



April 2023

EAA 485



Home of the
"Panhandle Pelicans"

Squawk 485

Meeting Saturday, Apr 15th See Below
At Our Clubhouse
IMC/VMC Club Meets at 0830-0930

[Details](#)

President

Ralph Moser

Contact: [Ralph](#)

PRESIDENT'S NOTES

Thanks to all who made our March meeting productive and informative. I counted around 25 attendees for the VMC/IMC meeting, and 39 for the main meeting. Excellent! To everyone from Donna and DeWitt Barker for hosting an excellent VMC/IMC meeting, to Leigh Jordan's presentation related to eye health, to Diane and Steve Bond for making lunch, to Mark Rogers for the home-builders' tool demo, and to Drano for briefing details of the donated CH750 kit, well done!

Zenith CH750 KIT: The proud new owner is Duane Thiessen, AKA Drano! His winning bid was \$7777.77. Drano has picked up the kit, and the check has been deposited in our chapter account. Great job by all involved in this process. Thank you!

Clubhouse Parking. The lane that connects our clubhouse with the airport gravel road to the south has become a storage spot for several large boats. I've talked to the airport manager, and he agrees to move those boats temporarily when we have a large public event like a Young Eagle Rally. Meanwhile, for our monthly meetings, please park in the remaining few spots just south of the clubhouse, or park along the large storage containers on the south edge of the gravel road, and walk to the clubhouse. DO NOT park in the area in front of the numbered hangars. That is reserved for the hangar tenants.

OUR FIRST 2023 YOUNG EAGLES RALLY is coming up on the 22nd! The registration was capped at 40, and that number was reached weeks ago. Sign up for pilots and ground volunteers will be finalized at our April 15th meeting. Please help if you can, especially pilots. Eric will have more

details at the meeting.

Our guest speaker this month is Cris Dosev. Cris was a USMC A-6 bombardier/navigator, deployed during the 1991 Gulf War. He is now the chairman of the board of the General Daniel "Chappie" James, Jr. Memorial Foundation, Inc. They have two stated missions: "Our first mission: to have the new 3-mile bridge named for General "Chappie" James. That mission was accomplished in June 2020 when Florida Governor DeSantis signed into law a statewide infrastructure naming bill. The law included the naming of the new bridge in honor of our hometown hero, General James. Our next mission: continue to increase awareness of the General and his legacy, including the building of a memorial plaza at the Pensacola end of the "Chappie" James Bridge. The plaza will include a larger-than-life statue of General James and an F-4 Phantom, the aircraft he flew during the Viet Nam War."

Cris will talk specifically about the progress of the memorial plaza. See you April 15th.

Ralph

Flying back from S&F
in Bill Miles '46 Taylorcraft



Pensacola FL



RAY AVIATION SCHOLARSHIP UPDATE Craig Spoke, Chapter 485 Coordinator

Ray Scholarship Update 4/6/2023

Gabriel Davenport, Ray Scholar #6, is getting closer to taking his written and his check ride. He has been busy with some intensive training for the Air Force lately but we should be hearing good news from him soon.

We have 8 interested young people for the 2023 Ray Scholarship so far. Two have returned the local application and I expect more before the deadline of May 12. Nick Hanssen, Ralph Moser and I will be conducting the interviews May 20/21 and the next Ray Scholar (#7) will be chosen then.
Craig

EAA Chapter 485 Meeting **March 11th, 2023**

General Membership Meeting 1000-1030:

Opened the meeting with the Pledge of Allegiance

Guest introduced themselves including an Airbus pilot and his daughter who flew in their RV-7, Rob from Michigan who has a RV-8 and a military member who transferred from Japan.

Officers Reports: President

Ralph announced Don Henson has donated a Zenith CH-750 STOL kit to the chapter. The chapter will auction the kit to help pay for the materials needed to finish the Thatcher project. When the Thatcher is completed it will be sold. Bidding on the CH-750 will be open to chapter members with a minimum bid of \$7,500 submitted to Ralph by end of the week (Friday night). If there isn't anyone in the chapter by then, it will be opened to the general public. The month's EAA Chapter video was played.

We will not be pursuing a pancake breakfast slot at Oshkosh this year.

Sun n Fun is later in March. Many members will be attending.

There have been reports of pilots being targeted with laser. Don't look at the light if it happens to you.

We have a new to us refrigerator thanks to Bill Miles.

Ed White, former astronaut candidate and sculpture artist, will be in Pensacola at a fund raiser in April to present his Chappy James sculpture for the Chappy James bridge memorial park.

Ralph wrote an email to the AOPA regional coordinator, Stacey Heaton: "we STRONGLY support AOPA in the designation of a transient ramp parking area at KPNS for transient pilots when no services are requested. Please add us as a signatory to the letter to Congress."

Vice-President

Foley airport is looking to expand their hangar rentals.

Secretary/Treasurer

Dues are due May 1st if you have not renewed.

We are now doing dues by the calendar year instead of May 1st to May 1st. Dues for May through the end on December is \$15. Many members have chosen to pay \$40 for the remainder of 2023 and for 2024 (\$15 for May through Dec 2023 + \$25 for 2024).

If you need a name tag, let Scott know.

Chapter 485 Scholarships Update

Cody is done. Jacob rescheduled his check ride.

Emily is finishing up her training.

Ray Scholarships Update

Will is complete. Gabe is continuing.

Bill Diaz is retiring from the Scholarship committee. Nick Hansen will take his place. We have been awarded another scholarship for this year.

Next year, chapters can get a scholarship by contributing \$2750 instead of the current 50%.

Young Eagles Update

Rally will be April 22. Young Eagles can sign up now.

Guest Speaker Leigh Jordan gave a Pilot Eye Health Issues briefing about Floaters.

Cheeseburger Lunch followed the meeting

After the meeting, Mark Rogers gave a home-



builders' tools presentation on sheet metal tools an Drano with Scott Miller gave a briefing on the donated CH750 kit.

VMC/IMC Club at 0830-0930.

The mid-air collision near Deland involving a J3 Cub sea-plane and a PA28-151, local area flying conditions and WAAS GPS vs Non-WAAS GPS were discussed.

Flying special VFR, the altimeter check on the ground was discussed. Scenarios covered included weather not clearing up as expected while flying VFR and flying IFR when an oil pressure annunciator light comes on followed by vacuum gyro failure.

Submitted by: Scott Swanson Sec/Treas

Aviation Briefs

FAA Program Enables Using Some Off-The-Shelf Parts In Certificated Aircraft

By Mark Phelps

Last week, EAA announced the unveiling of the FAA's Vintage Aircraft Replacement and Modification Article (Varma) program. EAA has advocated many years for the initiative, which enables certain type-certificated aircraft to use a number of non-flight-critical, off-the-shelf parts without need for new regulations, orders or advisory circulars. Eligible aircraft include those weighing less than 12,500 pounds and built before 1980.

According to EAA, "Anyone who owns and operates vintage aircraft knows that finding parts can be a major challenge. This situation is especially frustrating when perfectly safe and functional alternatives are readily available but can't be used because there's been no legal way to install them in a type-certificated aircraft. With Varma in place, some aspects of vintage aircraft ownership and operation are about to get a lot simpler."

EAA said the Varma program empowers regular maintenance providers to validate that "certain low-risk replacement parts are suitable for installation on aircraft." Neither FAA-approved complex engineering analysis nor

"complex and time-consuming design and production approvals" are required.

EAA CEO and Chairman of the Board Jack Pelton said, "This is great news for those of us who own and fly vintage aircraft. There could easily come a time when a classic airplane that would otherwise be grounded for want of a part that's no longer available will fly again thanks to the parts substitution enabled by Varma."

The FAA definition of parts that fall under Varma rules includes those that would not "prevent continued safe flight and landing." So, safety-critical components are not subject to this program, though EAA pointed out "there are plenty of hard-to-find parts that meet Varma's criteria."

The same Cessna 150 used in test flying for EAA's 1982 autogas supplemental type certificate (STC) served as the Varma test article for approving an off-the-shelf starter solenoid—the first of what could be a long-term breakthrough for operators of vintage aircraft.

Pilot makes emergency landing after spotting cobra

Rudolf Erasmus, a pilot in South Africa, somehow kept his cool and guided a small aircraft with four passengers to an emergency landing after feeling "something cold" slither against his lower back and then seeing the head of an extremely venomous Cape cobra sliding back underneath his seat. The cobra never resurfaced after its brief appearance, and a snake handler and aviation crews were unable to locate the snake even after stripping the plane down, which means it could have disembarked after the emergency landing or found a great hiding spot.

Evidently, this snake's venom is highly poisonous and is flesh eating. Can you imagine what it must have been like inside this aircraft?





April 2023

Sun & Fun 2022

My son Patrick and I didn't have good flying weather for our planned Friday visit to Sun & Fun. That actually turned out to be a good thing because the Blue Angels had an aircraft delay and finished their Friday performance over an hour late which wouldn't have allowed us to fly the Taylorcraft back in daylight.

We cleaned Bill Miles 1946 Taylorcraft on Friday and took off from Valkaria (X59) 5 miles south of Melbourne, FL at sunrise. It was a beautiful day and we lucked out getting sequenced at about 0745 on the arrival. We parked at the Vintage aircraft area with the Cessna 195s. Just down from us was the Robertson's (good friends of Bill) beautiful 195 but we didn't see them.



Over the years we've flown into Sun & Fun in 6 different aircraft and now added a 7th. The most memorable was flying the Avid MK IV on floats from our home in Gulf Breeze to Lake Parker in April 2003

"Pit Stop" on the Gulf



On Lake Parker by Sun & Fun



Heading Home on Lake Parker with a different view of the "Power Plant". A reporter took the



photo and sent it to us. While "pushing off" my left foot slipped and went into the water to my knee. I was soaked and decided to air it out during the taxi.

Maybe next year we'll go in Pat's RV-7.



fathers and great grandfathers in times you cannot ever imagine today with all you have. But the only reason you are free to have it all is because of them.

Thatcher

CX-4 Fuel Tank and Tailwheel Revisited

The last two build nights were devoted to fixing the nagging leak in our fuel tank and getting our tailwheel issues resolved.

Jonathon Nunellee spent a good deal of time resealing the inside of the fuel tank with Pro-Seal. The following week he did a test with water. If that worked we would then use fuel.

At first no leaks appeared but eventually there were some. One of them was at the fuel sender which is located on the side of the tank. The other is in a seam of the tank but very difficult to determine where. We'll need to perform a lengthy test using 1 gallon increments and waiting some time before adding another gallon attempting to localize the leak(s).

Replacing the tank with "something else" would be difficult. It would be necessary to replace the forward fuselage top skin which is match drilled to the longerons, firewall and second skin which covers the instrument panel. The skin also has the fuel cap riveted and sealed. The fuel tank exit plumbing would also need modifications as well as the tank vent. The actual location within the fuselage is also critical to the aircraft weight and balance so the new tank moment arm would need to be very close. We currently have a very accurate fuel gage sender installed which its re-use is unknown and would at a minimum make for several hours of additional work.

Personally, I'm not a big fan of "sloshing a tank." One positive point is the tank is new so a thorough cleaning is all that is required for prep before sloshing. It's important to find the localized area of where the leak is and then work it from there.

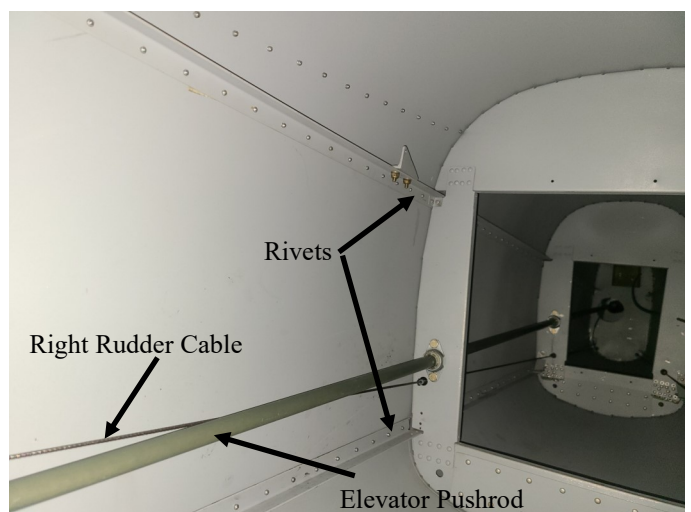
We replaced our 1/8" stainless steel rudder cables with lighter 3/32". This allowed for more

clearance in the front attach points and also a better solution in the rear. The 1/8" were in our opinion overkill and we don't believe many pilots could exceed the 920 lb strength of the smaller diameter cables with a single foot.

Thanks to DeWitt Barker for finding some tail spring clips to finish up our rudder to tailwheel install. We don't require any additional chains in the present solution which on the bench should give us good controllability. We need to verify that this solution will work with weight on the tail

We did need to go to the "Aviation Isle" at Lowes to source some attachment eyes for the tailwheel steering linkage. We're looking for the correct AN type hardware. As you can see in the following picture we require a slight pivot in the metal straps at the rudder requiring a longer length of threads. Normal AN threading is a controlled length. We also need to keep our weight down with an unknown CG. We're looking forward to some wire cleanup and hanging the Revmaster 2100D motor on the airframe. Jose Martinez is checking his "stuff" to see if he has 2 attach eyes that will replace the Lowe's Airplane Isle rings we now are using in the mockup.

We did make a major airframe event this month with riveting the starboard side skin on. After a whole bunch of clecos and the aid of a pneumatic riveter it came out very well. We're using flush pull rivets but the concave set makes a really nice looking dome.





Right Side Fuselage Inside

From here we'll attach the Horizontal Stabilizer and elevators and get the elevator control linkage dialed in. The elevator manual trim tab Bowden cable also will need to be connected to the tab and cut for the trim actuator lever. Then we'll remove the stabilizer and elevators for final priming and store them.

Following the trim tab, the left side cockpit panel can be riveted since this contains the throttle and trim lever. These are accessible by removing an interior panel that contains the quadrant in an arm rest the side panel including the throttle, trim and friction knob. The right side panel will be left off for easy access to the left side and cockpit area. John



8 Sun 'n Fun Today - www.sun-n-fun.org March 31, 2012

Return of the Grasshopper

By MEG GODLEWSKI

"I had to do it — this is my triumphant return, as it were," says Mark Watson of Pensacola, Fla.

Watson is the owner of a Taylorcraft L2 that was heavily damaged in last year's tornado.

The 1942 Taylorcraft underwent restoration in 2005 and, after the tornado, Watson found himself stuck with major repairs.

"I had to rebuild the whole right wing and landing gear leg and fuselage tubing," he said, reporting, "It took me 11 months. I've only been flying for about three weeks now."

He didn't plan to come to SUN 'n FUN, "but the weather was so good. I had to," he said.

Please note that Watson was wearing one of the commemorative "I Survived the SUN 'n FUN tornado" T-shirts from PilotMall.com.

Mark Watson from S&F 2012

Photos by Meg Godlewski



Maintenance no problem!

A pilot for a Chinese carrier requested permission and landed at FRA (Frankfurt, Germany) for an unscheduled refueling stop. The reason became soon apparent to the ground crew: The Number 3 engine had been shut down previously because of excessive vibration, and because it didn't look too good. It apparently wasn't a problem for the tough guys on the ground back in China. They simply took some "sturdy" straps and wrapped them around the fan blades and the structures behind, thus stopping any unwanted wind-milling (engine spinning by itself due to airflow passing thru the blades during flight) and associated uncomfortable vibration caused by the **suboptimal fan**.



Note that the straps are **seat-belts**how resourceful! After making the "repairs," off they went into the wild blue yonder with another revenue-making flight on only three engines! With the increased fuel consumption from flying at a lower altitude, they got a bit low on fuel, and just set it down at the closest airport (FRA) for a quick refill. Well maybe not so quick.

That's when the problems really started: The Germans, who are kind of picky about this sort of thing inspected the malfunctioning engine and immediately grounded the aircraft. (Besides the seat-belts, notice the appalling condition of the

fan blades.) The airline operator had to send a chunk of money to get the first engine replaced (took about 10 days).



The repair contractor decided to do some impromptu inspection work on the other engines, none of which looked all that great either.



The result: a total of 3 engines were eventually changed on this plane before it was permitted to fly again."

And you were concerned about some bad sheetrock and lead paint on toys

Blast from the past April 2012 newsletter.



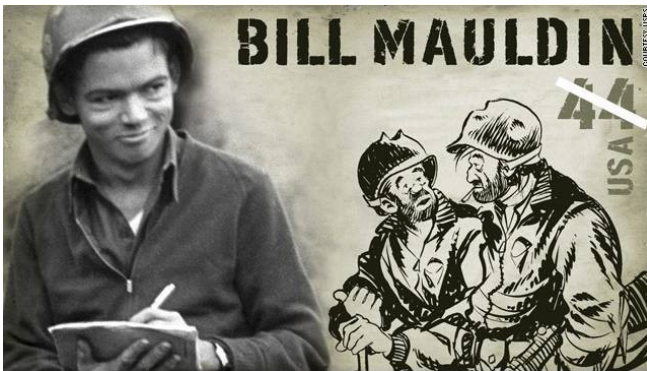
Willie, Joe, and Bill in WWII



"Joe, yestiddy ya saved my life an' I swore I'd pay ya back. Here's my last pair of dry socks."

Get out your history books and open them to the chapter on World War II. Today's lesson will cover a little known but very important hero of whom very little was ever really known. Here is another important piece of lost U.S. history. Makes ya proud to put this stamp on your envelopes...

In 2010 Bill Mauldin got his own postage stamp. Mauldin died at age 81 in the early days



of 2003. The end of his life had been rugged. He had been scalded in a bathtub, which led to terrible injuries and infections; Alzheimer's disease was inflicting its cruelties. Unable to care for himself after the scalding, he became a resident

of a California nursing home, his health and spirits in rapid decline. He was not forgotten, though. Mauldin, and his work, meant so much to the millions of Americans who fought in World War II, and to those who had waited for them to come home. He was a kid cartoonist for Stars and Stripes, the military newspaper; Mauldin's drawings of his muddy, exhausted, whisker-stubble infantrymen Willie and Joe were the voice of truth about what it was like on the front lines. Mauldin was an enlisted man just like the soldiers he drew for; his gripes were their gripes, his laughs their laughs, his heartaches their heartaches. He was one of them. They loved him.

He never held back. Sometimes, when his cartoons cut too close for comfort, superior officers tried to tone him down. In one memorable incident, he enraged Gen. George S. Patton, who informed Mauldin he wanted the pointed cartoons celebrating the fighting men, lampooning the high-ranking officers to stop. Now! The news passed from soldier to soldier. How was Sgt. Bill Mauldin going to stand up to Gen. Patton? It seemed impossible. Not quite. Mauldin, it turned out, had an ardent fan: Five-star Gen. Dwight D. Eisenhower, supreme commander of the Allied forces in Europe. Ike put out the word: Mauldin



Bill Mauldin's Army



Bill Mauldin's Greatest World War II Cartoons

draws what Mauldin wants. Mauldin won. Patton lost. If, in your line of work, you've ever considered yourself a young hotshot, or if you've ever known anyone who has felt that way about him or herself, the story of Mauldin's young manhood will humble you. Here is what, by the time he was 23 years old, Mauldin accomplished:

He won the Pulitzer Prize, was featured on



the cover of Time magazine. His book "Up Front" was the No. 1 best-seller in the United States . All of that at 23. Yet, when he returned to civilian life and grew older, he never lost that boyish Mauldin grin, never outgrew his excitement about doing his job, never big-shotted or high-hatted the people with whom he worked every day. I was lucky enough to be one of them.

Mauldin roamed the hallways of the Chicago Sun-Times in the late 1960s and early 1970s with no more officiousness or air of haughtiness than if he was a copyboy. That impish look on his face remained. He had achieved so much. He won a second Pulitzer Prize, and he should have won a third for what may be the single greatest editorial cartoon in the history of the craft: his deadline rendering, on the day President John F. Kennedy was assassinated, of the statue at the Lincoln Memorial slumped in grief, its head cradled in its hands. But he never acted as if he was better than the people he met.

He was still Mauldin, the enlisted man. During the late summer of 2002, as Mauldin lay in that California nursing home, some of the old World War II infantry guys caught wind of it. They didn't want Mauldin to go out that way. They thought he should know he was still their hero. Gordon Dillow, a columnist for the Orange



County Register, put out the call in Southern California for people in the area to send their best wishes to Mauldin. I joined Dillow in the effort, helping to spread the appeal nationally, so Bill would not feel so alone. Soon, more than 10,000 cards and letters had arrived at Mauldin's bedside.

Better than that, old soldiers began to show up just to sit with Mauldin, to let him know that they were there for him, as he, so long ago, had been there for them. So many volunteered to visit Bill that there was a waiting list. Here is how Todd DePastino, in the first paragraph of his wonderful biography of Mauldin, described it:

"Almost every day in the summer and fall of 2002 they came to Park Superior nursing home in Newport Beach , California , to honor Army Sergeant, Technician Third Grade, Bill Mauldin. They came bearing relics of their youth: medals, insignia, photographs, and carefully folded newspaper clippings. Some wore old garrison caps.

Others arrived resplendent in uniforms over a half century old. Almost all of them wept as they filed down the corridor like pilgrims fulfilling some long-neglected obligation." One of the veterans explained to me why it was so important: "You would have to be part of a combat infantry unit to appreciate what moments of relief Bill gave us. You had to be reading a soaking wet Stars and Stripes in a water-filled foxhole and then see one of his cartoons."

Mauldin is buried in Arlington National Cemetery . The kid cartoonist made it onto a first-class postage stamp. It's an honor that most generals and admirals never receive. What Mauldin would have loved most, I believe, is the sight of the two guys who keep him company on that stamp.

Take a look at it. There's Willie. There's Joe. And there, to the side, drawing them and smiling that shy, quietly observant smile, is Mauldin himself. With his buddies, right where he belongs. Forever. What a story, and a fitting tribute to a man and to a time that few of us can still remember.

But I say to you youngsters, you must most seriously learn of and remember with respect the sufferings and sacrifices of your fathers, grand



2023 Officers and Committee Chairmen

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Tech Counselor

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(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 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](#)

[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

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(309) 267-9710

Ten Years Ago!



Chapter Meetings, April 15th, 2023:

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 - Ralph Moser

Ray Scholarships Update - Craig Spoke

Young Eagles Update - Eric Goldman

Member Build Projects Update

New Business

Guest Speaker Cris Dosev: Chappie James

Bridge & Memorial Status

Adjourn

Cheeseburger Lunch

(courtesy of Steve and Diane Bond)

(\$5 donation requested)

Next Chapter Meeting date - Saturday, May 13th. Guest speaker will be ex-astronaut Ken Cameron (US Space Programs).

Upcoming Events (CHAPTER EVENTS IN CAPS):

April 22nd - CHAPTER 485 SPRING YOUNG EAGLE RALLY. 8:30 Pilot/Volunteer Briefing

May 20/21 - Ray Scholarship Interviews at Clubhouse

May 15-20 - EAA Learn to Fly Week

June 10th - International Young Eagles Day

June 16th - PRIVATE YOUNG EAGLES RALLY FOR CHAPPIE JAMES FLIGHT ACADEMY

July 24-30 - Air Venture 2023

October (TBD) - CHAPTER 485 FALL YOUNG EAGLE RALLY

Fly-Ins

Air Venture 2023 KOSH July 24 - July 30