June 2023

Home of the "Panhandle Pelicans"

EAA 485

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

Sorry I missed the May meeting. But visiting my granddaughters will ALWAYS take priority! I understand Mark Rogers did a fine job standing in for me, and between Ken Cameron's space "spiel" and the excellent cheeseburgers, it was another good meeting.

On May 18th and 20th, Craig Spoke and I interviewed 7 excellent candidates for our 2023 Ray Flight Training $11,000 Scholarship. For the results and more details, see Craig's article in this newsletter. We will formally award the scholarship at the June 10th meeting.

Just one week after our June meeting, we will again fly the graduates of the Chappie James Flight Academy on Young Eagles Flights. See Eric Goldman's article in this newsletter for details.

The heat of summer is upon us! Even for those of us flying here at sea level, a review of density altitude concerns is in order. I have seen days where the density altitude locally exceeded 3000'. That's a reduction in takeoff and climb performance that is noticeable. Higher than normal density altitude hurts your recip. airplane in at least three ways: less lift produced by the wing, less thrust produced by the propeller, and less power produced by the engine. That also means that when cruising as low as 2000' MSL, you are already at 5000' density altitude, and for most engines, can consider leaning your engine. See your POH and engine manufacturer's guidance for details. There are several ways to calculate density altitude and it's effects on performance:

1. POH. Most of the performance charts will have temperature corrections.
2. FAA handbooks. The current FAA Aviation Weather Handbook, and Pilot's Handbook of Aeronautical Knowledge, both have nice color density altitude charts.
3. Rule of thumb (AOPA and other sources): Add 120' to the pressure altitude for each degree Celsius above standard temperature. Examples: Pensacola (sea level ISA = 15C) on a 35C day: density altitude = 2400'. Denver (5,400' ISA = 4C) on a 30C day: density altitude = 9120'!

Higher than normal humidity and lower than normal altimeter setting makes density altitude even worse, although most charts do not factor this in. Try the FAA-approved Online Density Altitude calculator at https:/wahiduddin.net/calc/calc_da.htm. This one incorporates all the variables.

We did it again! EAA just confirmed that we once again achieved GOLD level chapter status for 2022. We are one of only 6 chapters out of 55 chapters in Florida to do so. We can all be proud! Read the award letter on the bottom of our website home page.

Our guest speaker at the June 10th 10:00 membership meeting will be chapter member Bruce Macdonald. He will give us insight into the flight test acceptance operation at the Mobile Airbus final assembly plant.

See you June 10th. Ralph

You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.


RAY AVIATION SCHOLARSHIP UPDATE

Craig Spoke, Chapter 485 Coordinator

Ray Aviation Scholarship report 6/2/2023

Lots of great things are happening with the Ray Aviation Scholarship. On Saturday, May 20th, Ralph Moser and I met with 7 amazing candidates for the $11,000 scholarship. They were all highly qualified and it was a difficult decision to narrow it down to one. But we did manage to make a choice. The Ray scholar for 2023 will be announced at the June meeting.

Ralph will do the honors because I am out of town. We look forward to great things with this years scholar.

Gabe Davenport is continuing with his quest for the written and has a few more flights to complete before the check ride. His goal is to have everything completed by August.

Craig

Chapter Meetings, May 13th, 2023:

General Membership Meeting 1000-1030:
Opened meeting with the Pledge of Allegiance
Guest introduced themselves including Jacob who is applying for the Ray Scholarship.

Officers Reports: Vice-President - Mark Rogers announced Lightning Aviation in Foley has a Cessna 162 Light Sport Aircraft available for training to get a Light Sport certificate.

Secretary/Treasurer - Dues were 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 the rest of the year are $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).

Chapter 485 Scholarships Update - Emily is close to being finished before her check ride.

Ray Scholarships Update – Gabe is endorsed for his written test. Selection for this year's scholarship will be made later in May.

Young Eagles Update – The rally went well. On June 16th there will be a rally for the Chappie James Academy students.

Member Build Projects Update - "Drano" said he has worked on the controls and interior of the CH-750. Mark Rogers found some issues with the RV-14A during it's second inspection.

New Business – Mark Rogers solicited for future field trip ideas.

Guest Speaker - Ken Cameron gave an interesting discussion of past and Future Space Programs.

Cheeseburger Lunch followed the meeting

VMC/IMC Club at 0830-0930.

During the meeting the group discussed oxygen requirements and recommendations to be more conservative than the minimum requirements. A scenario was discussed where the pilot is unsure if they have an engine fire in- flight. Another scenario discussed was flying in instrument conditions when you experience severe turbulence.

Scott Swanson Secretary/Treasurer

A Beautiful 1959 Ford Skyliner.

During our recent trip to Germany we visited an "Old Timer" car show in a neighboring town where Ruth grew up in Germany. Amazingly there were Model As, a pair of 60 Caddy's, several Mustangs and this beauty. Click Here to see

a short video of a Retractable Hardtop in action. Pretty amazing technology for 1957-59.

Ford/Mercury Lincoln continued on in the early-mid60s with folding ragtops in the Continentals. Here's an interesting look at one using an adoptive remote.

This is a very complex system with many pumps, relays and motors. There are internal cables inside the windshield frame that controlled the locking/unlocking function of the roof. I owned two 1964 sedans. One I dove and one for spares. I still have some of the spare pieces in my hangar. See it Work

Back to Germany. This 1931 Model A Pickup was perfect.

The second half of our trip was to go to Nashville to see Billy Joel and Stevie Nicks in Titan

stadium. It was packed and the concert lasted nearly 4 hours including around a 30 minute pause while the stage swapped out equipment. They were both great!

Jack Daniels Distillery Tour

We've driven past the Lynchburg exit on I-65 just north of the AL/TN border over the years visiting a friend. There's a big sign for Jack Daniels. Our Daughter Shannon setup the entire Nashville weekend and this included a tour.

The entire grounds were well manicured and we enjoyed the tour. Inside the lobby was a Model T delivery wagon. They actually purchased this vehicle for a special purpose.

The launching of Jack Daniel Beer in 1994 It was expensive and short lived and is a collectible. I was unaware of it completely or forgot.

They made numerous types that were oak aged. These four cases under the Model T are

worth a lot of $$$ to collectors.

Our trip lasted 20 days. We were home for 2 days between Germany and Nashville. We flew on 8 flights (PNS-ATL-MDT-DTW-FRA-ATL-PNS-BNA-PNS). More than 11,000 statute miles. We saw a lot of old friends and family members and had a good time. Now it's time to rest up for the next vacation. John

Aviation Briefs

Electric Airliners? Don't Plan Your Trip Yet

By Paul Bertonallie
Published:June 4, 2023

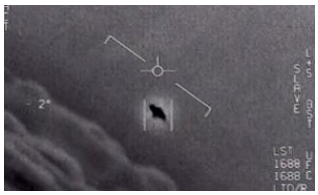
"Don't sell the steak, sell the sizzle!" was once the first idea every student learned—or at least heard—in Marketing 101. When the phrase was coined in the 1930s by Elmer Wheeler, it was accepted that there actually was a steak[…] Read this article

Basic Med Three Year Report Card Has it Worked?

Basic Med went into effect in May 2017 with high hopes. A recent FAA analysis of the program reveals that some 40,000 pilots have taken advantage of it. But the report also shows that Basic Med hasn't really revitalized aviation […] Read this article

RARA Seeks Bids For Future Home of Races

The Reno Air Racing Association (RARA) is officially seeking bids from interested airports and localities that wish to partner with the organization to host future events. The 59th National Championship Air Races will take place for the final time at[…] Read this article

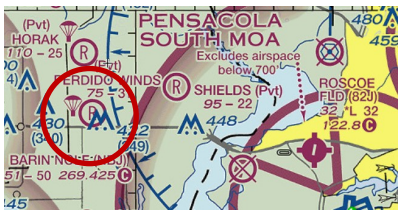


No Evidence Of UFOs But Better Data Needed: NASA Panel

If they're out there, there's "absolutely no convincing evidence" that we've seen them but that doesn't mean the search for "unidentified anomalous phenomena (UAP)" formerly known as UFOs, should stop according to a NASA committee struck last year. "In fact,[…] Read this article

How To Avoid Having A Skydiver For A Hood Ornament

Pilots are often nervous about flying into or around airports with skydiving operations. There's really no need to be, as Paul Bertorelli explains in this AVweb video. Just avoid the airport by three or four miles on the downwind side […] Read this article



Please remember in our local area **Perdido Winds** is an active Skydiver airport on weekends. **122.9**

Textron Aviation has announced that the 100th production unit of its flagship Cessna Citation Longitude business jet has rolled off of the production line. The aircraft is slated to be delivered to an unnamed customer later this year. The Citation Longitude flew for the first time in 2016, receiving its FAA type certificate in September 2019 followed by its EASA certification in July 2021.

"The Citation Longitude has redefined its category with class-leading performance, efficiency and an unrivaled cabin experience," said Textron Aviation President and CEO Ron Draper. "A milestone like this wouldn't be possible without the owners and operators who love to fly our aircraft, or the extraordinary workforce that designs, builds and maintains this legendary aircraft."

The Cessna Citation Longitude "super-midsize" business jet offers a 3,500-NM range, full-fuel payload of 1,600 pounds and top cruise speed of 483 knots. Powered by Honeywell HTF7700L turbofan engines, it is capable of seating up to 12 passengers and comes equipped with Garmin G5000 avionics. Features include integrated autopilot and autothrottle systems with emergency descent mode (EDM), Garmin synthetic vision technology (SVT) and in-flight diagnostics reporting.

Unbelievable!

Deputy US Transportation Secretary Polly Trottenberg may assume the role of interim Federal Aviation Administration Administrator, sources say, as the acting leader Billy Nolen prepares to step down and a new nominee for the position has not yet been named. Nolen is reportedly going to take a role at electric air taxi firm Archer Aviation. **Full Story:** Reuters (6/4)

How Tight Are Your Nuts?

This is the title of a book by Vic Syracuse. If you subscribe to Kitplanes magazine you'll see Vic commenting on his DAR and Pre-buy inspections. He's an expert, especially when it comes to Van's RV aircraft and he should know since he's built several along with many other aircraft and he's presently working on a helicopter.

Years ago Vic and his wife flew down from Georgia in their RV-10 to Shields and did inspections on several of the "Fat Ultralights" that were flying around our area "illegally". Quicksilvers, Challengers and their two seat brethren that were flying around as ultralights without proper certification.

On September 1st 2004 the Sport Pilot Rule came into effect. There were multiple deadlines many concerning pilot proficiency and licensing along the way to full implementation of the program. ending with getting a Light Sport Airworthiness certificate under the umbrella.

January 31, 2008 was the last day that an experimental light-sport airworthiness certificate would be issued to a "fat" ultralight or two-seat trainer.

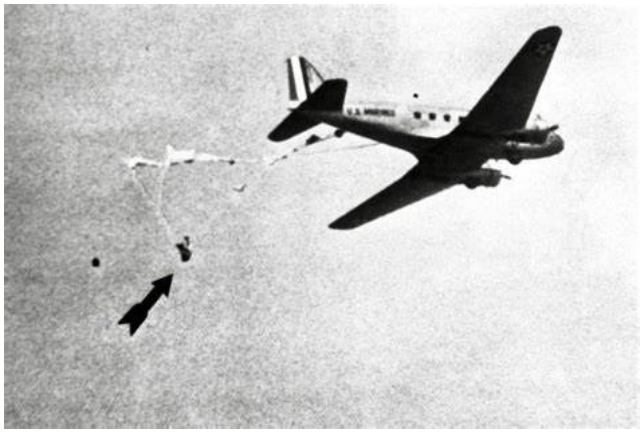
Bob McGoun's hangar became the focal point of the inspections. Vic was inspecting and his wife was typing up missing labels for the aircraft and processing paperwork. They must have done 6 or more aircraft. I did look at their RV-10 which was very well built. I had no idea at the time that I would be building one today. Heck, at the time my close encounter with a Van's aircraft was to sit in an RV-7 with my son Patrick at Osh-Kosh.

While doing inspections Vic has documented many aircraft that have Heim bearings connecting flight controls with loose "jam nuts" A jam nut is used to keep a threaded rod from backing out of it's intended location. In the case of the flight controls, the Heim joint can only move very little since it is captured on the opposite end. Here the Jam nut makes sure there is no play in the Heim joint. It locks the Heim into the aft spar. If they are loose it can cause enough wobbling to possibly damage the nutplate/doubler plate and lead to cracks possibly in the spar.

On the other hand, I find that bolts and nuts on aircraft are over torqued especially on smaller hardware that we encounter on. The most common sizes are AN3, AN4 and AN5. (3/16", 1/4" and 5/16").

There is a great document on aircraft maintenance; AC 43.13-1B. Acceptable Methods, Techniques, and Practices - Aircraft Inspection and Repair. Amazingly the latest version is from September 1998 nearly 25 years ago and it's current. Here is a link if you're interested in having a PDF copy for reference: AC 43.13-1B .

His Parachute Got Stuck on the Plane's Wheel and He Was Suspended in Midair with Little Chance of Survival—Then Another Plane Came to His Rescue … Courtesy Rick Lawrence



Almost 80 years after it unfolded in the sky over San Diego, a nearly impossible rescue mission remains one of the most daring feats in aeronautical history.

It began like any other May morning in California. The sky was blue, the sun hot. A slight breeze riffled the glistening waters of San Diego Bay. At the naval airbase on North Island, all was calm.

At 9:45 a.m., Walter Osipoff, a sandy-haired 23-year-old Marine second lieutenant from Akron, Ohio, boarded a DC-2 transport for a routine parachute jump. Lt. Bill Lowrey, a 34-year-old Navy test pilot from New Orleans, was already putting his observation plane through its paces. And John McCants, a husky 41-year-old aviation chief machinist's mate from Jordan, Montana, was checking out the aircraft that he was sched-

uled to fly later. Before the sun was high in the noonday sky, these three men would be linked forever in one of history's most spectacular mid-air rescues.

Osipoff was a seasoned parachutist, a former collegiate wrestling and gymnastics star. He had joined the National Guard and then the Marines in 1938. He had already made more than 20 jumps by May 15, 1941.

That morning, his DC-2 took off and headed for Kearney Mesa, where Osipoff would supervise practice jumps by 12 of his men. Three separate canvas cylinders, containing ammunition and rifles, were also to be parachuted overboard as part of the exercise.

Nine of the men had already jumped when Osipoff, standing a few inches from the plane's door, started to toss out the last cargo container. Somehow the automatic-release cord of his backpack parachute became looped over the cylinder, and his chute was suddenly ripped open. He tried to grab hold of the quickly billowing silk, but the next thing he knew he had been jerked from the plane—sucked out with such force that the impact of his body ripped a 2.5-foot gash in the DC-2's aluminum fuselage.

Instead of flowing free, Osipoff's open parachute now wrapped itself around the plane's tail wheel. The chute's chest strap and one leg strap had broken; only the second leg strap was still holding—and it had slipped down to Osipoff's ankle. One by one, 24 of the 28 lines between his precariously attached harness and the parachute snapped. He was now hanging some 12 feet below and 15 feet behind the tail of the plane. Four parachute shroud lines twisted around his left leg were all that kept him from being pitched to the earth.

Dangling there upside down, Osipoff had enough presence of mind to not try to release his emergency parachute. With the plane pulling him one way and the emergency chute pulling him another, he realized that he would be torn in half. Conscious all the while, he knew that he was hanging by one leg, spinning and bouncing—and he was aware that his ribs hurt. He did not know then that two ribs and three vertebrae had been fractured.

Inside the plane, the DC-2 crew struggled to pull Osipoff to safety, but they could not reach him. The aircraft was starting to run low on fuel, but an emergency landing with Osipoff dragging behind would certainly smash him to death. And pilot Harold Johnson had no radio contact with the ground.

To attract attention below, Johnson eased the transport down to 300 feet and started circling North Island. A few people at the base noticed the plane coming by every few minutes, but they assumed that it was towing some sort of target. Meanwhile, Bill Lowrey had landed his plane and was walking toward his office when he glanced upward. He and John McCants, who was working nearby, saw at the same time the figure dangling from the plane. As the DC-2 circled once again, Lowrey yelled to McCants, "There's a man hanging on that line. Do you suppose we can get him?" McCants answered grimly, "We can try."

Lowrey shouted to his mechanics to get his plane ready for takeoff. It was an SOC-1, a two-seat, open-cockpit observation plane, less than 27 feet long. Recalled Lowrey afterward, "I didn't even know how much fuel it had." Turning to McCants, he said, "Let's go!"

Lowrey and McCants had never flown together before, but the two men seemed to take it for granted that they were going to attempt the impossible. "There was only one decision to be made," Lowrey later said quietly, "and that was to go get him. How, we didn't know. We had no time to planNor was there time to get through to their commanding officer and request permission for the flight. Lowrey simply told the tower, "Give me a green light. I'm taking off." At the last moment, a Marine ran out to the plane with a hunting knife—for cutting Osipoff loose—and dumped it in McCants's lap.

As the SOC-1 roared aloft, all activity around San Diego seemed to stop. Civilians crowded rooftops, children stopped playing at recess, and the men of North Island strained their eyes upward. With murmured prayers and pounding hearts, the watchers agonized through every move in the impossible mission.

Within minutes, Lowrey and McCants were under the transport, flying at 300 feet. They made five approaches, but the air proved too bumpy to try for a rescue. Since radio communication between the two planes was impossible, Lowrey hand-signaled Johnson to head out over the Pacific, where the air would be smoother, and they climbed to 3,000 feet. Johnson held his plane on a straight course and reduced speed to that of the smaller plane—100 miles an hour.

Lowrey flew back and away from Osipoff, but level with him. McCants, who was in the open seat in back of Lowrey, saw that Osipoff was hanging by one foot and that blood was dripping from his helmet. Lowrey edged the plane closer with such precision that his maneuvers jibed with the swings of Osipoff's inert body. His timing had to be exact so that Osipoff did not smash into the SOC-1's propeller.

Finally, Lowrey slipped his upper left wing under Osipoff's shroud lines, and McCants, standing upright in the rear cockpit—with the plane still going 100 miles an hour 3,000 feet above the sea—lunged for Osipoff. He grabbed him at the waist, and Osipoff flung his arms around McCants's shoulders in a death grip. McCants pulled Osipoff into the plane, but since it was only a two-seater, the next problem was where to put him. As Lowrey eased the SOC-1 forward to get some slack in the chute lines, McCants managed to stretch Osipoff's body across the top of the fuselage, with Osipoff's head in his lap.

Because McCants was using both hands to hold Osipoff in a vise, there was no way for him to cut the cords that still attached Osipoff to the DC-2. Lowrey then nosed his plane inch by inch closer to the transport and, with incredible precision, used his propeller to cut the shroud lines. After hanging for 33 minutes between life and death, Osipoff was finally free.

Lowrey had flown so close to the transport that he'd nicked a 12-inch gash in its tail. But now the parachute, abruptly detached along with the shroud lines, drifted downward and wrapped itself around Lowrey's rudder. That meant that Lowrey had to fly the SOC-1 without being able to control it properly and with most of Osipoff's body still on the outside. Yet, five minutes later, Lowrey somehow managed to touch down at North Island, and the little plane rolled to a stop. Osipoff finally lost consciousness—but not before he heard sailors applauding the landing.

Later on, after lunch, Lowrey and McCants went back to their usual duties. Three weeks later, both men were flown to Washington, DC, where Secretary of the Navy Frank Knox awarded them the Distinguished Flying Cross for executing "one of the most brilliant and daring rescues in naval history."

Osipoff spent the next six months in the hospital. The following January, completely recovered and newly promoted to first lieutenant, he went back to parachute jumping. The morning he was to make his first jump after the accident, he was cool and laconic, as usual. His friends, though, were nervous. One after another, they went up to reassure him. Each volunteered to jump first so he could follow.

Osipoff grinned and shook his head. "The hell with that!" he said as he fastened his parachute. "I know damn well I'm going to make it." And he did.

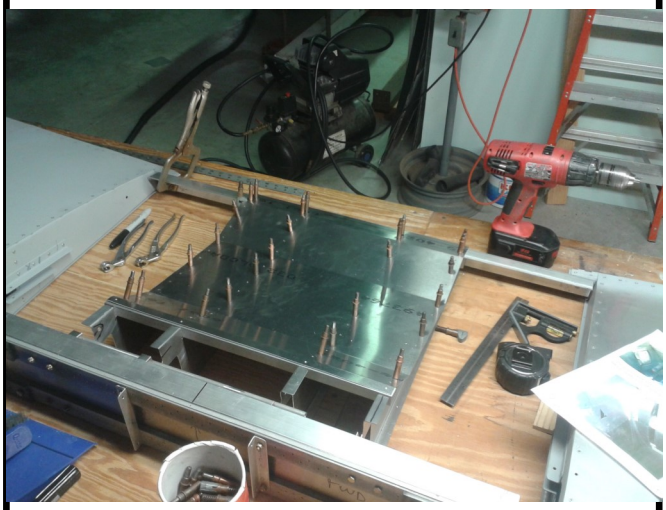
This article first appeared in the May 1975 edition of Reader's Digest.

." Courtesy National Archives (Photo No. 127-N-522950)

Lt. Col. John J. Capolino, a Philadelphia artist, painted this scene of Osipoff's rescue in the 1940s. It belongs to the National Museum of the Marine Corps in Quantico, Virginia.

Thatcher

Ten Years Ago



We were working on the center section seating area. Yes we've been at it that long.

At our last build night we needed to make the counterbalance weights for our elevators. We used a digital fish scale to get a rough idea of the lead that would be required. Obviously, the placement within the tip makes a large difference. We estimated that around 5 lbs total would be necessary.

The first step was to make a form that we could fill. Lead melts at around 600 degrees Fahrenheit and 6061 aluminum about 1100.

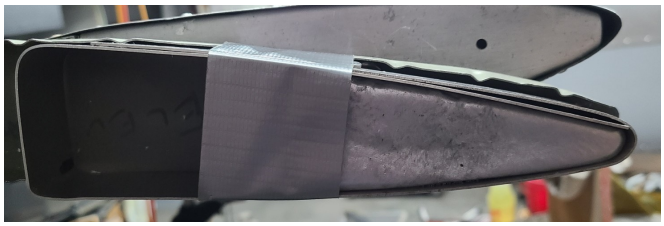
We used some scrap 6061 and made it about 1.5 inches wide and simply bent it to conform inside the counterbalance rib on the elevator. Next we only wanted led in the front half of the form so a tab was put in. I measured out about 5.5 pounds of lead weights and had started a charcoal fire in a small Webber grill at my hangar.

The charcoal was old and wasn't getting hot enough. Paul Thompson volunteered to go down and pick up a new bag. It made a huge difference. 20 minutes or so later we had liquid lead starting. I had an old piece of granite countertop placed on saw horses and we used some aluminum foil to stabilize the forms and prevent flow outside of the forms. It worded very well.

Elevator Ballast weights taped in place

The two sides are very close to equal weights. Next we'll remove the lead from the forms and bolt the lead to the rib. We also have some plaster of Paris tip molds so we can begin our first fiberglass work on the aircraft.

We'll leave the leading edge slightly heavy allow for paint. The tips will also enter into the equation so we'll need them fitted correctly before fine tuning the weights by drilling some holes and removing lead.



If you're interested in joining us at the build nights send me an email and I'll add you to the Thatcher list. John

The two most useless things in aviation are altitude above you and runway behind you

June 2023

EAA 485 news

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
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

Pensacola FL

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

This airport has gone Hercules Click Here!

Chapter Meetings, June 10th, 2023 at 1000

VMC/IMC Club at 0830-0930

General Membership Meeting 1000-1100:

Pledge
Guests
Officer Reports: President, Vice-President, and Secretary/Treasurer
Chapter 485 Scholarships Update
Ray Scholarships Update – Ralph Moser for Craig Spoke
Young Eagles Update – Eric Goldman
Member Build Projects Update
New Business
Guest Speaker Bruce Macdonald – Mobile, Airbus Factory Acceptance Test Flying
Adjourn

Cheeseburger Lunch
($5 donation requested)

Next Chapter Meeting date – Saturday, July 8th 10th. Guest Speaker will be Bruce Macdonald, acceptance test pilot at the Airbus Final Assembly plant in Mobile.

Upcoming Events (CHAPTER EVENTS IN CAPS):

June 10th – International Young Eagles Day
June 17th – 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

Beach Show Navy Blue Angels July 5-8th
Air Venture 2023 KOSH July 24 – July 30
Tripple Tree Fly-In (SC00) Sep 18-24
Thomasville, GA Oct ??
SERFI (GZH) Oct ??

FOR SALE

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PIPER PA-12 1947 • $58,900 • **OR BEST OFFER!** • One of a kind 1947 Piper PA12 Super Cruiser with 700 Hrs total time since new-Lycoming 0-235 engine 100hp. Need to sell...have too many planes...Plane is flown regular so time will change. All Log books available. Note:the first entry in the Aircraft log was William (Bill) Piper. A unique airplane- one of a kind !! Fabric redone and Painted (1993) in Factory Colors- New Trig Radio system with Intercom with upgraded wiring harness -New ESG Transponder with ADS-B In and Out New ELT 406/121.5 mhz New Sealed lift Struts VGs New Tires and tubes Oil filter adapter Shoulder harness Cleveland Brakes • Contact Bill Lynn , 850 556-4179 Holt, FL