Congratulations Will

February 2023

Home of the "Panhandle Pelicans"

EAA 485

Squawk 485

Meeting Saturday, Feb 11th See Below
At Our Clubhouse
IMC/VMC Club Meets at 0830-0930
Details

President
Ralph Moser Contact: Ralph

PRESIDENT'S NOTES

Thanks to those of you who joined us for the ATC tour after last month's meeting. I counted 20 folks; it was very informative. And thanks to Eric Goldman for jumping in and conducting the tower portion.

For our February meeting, the agenda is a bit non-standard. After the 8:30-9:30 VMC/IMC meeting, we will form groups at 9:30 to load up into vehicles for a "behind the scenes" tour of the NAS Museum, hosted by our very own Duane Thiessen, Lt. Gen, USMC, Retired, AKA "Drano". Unfortunately, this time we were unable to get a side trip to the Restoration Center, where they rebuild the airplanes prior to display in the museum. Each vehicle must have a DOD ID car holder on board. We have lots of those individuals! So if not attending the VMC/IMC meeting, please be at clubhouse by 9:30. We'll hold a short general membership meeting in the museum Little Theater, then tour the museum in groups or individually, Then we'll rendezvous in the Cubi Bar Cafe "West Pac" room around noon for lunch. The vehicles will depart the museum and return to the clubhouse around 1PM, so everyone can reclaim their vehicle.

Clubhouse improvements: My wife found a nice second file cabinet for $20 at a garage sale, so we now have lots of storage space. Steve Foerster did some "bird-proofing" of the back room with boards, screen and spray foam. Someone donated 10 more chairs for more comfy seating.

Membership: We currently have 86 members. This is the most ever in Chapter 485 history!

Scott Swanson currently holds down two positions described in our bylaws: Secretary (including "Membership Chairperson") and Treasurer. Many chapters assign these to separate individuals, for less workload. I'd like to split these jobs for Chapter 485. More to follow on this.

Speaking of the Chapter Bylaws: We revised them in December. They are now posted on the website, at the bottom of the ABOUT US page. Another website update that Secretary Scott Swanson and Webmaster Doug Francisco accomplished was to synch up EAA's membership records with our MEMBERS page. So you newer members are finally listed!

See the February meeting agenda in this newsletter for upcoming meeting confirmed guest speakers. Another form of presentation you can expect this year: at least two members will be receiving their FAA Wright Brothers Master Pilot Awards, for 50+ years as licensed, safe pilots. And in about two years, one of our members will qualify for the FAA Charles Taylor Master Mechanic Award, for at least 50 years in the aircraft maintenance profession. We will give notice of these award presentations in this newsletter. Ralph

We will be going to the NAS museum following the VMC/IMC meeting. If you are not attending the VMC/IMC but want to attend the museum Meeting/Tour, you need to come to the clubhouse NLT 0930. From the clubhouse we will be assembling in groups having our DOD cardholders as our escorts. Please be prompt!

Pensacola FL


RAY AVIATION SCHOLARSHIP UPDATE
Craig Spoke, Chapter 485 Coordinator

Ray Scholarship Update 2/5/2023
This has been a busy month for our chapter's Ray Scholarship program.

First-GREAT NEWS!!!!! William Curd, our 5th Ray Scholar has passed his check ride and is now a private pilot!!!!!

On 1/26 William and his instructor ended up flying to Stennis International Airport in Mississippi (KHSA) to meet with DPE Desiree Strong. William reported that the check went great and he is excited to now be able to fly family and friends. I'll let him give us more details at a chapter meeting.

Congratulations William!

EAA Chapter 485 Minutes January 14th, 2023:

General Membership Meeting 1000-1030:
-Opened the meeting with the Pledge of Allegiance
-Guest introduced themselves including Scott, a student pilot and RV builder, Anderson, a UWF engineering student, Olivia, a Young Eagles flight recipient, Angus's son, Dennis, a Coast Guard pilot and Sonex B builder, Shannon and Justin.
-Officers Reports: President; A sign-up sheet was sent around during the meeting for people to sign up for the tour of the Pensacola ATC tower.
-The Board of Directors met in December and decided to change the dues year from May 1st – April 30th to January 1st – December 31st. For members paid up through April 31, 2023, the dues for the rest of 2023 will be $15. Otherwise the dues for 2023 will be $25. This amount will be pro-rated to some extent for new members joining later in the year.
-There are plans to make improvements to the clubhouse building including making some roof repairs.
-Spending up to $600 for a new refrigerator was approved during the meeting.
-The EAA's home builder week is coming up soon.

Vice-President; The Gulf Shores High School builders have relocated on the Jack Edwards Airport and now are working on two RV-12is'es.

Secretary/Treasurer; A review of the chapters bank account was given. We are accepting dues for 2023.

Chapter 485 Scholarships Update; Cody completed his check ride and is now a private pilot. Emily soloed and has completed her written test, Jacob has soloed.

Ray Scholarships Update; Gabe is ready for his check ride.

Young Eagles Update; Eric Goldman is the chapter's new coordinator.

Adjourn to Pensacola Approach &Tower Tour – All interested. Followed by lunch at Golden Coral Buffet.

VMC/IMC Club at 0830-0930.
Topics discussed during the meeting included

heat an engine during cold weather, the difference between the MRA and MOCA, dealing with a medical emergency inflight, and a "frozen" pith cable on one engine on a multi-engine aircraft. Scenarios discussed in the meeting included a night VFR flight to an island with a loss of SA and an IFR flight with a magneto problem while having difficulty contacting ATC.

Submitted by Scott Swanson Sec/Treasurer

Aviation Briefs

NOTAM System Outage Halts U.S. Flights (By Kate O'Connor)

Technicians were doing a rare reboot of the NOTAM system when the decision was made to issue a ground stop early Wednesday. The system got glitchy on Tuesday afternoon and the agency found a single corrupted file in both the main and backup system according to sources interviewed by CNN. After nudging the system along through Tuesday night, the decision was made to do a reboot in the early morning hours of Wednesday, the network reported.

It took longer than anticipated to come back and at 7:30 a.m. the decision was made to halt all departures. It didn't last long but the effect was far-reaching.

As of 8:15 a.m. Eastern Time (EST), departures were resuming at Newark Liberty International Airport (EWR) and Atlanta Hartsfield-Jackson International Airport (ATL). The ground stop was lifted and domestic departures at all other airports began to resume at 9 a.m. EST. As of late Wednesday, the system was mostly back to normal but Mother Nature has other plans. Major weather systems on the West Coast, across the Plains and in the Southeast threaten to add to the misery.

Cyberattack has been all but ruled out as a cause. White House press secretary Karine Jean-Pierre stated that there was no evidence that the outage was caused by a cyberattack, noting that the Department of Transportation will be conducting a full investigation. An estimated 5,000 commercial flights had been delayed by the issue as of 10 a.m. EST. Both Transportation Secretary Pete Buttigieg and President Joe Biden said an investigation will be launched into the outage.

Van's Update In RV-15 Development

During the EAA's Homebuilder's Week series of seminars, Van's Aircraft offered an update on the high-wing RV-15's development, which has been fairly quiet since the airplane's thunderous reveal at AirVenture last year. Van's VP Greg Hughes outlined some significant changes to the airplane as[…] Read this article

Aircraft Registrations extended to 7 years The FAA published a final rule January 18 with corrected punctuation and confirmation of the January 23 effective date, extending the duration of aircraft registration that advocates sought for years. AOPA supported legislation introduced by Rep. Sam Graves (R-Mo.) in 2018 that required this aircraft registry extension.

The need to act has become acute, due to long delays in processing the required paperwork. Many aircraft owners have experienced frustration due to the ongoing FAA backlog, which currently stands at more than 180 days. According to the FAA, delays are often due to owners failing to update their addresses with the FAA—something that will need to be continually addressed once the new rule is in effect.

The registration extension will take effect January 23 following a 30-day comment period, and will apply to all aircraft currently registered under existing FAA regulations. While all registrations that are valid on the effective date will be extended to seven years after they were issued, those registrations that are currently expired will first need to be renewed. Congress, was influential in requiring the FAA to put forward regulations to accomplish this extension.

After decades, pilot receives Navy Cross Secretary of Navy awards 'upgrade' to Escondido man

BY GARY ROBBINS

Retired Navy Capt. Royce Williams received the Navy Cross, the second highest military honor conferred by the Navy. (Nelvin C. Cepeda/The San Diego Union-Tribune)

In one of the most masterful pieces of flying in Navy history, Royce Williams of Escondido took on seven Soviet MiGs in Korea in 1952 and shot down four of them in a solo dogfight that was kept secret for decades because it was fraught with political sensitivities.

He was quietly awarded the Silver Star the following year. But that wasn't the end of the story.

At the urging of military and political leaders, Navy Secretary Carlos Del Toro visited San Diego Friday and gave the 97-year-old Williams an "upgrade," awarding him the Navy Cross in front of about 400 people, including U.S. Supreme Court Justice Elana Kagan.

"The thought of one pilot who wasn't planning to be the mission lead that day to go into a combat like that and to become the mission leader and actually have to fight off seven MiGs is extraordinary," Del Toro said after the ceremony, which was held at the San Diego Air & Space Museum.

"And to get shot up the way his plane got shot up is extraordinary," he said. "Even after the combat action was over, to actually go back on that aircraft carrier with a disabled plane essentially just took tremendous, tremendous courage and skill."

Williams, a humble, soft-spoken man, smiled and said, "This is the kind of thing I've seen in the movies. Never thought I'd be part of it. I'm thrilled."

The dogfight Del Toro described occurred on Nov. 18, 1952, while Williams and three other Navy pilots were flying their F9F-5 aircraft along the Yalu River, a demarcation line between North Korean and Soviet territories.

The Soviets were not directly involved in the Korean War, and the U.S. wanted to avoid an expansion of hostilities to avert triggering World War III.

But things turned hairy when Williams and his fellow pilots unexpectedly encountered the Soviet MiGs — planes that were faster and more maneuverable than Panther jets. They immediately opened fire.

The attack and engine problems led three of the American pilots to quickly bolt from the area. Williams got trapped and had to take on all seven MiGs.

So began one of the longest dogfights in naval history, a 35-minute brawl that Williams survived with his peerless flying skills and ability to bring the MiGs into his gun sights. Four of the MiGs went down.

"A lot of it was awareness of where they were and how I had to maneuver to avoid them," Williams, who retired with the rank of captain told the Union-Tribune last year.

"They were taking turns. I decided if I concentrated on shooting them down, then I'd become an easy target. So my initial goal was to look for defensive opportunities when they made mistakes."

The strategy worked. He then hightailed it back to his carrier, the Oriskany, in a plane riddled with 263 holes.

Williams had left the carrier in a snowstorm. Now, he found himself trying to land with a broken hydraulic system. The Oriskany performed a maneuver that gave him the best possible chance to land safely, which he managed to do.

A short time later, he was told that he could never tell anyone — not even his wife — about the dogfight to avoid antagonizing the Soviets. The story remained secret until the early 2000s when the U.S. declassified certain records from the Korean War.

Military officials, veterans and political figures later began to lobby the Navy to present Williams with a higher medal.

Some felt that he should be awarded the Medal of Honor. The effort led to a formal campaign known as Operation Just Reward and included support from U.S. Rep. Darrell Issa, R-Bonsall, who pushed the Navy particularly hard. The campaign got the attention of Secretary Del Toro, who investigated the matter and then, last year, visited Williams at his home in Escondido. "To see him in person, to listen to actions that he took on that day — in defense of himself and defense of his shipmates, defense of those other pilots that were in the air with him — was truly extraordinary, like nothing I have experienced in my time as Secretary of the Navy," Del Toro said.

Issa is among those who believes the Navy should go further and give Williams the Medal of Honor.

"We're not going to give up," Issa said. "We believe the Medal of Honor, which is a presidential determination, is warranted. But today goes a long way toward straightening out the ambiguity, if you will."

He added, "What happened 70 years ago with Capt. Williams was a battle between us and the Soviet Union while engaged in a proxy war over North Korea and South Korea.

"We're now in a proxy war with the Russians in Ukraine. And in so many ways it is fitting that ... we're recognizing Capt. Williams' work, but we are still in a battle against an evil empire. Perhaps a smaller one, but still an evil empire.

And now the rest of the story!
Between 1965 and 1967, he flew 110 missions in A-4 Skyhawks and F-4 Phantoms from the aircraft carrier USS *Kitty Hawk* during the Vietnam War.

Another unsung hero finally being recognized for his courage, skill and professionalism in keeping his heroics to himself all these years. He truly is an amazing man with an amazing career.

For more info Captain Williams: click here.

Heim Joints Re-visited

Heim Joints are very useful hardware parts used for attaching control rods to bellcranks and horns. They also come in handy, used as hinges and Van's RV line of aircraft have several of them.

They come in many different shapes sizes and two genders. Some even have lubrication ports for a grease fitting while others have studs on the ball part all ready assembled. I have a steering link instead of chains on my RV-7 tail-wheel similar to this one. Hopefully, this is dur-

ing a fitting because it appears the jam nut at the tailwheel in this location does nothing. It must be cinched up to the "steering link" tube to maintain proper alignment.

Jam nuts are necessary when installing Heim Joints. They lock the orientation of the joint with respect to the connection. Without the jam nuts the Heim would just rotate back and forth instead of the ball taking the load

Lining Up Heim Joints on Control Surfaces

On both my RV-7 and RV-10, Heim Joints are used to mount control surfaces on the rudder and elevators. The joints are installed on the control surface side and the spars have brackets where the joints slip into.

The method of mounting the joint is to space the center of the ball "X" inches from the control surface spar. It's not easily done using a ruler due to the rolled leading edge of the control surfaces. The rudder has three hinges while each elevator has two.

RV-10 Elevator (Hinge Center 7/8" from Spar)

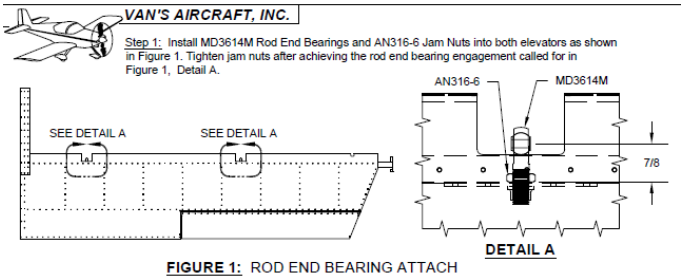


FIGURE 1: ROD END BEARING ATTACH

RV-10 Rudder (Hinge Center 3/4" from Spar)

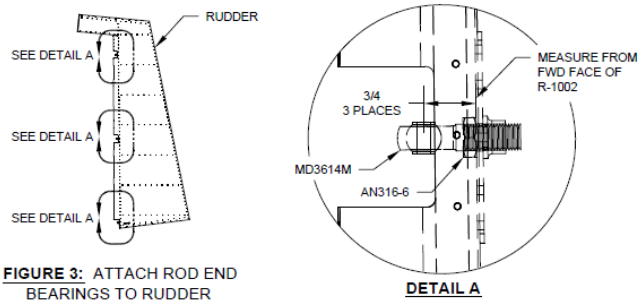


FIGURE 3: ATTACH ROD END BEARINGS TO RUDDER

There is a very easy solution and believe it or not, comes from my early youth as a quasi-carpenter. Yep! Pretty far removed from the aviation field. We used things known as gage blocks. These were small blocks of wood mace specifically with a marked thickness. They were normally used for setting such things as facia board with respect to the soffit in order to obtain the same relief. They saved time and resulted in better workmanship. You can also use this technique with a slight variation for setting hinge rod ends in flight controls.

As you can see from above, Van's specifies on the Elevators, a distance of 7/8" from the spar and on the Rudder it's 3/4". Two separate blocks need to be made. I looked around the shop and needed a flat piece of wood. Originally, I was going to use 3/8" plywood that I have lots of but it's got voids inside and I needed something that could be drilled. The perfect thing is a fat 1/4" thick 5 gallon paint stirrer stick.

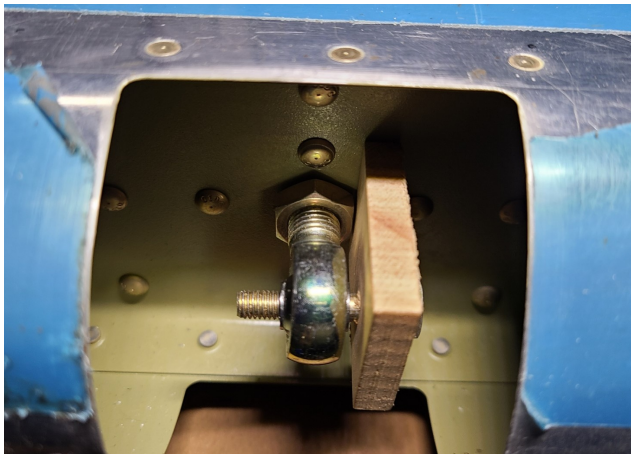
The width of the wood fits easily inside the

leading edge opening and will lay flat on the spar. It also drills much cleaner and easier than plywood.

With a ruler I measured 3/4" on one of the blocks and 7/8" on the other. Then drilled a 3/16" hole in the marked location. I shoved an AN3-10 bolt in flush. This gave a great interference hold on the shaft of the bolt in the wood.

I used some very thin double sided tape on the spar edge of the block to hold it in place. And just adjusted the Heim joint to get it as close to square as possible

Here is the "gage" block at work. Try looking at



a ruler to set these correctly in this close space.

These joints have 3/8" diameter threaded ends. They are AN6-24 rod ends. This means it takes 24 full turns to move the joint 1". 1/2 turn of the joint the minimum adjustment you can make equates to slightly over 2 hundreds of an inch movement which would be the maximum alignment error.

Another tool you'll need is a heavy duty joint installer. I had some Sched 80 pvc pipe hanging around and it becomes a great tool for adjusting and installing and removing these joints.

I have a bag full of some of these homemade gadgets but normally can't put my hands on them. A five minute job making the Heim Joint gage blocks was well worth the effort.

One critical thing is to make sure that the Jam nuts are cinched tight against the spar. The actual Heim Joint once sandwiched into the hinge bracket can't rotate. The joint itself is captured in a large nutplate located inside the forward spar. Without the jam nut being tightened the Heim Joint will wobble possibly causing cracks in the hinge bracket or even damaging the spar.
Just ask most Van's RV drivers about Service Bulletin inspections on these areas. John

My Nephew Chad and his Buddies Enroute to NAS Lemoore, CA

An Engaged Crew Avoided Disaster At Austin

By Paul Bertorelli

This week's video, courtesy of VASAviation, is a brief and bright example of how things are not supposed to work, but sometimes do anyway. The setup is at Austin-Bergstrom airport early Saturday morning (Feb. 4) in weather that was just barely flyable. The visibility was an eighth of a mile in freezing fog; what pilots and controllers call "RVR weather." They don't get a lot of that in Texas, but enough that Austin has CAT III capability.

As depicted in the video, a Southwest Airlines 737 was departing for Cancun from runway 18L. A FedEx 767 was on approach to the same runway and when he issued Southwest's takeoff clearance, the controller informed the crew that FedEx was three miles out. It was, in fact, quite a bit closer. It being low weather, Southwest took its time getting lined up on the runway. Between the takeoff clearance and the 737 rolling, about 63 seconds elapsed. In that amount of time, the FedEx freighter, at 140 knots, covered about 2.3 miles, meaning at best, it was a half mile from the threshold—about 13 seconds out by a back-of-the-envelope estimate.

Perhaps sensing that the controller had shot too tight a gap, the FedEx pilots first asked if they were cleared to land and, a bit later, urgently, commanded the Southwest aircraft to abort its takeoff roll. Too late. Either the Southwest crew didn't hear the command, didn't understand it or were past V1 and unable to abort. The incident investigation will shed light on that.

That this wasn't a major accident with substantial loss of life may have turned on pure luck—the luck of having pilots in the FedEx cockpit with superb situational awareness. And not everyone has that, at least not all the time. We await the CVR from the FedEx flight, if it becomes available. But consider what had to happen. First, the FedEx pilots had to understand that the tower controller's plan was too tight, remind him that, "hey, you know we're out here, right?" and then realize as they committed to the missed approach, they risked spearing the Southwest 737 as it got airborne and began the climb out, thus the urgent command for it to abort its takeoff run.

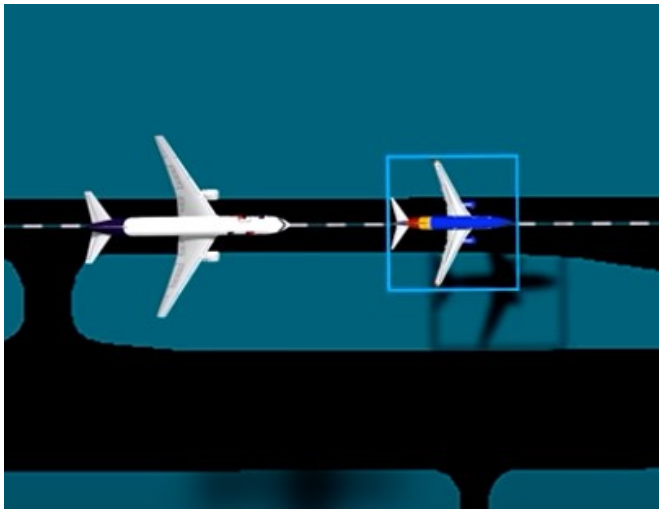
It's not supposed to work this way, obviously. ATC is on the hook for separation and that it's guaranteed means that pilots aren't supposed to have to worry about it. After all, if they're in the clag and even though they can see traffic around them on ADS-B, at least in a rudimentary way, there's no expectation that they should fly their own vectors or ask other airplanes to do so. In this case, fate had a couple of pilots with an exceptional ability to stay engaged and see the flick from the cockpit.

Judging from the tape, the controller, on the other hand, may have had no flick at all. In the moment, it didn't seem clear to him that FedEx had ordered the abort or that it hadn't occurred. Presumably, the tower has ASDE ground radar and he should have seen that Southwest hadn't aborted. Presumably, investigators will ask what he was looking at. It may also not have occurred to the controller that in RVR weather, a three-mile gap isn't close to being enough.

At the end of the tape, the FedEx pilots get thanked for their professionalism—faint praise is better than no praise at all. Meanwhile, I suspect there are some passengers sipping Bloody Marias on the beach in Cancun who have no clue how close they came to an outcome we would all rather not think about.

[See the Reenactment Here]

Wow something like this should never happen. I see three parties all guilty of not saying something early enough and breaking the chain.



The Fedex aircraft checks in at about 5 miles on final for the runway conducting a Category III ILS approach. Unless something has changed this approach terminates with an autoland. The approach. CAT III Rwy 18L has a minimum visibility of 600 feet for flying the approach. The mid-field RVR (Runway Visual Range) reading is at minimums.

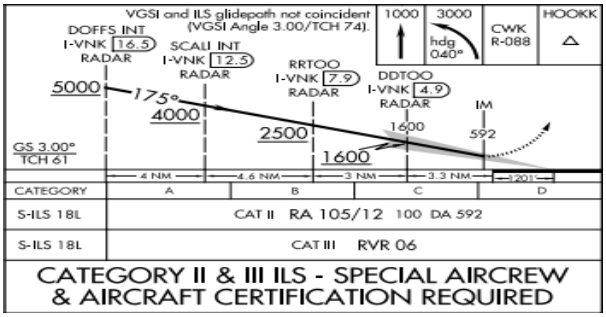
While aircraft are conducting Cat III approaches additional restrictions are active with respect to both aircraft and ground vehicles moving near the "Critical ILS Area" These restrictions protect the ILS signal for the landing aircraft. It's also eerily quiet on the radios.

The Tower controller uses bad judgement issuing an illegal takeoff clearance to Southwest with Fedex on a 3 1/2 mile final CAT III

- Southwest accepts the takeoff clearance knowing the Fedex flight is on a Cat III approach. They also know of the additional restrictions in place during CAT III ops.
- Fedex never questions the towers takeoff clearance to Southwest.

With the ground restrictions in place Southwest is probably waiting further away from the runway hold short line. It takes them a longer time to travel and get lined up. They are making a low visibility takeoff where the midfield visual range is 600'. It's not something that you hurry up to do. They should have refused the takeoff clearance especially with the Fedex aircraft at the time of the clearance on a 3 1/2 mile final, maybe 90 seconds to touchdown.

I read that the FEDEX 767 initiated a go-around at approximately 150' which would also be done on autopilot. The animation shows both



aircraft right on the runway centerline.

Luckily, a horrendous accident was avoided but it was very close. John

Thatcher

We've moved the normally weekly scheduled build night to Thursday evenings which seem to work for everyone.

We've been primarily working on the tail area with emphasis on the tailwheel. It's been drilled and mounted but we feel the steering linkage alignment is poor. The rudder cables themselves exit in fairing covers and are well aligned with the rudder horn but the chains connecting the tailwheel steering have a large angle that we feel will put a lot of stress on the area while maneuvering on the ground.

Last week we it and trimmed the front windshield. Also the main canopy is very close to riveting. I'll get some pictures for the next newsletter. John

EAA Ray Aviation Scholarship Marks 300 Pilots

The Experimental Aircraft Association (EAA) has reached a new milestone with more

than 300 young people having earned their pilot certificates with the help of the organization's Ray Aviation Scholarship program. Administered through the EAA Chapter network, the program provides[…] Read this article

2023 Officers and Committee Chairmen

President Ralph Moser (847) 736-4603

Vice President: Mark Rogers (251) 228-0356
Tech Counselor
Flight Advisor:

Secretary/Treasurer: Scott Swanson
711 Marlinspike Dr
Pensacola, FL 32507
(309) 267-9710

Ray Scholarship Coordinator
Craig Spoke (251) 550-5795

Young Eagles Coordinator
Eric Goldman (317) 910-2513

Webmaster Doug Francisco (850) 453-5501
Tech Counselor

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 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 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 1265
EAA HDQTRS	EAA 108

Interesting Links
Blue Angel 360 Way cool
Making the First Airbus 220 Time Lapse
Jetman Unleashed in Dubai
F-18 Low Level
High Speed Carrier Maneuvering

Miscellaneous
1800wxbrief.com
FAA Notams
Thatcher Build Site
Barnstormers
Skyvector.com Flight Planning, Charts
AirNav.com Airport info, Fuel Prices

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 $20. Get yours before the price hike. The next batch will be more expensive so don't wait.

Have You Tested Your ADSB System Lately?

Well you should be doing this at least twice a year.

On my Stratus ESG ADSB OUT transponder I normally have my screen displaying the code and Pressure Altitude page. A simple look there tells me my PA that the transponder is sending along with other data from my aircraft to ATC. If you don't want to do any math, simply set 29.92 in the Baro on the altimeter and compare the two. They should be very close.

The PAPR stands for **P**ublic **A**DS-B **P**erformance **R**eport and when you enter information from your flight and submit, within minutes you will receive lots of information about how your ADSB system is working or maybe not.

Here's a link to the PAPR users guide
PAPR User Guide

Link to PAPR Request Form

PAPR Report Request

On Page 3 there is a summation of the flight- Red is Bad. This means in the area in Red your not getting the minimum performance from your s

Exceptions:

NIC	NACp	NACv	SIL	SDA
Yes	Yes	Yes	Yes	No

Here is my last one from my RV-7

Exceptions:

NIC	NACp	NACv	SIL	SDA
No	No	No	No	No

Chapter Meetings February 11th, 2023:

0830-0930 VMC/IMC Club meeting at clubhouse

0930 - DRIVE to National Naval Aviation Museum on Pensacola NAS – Short MEETING in Little Theater, then Museum TOUR. Group or Individual

12:00 Noon: LUNCH in Cubi Bar Cafe "West PAC" room

1:00PM : RETURN to clubhouse to pick up your vehicle

Upcoming 2023 Meeting Dates/Speakers:

March 11th - Leigh Jordan Aviator Eye Issues.

April 8th – Chris Dosev – Chappie James Memorial Bridge and Park Status

Upcoming Fly Ins / Airshows / Chapter Events:

Spring Young Eagle Rally – date TBD

Fly-Ins

Upcoming 2023 Fly-Ins / Airshows / Chapter Events:

Sun'n Fun (LAL) – March 28 – April 2

Spring Young Eagle Rally – April 22

Chappie James Flight Academy Private Young Eagle Rally – June 16th

Fall Young Eagle Rally – October (date TBD)

Air Venture 2023 KOSH July 24 – July 30

1942 Taylorcraft DC-65 for sale

Click Here!

1942 Taylorcraft DC-65 (what the L-2 was based upon), only 35 hours on a Don's Dream Machine C-85 with the O-200 crankshaft and piston STC, battery start, spin-on oil filter, new metal prop. TTAF about 6500. Asking $40,000 with free hangar space at Shields.

Contact:

Mark Watson: 850 293-4100

Or

Bob McGoun : 850 261-1194