall be my breath; or the cool air cools your throbbing temples, it shall be my spirit passing by.

Sarah, do not mourn me dear; think I am gone, and wait for me, for we shall meet again.

As for my little boys, they will grow as I have done, and never know a father's love and care. Little Willie is too young to remember me long, and my blue-eyed Edgar will keep my frolics with him among the dimmest memories of his childhood. Sarah, I have unlimited confidence in your maternal care, and your development of their characters. Tell my two mothers, I call God's blessing upon them. O Sarah, I wait for you there! Come to me, and lead thither my children.

- Sullivan



2022 Officers and Committee Chairmen

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

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Flight Advisor:

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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 [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



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 \$20. 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

In an effort to boost dwindling revenue sales, Delta Air Lines is targeting Business class travelers with new incentives.

### Delta's New Business Class Seats



### Chapter Meeting Nov 12, 2022 at 1000 VMC/IMC Club at 0830-0930

#### General Membership Meeting 1000-1100:

- Pledge
- Guests
- Officers Reports: President, Vice-President
- Secretary/Treasurer
- Chapter 485 Scholarships Update
- Ray Scholarships Update
- Young Eagles Update
- Member Build Projects Update
- New Business
- FAAS Team Briefing from NIFE Jordan Shaw

#### Adjourn

**Lunch – Cheeseburgers / Chips / Soft Drinks / Coffee + COOKIES AND APPLE CIDER!**

\$5 donation requested.

#### Future Meeting Dates, 2022-2023:

- December – No meeting. Happy Holidays!
- January - 14<sup>th</sup>
- February - 11<sup>th</sup>
- March - 11<sup>th</sup>

#### Upcoming Fly Ins / Airshows / Chapter Events:

#### Fly-Ins

[NAS Pensacola Homecoming Airshow](#)

[Facebook Link](#)

November 11-12

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

From Chapter 485

Have a wonderful Holiday Season and we're looking forward to a busy and exciting New Year!

Be Safe