

# Congrats Emily and Samantha



July 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

Already mid-summer! And a smoky, hot one it is. We've already seen density altitudes above 3000' in Pensacola, and my family in Wisconsin says some days are too smoky to even safely go for a walk. Sure hope they get a handle on the Canadian wildfires before Air Venture...

We did it again! Chapter 485 received another EAA national-level award! Doug Francisco, our Web Editor, or "Webmaster" as he prefers to be called, won a 2023 Chapter Web Editor Award. I'll highlight it at the July meeting, but for those who can't attend, here is a partial quote from the award letter Tim Dahnke, EAA Chapter Field Representative, sent:

"Your hours of hard work contribute to the success of your chapter and foster the growth of sport aviation. Your contributions are recognized and appreciated by your fellow chapter members. You are truly deserving of this award. The chapter website is one of the most important tools of communication a chapter has to keep members and prospective members informed and engaged, for both the day-to-day, future events, and happenings of the chapter. Please accept my sincere congratulations for this great achievement..."

A number of chapter members are attending Air Venture in Oshkosh, WI later in July. Some of us chapter officers will be attending the free Chapter Leader breakfast/award ceremony on Saturday, July 29<sup>th</sup> in the EAA Museum, 8:00-10:00. We are each allowed to bring one guest. I will poll chapter attendees at the July 15<sup>th</sup> meeting to see if any of you want to pair up with one of us for a free breakfast.

Let's get max attendance at the ceremony, where Doug's award will be presented.!

Special thanks to Mark Rogers, who put Doug in for this award several years running. Please see the Ray Scholarship and Young Eagles updates elsewhere in this newsletter. See you July 15<sup>th</sup>.  
Ralph



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

## Ray Aviation Scholarship report July

Lots of exciting things have happened with the Ray Aviation Scholarship lately. On June 30, **Gabe Davenport**, Ray #6, successfully completed the pesky written exam. He had been studying hard for the last few months and it paid off. Now he can get back to flying and is hoping to finish everything in the next month or so.

Next, as those of you who were at last month's meeting know, our Ray Scholar #7 for 2023 is **Samantha Watkins**. Thank you to Ralph and Nick for taking care of the presentation at the chapter meeting as I was out of town visiting kids and grandkids.

Samantha is attending UWF but for the Summer she's focused on flight training at Pensacola Air Flight School. Since being chosen as our scholar she has completed the written exam and is very close to solo. Her goal is to complete Her training this summer.  
Craig



# Pensacola FL



## Congratulations Samantha!



### EAA Chapter 485 Meeting June 10th, 2023

**General Membership Meeting 1000-1030:** Opened the meeting with the Pledge of Allegiance

Guest introduced themselves including Peter, Sam, Martin, Beth, Zane and Kathy.

#### Officers Reports:

**President:** Ralph went over some safety reports and encouraged members to use the AOPA Air Safety Institute's materials. He talked about Air Venture at Oshkosh and available rooms at local colleges.

**VP:** Mark discussed the recent Cessna Citation mishap suspected to be caused by hypoxia. Since we mostly fly unpressurized aircraft, hypoxia is a concern for us. A pulse oximeter can help monitor your oxygen level.

**Secretary/Treasurer:** Scott talked about membership, name tags, hats and gave a status of our account.

**Young Eagles Update:** On June 16<sup>th</sup> there will be a rally for the Chappie James Academy students. Sign up for ground operations or flying. Show time will be 0900.

**Chapter 485 Scholarships Update:** Emily is scheduled for her check ride.

#### Ray Scholarships Update

Gabe is studying for his written test. Samantha Watkins is the chapter's 7<sup>th</sup> Ray Scholar. She is close to soloing and has completed her written test. The chapter has now awarded over \$100,000 in flight training.

**Guest Speaker:** Bruce MacDonald gave a presentation about production flight testing of the Airbus A220 and A320 aircraft produced at the Mobile facility.

Cheeseburger Lunch followed the meeting.

#### VMC/IMC Club at 0830-0930.

The group discussed the MEF (maximum elevation figures) printed in blue on sectional charts, airborne VOR checkpoints, right-of-way rules, and standard vs non-standard traffic patterns. The scenarios discussed included a reduction of engine power after takeoff from Aspen enroute route to Denver and a flight from Maryland to Maine that experiences engine roughness after changing fuel tanks.

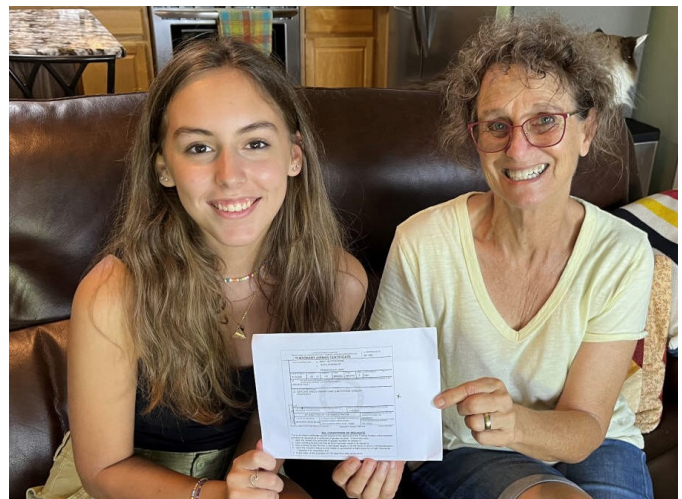
Scott Swanson

Secretary/Treasurer

## Congratulations Emily Bond!

On June 23rd Emily Bond passed her Private Pilot check ride with DPE Zach McNeill. I do believe we are wearing Zach out by now!

#### Emily and Donna holding Certificate





**July 2023**

Zach Congratulates Emily after successful flight.



Proud Dad Stephan with Emily



Big Kudos to the Bond Family for doing the cooking for our chapter lunch. Thank You!

**Another Check ride Completed**



Our Senior chapter member Bill Miles passed his Stearman ride on July 7th.

Drano escorted Bill out to the aircraft, a beautiful Stearman "Queen of Memphis". It was a great day to go to the beach and that's

where the flights went after departing Pensacola before the Beach Airshow was underway.



Bill Signals a Thumbs Up!





Chapter 485 Young Eagles

Eric Goldman Coordinator

Good evening all EAA 485 members,

I hope you all had an amazing 4th of July and was able to attend the Pensacola Airshow.

Last month we had to postpone the Chappie James Flight Academy Graduates Young Eagles Day Due to flooding at the airport. After talking to their director, we have finally produced a new date of August 5th starting at 9:00 o'clock AM . at this time, we will provide flights to 17 of our community's youth who have gone through a weeklong aviation stem summer camp.

If you were a pilot who registered to fly back in June, you should have gotten an e-mail about the new update and to confirm that you were still able to help with this event. I am in the need of about 10 ground volunteers and any more pilots who would be able to help with this event. If you are able to come out and join us on August 5th, please e-mail me youngeagles485@gmail.com with your name, phone number, and if you were able to do ground volunteer or if you would be willing to fly.

Let's all hope that there is a cold front on the evening of Aug 4th and the weather is favorable to complete this event!

Very Respectfully, Eric

Crosswind Landings



How do you assess a crosswind on final to know if it's safe to attempt a landing or you should just go around? For the full discussion Click! Email address required

"When is too much crosswind too much?"

Strong crosswinds usually come with lots of turbulence. So if the turbulence is so bad that you cannot maintain a reasonably stable airspeed, you should go around.

Then there is the crosswind component.

Consider the component at the peak gusts. If this is higher than the demonstrated crosswind for your plane, you are clearly on your own.

Assuming you are experienced and proficient in crosswind landings, there is no reason you cannot begin the approach. If you find you cannot maintain a reasonably stable airspeed, I would go around early. If you can maintain airspeed, I would continue the approach and get into the wing-down technique early to confirm you can hold the centerline. Of course, if you can't, you need to go around.

On days like this, it pays to know your airport. Some airports have a line of trees or buildings that can block the crosswind in the flare while at others those same things can cause greater turbulence. Don't be afraid to go around and divert if you need. Remember it is the pilot's job to land safely. If it happens to be at the destination airport, that is a bonus."



California-based startup Alef Aeronautics has become the first to gain a Special Airworthiness Certification from the Federal Aviation Administration for an

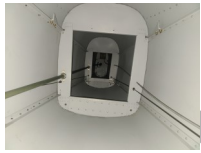
electric vehicle that can be driven on roads and also has the ability to fly, with a range up to 110 miles. The firm had received over 440 reservations for its Model A vehicle by the end of 2022, and is working on an improved Model Z version, which it aims to make available by 2030. Under current regulations, users will be permitted to fly the Model Z vehicle with a drone license.

Full Story:



ATP Orders 40 More Skyhawks ATP Flight School has signed an agreement with Textron Aviation to add 40 Cessna 172

Skyhawks to its fleet. The aircraft, which will be used for the school's Airline Career Pilot Program, are slated for delivery in 2025. The purchase[...] Read this article



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EAA 485  
news



General Daniel "Chappie" James Jr.  
**MEMORIAL FOUNDATION, INC.**



Join us to celebrate the  
**General Daniel "Chappie" James, Jr. Bridge naming  
and Memorial Plaza groundbreaking ceremony**

**July 12, 2023**

**10:00 am**

**1401 E Gregory St, Pensacola, FL 32502**

For more information, contact Senator Doug Broxson's office

(850) 595-1036, email: [George.hal@flsenate.gov](mailto:George.hal@flsenate.gov)

or Cris Dosev (850) 324-5544, email: [ftinbengal@aol.com](mailto:ftinbengal@aol.com)

### Van's RV-10 Supply Chain Issues

Unfortunately, pieces from Van's are few and far between. I recently received my "Finish Kit". The 254 pound crate that was delivered on July 3rd was woefully absent of some necessary pieces. I surmise that half the weight was the wood crate itself. Luckily, I had already ordered the doors with my Fuselage kit and deleted the 5 Van's windows and have the Cee Bailey windows on hand.

I didn't get a nose gear but do have the suspension system for it. I didn't get the door hinges which obviously are necessary. On the VAF (Van's Air Force) forum the lacking pieces in the Finish kit is appalling. The good thing is I have lots of other things to do like hacking the fiberglass Cabin Cover which takes many hours and fitting it on the fuselage is time consuming and

frustrating. Next month I'll do a more detailed build column on the RV-10.

Here is the latest fit of the Cabin Cover.  
Getting Close



Pensacola FL



## July 2023

### A Look Back: Olive Drab, Haze Blue and Jet Black: the Problem of Aircraft Camouflage prior and to and during WWII

- Published June 21, 2023
- By Brian J. Duddy
- Air Force Materiel Command History Office

Camouflage, in the form of paint applied to aircraft, has been regularly studied and experimented with since the First World War. The use of ground-based or airborne radar to detect enemy aircraft did not have significant application until the British used it successfully during the Battle of Britain in 1940. Until that time and even after, until radar was in widespread use, visual detection of aircraft was the primary means.

The Army Air Corps and the wartime Army Air Forces wrestled with a number of aircraft camouflage concepts during the pre-war and wartime years. The final standards, schemes and colors were a compromise, and balanced a number of factors. All of this work was indicative of an air arm that now contemplated the task of executing new, world-wide, missions and operations.



Night-fighter version of the P-38

The basic problem of how to camouflage any object starts with the concept of visibility. An object such as an aircraft is visible because it contrasts with its background – either the sky or the ground. The contrast may be in shape, shadow, texture, color, shine (flat to gloss), movement, or any combination of those characteristics. A regular or known shape will identify an object. Shadow and contrast also define it. A light-colored aircraft on a light runway is visible because of its shadow. A dark aircraft on a light runway or a light aircraft on a dark runway is visible because of its contrast. A dark aircraft on a

dark runway helps to obscure both conditions. A moving aircraft seen against the sky or against the static terrain is visible because it attracts attention. All these physical factors need to be accounted for to some degree when deciding on camouflage schemes.

Similar to other tradeoffs in aircraft design, when dealing with the practical decisions regarding aircraft camouflage, there are many alternatives to be considered. A single-color scheme is not going to be suitable for all weather and seasonal variations and regular repainting during combat operations is not practical. What works well to hide an aircraft on the ground may be the opposite of what works well for the same aircraft in flight, so a compromise is necessary. The aircraft shape cannot be changed, so experimenting with different painting designs may determine what helps to “break up” the shape and make it less conspicuous.

Paint adds weight to an aircraft which can lower the performance; however, paint does improve resistance to corrosion which reduces maintenance and lengthens the aircraft service life. The paint itself must be durable enough to withstand field use and weather/sun exposure without significant fading or chipping which would reduce the overall camouflage effect. Painting an aircraft adds both material and labor costs, as well as schedule, to aircraft production – a non-trivial consideration during the rapid mass production executed during World War II. National insignia must be applied and must be visible – in some ways defeating the main purpose of camouflage to begin with. Finally, industry must be able to produce the paint in enough quantity and to required finish specifications in order to meet the needs of the Service and a very large aircraft fleet.

As far back as World War I, camouflage schemes were considered for aircraft. One disturbing factor that moderated the search for an effective concealment approach for U.S. aircraft was a report of a high number of “friendly fire” shootdowns of Allied planes by other Allied airmen because they could not distinguish their markings. As a result, the U.S. decided to err on the side of safety adopt the U.K. practice of painting, or “doping,” the fabric aircraft with one



solid color, hoping this would reduce the number of accidental shootdowns.

After WWI, the U.S. Army and Navy continued extensive, parallel, and in some cases overlapping, experiments with aircraft camouflage. The research initially was focused on dying different materials and dopes for use on fabric-covered aircraft. As these fabric-covered aircraft gradually gave way to metal-skinned aircraft in the U.S. fleet, the focus changed to evaluating different paint formulations for metal surfaces. In the late 1930s, the Air Corps experimented with a number of camouflage schemes and measured their effectiveness in limited engineering testing. Additional practical trials were then conducted with temporary finishes as part of nation-wide exercises and war games. These temporary finishes were in a wide range of blues, greens, whites, grays and even purple!



Lockheed F-5 Photo Reconnaissance aircraft in Haze Paint. The use of this finish did aid concealment by allowing the aircraft to blend in with the sky at high altitudes but the design also drew attention to the fact that these were not the armed fighter version of the P-38—normally in Olive Drab or Natural Metal finish.

By February 1940, with the war in Europe now raging, the Air Corps embarked on a comprehensive, service-wide initiative to test “protective coloration of aircraft, both in the air and on the ground.” The Air Corps had already decided by 1940 to specify a uniform design and color for tactical/combat aircraft, so the question to be answered was, which schemes would be adopted? Several Army and Air Corps organizations, with different and specific responsibilities, contributed to the effort. This extensive study considered many of the factors previously discussed: visibility, application, national insignia, durability, cost, materials, and both in-flight and ground effectiveness. They studied both U.S. Ar-

my and Navy and British systems to arrive at the best consensus.

What resulted, in April 1942, was a general standard adopted by both the Air Corps and the Navy. On the Navy side, ship-based aircraft and flying boats would be camouflaged with Non-Specular (light diffusing) Medium Blue Gray on the upper surfaces and Light Gray on the under-surfaces. For the Air Corps, Army land-based planes would be Olive Drab on the upper surfaces and Neutral Gray on the lower surfaces. The Army Ground Forces also adopted Olive Drab as the basic camouflage for all of their vehicles during WWII. (Olive Drab, although it appears “green” to the eye, is technically a mixture of black and yellow, Neutral Gray is a mixture of pure black and white only).

The main categories of aircraft considered for application of camouflage were roughly: combat or combat support aircraft (such as transports), high-altitude photographic reconnaissance aircraft that operated alone or in small formations; and night fighters or night bombers which required a special degree of invisibility in the night sky. A separate sub-category of combat aircraft early in the war was anti-submarine patrol planes which needed to be hidden from surfaced submarines so they could make their approach and attack before they were detected, and the sub had a chance to submerge and escape. During operations overseas in different theaters, local variations of standard schemes were also used. Olive Drab aircraft were also later painted with Medium Green “splotches” or “blotches” around the upper surface leading and trailing edges to better conceal them when parked. Fighters and bombers in desert regions also used colors more suited to the surrounding terrain to break up the shape of the aircraft. In some areas of the world where U.S. Army Air Forces supplies were not available, units applied British Royal Air Force colors to their aircraft, as closely approximating the U.S. standard schemes as they could.

So-called “Haze Paint” for photo-reconnaissance aircraft was an interesting problem. These aircraft normally operated at high altitude, often alone, and required them to fly spe-



cific controlled flight patterns to get the necessary photographic coverage of targets. This made them especially vulnerable to interception by fighter aircraft or ground-based air defenses.

Considerable efforts on the part of the U.S. Army Air Forces and industry were expended to make these aircraft as invisible as possible through passive defense measures. The aim with this was to increase their chances of mission success. Several special formulas and techniques for haze painting were tried out, principally on reconnaissance versions of the P-38 fighter, known as the F-4 or F-5. The development and use of this special paint was probably studied more extensively than any other aircraft finish during the war. Haze Paint was intended to vary the appearance of the aircraft from blue to white depending on the viewing angle. The scheme was successful at reducing the visibility of the aircraft at high altitudes, but it was highly dependent on application method and expertise of the painter. As a result, to allow the application of these finishes to large numbers of mass-produced aircraft, a synthetic or simpler-to-produce haze paint was developed and used by Lockheed. Over time, scuffing and weathering of Haze Paint on operational aircraft reduced its effectiveness. Further, an additional drawback to sporting a haze finish is that it highlights to the enemy the fact that this is a special reconnaissance aircraft, and therefore potentially unarmed. Other than applications to a small fleet of photo aircraft, Haze Paint and synthetic Haze Paint was only used for a limited period during the war.

Night fighter paint schemes were also heavily researched, and the resulting “best approach” ended up being counter-intuitive to initial assumptions about what finish would work best to hide the aircraft from ground or air observation and reflection of search light beams. After extensive testing on many airframes, it was determined that either a glossy black finish or a standard Olive Drab was actually more effective at this objective than a flat black finish. This was standardized by 1944, when it was directed that all night fighters (P-61s, P-70s and later P-38Ms and P-82s) were to be painted with glossy black and, if possible, polished to a mirror-like finish. (The

specification for this gloss black was Jet Finish No. 622, probably where we get the name “Jet Black”). Because of their unique mission, night fighters were the notable exception to the late war AAF directive to cease camouflage painting. In fact, night fighters remained in their glossy black finish even through the Korean War, after which the mission ceased, and the aircraft left the USAF inventory.

Because the Atlantic U-Boat threat to the U.S. East Coast and Great Britain was so immediate, significant resources were put against finding an effective paint scheme for sub-hunting aircraft. The main threat to the aircraft in this mission was not from enemy aircraft, but rather surfaced submarines. The working assumption for these studies was that the aircrew had no more than 30 seconds to strike a sub on the surface before it executed a crash dive. This made visual “stealth” essential. After a series of tests of different finishes at various altitudes, sky conditions and viewing angles, the optimum scheme proved to be: Insignia White on the undersurfaces, leading edges and sides of the aircraft and either Olive Drab or Neutral Gray on the top surfaces. Variations of this specific type of camouflage for the submarine search mission were used by both the U.S. and the U.K. and proved effective for allowing the patrol aircraft approaching from head-on to avoid detection until the last possible moment - and strike submarines on the surface before they had a chance to escape below the surface. The scheme was clearly specified to be used only on aircraft that operated in a theater where “no enemy air opposition is to be expected” because this new design was not optimized for air-to-air concealment.

A special technical concern arose during the war involving detection by infrared (IR) photography. IR aerial photography could be employed to detect and defeat camouflage and “see through” natural haze to find objects on the ground. This technology was still in the early stages, but enough of a concern that the AAF examined families of paints and finishes that would frustrate infrared detection. By July 1942, this work eventually led to the development and application of a special shade of “high infrared-reflecting Olive



Drab,” (based on a chromium oxide pigment) that promised the highest degree of protection against IR photography. Aircraft upper surfaces were to be painted with this new finish to mask them from detection by enemy aerial reconnaissance. During the period, the USAAF sourced aircraft paint from as many as a dozen or more different suppliers to ensure they had sufficient stocks on hand to cover the vast wartime fleet. Throughout the war, there was a continual debate over the overall value of camouflage finishes versus leaving the aircraft in natural metal or unpainted, which offered a bit more extra speed due to either polishing of the surfaces or reduction in weight. There is a speed penalty imposed by rough painted surfaces that increases aircraft drag contrasted against smooth polished metal.

Within the USAAF, there was never a consensus about which property was more important— concealment or speed - so instead they settled the issue by directing that manufacturers cease camouflaging most combat aircraft as of 1943. This instruction applied to most combat aircraft, except some tactical fleets, such as transports or gliders. In light of the progress of Allied forces it also made sense operationally – air superiority over the battlefield was now changing over from Axis to Allied air forces; German progress in radar surveillance and detection made visual concealment less vital, especially in the case of large fleets of hundreds of strategic bombers daily hitting the Third Reich. Additionally, Allied bases in the U.K. and on The Continent were less threatened by surprise air attack because of our own radar coverage. The AAF summarized the situation in April 1943, “Due to the early warning and vectoring capabilities of radar, camouflage is losing its importance when weighed against the cost in speed and weight.” Some local commanders in the Pacific still felt camouflage was necessary for use in some geographic areas.

Reducing the aircraft weight and increasing performance was now offered a better tactical advantage to fighters and bombers. The piston-driven fighter aircraft particularly needed all the speed they could get to deal with the threat from

the German jets. There was also the secondary benefit of reduced cost and production time, which facilitated quicker replacement of lost airframes.

Ironically, in spite of all the years of studies and experimentation, at the end of the conflict in 1945, camouflage finishes had almost entirely disappeared from USAAF and then USAF aircraft through the 1950s. By then, radar detection had almost totally eclipsed visual means. Camouflage finishes only made a significant reappearance after operations in Southeast Asia in the 1960s brought back the need to conceal aircraft against the jungle terrain in that particular theater.

The majority of the text for this Look Back is adapted from the Air Materiel Command Historical Study No. 115., Case History of Camouflage Paint, Volumes 1 and 2, January 1947 (research completed to November 1945.) For Further Reading: Bell, Dana: Air Force Colors, Volumes 1, 2, 3., (Nos. 6150, 6151, 6152.) Carrollton, TX: Squadron/Signal Publications Inc. 1979-1980.

## Thatcher

We’ve drilled the wheel pant brackets for AN3 bolts and installed nutplates on the left gear. After the next build night we should be done with the gear with the exception of bleeding the brake master cylinders.

We cut the elevator lead counterweights down in the front to reposition the weights more forward which ultimately will yield less weight to arrive at our goal of a neutral elevator.

Recently I’ve read of using a Bing 64 carburetor on a VW engine on the Thatcher list. I happen to have an extra one of those in my hangar however, am waiting to see a picture of the setup. My Avid MKIV uses a pair of them on the Subaru engine but on the CX-4 I’m not certain about the fuel tank to carburetor level.

**Thoughts and Prayers to Dave Thatcher recovering from a broken back.** More info to follow. John



## Visiting the Dark Side Again

It's been 15 years since I made the initial decision to use Sikaflex and glue my "Turkey Baster" as Bill Miles called it. It's a bit of work and messy but the tipup polycarbonate canopy on my RV-7 turned out nice. It's also held up well over the years.



The decision was made because I had seen several cracks propagating in Van's canopies. I liked the idea of having an additional coating of weatherproofing on the attachment and it's flexible. There are some negatives to the process that don't exist with drilling, deburring and mechanically attaching with the standard assembly. It's expensive and there's more prep work involved. It also is sticky stuff and easily transferred to places you don't want it to go. One benefit is it won't stick to anything that isn't properly prepped with activator and primer.

Recently we went down to "visit" our son Patrick to final prep and hopefully get the main canopy installed on his RV-7. Surprisingly, Pat had done quite a bit of prep work and we needed to tidy up some things. He had someone's instructions on (how I done it!) from another builder. The secret to a successful application is the goo needs someplace to go and they recommend 1/8" gaps on the roll bar and also the front windshield area. Along the sides there is less room but it's nearly 3/4" wide which makes up for the thickness plus it gets side pieces installed on the outside.

Pat had several 3/4" x 1-1/4" 1/8" thick silicone pieces to create the gaps necessary. I used garden hose washers on mine. Pat's were long



enough to grab and re-remove the next day after the glue was dry. Sikaflex uses a 3 part process. There is an Activator which is part cleaner, primer and the actual Sikaflex in a tube. You'll need (1) Activator, (1) primer and (2) Sikaflex

tubes to do both the canopy and baggage compartment Polycarbonate. On a slider canopy you may get away with a single tube. Cost is approximately \$170. Not inexpensive!



Here the fuselage and roll bar are prepped. As



already mentioned, if you don't have activator and primer the Sikaflex won't adhere to the surface. We roughed the attachment area with ma-roon ScotchBrite and thoroughly cleaned the skin. Using electrical tape for masking works great for edges and masking tape outside is suffi-

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cient.

The big moment!

Set the canopy into the Sikaflex bead and clamp on top of the spacers where you can and cleco the side skins on. Next fill in any gaps that are obvi-



ous and radius the outside.

Pat waited until he was installing the baggage compartment "glass" before doing the side skirts with Sikaflex. Here all holes are clecoed with a clamp or two. Another great thing about the Sikaflex process on the side skirts is the automatic weather seal they provide. Just leave the electrical tape a

16th inch gap between the skirts and glass and your done. In the background you can see the clamps holding the baggage compartment glass on the rollbar.

Hard to see in the photo above but it's time to go to the beach. A platform needs to be erected in the baggage compartment and something needs to press the polycarbonate from the inside up against the turtledeck skin. Pat said this was much harder to do. Well for one thing he was pretty much flying solo here.

Inexpensive beach balls work well. The Sikaflex reacts quickly as an adhesive once activat-



ed" but it needs 24 hours to fully cure. The inflation on the beach balls lasts just long enough.



Done Deal...Not so fast... The next Day

Pat left a piece of electrical tape and the plastic protection in a very, very tight place on top of the roll bar brace. He sent a picture, called me and talked about

drilling out 12 rivets on the bulkhead and skin to lower the brace.

Hang on Pat take a breath. I tested the clearance on mine. I could slide a piece of printer paper down to about 2-3 inches from the turtledeck skin before it got stuck. It's a tough area to clean but the plastic has some give and a small shim on the sides should allow some space to work. Drilling rivets is the last choice.

I told him Goof Off works well to soften adhesive. Cooler Heads prevailed and Pat worked the area.



At the end of the day the rivets remained everything worked out

Here's his text: Got it....! Fishing line, hotel keys, popsicle sticks, Goo Gone and **PATIENCE.**

My emphasis.

John



## 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](#)  
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**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 /  
IMC Club** [Donna and DeWitt Barker](#)  
(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](#)  
[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](http://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



Chapter Meetings, July 15th, 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

Emily Bonds

Ray Scholarships Update

Gabriel Davenport, Samantha Watkins

Young Eagles – Eric Goldman

Member Build Projects Update

New Business

VOR MON Update / New VOR Service Volumes
Ralph

Cockpit Portable Oxygen Presentation

Mark Rogers & Ralph

Adjourn

Cheeseburger Lunch

(\$5 donation requested)

Next Chapter Meeting date – Saturday, Aug 12th

Upcoming Events (CHAPTER EVENTS IN CAPS):

?? PRIVATE YOUNG EAGLES RALLY
FOR CHAPPIE JAMES FLIGHT ACADEMY
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

Thomasville, GA Oct ??

SERFI (GZH) Oct ??

A huge thank you to all the Volunteers, Sponsors and Pilots making Veteran's Flight a huge success. Big Kudos to Roy and Pat Kinsey for making this happen and continuing putting smiles on lots of faces

For More Info On Veterans Flight click

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