Congratulations Will

March 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

LOTS of activity since our February meeting! Come to the March meeting to hear all the details. Here are a few highlights:

Our February VMC/IMC meeting was excellent (thanks to Mark Rogers for filling in, and Brian DeCamp for the excellent presentation). This is just the kind of thought-provoking material the program is designed to put out. The subsequent meeting/tour/lunch at the Naval Museum was long overdue (4 years since we last did that) and well-attended. Thanks to Drano for all the coordination involved, and the superb "docent" work. See the eaa485.org website archives for a photo recap, thanks to Doug Francisco.

GREAT DONATION NEWS! Recently a home-builder in the Robertson, AL area called me to donate his unfinished (basic structure, no engine or avionics) Zenith CH750 STOL kit to our chapter! Due to our 501 (c)3 status, we can accept donations with no tax implications, and the donor can claim a deduction for fair market value if they itemize deductions on their taxes. So it is a win-win. John McKiernan interviewed the builder and coordinated the pickup. The fuselage, wings and empennage had been stored in a 20' long storage container, and are in excellent condition. Doug Francisco kindly offered his trailer to pick up the parts and pieces. Doug, John McKiernan, Duane Thiessen and I picked it up Friday, Feb. 24th. It now sits on Doug's trailer in his hanger at Roscoe Field.

We plan to sell the kit as-is for a fund raiser for the chapter. The builder claims to have $10,000-$15,000 invested. We will offer it first to interested chapter members, then if no takers, we will market it to other chapters. Details of the planned sale were provided in the email John sent out ahead of this newsletter. After the March meeting is wrapped up, any interested parties can view the partially-assembled kit. We hope to move this quickly, so Doug can get his hangar space back.

OTHER GREAT NEWS: The anonymous chapter donor funding our three chapter scholars (Cody, Jacob and Emily) amended their original offer of "up to $10,000 each" to "the total cost start to finish". This accounts for the ever-rising cost of flight training. WOW – THANKS!

Our March 11th meeting will bring back the Cheeseburger lunch! Steve and Diane Bond are doing the honors.

Early pitch for chapter dues: Most of us are paid up through April 30 this year. Scott Swanson can verify your status. We are now on a calendar year basis for chapter dues. We give you the option of paying $15 for the remainder of the calendar year, or $40 to pay through 2024. Scott Swanson will eagerly take your cash or check (written to "EAA Chapter 485") at a meeting, or through the mail: Scott Swanson, 711 Marlinspike Drive, Pensacola, FL 32507. We don't track your national EAA membership; please monitor that yourselves.

Speaking of Scott Swanson, I want to give him a shout out for not only covering the three jobs of Secretary, Treasurer, and Membership, but taking on the additional job of paying the bills for our three chapter scholarship winners over the past year. Well done, Scott!

See you March 11th.

Ralph

Pensacola FL


RAY AVIATION SCHOLARSHIP UPDATE
Craig Spoke, Chapter 485 Coordinator

Ray Scholarship Update 3/1/2023

First-After over 4 years of service as a member of the Ray Scholarship committee, Bill Diaz has resigned from his position. Bill was an integral part of the selection process and a great mentor for our scholars. He provided help and support to the scholars with ground school assistance, encouragement at every step of the scholar's training. Bill was present at each milestone, solo, check ride, etc. that the scholar achieved. Bill will certainly be a hard act to follow. Thank you Bill for all your work with our Ray Scholarship program. That being said, we have drafted a replacement.

Nick Hanssen has agreed to take the open position with our Ray Scholarship committee. Nick was our first Ray Scholar and has continued to support our chapter in many capacities including flying Young Eagles. Nick will be a welcomed addition to the selection committee and will be able to provide valuable insight and support to future Ray Scholars. Thank you Nick.

Second-Great news!!! Our chapter has been awarded a Ray Scholarship for 2023. **This will be our seventh Ray Scholarship**. We truly are the "Ray Scholar Factory". Ralph, Nick and myself will be meeting next week to get the ball rolling with the application process for this year.

There is also news from the EAA Ray Scholarship committee. After hearing from many chapters that $10,000 is just not enough to complete the training for private pilot they have raised the award to $11,000 for this year. So because our chapter was selected for a 7th scholarship it will be for $11,000. It will still be tight to make it through all the training but it is a step in the right direction.

Also the 50/50 matching scholarship where the chapter would provide $5,000 and the EAA Ray Foundation would provide $5,000 has been changed. It now will be 25/75 where the chapter provides 25% and EAA Ray Foundation will provide 75% (Chapter = $2,750 and Ray Foundation = $8250). This will be available to our chapter next year. Applying for a 25/75 scholarship would guarantee an award. This might be a good option for our chapter.

Third-Gabriel Davenport, Ray Scholar #6, is getting closer to taking his written and his check ride. We should be hearing good news from him soon.

Be sure to congratulate William Curd on passing his private pilot check ride recently. I am sure that he will have a few stories about his experience. Craig

Chapter Meetings February 11th, 2023:

We drove to National Naval Aviation Museum on NAS Pensacola.

A short meeting occurred in the Little Theater at the museum where visitors were introduced, an update was given on the progress of our scholars and future events were announced.

Members then toured the museum. Duane Thiessen led a group of interested people of some of the museum's highlights. After the tour, lunch was in the Cubi Bar Cafe "West PAC" room.

VMC/IMC Club (0830-0930)

The meeting was at clubhouse before the chapter meeting.

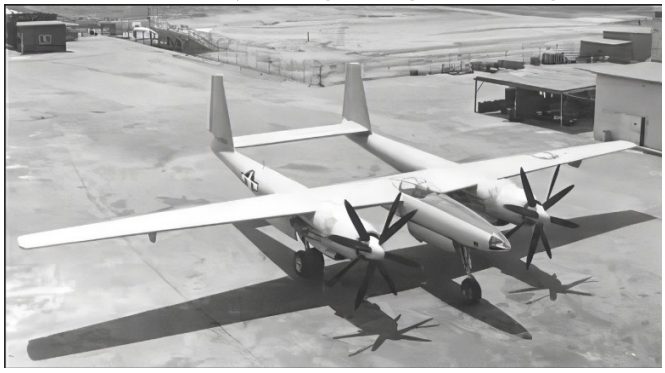
Duane Thiessen gave a brief description of an accident that occurred at the Milton airport.

Mark Rogers led the discussion on doing a contact approach and on Stabilized approaches.

Brian Decamp gave a safety briefing about using Safety Management Systems in General Aviation. He encouraged the use of personal minimums and updating them as your proficiency varies. He introduced the FAA's Flight Risk Management Tool and the Cloud Ahoy website.

Scott Swanson Sec/Treas

Name the Plane

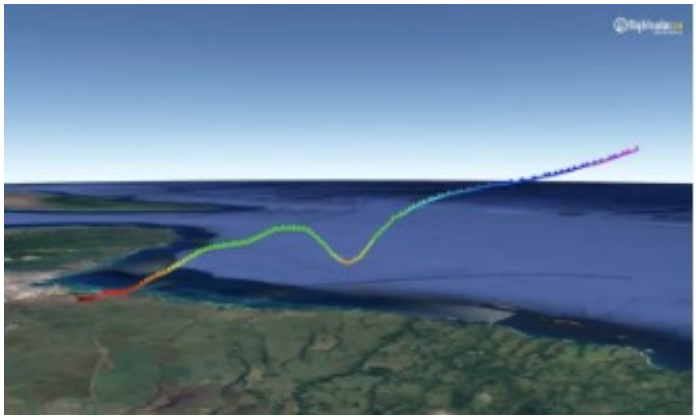


You might have to zoom in to see who's in the cockpit. The hat may give it away.

It's Howard Hughes who designed several aircraft, a very skilled airman holding several records and successful Hollywood director and businessman.

The aircraft is a XF-11 reconnaissance.

Wowie Maui



FAA, NTSB Investigate United 777 Post -Takeoff Close Call

Paul Bertorelli

The NTSB and FAA are investigating a Dec. 18, 2022, incident in which a United Boeing 777 appeared to depart controlled flight into a steep descent after departing Maui for San Francisco, according to the industry data site The Air Current. The aircraft climbed to 2200 feet after departure and then entered the descent, coming within about 800 feet of the Pacific Ocean.

According to data distilled from FlightRadar24, the 777 descended at up to 8600 FPM before recovering, resuming the climb and continuing to San Francisco without incident. **Flight loads maxed at 2.7 G's** and the entire incident occurred over a 45-second period. Weather at Maui was reported as heavy rain and a broken layer at 900 feet with a 2000-foot overcast.

The incident occurred on the same day that a Phoenix to Honolulu Hawaiian Airlines flight encountered severe turbulence, injuring 25, six seriously. That flight also landed without incident.

United did not report the incident to the NTSB, but the crew filed a routine safety report after it landed in San Francisco, presumably through the FAA's voluntary Aviation Safety Action Program and/or NASA ASRS program. The FAA reviewed the incident and said it took "appropriate action."

Switchblade Progress

It's airborne in ground effect during a test "crow hop" They still need more acceleration and have changed the wing incidence 1 degree in order to lesson flap deployment and drag.

Aviation Briefs

Cirrus Grounds Its Own Planes Due To Potential Engine Manufacturing Defect

By Russ Niles

Cirrus Aircraft has confirmed it has stopped flying all the SR22s and SR22Ts it operates that were built between June 21, 2021, and Feb. 7, 2023, because what is believed to be a manufacturing assembly defect in Continental engines. "Cirrus Aircraft has been informed by Continental Aerospace Technologies (Continental) of an issue that affects engines that power both Cirrus Aircraft's SR22 and SR22T models," the company said in a statement Feb. 9. "While we are still working with Continental to determine the scope of the issue and the specific serial number range of affected aircraft, we are proactively making the decision—out of an abundance of caution to pause all internal Cirrus Aircraft company flight operations on SR22 and SR22Ts manufactured and issued a Certificate of Airworthiness from June 1, 2021, through February 7, 2023.

Cirrus Aircraft continues to operate without restriction all its SR20s, as well as SR22s and SR22Ts manufactured before June 1, 2021 or after February 7, 2023. We anticipate Continental to issue a Service Bulletin in the near future, which will detail the specific range of affected aircraft, the root cause of the issue and corrective action. The Continental Service Bulletin will accompany a Cirrus Aircraft Service Advisory notification." A source connected with an SR-22 owner said a letter from Cirrus reported that "a Service Bulletin (SB)) from Continental will be released in the near future which will detail the specific range of affected aircraft, root cause of the issue and corrective action. This SB will be approved by the FAA. The part in question is the 'snap washer' that connects the Counter Balance Parts to the crankcase and may have been installed in reverse on some of those engines." Neither Cirrus nor Continental offered any additional detail.

Continental high-output six-cylinder engines such as the IO-550 series used in the SR-22 are equipped with crankshaft counterbalance weights that move and suppress torsional or twisting loads on the crankshaft. The weights slide and are able to respond to RPM shifts. Although the details are unclear, the initial bulletin describes potential faulty assembly of some part of this system.

There has been no grounding of the aircraft by regulatory authorities, but the FAA confirmed it's aware of the problem. "The FAA is investigating the issue and is evaluating possible next steps," the agency said late Wednesday. Meanwhile, Cirrus says it took the grounding action internally and notified all operators of the affected planes, according to Flight Global. Cirrus didn't say in its email how many planes are affected, but Flight Global researched it and estimated about 700 aircraft of those two types were built in that time period.

In an emailed statement on Thursday morning, a Continental representative told AVweb that "Continental is taking an abundance of caution regarding a potential flight safety issue. While we are currently working directly with the FAA regarding the affected aircraft, we are proactively making the decision to encourage all flights powered by a Continental 360, 470, 520, 550 engine manufactured between June 1, 2021 through February 7, 2023 to pause flight until further information is available." FAA AD ISSUED

Air Force Wants Stealthy Tanker

The Air Force says it wants stealthy tankers in the air by 2040 to improve its chances of pressing a battle in the far-flung locations that are often the site of such conflicts. One of its main constraints is that its tankers are sitting ducks for

even the most rudimentary anti-aircraft munitions. The Air Force says the winner of the contract will offer an airplane that is “capable of surviving in contested airspace” as a primary requirement and that it will consider all shapes and sizes of aircraft.

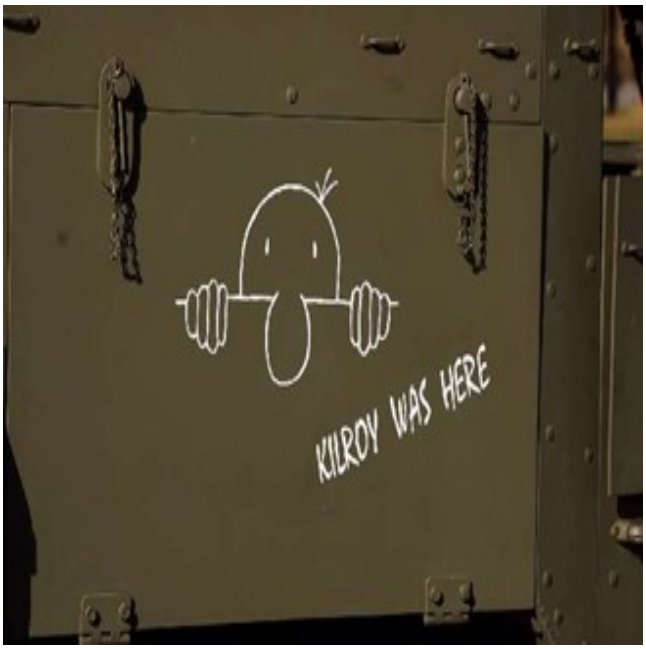
It’s also saying that it will look at “novel technologies or operational concepts,” meaning drones will be part of the mix. Among the requirements will be that the new tankers can also receive fuel in the air so they can more efficiently supply the frontline aircraft. The Air Force says the threat from China is driving the move from traditional tankers because the People’s Liberation Army has the ability to take out the lumbering airframes from a wide variety of weapons platforms at long range. In the ensuing 18 years, the Air Force is looking at upgrading the KC-46 as part of a “bridge tanker” program.

Talk about stealth: Normally I can just click the pictures and format them in the newsletter. I attempted that 3 times and all I got was a blank box. I had to “snip” the photo image from the screen and then paste the Stealth tanker photo.

After the balloon fiasco, maybe it’s time to get our tinfoil hats on the ready. John

Kilroy Was Here

(Thanks Drano)



He is engraved in stone in the National War Memorial in Washington , DC- back in a small alcove where very few people have seen it. For the WWII generation, this will bring back memories. For you younger folks, it's a bit of trivia that is a part of our American history. Anyone born in 1913 to about 1950, is familiar with Kilroy. No one knew why he was so well known- but everybody seemed to get into it.

So who was Kilroy?

In 1946 the American Transit Association, through its radio program, "Speak to America" sponsored a nationwide contest to find the real Kilroy, offering a prize of a real trolley car to the person who could prove himself to be the genuine article. Almost 40 men stepped forward to make that claim, but only James Kilroy from Halifax, Massachusetts, had evidence of his identity.

'Kilroy' was a 46-year old shipyard worker during the war who worked as a checker at the Fore River Shipyard in Quincy. His job was to go around and check on the number of rivets completed. Riveters were on piecework and got paid by the rivet. He would count a block of rivets and put a check mark in semi-waxed lumber chalk, so the rivets wouldn't be counted twice.

When Kilroy went off duty, the riveters would erase the mark.

Later on, an off-shift inspector would come through and count the rivets a second time, resulting in double pay for the riveters.

One day Kilroy's boss called him into his office. The foreman was upset about all the wages being paid to riveters, and asked him to investigate. It was then he realized what had been going on. The tight spaces he had to crawl in to check the rivets didn't lend themselves to lugging around a paint can and brush, so Kilroy decided to stick with the waxy chalk. He continued to put his check mark on each job he inspected, but added 'KILROY WAS HERE' in king-sized letters next to the check, and eventually added the sketch of the chap with the long nose peering over the fence and that became part of the Kilroy message.

Once he did that, the riveters stopped trying to wipe away his marks. Ordinarily the rivets and chalk marks would have been covered up with paint. With the war on, however, ships were leaving the Quincy Yard so fast that there wasn't time to paint them. As a result, Kilroy's inspection "trademark" was seen by thousands of servicemen who boarded the troopships the yard produced.

His message apparently rang a bell with the servicemen, because they picked it up and spread it all over Europe and the South Pacific.

Before war's end, "Kilroy" had been here, there, and everywhere on the long hauls to Berlin and Tokyo. To the troops outbound in those ships, however, he was a complete mystery; all they knew for sure was that someone named Kilroy had "been there first." As a joke, U.S. servicemen began placing the graffiti wherever they landed, claiming it was already there when they arrived.

Kilroy became the U.S. super-GI who had always "already been" wherever GIs went. It became a challenge to place the logo in the most unlikely places imaginable (it is said to be atop Mt. Everest , the Statue of Liberty , the underside of the Arc de Triumphed, and even scrawled in the dust on the moon.

As the war went on, the legend grew. Underwater demolition teams routinely sneaked ashore on Japanese-held islands in the Pacific to map the terrain for coming invasions by U.S. troops (and thus, presumably, were = the first GI's there). On one occasion, however, they reported seeing enemy troops painting over the Kilroy logo!

In 1945, an outhouse was built for the exclusive use of Roosevelt, Stalin, and Churchill at the Potsdam conference. Its' first occupant was Stalin, who emerged and asked his aide (in Russian), "Who is Kilroy?"

To help prove his authenticity in 1946, James Kilroy brought along officials from the

shipyard and some of the riveters He won the trolley car, which he gave to his nine children as a Christmas gift and set it up as a playhouse in the Kilroy yard in Halifax , Massachusetts .

EVEN Outside Osama Bin Laden's House!!!

Boeing Suspends 787 Production Over Fuselage Issue

By Russ Niles

Boeing has suspended production of 787s after it discovered an error in the manufacture of the aircraft fuselage. “In reviewing certification records, Boeing discovered an analysis error by our supplier related to the 787 forward pressure bulkhead,” Boeing said in a statement. “We notified the FAA and have paused 787 deliveries while we complete the required analysis and documentation.” The company said the issue doesn’t affect the safety of the in-service fleet and doesn’t expect any long-term effect on the delivery schedule.

This is at least the third issue with the Dreamliner airframe to interrupt production. The plane was out of production for a year over manufacturing faults and when production resumed last August the FAA required its own inspectors to sign off on the completion of each plane rather than the normal practice of allowing the manufacturer to certify its airworthiness. The company hopes to deliver up to 80 Dreamliners this year.

A very scary trend

Regional Jet Aborts Landing To Avoid Departing Flight At Burbank by Russ Niles

The NTSB and FAA are investigating yet another incursion in which the crew of an inbound aircraft had to abort a landing because there was an aircraft departing on the same runway. The Aviation Safety Network (ASN) is reporting a SkyWest Airlines E175 (operating as United Express 5326) was cleared to take off from Runway 33 at Hollywood Burbank Airport in California while a Mesa Airlines CRJ-900 (American 5826) was on short final for the same runway. “The CRJ-900 discontinued the approach and initiated a climb out. At the same time the ERJ-175 continued with its departure, which prompted a TCAS alert on the CRJ-900,” the ASN report says. The alert was a resolution advisory (RA). The incident occurred Feb. 22 just before 7 p.m. local time. The ATC exchange begins at 26 minutes in this LiveATC recording. The post says the controller ordered the CRJ-900 crew to make a left turn and it eventually returned to Burbank for an uneventful landing. The E175 continued to San Francisco. NBC is reporting the landing aircraft was 1.3 miles from the threshold when the E175 began its roll. It’s not clear how close they came to one another. It’s at least the fourth close call involving airliners in the last few months and similar to one earlier this month in which a Southwest 737 taking off from Austin was overflown by a FedEx 767 that had been cleared to land on the same runway in heavy fog. Weather does not appear to have been a factor in the Burbank incident. The mishap came after FAA Acting Administrator issued a call to action on safety in response to the previous three incursions and a fourth incident in which a Boeing 777 lost almost 2,000 feet shortly after taking off from a Hawaiian airport.
Another 3 party screw-up.

At Delta Airlines in 1987 we had several close calls, some very close.

In a very short period:

- We had an aircraft land at the Frankfurt, Kentucky instead of Lexington
- A 30’ near miss with a Continental Air Lines 747 and DAL L-1011 coming off the North Atlantic Tracks. The Delta aircraft had the wrong waypoint programmed
- In Nashville early morning fog a Delta 727 aborted it’s takeoff and used a high speed exit to avoid hitting a Southwest aircraft who was taking off in the opposite direction. There was a single controller in the tower and he never made it clear there were two aircraft waiting to takeoff. They both accepted the takeoff clearance and nearly collided.
- A 767 crew inadvertently shut-down both engines and recovered the aircraft 600’ above the Pacific Ocean. (WOW) Then continued on to Cincinnati.

It was not a happy time around the campus at the big “D”. These 4 incidents took place over the course of a few weeks**.**

There was also an increase in our altitude busts and multiple new procedures implemented. The pilots always had to verbally and visually verify the new altitude assignment was in the altitude window. The head shed decided we also

needed to point to it also. On the L1011 just touching the knob touching the knob would disengage the auto level off feature. I was flying with a Captain who reached over and did exactly that, touched the knob and didn't see the capture feature turnoff. After a few minutes I said "so much for that pointing procedure."

This trend of runway incursions and just plain bad "headwork" hopefully will be corrected soon.

It's Not Just Us!

Russia Shuts Down St. Petersburg Airport Due To Airspace-Intruding Drone

According to Russian news sources, the airport at Saint Petersburg was temporarily shut down on the afternoon of Feb. 28 (local time) and jet fighters were scrambled to respond to an "unidentified flying object" intruding on the airspace. The object[…] Read this article.

Issues With Advanced Flight Systems 4500

My panel was finally complete after double checking connections I held my breath and powered things up. No smoke and good displays. I began working on the various sensor settings.

A few days later I pushed my RV-7 outside and went through the start procedures. Amazingly the Lycosaurus 360 took me by surprise when it barked after the third blade and then after setting the mixture smoothed out. Wow! Not so fast, no RPM, Manifold Pressure isn't correct, no fuel flow, fuel pressure is wrong…. I did have an operable oil temp gage and at least an oil pressure gage of sorts. I assumed my existing Dynon oil and fuel pressure instrument sensors possibly needed to be replaced although referring later to the Advanced Flight Systems manual my sensors should work.

I wasn't seeing CHT or EGT indications either which I initially thought the connector having all 16 leads wasn't seated. With the oil at 100 degrees I raised the RPM to 1500?? And did a prop check and mag check. Everything sounded normal. I shutdown the aircraft and started a lengthy troubleshooting process.

I swapped my oil and fuel pressure senders to non-powered single wired units, removed the FlowScan fuel flow sender and installed Steve Foerster's excess FT Red Cube. I checked the CHT/EGT harness and connector and verified the connector was correctly engaged. I checked that my Pmag tach signal was hooked to correct pin.

On the next startup the only thing that improved was my fuel, oil and manifold pressure. I still didn't have RPM, fuel flow or CHT/EGT indications. I got an idea and used the electronic tach from the Thatcher CX4 and cobbled that in. I now had RPM, so why don't I have it on the AFS4500?

I had earlier made an adapter plate that mounts the Dynon FD180 in the larger area of the AFS 4500. Here you can see the size difference and one of the reasons I started out on this swap.

The pinout changes took about an hour to make with the EFIS/EMS swap. The next day I verified my pinouts and lit up the system. I had good EGT/CHT temps that were reading within 3

degrees of the static oil temp. I tested the fuel pump and saw an initial flow on the indicator.

Outside I started the engine and the RPM worked. I hadn't swapped the magnetometer out which was working in the AFS 4500 system. With that swapped, I'd have everything needed to fly.

In the evening I used the Advanced Flight Systems Forum to list my observations. Within 48 hours I got a response from Jonathan at Advanced. The bad news was my Dynon CHTs and EGTs would not work with the AFS4500 system that required non-grounded probes. All eight would need replacing, Approximately $800 plus. OUCH! He also recommended the fuel pressure issue was probably due to the callout in the manual that only provided +5 volts. He said to move that pin to another location. The RPM issue didn't have a solution he did recommend checking some things which I will do.

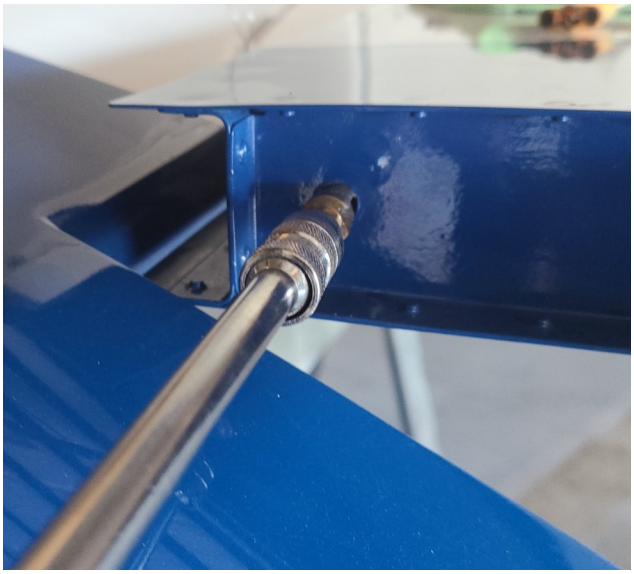
RPM is a big thing to have in an EFIS. Can I put a standalone gage in? Sure but I lose a lot of functions such as Hobbs, tach, trip, and maintenance times such as oil change etc. That's a lot of information. Once you're used to having that information it's difficult to give up.

The ultimate solution may be to send my Advanced EFIS to them repair.

VAN"S Service Bulletin 00036 Rev 3
02/28/23
Cracking in horizontal stabilizer rear spar at outboard elevator hinge brackets
Affected : RV-3, RV-4, RV-6/6A, RV-9/9A, RV-10, RV-14/14A RV-7/7A, RV-8/8A shipped prior to Nov 22

I normally receive these automatically but both Drano and I didn't get this. Many of you RV pilots and builders may be unaware of this also so the link above should get you to the SB download.

I recommend builders make the tooling hole enlargement now to allow a borescope inspection annually. The reason being on Drano's RV-6 he had the clearance on the elevator counterbalance to enlarge the hole. On my RV-7 the counterbalance was in the way to drill and enlarge the hole. I needed to remove all 4 hinge bolts to get the counterbalances out of the way. The good news is I have access to the hole with my borescope for future inspections.
Here I'm using an extension with a unibit to en-



large the tooling hole. The maximum hole size is 7/16". I made mine 3/8" which allowed enough clearance for the borescope. Since the taildragger is so low, I put the tail up on a sawhorse for easier access and safetied the Heim joint to the hinge

bracket to support the elevator lowered elevator. Here's a pix from the borescope. I use a Vividia VA-400. Worth every penny!
Great for cylinders! John

P.A.V.E & I.M.S.A.F.E.

Pilot
- **I**llness
- **M**edication
- **S**leeping
- **A**lcohol
- **F**atigue
- **E**ating

Aircraft
- Pre-flight Checks Completed
- Weight and Balance Completed
- Performance Calculations Completed

En**v**ironment
- Weather Briefing Completed
- Airports Briefed

External Pressures
- Noted and Briefed

Aircraft & Performance

Weight and Balance
- CG _____
- Takeoff Weight _____

Takeoff Performance
- Temperature _____
- Ground Roll _____
- 50 ft Obstacle _____

Landing Performance
- Temperature _____
- Ground Roll _____
- 50 ft Obstacle _____

Fuel Calculations
- **Leg 1**
- Start, Taxi, and Takeoff _____
- Climb _____
- Cruise _____
- **Leg 2**
- Start, Taxi, and Takeoff _____
- Climb _____
- Cruise _____
- **Total Fuel** _____
- **Total Fuel w/ Reserves** _____

Flight Planning and Weather

Weather Briefing
- Obtained

Winds Aloft
- Briefed and effects noted
- Fuel Required Confirmed

Altitude
- Appropriate for direction of flight

Terrain and Obstacles
- Position and height briefed

Temporary Flight Restrictions
- Briefed and Locations Noted

Airspace
- No conflicting airspace
- Clearances Briefed

Departure and Destination Airport

Layout and Taxiways
- Briefed
- Diagram and Backup Readily Available

Frequencies
- Copied

Departure Airport
- Atis Information ____
- Runway In Use ____
- Departure Procedure ____
- Taxiing From ____

Arrival Airport
- Atis Information ____
- Runway In Use ____
- Approach Procedure ____
- Taxiing To ____

Charts

Paper Charts – Current
iPad Charts - Current

Pilot: _____
Date: _____
Aircraft: _____
Destinations: _____

Attached: W&B, Wx Briefing, Taxi Diagram

March 2023

EAA 485 news

Pilot Proficiency Self Evaluation

*Levels of proficiency:
Below Standard (BS) – Outside of ACS and/ or safety of flight issue.
Standard (S) – Meets ACS standards.
Proficient (P) – Exceeds ACS standards.

Flight Information:

Aircraft –
Tail Number – N
Pilot (s) –
Nature of flight –
Destination (s) –

Weather Briefing – Level of Proficiency:

Strong Points –

Weak Points –

Comments –

Preflight – Level of Proficiency –
Strong Points –

Weak Points –

Comments –

Taxi to runway and parking – Level of Proficiency –
Strong Points –

Weak Points –

Comments –

Take off – Level of Proficiency –

Strong Points –

Weak Points –

Comments –

Climb – Level of Proficiency –
Strong Points –

Weak Points –

Comments –

Level off and Cruise – Level of Proficiency –
Strong Points –

Weak Points –

Comments –

Navigation – Level of Proficiency -
Strong Points –

Weak Points –

Comments –

Descent – Level of Proficiency –
Strong Points –

Weak Points –

Comments –

Approach – Level of Proficiency –
Strong Points –

Weak Points –

Comments –

Landing – Level of Proficiency –
Strong Points –

Weak Points –

Comments –

Additional Comments -

Thanks to Brian DeCamp

Thatcher

Progress continues on the Thatcher. We clamped the tail spring to the flange on the F12 (last) bulkhead and lifted the CX-4 onto the ground for the first time. Paul Thompson got some pix of the event.

The Matco tail wheel is giving us some issues with it's breakaway system. We spent most of the last build night trying to get the breakaway set for full swivel. Turning to the right works fine but turning left we haven't had the same results. It's difficult to estimate the weight on the tailwheel and inertia involved. We're also trying various ways to improve the geometry of the spring/chains with the rudder horn. Here is the setup of the tailwheel bellcrank. The wheel came assembled even with a cotter pin completely installed. It was very stiff so we removed the pin and loosened the nut on top. It has a grease fitting that hopefully has a channel to dissipate the grease. It's time to finalize the fastening of the spring.

Another mod we made is with the fastening of the longerons at the F12 bulkhead. Here the longerons are doubled up to add extra reinforcement for the stabilizer. They've been match drilled to the side skin on both sides but there is no attachment to the tail post where the vertical stab bolts to. Here is our solution a bracket to support both the longerons and tail post. The longerons are bolted with AN3 hardware and on the aft F12 bulkhead we used structural #8 flat head screws which required both dimpling and countersinking of the bracket for a flush fit.

John

Museum Tour February 11th

Drano "The Magnificent" was back working the floor He personally made the Museum tour a very memorable event for the attendees at NAS Pensacola.

A very impressive performance again.
Thanks Drano!

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
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.

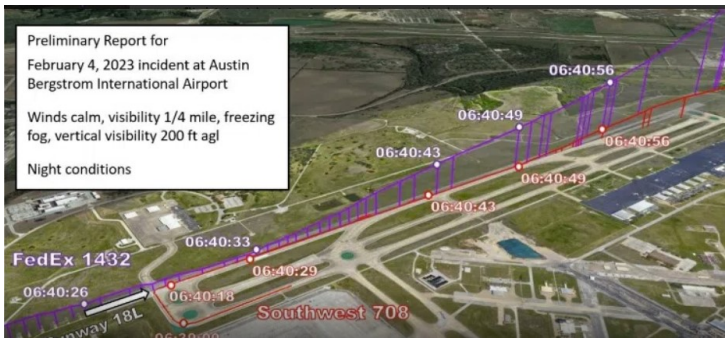
Chapter Dues

Ralph discussed our new dues system moving to a calendar year system. For our current members to finish out 2023 the dues are $15. Paying $40 dollars will have you paid up through the end of 2024. For new members the annual dues of $25 will be pro-rated at $2 per month.

Scott Swanson can answer any questions you may have. You can also just mail a check made out to **EAA chapter 485** Here is his contact info:

Scott Swanson
711 Marlinspike Dr
Pensacola, FL 32507
(309) 267-9710

Austin, Tx Runway Incursion Update



Lithium Battery Fires On Airliners Average More Than One Per Week

Forbes is reporting that lithium battery fires on airliners are happening at a rate greater than one per week. The magazine reviewed FAA data and found that at least 62 battery incidents happened in 2022, up from 54 the previous[…]
Link to Article

Chapter Mtgs. March 11th, 2023 (*CH750 Kit will be on display, weather permitting*):

VMC/IMC Club at 0830-0930.

General Membership Meeting 1000-1100:

- **Pledge**
- **Guests**
- **Officers Reports: President, Vice-President, and Secretary/Treasurer**
- **Chapter 485 Scholarships Update**
- **Ray Scholarships Update**
- **Young Eagles Update**
- **Member Build Projects Update**
- **New Business**
- **Guest Speaker Leigh Jordan; Pilot Eye Health Issues**
- **Adjourn**

Cheeseburger Lunch ($5 donation requested)

Home-builders' Tools presentation – Mark Rogers

CH750 donated kit briefing - Drano

Chapter 485 Upcoming Events

Spring Young Eagle Rally	**April 22**
International Learn to Fly Day	**May 20**
Private Young Eagle Rally Chappie James Flight Academy	**June 16**
Fall Young Eagle Rally	**October (TBD)**

Neighboring Chapter Events

Crestview Chapter 108 (CEW)
Young Eagles Event 0900 - 1300 March 11
Looking for more pilots. Please Help Them

Magnolia Springs Chapter 1265 (2AL1, Collier Airpark) Young Eagles Event March 25

Fly-Ins

Sun'n Fun (LAL) – March 28 – April 2

Air Venture 2023 KOSH July 24 – July 30