Congrats Samantha

August 2023

Home of the "Panhandle Pelicans"

EAA 485

Squawk 485

Meeting Saturday, Aug 12th See Below
At Our Clubhouse
IMC/VMC Club Meets at 0830-0930
Details

President
Ralph Moser Contact: Ralph

PRESIDENT'S NOTES

One correction, one clarification, and one offer related to the material presented at the July meeting: 1. The Shokz Bluetooth bone conduction headset I passed around has 10 hours of battery life, not 14 as I said at the meeting. 2. Aluminum oxygen tanks like the one I demonstrated have an unlimited service life, but they do have a requirement from DOT to get a hydrostatic pressure test every 5 years. I paid $25 recently to get this done. Various welding shops in town can do this. Also, if any of you intend to buy an oxygen setup, there are several good medical supply shops in town to buy cheap hoses/connections you might need. 3. If any of you are in the market for a new headset, I can get you a $100 discount on most models through my NAFI (National Association of Flight Instructors) membership.

By the time you read this, we should have successfully flown Young Eagle flights for this summer's graduates of the Chappie James Flight Academy. See Eric Goldman's recap.

We'll do a recap of Air Venture at the meeting. For any of you who went, be prepared to pass on what your personal highlights were. For me, the highlight was giving Cody Rhoades a ride up in our 182. It's the third straight year I was able to transport one of our scholarship winners to Air Venture. Cody set a new standard of thriftiness by sleeping free on Mike Danford's hangar floor ON THE AIRPORT AT OSHKOSH, and getting lots of free drinks and snacks at the air show. Hopefully he will be at the August meeting to tell us about it.

"Black Saturday", July 29th, cast a shadow over an otherwise record-breaking week. 2 separate accidents involving 4 total fatalities occurred within 3 hours of each other. There may be a recap by Richard McSpadden (AOPA ASI) of one or both of these available by the time of our meeting.

Note the flyer attached to this newsletter announcing a "Girls in Aviation Day" Oct. 28th at the Naval Museum Atrium

Lastly, instead of a guest speaker at the main August meeting, Brian DeCamp and I will present an "Engine Failure on Takeoff, Land Straight Ahead or Turn Back?" presentation. We will update you on the latest thinking, FAA position, and suggested training related to this critical phase of flight. If you would like to do some pre-reading/viewing on this subject, I'd recommend:

Pre-Study (2:30) (View the videos in order; they show the evolution of the discussion):

- 2013 AOPA ASI "Impossible Turn" You Tube Video (6:03)

Barry & Brian Shiff 2019 Webinar, "Engine Failure After Takeoff – The Possible Turn" (1:09:36). Available on You Tube directly, or through www.captainschiff.com. Review the Takeoff Planning Worksheet on the website.

- May 2020 Sport Aviation, Charlie Precourt article, "So, You Think You Can Make a 180 Back?"
- AOPA >ASI>Videos>Reality Check>"The Runway Behind You" (9:38) and associated article.
- (For CFIs) AC 61-83J, A.11.4

Airplane Flying Handbook, FAA-H-8083-3C, p. 2-22 (Takeoff Briefing), and p. 18-7 and 18-8

Pensacola FL

(Engine Failure after Takeoff).

See you August 12th.

FLY SAFE! Ralph


RAY AVIATION SCHOLARSHIP UPDATE

Craig Spoke, Chapter 485 Coordinator

Ray Aviation Scholarship report August

Things are progressing nicely with the Chapter 485 Ray Scholars:

Gabe Davenport, Ray #6, is back to flying after passing his written last month. He is getting back up to speed and will be completing his cross country flights etc. He will be preparing for his check ride soon.

Samantha Watkins, Ray # 7, had an exciting day on Thursday, July 20… **First Solo!!!!!** After several days of delays due to weather and one delay due to aircraft maintenance she was able to make 3 beautiful takeoffs and landings at Pensacola Air as solo pilot in command.

Her parents, Ralph and myself were present to cheer her on (and of course to grade her landings. 10's across the board). She has been scheduling flights for 3 or 4 times per week so we will be hearing more good news from her soon.

Craig

Ralph, Samantha and Craig after her first solo

Samantha's parents, Beth and Marty Watkins, after her first solo

Flight instructor Seth Reed prepares ceremonial cutting back of t-shirt

EAA Chapter 485 Meeting July 15th, 2023

General Membership Meeting 1000-1030:

Meeting opened with the Pledge of Allegiance

Officers Reports:

President: Doug Francisco received the national award for the best chapter website. Ralph informed the group of Ken Park's illness and passed out a get well card for members to sign.

He also passed around the sign up sheet for the August 5 Chappie James Flight Academy Young Eagle event. Air Venture at Oshkosh starts later in the month. Drano talked about Bill Miles' ride in a Stearman with other WWII vets. John set up the ride for Bill.

Secretary/Treasurer: Scott talked about membership, hats, gave a status of our account and acknowledged the generosity of the donor who paid for the 3 chapter scholars' flight training..

Chapter 485 Scholarships Update: Emily completed her training and is a private pilot. Her father Steve, also completed his private pilot license.

Ray Scholarships Update
Gabe passed his written test. Samantha Watkins is ready to solo. She was presented Ray Scholar SWAG.

Young Eagles Update: Eric Goldman The rally for the Chappie James Academy students has been rescheduled for August 5. Sign up for ground operations or flying. Flying starts at 0900.

Member Build Projects Update Drano gave an update on his progress with the CH750 STOL. The interior is fitted as well as the rudder and tail. The door kit has arrived. The flaperon is ready for paint. The engine was inspected and repaired at Southern Mississippi Light Aircraft.

Guest Speaker: Mark Rogers & Ralph gave a presentation about Cockpit Portable Oxygen systems.

Cheeseburger Lunch followed the meeting.

VMC/IMC Club at 0830-0930.

The group talked about standard and non-standard traffic patterns. The IFR question was about the format for clearances (CRAFT). Call sign, Route, Altitude, Frequency, Transponder.

Physiological concerns during cross country flights were discussed.

A scenario given was flying a Mooney and being ask to land and hold short for a 737 landing on another runway.

Mishaps discussed included a Cessna 550 landing short of the runway on it's second attempt to land. And an aborted take off to avoid a collision on takeoff.

Submitted by Scott Swanson (Sec/Treas)

Chapter 485 Young Eagles Coordinator

Contact **Eric Goldman**

I would like to start off by shouting out a huge thank you to all of the volunteers. This would not have been possible for EAA 485 without you all. We successfully flew 14 Chappie James Flight Academy graduates, all were first time Young Eagles. All kids were excited about their flights with Young Eagles despite the hot weather, which led to bumpy rides. All students thoroughly enjoyed themselves and are looking forward to the next opportunity.

The Chappie James Flight Academy provided the opportunity for a 5 day immersive program that gave our youth a realistic view of the world in flight. The programs touched on Science, Technology, Engineering, and Math (STEM) that will help our communities youth make better decisions tomorrow. On the last day of the camp students were scheduled for Young Eagle flights but was rescheduled due to inclement weather from June.

Looking forward, the Young Eagles program will be presenting a volunteers day where the Young Eagles will go over roles and responsibilities to allow us to streamline our processes. We will also be holding our first Eagles program to engage with the community ages 18+ to provide them with opportunities to fly with longer in flight time and greater detail of flying.

Finally, we will finish the year out with our Young Eagles Rally in the fall. Please stay tuned for further info on that event. Eric

GIRLS IN AVIATION DAY

BEYOND THE PAST, BEYOND EXPECTATIONS, COME CELEBRATE ALL THAT IS BEYOND.

SAVE THE DATE

SATURDAY, OCTOBER 28, 2023

GIRLS AND WOMEN AGES 8 TO 88

EXHIBITOR CHECK-IN: 8:30 – 9:15 AM
EVENT STARTS: 10 AM
NATIONAL NAVAL AVIATION MUSEUM

Registration for participants ages 18 and under opens on August 1.

- EXHIBITORS
- SPECIAL GUEST SPEAKERS
- AIRCRAFT DISPLAYS
- SIMULATORS
- STEM ACTIVITIES

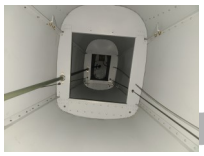
PRESENTED BY

NATIONAL NAVAL AVIATION MUSEUM

Girls IN AVIATION DAY

Celebrating 50 Years of Women in Naval Aviation and 30 Years of Women in Combat Aviation

For more information contact, *Dianna Hayden:* dhayden@navalavationmuseum.org, or *Women in Aviation International WAI Gulf Coast Chapter at:* Waigulfcoastchapter@gmail.com



Aviation Briefs

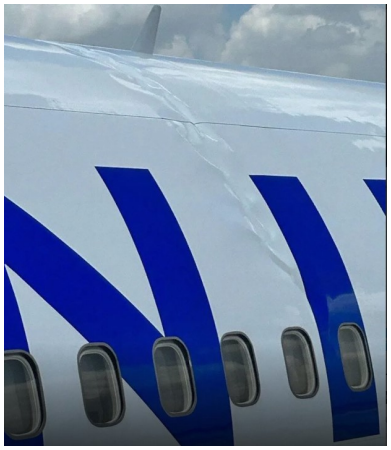
Van's Aircraft - Supply Chain Now Manufacturing Problems

Van's Aircraft responded to reports of cracking of dimpled parts found in recent kits here at AirVenture on Tuesday morning. The defects are the result of changes in the process for laser-cutting parts by an outside vendor. From February 2022 through June 2023, Van's transitioned some parts from traditional punch-press manufacturing to an outside vendor that could laser-cut rivet holes. The move was intended to increase the company's throughput and reduce the lead time and backlogs in kit deliveries. Only thinner parts were outsourced in this fashion and most, according to president and chief engineer Rian Johnson, were in low-stress and non-critical parts of the airframe. Van's has since stopped using the laser-cut parts in this application and, to help bolster factory productivity, invested in a new, larger press-punch machine.

The root cause appears to be a change in the way the parts were cut. Originally, Van's specified that the laser make a "pretzel" cut in the part—starting in the center, moving to the periphery and concluding back in the center. Apparently, the vendor changed the cutting path to begin in the middle, extend to the periphery of the hole, stop briefly and turn direction to follow the hole around, eventually stopping at that same point at the end of the cut. This caused a small portion of the metal to become overheated. Builders began noting these defects in parts, some worse than others, and then began to see cracking after the hole had been dimpled. (RVs have a significant percentage of flush riveting.) In his presentation Tuesday, Johnson explained in depth the kinds of testing the factory is conducting to determine the actual impact of the defects. One revealing fact is that the most loaded part of the flush rivet is actually around the outer edge of the dimple itself. Also, the cracks found in the parts most often do not originate or end at the laser defect.

The upshot for RV builders, in this case mainly the RV-10 and RV-14 models, is that certain parts are likely to be assessed as suitable for low-stress locations but some, like tail-surface spars, will require replacement. The company has told builders to stop building with the laser-cut parts for now. Johnson urged patience to allow Van's to finish its extensive testing, said to be in the 45- to 60-day range, before tearing into any completed pieces. He said that the company needs to determine if associated parts are impacted before finalizing its recommendations. Van's is also readying a process for builders to receive replacement parts.

United Doesn't Just Break Guitars



United Airlines' oldest Boeing 767 is likely a write-off after the fuselage skin buckled and tore in a hard landing at Houston on July 29. The aircraft arrived from Newark at 10:34 a.m. with 193 passengers and 11 crew, none of whom were injured. Circumstances of the landing have not been released, but the crew taxied to the gate as normal after their rough arrival.

Ground crews found the damage and the plane remains in Houston. According to Simple Flying, the aircraft has been flying for United since 1991 and is one of 37 767-300ERs in the inventory. The plane is scheduled to keep flying until about 2030 when the type is replaced by the Boeing 787. United has 100 Dreamliners on order, and they will replace the 767s and the airline's first-generation Boeing 777-200s.

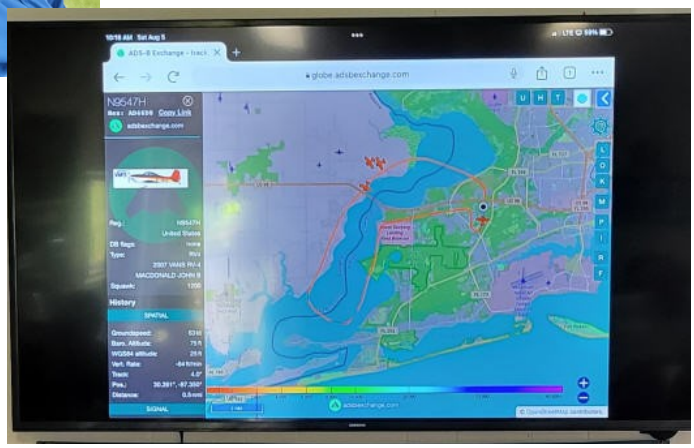
About Guitars for the rest of the story

4 killed in 2 EAA AirVenture accidents

Two aircraft accidents hours apart on July 29 at EAA AirVenture Oshkosh in Wisconsin left four dead: a young pilot on a mission to carry on the legacies of trailblazing women, a great-grandfather who built a helicopter, a flight instructor in business helping builders and an aspiring aviation mechanic. **Full Story:**

Chappie James Young Eagles Flights
Aug 5th

Thanks to all our volunteers:



Pilots

Scott Swanson
Tanner Matheny
Scott Miller
Mark Rogers
Bruce MacDonald

Ground

Eric Goldman
Craig Spoke
Bill Diaz
Ralph Moser
Duane Thiessen

Doug Francisco

Ground Volunteers (Cont'd)

Kaydee MacDonald
John McKiernan

There were many more volunteers but unfortunately we didn't have a list available. You know who you are. Thank You

"Say, You Wanna See Something Really Scary?"

That was the last question asked by Dan Aykroyd from the movie Twilight Zone.

Over the years I've been asked by friends, people I've met and passengers have you ever been scared while flying? I usually make light of it and say "most of the time."

Gregory "Pappy" Boyington USMC said;

"Flying is hours and hours of boredom sprinkled with a few seconds of sheer terror"

The following is a writeup from a newsletter in 2013 about one of my bigger screwups while flying, I had just checked out as an Aircraft Commander on a US Navy C130. We were very, very lucky! John

There I was!

Here is I believe my most "scary" flying event that happened a long time ago.

The English countryside northeast of London is spotted with many airfields that were used during World War II. The rural area and sparse population made them a perfect choice. They were located about 200 nm from the Ruhr Valley in Germany, a heavily industrialized area. If you look around today on Google map closely you will still see many of these fields. Some were abandoned, some converted to GA but many of these remained RAF bases. During my first Navy squadron tour in 1975-1978 I flew EC-130's in and out of many of these bases. Some of these fields had facilities and equipment that remained original since the war.

Following flight school I was assigned as a pilot in VQ-4 located at NAS Patuxent River, Maryland. I quickly went through the various pilot upgrade syllabi and found myself about 14 months into my 3 year "nugget" tour an Aircraft Commander. We actually had a "racket" in that squadron since we "normally" went out for 14 day deployments and were home for a month give or take. Not only that but each aircraft operated independently, our own bosses so to say but with assigned operating areas and layovers. For Navy sea duty this was a piece of cake.

We amassed large amounts of flight and special crew time. Due to the length of missions we had 3 pilots and a crew averaging 15 members. We flew 8 missions during these mini-deployments averaging about 11.3 hours per flight. We also stood a pair of 42 hour alerts, one at the beginning and one at the end of our deployments. It was the most flying I would do during my Navy career amassing over 2,000 hours total time inside the "Herc"

I was lucky to fly with Lt Larry Niklaus who was not only a great friend but also a very knowledgeable pilot and excellent stick. When I joined the squadron I was placed on Crew 5 where "slug", a nickname which Larry didn't like was the 2nd pilot. He had come from the VW-4 "Hurricane Hunters" and when they stood down he was a P3 Aircraft Commander. Larry replaced the existing A/C and we got another 2nd pilot. Ltjg JJ Blaine. We had a great time and when JJ checked out as an A/C and got a crew of his own I became the Crew 5s 2nd pilot. For several months we didn't have a permanent Third pilot and rarely flew with the same one. Along the way I had checked out as an A/C and remained on Crew 5 as second in command waiting for a slot. The very first deployment after my checkout we were assigned a Third Pilot named "Wilson" who was senior to me, but didn't seem to care much for flying. Wilson was biding his time in the Navy till he completed his obligated service. Wilson was a neat guy, very intelligent (maybe too intelligent to be a Naval Aviator?) just different from most of the pilots in the squadron. As a matter of fact, I believe every squadron I was a member would have a Wilson or two hanging around. You probably also knew a "Wilson" sometime in your life.

So off we go on our 14 day "deployment" with a crew of 15 including, 5 officers. On our 3rd mission we were leaving Lajes in the Azores and had an Operational area over the Atlantic for several hours and then we would fly to RAF Bentwaters in England for an RON.

During the briefing Larry said that this was my mission and that I was the Aircraft Commander. I was certainly surprised and felt some slight butterflies. We finished briefing and got underway around 4 pm local time. This would give us a very early morning arrival in England.

As I got aboard "Slug" puts on a headset and sits down on the lower bunk on the flight deck and Wilson gets in the right seat. Another little surprise After about 7 hours of flying we had finished our mission in the OP area and set a course for England with about 3 1/2 hours enroute time. The plan was to be near the destination a little early until the next plane departing from God knows where, relieved us. This was TACAMO and we kept a mission aircraft airborne 24/7.

I really thought Larry would be up in the right seat for the arrival and landing. Still yet another "surprise", but hey, no sweat.

10 1/2 hours airborne, where's our relief bird? Still at altitude we wait, it's quiet which in a C130 is a relative term. We enter a quasi holding pattern, stay high and are at max endurance. I'm thinking of shutting an engine down to conserve fuel. Yes, we did things like that. We had one of our crews stay up for 16 plus hours once. My personal long was a little over 13 and I wasn't interested in even getting close to that.

We're tired and no one else is on the radio with Eastern Radar the controlling authority. The controller knows who we are and why we are killing time. We had a funky name with 2 digit call signs that changed daily selected by some archaic computer. So much for our "Secret Mission". Eastern Radar had given us the latest weather IFR multi-layer 800 overcast 3 miles visibility, "no sweat". We would be "shooting" a Tacan Runway 7 approach at Bentwaters. I briefed the approach but held on the navaid tuning since we are using them on our holding pattern.

The backend finally calls "Sir, we're relieved." " Rig for landing" Wilson gets us a descent and I start down. Eastern Radar " Wx 700 over visibility 2 miles." I check the plate for Wx mins; we're still good. Wilson gets weather updated for our alternate which is VFR, We have plenty of fuel. I think to myself "no sweat" but can feel the back of my flight suit getting a little wet. Radar begins vectoring us and puts us over the English Channel for awhile. "Wilson tune and identify the Tacans. Final approach course set." Below it looks pretty socked in. Weather check, no change. I won't ask again. We're fat on fuel but I want to be on the ground at the planned layover. Wilson does basically only what I ask and nothing else. We level off at the initial approach altitude and get a vector to final. Radar asks for conditions. For the last 4,000' we've been hard IMC with a very eerie smooth ride. The backend is ready to land and we have cold beer sitting on the ramp "chilling" that will be perfect when we get to housing.

A correction vector from Eastern Radar turning us slightly. Out of the droning of the 4 Allisons on the wings Eastern Radar "Field is 11 o'clock 13 miles maintain 2000' cleared Tacan 7" Contact Bentwaters tower." Hey wait, that's not right. We're 10 miles and the field is 12 thirty. We had a slight discrepancy on both Tacans. We asked, but Eastern Radar said he was having problems with his DME equipment and he was located far away from using a repeater. "No Sweat". We turn and join the final, IAP 700 fpm descent leveling only momentarily at the FAF. We complete the dirty up and I call for the landing checklist. "Wilson? Landing checklist." I look over at him and he is just staring straight ahead. Finally he gets the checklist and we get it completed. I'm thinking about Wilson and wonder what he is thinking. I'm a little off the approach make a correction and get back on. It's reassuring when we are "cleared to land" by the tower. Continuing down. Dark. Quiet. Damn, it's really dark. I fight off a little vertigo. 200 above minimums Nothing, I mentally review the Missed approach. OK lights, out my side, We're below the "advertised ceiling. I see a couple more lights and we are in and out of a thin layer. Minimums! Then we're out of the clouds. Or are we? 1/2 mile to the missed approach point. Wilson get them to go full intensity on the runway lights. A few more lights. I have good ground contact, no runway. Yikes!! "TOWER YOUR LIGHTS ARE OUT!" "Lights are ON say your position." "We uh, We are executing a missed approach." Power, flaps 50 gear up. The tower says something but we can't hear him. We are climbing following the missed approach instructions. Wait! Out the left side lots of lights and a, what, damn, it's a runway. A sinking feeling flushes through my body. Then I make a quick

decision to head toward the field I see. Is that Bentwaters? A quick glance at the plate and it looks like Bentwaters although were in and out of a light cloud layer. Is this legal? or should I just execute a missed approach and talk again to the nice gent in Eastern Radar and tell him that we are so screwed up right now we have no idea where we are. I can still salvage this, whatever it is. Can't I? Wilson is sitting there waiting for directions. I key the mike. "Tower we have a problem with our Tacans." I go a little lower. "Flash your lights." Confirmed that's it. What the hell is going on we are way south of course. "Tower we have the field" " Say your position" "two mile right base" We are too tight! I can't get the Herc into a safe alignment and I'm not letting the field out of my sight. "um, I'm not going to be able to make the runway from here. How about a downwind?" "Standby, I have you insight cleared to join left downwind Rwy 7 your discretion, cleared to land wind ..." We extend upwind at an angle I use a 13 second timing when I think we are over the extended runway center line. In the downwind turn I notice Larry standing behind me looking out to the side windows. I don't know how long he has been there. He calmly asks "what's going on?" I only muster up "I wish I knew." I assume a 250 degree heading for the downwind and the final surprise comes. I can't see the runway lights but see obviously a large dark spot where the runway should be and the night lights and early morning activity of a still sleepy military base. We are still cheating going in and out of thin scattered clouds "Tower we've lost the runway lights." "Roger you'll pick them up again in a few seconds. I've got you visually on a good downwind.." Years pass. Larry says "OK I have the runway." I crank my head around and there they are. I watch them and observe increasing in intensity as we fly downwind. On base the field looks normal. Still confused, we land. I'm soak and wet. All the while Wilson was completely out of the loop. Heck I was out of the loop. I don't even know what just happened. I have a slight case of the shakes. Larry remains quiet.

We shutdown and things are calm for a moment. I exhale for the first time in a long time and grab the approach plate and check the Tacans. They are not tuned to the correct frequency. "What frequency is this?" Wilson says "Bentwaters" and points to a frequency box on a "HIGH CHART" ,"WHAT!" I follow an arrow from his finger and find RAF Woodbridge about 3 miles from Bentwaters. Bingo! OMG we flew an actual instrument approach to the wrong airport and then drove around the English countryside at 3:30AM barely above the roof tops of the houses below. My heart stopped briefly. As I regained a pulse I give some serious thought to keelhauling Wilson on the layover. A second later after a big breath, I realize that I probably really can't keelhaul him, but I may still check into it. Maybe I should have checked and backed him up? After all I knew Wilson. In a very unprofessional tone I ask him why he used an enroute chart for the frequencies in the first place instead of the flipping approach plate. No answer. I'm not going to push it.

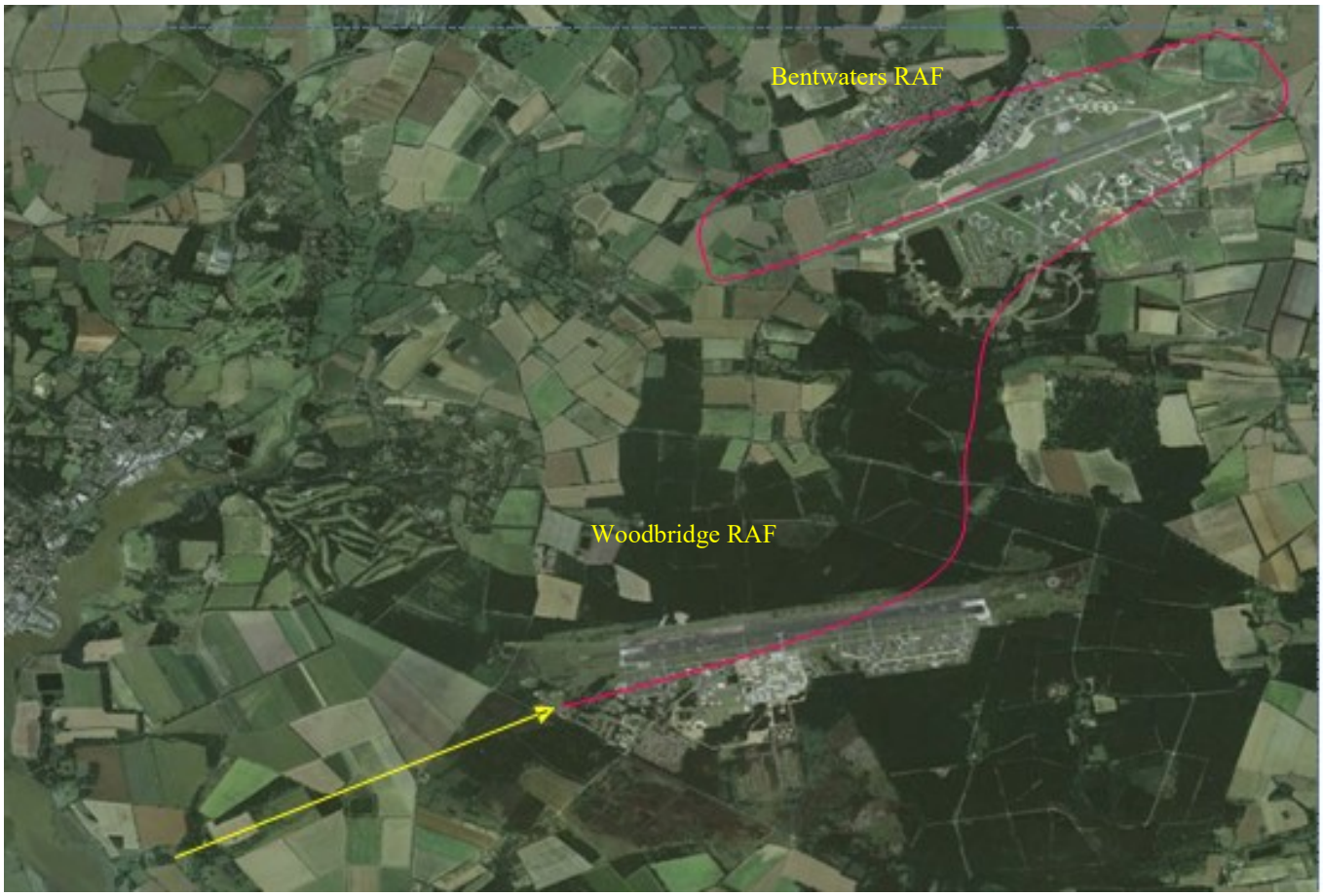
The runway lights were "hooded" and had a lens. They were directional and made it difficult for the enemy to detect the runways from above. The closer lower on approach the brighter they got. Many of these fields were actively used during the "Cold War". RAF Bentwaters today is a park

This was the longest 5 minutes of my life. Over time this event slowly disappeared into a recess in my memory. It still surfaces with other close calls. Did I ever shoot an approach to the wrong airport again? No, but I've made up for that with some other stupid things over my nearly 50 year flying career.

Wilson got his "wish", was passed over for Lieutenant and left the Navy from the squadron.

Epilog: Several months later I had my own crew and we had a layover in Woodbridge. While walking around a quaint, quiet English town, I thought to myself and wondered if I got some of these folks up in the wee morning hours when I made an approach to a closed airfield.

Here's a Google look at these fields in 2004 Everything on the depiction is an approximation. Yellow Tacan tuned to Woodbridge instead of Bentwaters set for an approach to RWY 7
Red Missed approach, turn toward Bentwaters RAF followed by pattern.



RV– Passenger Control Stick Securing.

Recently in my RV-7, my son Pat and I had the co-pilot stick removed and installed a couple of times and managed to lose the nut reinstalling the stick twice. Even after fishing with flexible magnets I only recovered one nut. I needed to do something.

I keep used AN hardware for GP, General Purpose fastening and found a bolt the correct length to cutoff the threads. I then used a Dremel saw blade to lightly flatten a place on the exposed shank to drill a hole for a hitch pin. I slightly tapered the bolt end to make installation easier.

I used some fine .021 safety wire, twisted and covered with heat shrink under the bolt head and hitch pin. Easy fix! And every thing stays together. John

August 2023

EAA 485 news

Thatcher

Well the weather has taken a toll on the CX-4 build. Even though we meet at 1800 the temps in the hangar are still in the upper 80s lower 90s.

We have finished balancing the elevators by drilling holes in the lead ballast attached to the counterbalance rib. We left them slightly nose heavy which will account for some of the paint weight..

The elevators will be removed and clamped vertically to the workbench making it easier to do the fiberglass work. We already have flower foam wingtips made for each counterbalance rib. They will be secured and then fiberglass will be draped over them. Since these are one time molds and won't be used again saves some time. We'll use some packing tape on the ribs to act as a release area.

After the fiberglass has hardened, remaining foam can be scraped off the inside and cleaned up with Acetone. The last step in the process is the fitting and match drilling of the elevator tip. We have an option of using flush pop-rivets as a permanent installation or using nutplates and flush head screws. The pop rivets are an easier solution and since we shouldn't need access to this area is the likely way to go.

Up front we're still lacking two voltage regulators for our electrical system and some wire labels. Pitot and Static lines need to be run from the panel down the cockpit walls and terminate inside the left wingtip. These will connect in an accessible exterior area with the lines from the combined Pitot Static assembly located on the bottom of the left wing outboard.

We also have the windshield and canopy Plexi rough fitted. The original plan was to glue these using Sikaflex but I believe we will need to drill and screw or rivet these on in addition to an adhesive. The windshield can't be finalized until the skin over the instrument panel forward is riveted to ensure the fit. Clecos are fine but rivets clamping force can change things slightly. we still need open access to this area.

The wheel pants installation has been completed. The only items left on the main gear is paint and bleeding the brake system. On the tail end we still need to get a few brackets made that connect the rudder cables to the horn and safety up the steering links. 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
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

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

Looking East from my hangar. In 10 minutes this storm coming past Shields cooled the temps from 94 to 77 degrees. We only got light rain but there was a lot of Virga and plenty of lightning. John

Chapter Meetings, Aug 12th, 2023 at 1000

VMC/IMC Club at 0830-0930

General Membership Meeting 1000-1100:
Pledge
Guests
Officer Reports: President, Vice-President, and Secretary/Treasurer
Ray Scholarships Update – Craig Spoke
Young Eagles – Eric Goldman
Member Build Projects Update
New Business
Engine Failure on Takeoff Presentation – Brian DeCamp and Ralph Moser
Adjourn

Cheeseburger Lunch
($5 donation requested)

Next Chapter Meeting date

Saturday, Sept. 9th. Guest Speaker TBA

Upcoming Events (CHAPTER EVENTS IN CAPS):

October (TBD) –
485 FALL YOUNG EAGLE RALLY
Oct. 4th, 0800CDT - UW-Oshkosh Dorm Room Reservations Open for Air Venture 2024
Oct. 28th, 10:00AM-3:00PM, Girls in Aviation Day (National Aviation Museum Atrium)

Fly-Ins

Tripple Tree Fly-In (SC00) Sep 18-24
Thomasville, GA Oct ??
SERFI (GZH) Oct ??

FOR SALE

1947 PIPER SUPER CRUISER PA12

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