

Happy Memorial Day

May 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

We set a new attendance record at the April meeting, 42! I hope you all enjoyed the presentation on the Chappie James Memorial Park by Cris Dosev.

This newsletter is coming to you earlier than normal, since John McKiernan, our editor, is headed off on a long trip to Germany.

Mark Rogers and I will be no-shows at the May 13th chapter meeting, due to previous out-of-town commitments. Scott Swanson will emcee the meeting. Guest speaker will be former Space Shuttle astronaut Ken Cameron, talking about future space programs.

EAA "Learn to Fly" week is May 15-20. This consists of daily free EAA webinars May 15-19, and then an EAA-suggested "Flying Start" chapter event May 20th. Due to our Ray Scholarship interviews May 20/21, we are not planning a "Flying Start" Event until later in the year. We will talk more about how we might host a "Flying Start" event at a future meeting.

The EAA Learn to Fly webinars May 15-19 would be of interest to anyone of any age considering learning to fly. They will include presentations by expert flight instructors, FAA examiners, and representatives from across the flight training industry. Register at: [EAA Learn to Fly Week | May 15-20, 2023 | Experimental Aircraft Association](#)

The Young Eagle Rally April 22nd went off very well. For more details, see Eric Goldman's report. Thanks to all involved, and a great job by Eric!

Ralph

EAA Chapter 485 Meeting April 15th, 2023

General Membership Meeting 1000-1030:

Opened the meeting with the Pledge of Allegiance

Guest introduced themselves including Jacob, an American Airlines pilot and former Navy pilot, Brandon, an engineer and pilot, John, a student NFO, Tom an instructor NFO and Andrew, a glider pilot.

Officers Reports:

President Ralph announced the death of Steve Grainger who was a long time worker at the Naval Aviation Museum restoration area. He was also a retired Navy SEAL.

Ralph reminded the group of the Barker's Crawfish boil on April 29th at Shields Airport. If you go bring a side dish and be sure to introduce yourself and any guest you bring to Dewitt and Donna.

The EAA Chapter video was shown.

The donated CH-750 project was sold to Drano. His top bid was \$7,777.77.

We still need a volunteer to make a chapter sign for Oshkosh.

Foreflight bought the popular debriefing site, Cloud Ahoy.

The FAA published a new Aviation Weather Handbook. The pdf is free on faa.gov

The NTSB accident database is available to see mishaps in your aircraft type.

The EAA operates a Sport Pilot Academy for just under \$10K after completing writtens and getting medical.



Pensacola FL



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

Jacob completed his check ride on April 12th. Emily needs to finish her long solo cross-country flight before her check ride.

Ray Scholarships Update

Gabe is studying for his written test. For this year's scholarship, 8 have expressed interest have turned in their applications. The cut off is May 12th with interviews on May 20th.

Young Eagles Update

Rally will be April 22 starting at 0900. All 40 slots are filled. 23 have flown before and the remaining 17 are fist timers. 50% were referred by members.

Guest Speaker Chris Dosev gave a presentation about Chappy James Bridge Memorial. The sculpture for the memorial is by Ed Dwight. This is a correction from last months minutes that said Ed White. Ed White was a different astronaut.

Cheeseburger Lunch followed the meeting

VMC/IMC Club at 0830-0930.

This Month's Questions were:

- What information regarding a planned flight must a pilot determine for any flight (local or cross-country)?
- When departing a tower-controlled airport on an IFR flight into IMC with low ceilings, when should the pilot contact departure control?
- When the Blue Angles are having a practice at NAS Pensacola, 3nm south of Roscoe, a NO-TAM is filed by the Navy Base, NOT a TFR. Is it legal to operate either to or from 82J during the practice?

Other subjects discussed were airspeed failure on a maintenance test flight, high cross winds on landing on a cross country flight, a solo student pilot with missing nose gear, a delayed takeoff due to another aircraft departing the runway on landing and a cargo door opening on take off.

Scott Swanson

Secretary/Treasurer



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

No changes from the chapter meeting update.

Craig

Cris Dosev with the Chappie James Bridge Memorial Model. Thank You Cris!





May 2023



Chapter 485 Young Eagles

[Eric Goldman](#) Coordinator

EAA Young Eagles' (YE) program was established to give our communities youth the opportunity to experience The Spirit of Aviation. EAA 485 successfully did this on April 22nd by flying 36 young eagles, and 3 adults.

During this time our volunteers saw children come in that did not want anything to do with flying and after landing have a smile, also adults that have never flown before and find out that they did not enjoy it. That's ok, Aviation is not for everyone, but we allowed them the opportunity to experience it for themselves.

This would not have been possible without the help from our volunteers. We had a total 11 planes on the grass and 20+ ground volunteers. THANK YOU to all those that donated their time to come out and make this a successful event. These individuals allowed EAA 485 to host and provide a Young Eagles Flight event without any incidents, accidents, or issues. Also, thanks to Mercury Aviation for coming out and providing 10+ volunteers and our 6 Ray Scholarships candidates for coming out.

Our chapters next YE event will be a private event for the Chappie James Flight academy on July 16th. We are hoping to fly a large number of kids during this time that have just gone through a heart pumping, adrenaline-filled learning plan that gives our youth a realistic view of the world in flight.

If you are able to volunteer during this time please let me know. We are looking to grow this experience.

In September EAA 485 will be looking at hosting their first Eagles Flight event. This event is different then YE as we will talk about flying and where to start at in our community. Then our plan is to have an eagle placed with a pilot and fly out to lunch and back. Again, we will be looking for pilots for this event. Please keep your ears out for more information about this event.

Eric



More pictures in the next edition!



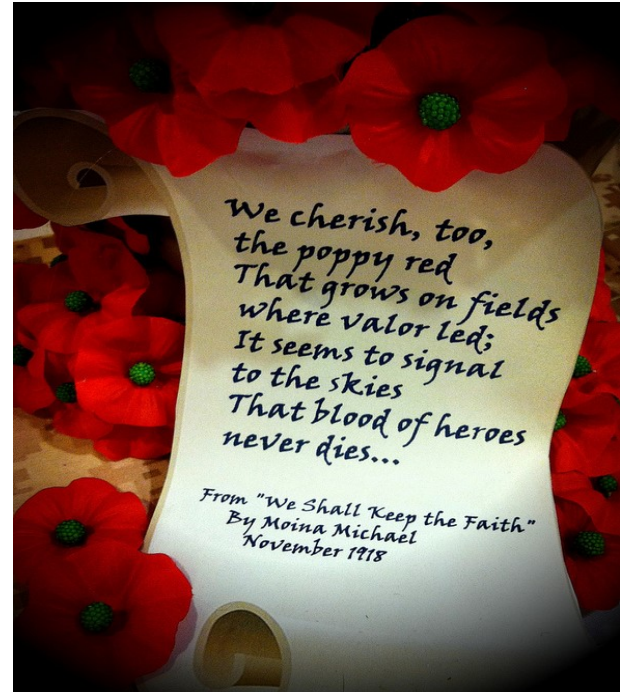
Memorial Day

With the upcoming Memorial Day weekend (May 25-27) I began remembering things from my youth. Family and friend reunions, the school year nearing an end, the first weekend of summer and of course parades. We also made trips to several cemeteries and placed flowers on the graves of our family members and friends and placed flags on the gravesites of those who had served defending our country. Back then I thought of it more as a chore than anything else. I believe over the years that we have forgotten what Memorial Day and many of our other American holidays stand for. I haven't been to a parade in many years, but this year I intend on attending one. It's probably time for many of us make a "Bucket List."

Memorial Day, originally called Decoration Day, is a day of remembrance for those who have died in our nation's service. There are many stories as to its actual beginnings, with over two dozen cities and towns laying claim to being the birthplace of Memorial Day. There is also evidence that organized women's groups in the South were decorating graves before the end of the Civil War: While Waterloo N.Y. was officially declared the birthplace of Memorial Day by President Lyndon Johnson in May 1966, it's difficult to prove conclusively the origins of the day. It is more likely that it had many separate beginnings; each of those towns and every planned or spontaneous gathering of people to honor the war dead in the 1860's tapped into the general human need to honor our dead, each contributed honorably to the growing movement that culminated in **Gen Logan** giving his official proclamation in 1868. The first state to officially recognize the holiday was New York in 1873. By 1890 it was recognized by all of the northern states. The South refused to acknowledge the day, honoring their dead on separate days until after World War I (when the holiday changed from honoring just those who died fighting in the Civil War to honoring Americans who died fighting in any war). It is now celebrated in almost every State on the last Monday in May. Several southern states have an additional separate day for honoring the Confederate war dead: January 19 in Texas, April 26 in Alabama, Flori-

da, Georgia, and Mississippi; May 10 in South Carolina; and June 3 (Jefferson Davis' birthday) in Louisiana and Tennessee.

In 1915 **Moina Michael** was inspired by the poem "In Flanders Fields" replied with her own:



She then conceived of an idea to wear red poppies on Memorial day in honor of those who died serving the nation during war. She was the first to wear one, and sold poppies to her friends and co-workers with the money going to benefit servicemen in need. Shortly before Memorial Day in 1922 the VFW became the first veterans' organization to nationally sell poppies. Two years later their "Buddy" Poppy program was selling artificial poppies made by disabled veterans. In 1948 the US Post Office honored Ms Michael for her role in founding the National Poppy movement by issuing a red 3 cent stamp with her likeness on it..





Traditional observance of Memorial day has diminished over the years. While there are towns and cities that still hold Memorial Day parades, many have not held a parade in decades. There are some notable exceptions. Since the late 50's on the Thursday before Memorial Day, the 1,200 soldiers of the 3d U.S. Infantry place small American flags at each of the more than 260,000 gravestones at Arlington National Cemetery. They then patrol 24 hours a day during the weekend to ensure that each flag remains standing.

Here are the top 10 conflicts based on casualties:

Rank	War	Years	Deaths	Daily	US Pop	Percent of Population
1	American Civil War	1861–1865	625,000	599	31,443,000	1.988% (1860)
2	World War II	1941–1945	405,399	416	133,402,000	0.307% (1940)
3	World War I	1917–1918	116,516	279	103,268,000	0.110% (1920)
4	Vietnam War	1955–1975	58,209	26	179,323,175	0.030% (1970)
5	Korean War	1950–1953	36,516	45	151,325,000	0.020% (1950)
6	Revolutionary War	1775–1783	25,000	11	2,500,000	0.899% (1780)
7	War of 1812	1812–1815	20,000	31	8,000,000	0.276% (1810)
8	Mexican–American War	1846–1848	13,283	29	21,406,000	0.057% (1850)
9	War on Terror *	2001–present	7,075	.92	332,280,000	0.0000002% (2020)
10	Philippine–American War	1899–1913	4,196	1	72,129,000	0.006% (1900)

* In 2013 American Military Fatalities: 6,280 1.72 294,043,000 0.002% (2010)

There have been over 70 conflicts and wars during our nations history. Almost half of these have occurred in the last 100 years. It's a sad fact that war is inevitable.

Albert Einstein was asked at the conclusion of WWII what he thought the weapons would be like in WW III. He replied, **“I know not with what weapons World War III will be fought, but World War IV will be fought with sticks and stones.”**

This coming Memorial Day use a quiet moment to reflect on those who have given the ultimate sacrifice serving our country protecting our freedom and way of life. Also say a prayer for our brave men and women who are currently serving that they return home safe and sound.

Also let's not forget the police and firefighters who place themselves in harms way often.

Remember Our FALLEN



Thatcher

The horizontal stabilizer for the CX-4 has been stored at the clubhouse for a long time. It was brought to the hangar and washed. It had been a long time since all the tail parts were re-assembled.

We started by making temporary hinge pins using welding rod to attach the elevators and after some persuading got the assembly installed on the aft deck. We articulated the elevators and only had about 10 degrees up elevator. Way short of what is normal about 20-25 degrees. The culprit was the angle bracket we made tying the aft longerons to the F12 fuselage bulkhead. It needed quite a bit of trimming to allow the control horn proper clearance.

I've never been fond of using metal to metal stops on controls and we'll use a different solution on the elevators. The cover plate which gives access to the stick linkage also needs some further trimming where the stick passes through.

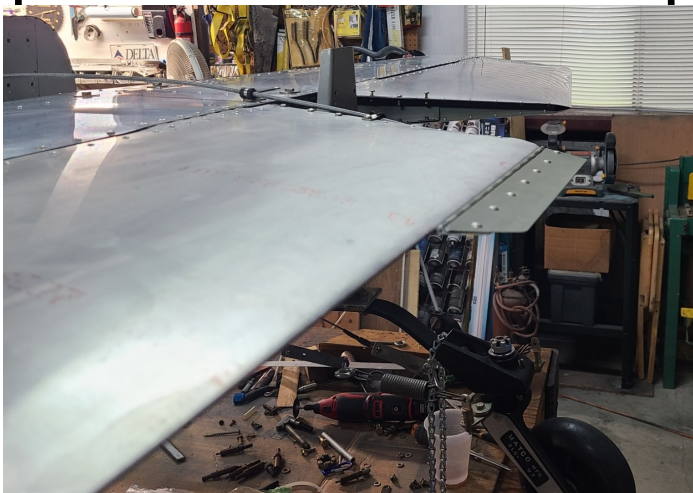
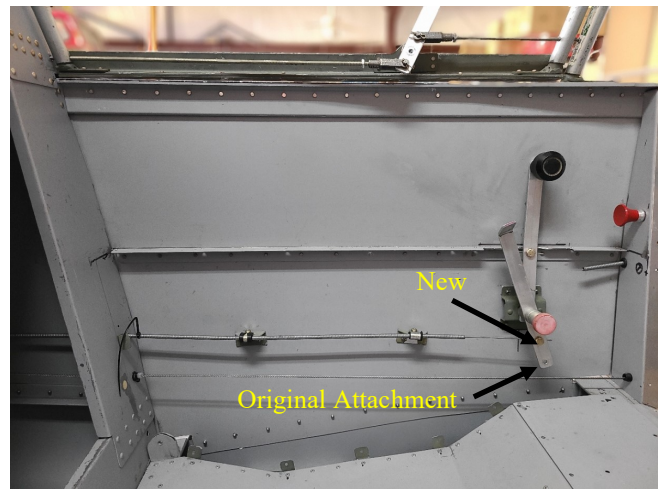
After a few iterations we had 24 degrees of up elevator and about half that of down. We couldn't readily find the control throws which aren't in the assembly manual. Later I found them in the plans.

Clamping the side of the elevator counter balance arms to the stabilizer showed a slight difference in the tips. Most of this can be eliminated by releasing the 8 screws on each side of the elevator horn and re-fastening. With both sides clamped the trailing edge is very even.

The elevator trim tab was also installed and the Bowden trim cable was set for neutral. It's a long cable that gets fastened on the HS and also the elevator. We had made the attach hardware a long time ago so it was relatively easy to get things negotiated. We'll need to check the rudder clearance on the trim tab cable adjust point. We need at least 1/2" clearance at full throw of the rudder.



The connection point to the elevator trim handle was moved closer to the pivot point. It was originally made long knowing it would need to be moved. Initially it actuated the elevator trim nearly 90 degrees. By moving attachment closer to the pivot results in less movement and a finer trim setting. The red knob is a friction adjustment for the levers. The interior sidewall will be left off until we have the engine installed.





We have a preliminary Throttle/Trim gate plate that attaches on top of the arm rest panel. This has two functions: setting the control throws of both levers and as a guide separating the levers from interfering with each other. We'll need the engine installed first to see what throw the throttle requires from idle to full power.

We deviated from the original plans and moved the trim from the right side to the left. This eliminated the need to swap hands on the control stick for elevator trimming.

Two angle brackets courtesy of Craig Spoke were made and installed on the sidewall with Adel clamps to keep the Bowden cable from flexing during trim activation since the cable is over 8' in length. Another clamp may be required on the left elevator near the end of the cable shroud but for now it seems to be working correctly. This is an open access area. We're using straight homemade clamping connections on the wire ends making it a simple procedure to pull the wire from the shroud for lubrication and replacement if necessary.

We also did a preliminary calculation on how much weight will be needed to balance the front tips of the elevator.

Non-steerable nosewheels on many aircraft require setting a "breakaway" tension on the pivot with a nut and special washers. This requires using a fish scale pulling at a specific place on the nosewheel fork to set the breakaway force for the nosewheel pivot. I purchased a nice electronic one for that purpose and we used this on the Thatcher.

We were close to 2 pounds of lead weight required which will be spread over both elevator counterbalance. We have plenty of weights to melt down and need to make a mold that will allow the weights to fit inside the counterbalance tip and still allow a tip fairing to be attached. We'll need a fiberglass mold for that also.

We are getting close to moving the CX-4 permanently to the ground for engine mounting but before that we will need to rivet the remaining side panels and the top skin that makes up the instrument panel glareshield and front windshield mounting area. There's been a lot of progress made the last two months. We had six members

working last week. Breaking into small groups doing different things speeds the process. Here is picture of the rudder to elevator clearance with the rudder positioned on the stop of 25 degrees. Perfect!
John



Coming Airworthiness Directive Expected to Ground All Airworthy B-17s



Last Saturday (April 15), the Yankee Air Museum announced it was grounding its World War II-vintage Boeing B-17G "Yankee Lady" in anticipation of an FAA Airworthiness Directive (AD), expected within a few weeks. Online sources, including a detailed article at[...]

[Coming Airworthiness Directive Expected to Ground All Airworthy B-17s - AVweb](#)



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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](#)
[Boeing 737 Time Lapse Build](#)
[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
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Boeing 737 Line

A new B-737 roles off the assembly line every 18 hours. Watch this amazing time lapse film of the process. Click Here

What Was the Most Produced Aircraft?

Thirty years after the incident on BA Flight 5390 images have resurfaced online, reviving memories of one of the strangest and most heroic chapters in civil aviation. For the story Click Here



Chapter Meetings, May 13th, 2023 at 1000

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 - Craig Spoke
Young Eagles Update - Eric Goldman
Member Build Projects Update
New Business
Guest Speaker Ken Cameron - Future Space Programs
Adjourn

Cheeseburger Lunch
(\$5 donation requested)

Next Chapter Meeting date - Saturday, June 10th. Guest Speaker will be Bruce Macdonald, acceptance test pilot at the Airbus Final Assembly plant in Mobile.

Upcoming Events (CHAPTER EVENTS IN CAPS):

- May 15-20 - EAA Learn to Fly Week Webinars
May 20/21 - Ray Scholarship Interviews at Clubhouse
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

Tripple Tree Fly-In (SC00) Sep 18-24

SERFI (GZH) Oct ??

Answer (Top 4)

- Cessna 172 is the Number 1 with 44,000 plus
Ilyushin II-2 36,183
Messerschmitt Bf 109 34,852
Piper PA-28 series 32,778 plus

FOR SALE



Time to enter text



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