



October 2023

EAA 485



Home of the "Panhandle Pelicans"

Squawk 485

Meeting Saturday, Oct 14th  
At Our Clubhouse  
IMC/VMC Club Meets at 0830-0930

[Details](#)

President

Ralph Moser

Contact: [Ralph](#)

PRESIDENT'S NOTES

Sean Londrigan, a new member, is looking for an adapter to convert his helicopter-type head-set plug for aircraft use. If anyone has such a device, please bring it to the meeting.

Congratulations to Lou Toth for his NAA record in his Sonex homebuilt! Come to the meeting or read the newsletter to learn more about it.

Our big Fall Young Eagles Rally is rapidly approaching. Read Eric's article for details. As always, WE WILL NEED ALL THE PILOTS AND AIRPLANES WE CAN GET.

Craig's article will update you on Ray Scholarship items.

We will be conducting 2024 officer nominations at the meeting. If you intend to nominate someone, please have the courtesy of asking them ahead of time if they would be interested. All positions are open for new nominees, but an especially critical need exists for a new Secretary, Ray Scholarship Coordinator and Newsletter Editor. Scott Swanson has been doing double-duty as Secretary and Treasurer, and would like to split off the Secretary job.

Craig Spoke has worked in the Ray Scholar program since its inception 5 1/2 years ago. John said he just published his 118th monthly newsletter! Great opportunities to take over national-class programs! All the outgoing office-holders will be more than helpful to assist anyone taking over their jobs. The actual voting will take place at the November meeting, and official handoff is at the end of the year.

In lieu of a guest speaker this month, there will be a presentation of Wright Brothers Master Pilot Awards to two of our senior members. If you're not familiar with this program, look it up

on the FAA website, or stop by the meeting. Our very own member, Navy pilot and FAAST team rep Jordan Shaw will emcee that portion of the meeting. You never know; you may hear a few valuable lessons learned, or scary/funny stories! See you Oct. 14th. FLY SAFE! Ralph



Chapter 485  
Young Eagles Coordinator

Contact [Eric Goldman](#)

During the past week I had the opportunity to meet with staff of one of our members from congress about staffing within Air Traffic Control facilities. Due to years of poor planning, bad decision making, and inadequate leadership the National Airspace System has felt the results in the forms of flight delays and cancelled flights. Not all flight delays and cancelled flights are due to ATC staffing levels alone, but also from pilot staffing levels of the last couple of years. According to Geoff Murray, a consultant at Oliver Wyman, the pilot shortage effects are likely to be experienced into the 2030's. He is also predicting that North America's airline industry will be short over 13,000 pilots.

Unless you have been living in your hangar for the last couple of years this is not shocking news to you. We all know that the airline industry is in need of not only pilots but mechanics and operations staff. We (EAA485) have the opportunity to do something about it.

October 21<sup>st</sup> at 0900 we will be hosting our final EAA Young Eagles (YE) rally for the year at Roscoe Field. At the time of this writing we have 50 YE participants signed up, and have



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stopped registration. In order to make this into another successful event we need one more resource. YOU! We need as many ground volunteers as we can get to help control the traffic of aircraft and personnel, and as many pilots and aircraft that are willing to fly our future YEs.

Without the support of our members on the ground and in the air our events would never get off the ground. We have the opportunity to allow an YE to experience flight for the first time and help lead a path into the aviation industry and help with the delays.

If you have any questions or concerns, or would like to sign up to volunteer PLEASE reach out to myself at:

YOUNGEAGLES485@GMAIL.COM Eric



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

### Ray Aviation Scholarship report

Gabe Davenport, Ray #6, is continuing his training. He will be completing his cross country flights etc. and preparing for his check ride soon.

Samantha Watkins, Ray # 7, is progressing nicely. She has completed all of her required training and is waiting for a DPE to be available for her check ride. We should hear some good news in the coming weeks.

At last month's meeting the chapter voted to apply for the matching Ray Scholarship for next year. This is a 25/75 funded scholarship with 75% funded by the Ray Foundation and 25% funded by our chapter. (\$8250 Ray Foundation and \$2750 chapter funds.) This is a guaranteed award so we will be looking for Ray #8 in the next few months.

As you may already know, I am stepping down from the Ray Scholarship coordinator position. This has been an amazing experience meeting and working with local young people who are interested in aviation. Our chapter can truly be

### EAA Chapter 485 Meeting September 9th, 2023

Opened the meeting with the Pledge of Allegiance

Guest introduced themselves including Markus, Gabrielle, Katelynn, Malinda, Don, Clay (a new private pilot and PCC student from Indiana) and Greg (retired Air Force navigator and high school teacher)

### Officers Reports:

**President:** We have our 100<sup>th</sup> current member. We have club house improvements including a repaired door, a new TV, and a new wet/dry vacuum cleaner. There is a DPE shortage. Corey Kirkwood is working to become one by the end of the year. New officer elections are coming up.

**VP:** Mark talked about his attempt to get to Air Venture

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

**Ray Scholarships Update** – Craig Spoke said Gabe and Samantha continue to progress in their post solo training. They both plan to complete training by the end of the year. We need a new scholarship coordinator for next year. The board recommends the chapter doing the 25/75% matching for next years scholarship so we will be guaranteed to get a scholarship. Dewitt made a motion to go for the matching. Mark seconded the motion. The motion passed on a voice vote. Cody got his tail wheel endorsement.

**Young Eagles** – The next Young Eagle rally will be October 21<sup>st</sup>. We are aiming for 60 kids.

**Member Build Projects Update** – Drano ordered the firewall forward kit for the CH750.

**Presentation** – Mike Viccaro gave a presentation on using Fly on Speed Angle of Attack system to fly maneuvers including approaches and departures. Check Out the Video of Mike [Click Here](#)

### Adjourn

A cheeseburger lunch followed the meeting.

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

Angus talked about his trip to the Antique Aircraft fly-in on Labor Day weekend in



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Blakesville, IA. Scott mentioned his cross country trip to Illinois.

There was a discussion about the challenges of flying the pattern at Milton. Scenarios discussed included who has the right-of-way involving a banner pickup, takeoff or abort decision leaving Leadville, CO, a Cessna 172RG with an unsafe gear indication on an LDA approach, rough engine followed by smoke in the cockpit and a VFR solo cross country where the pilot gets sick.

### Chapter 485 Members Lou Toth and Ben Poffenberger Sets Microlight (Class R) National Speed Record in Lou's Sonex.



Congratulations to Sonex builder Lou Toth who set a National Aeronautics Association (NAA) Speed Over a Recognized Course record in his AeroVee powered, tricycle gear Sonex, "Dreamcicle." The record was set in Class R for Microlights per European standards. Lou set the record along with Ben Poffenberger on March 31st, flying from Pensacola, Florida to Pascagoula, Mississippi.

The record was set at an average speed of 110.58 mph between Pensacola and Pascagoula, and an average speed of 107.13 mph on the return trip. "Of course these are average speeds," writes Lou, "We did fly the final descent into Pensacola at 147 kts (about 169 mph) so the controllers could squeeze us in-between the airliners and other traffic, great fun."

"I know our record is only a National Record,

and not a FAI recognized record," continues Lou, "but it is interesting to note that the NAA website for Speed Over a Recognized Course starts in 1935 with Gaston Gentin & Andre Robert flying from Paris to Antananarivo at a speed of 94.39 mph, In a Caudron C.635; the first continental US flight in a B-52 in 1962 by Clyde Evely and crew from Seattle to Fort Worth at 552.5 mph; and the first US Microlight record in 1993 by Joseph Clinard from Centerville, Tennessee to Little Rock, Arkansas in a Quicksilver MX at 38.58 mph."

"The records by Ben and I may be the first dual crew US National Records, only the second US record in almost thirty years, and if Mr. Clinard did not build his Quicksilver, the first crew built Microlight to set a US record. I know the Europeans and other countries have many more records in the Microlight & Paramotor classes, but our hope is that our 'Hundred Dollar Hamburger' record inspires others in this class to stand out with the more than 4600 [available] Speed Over a Recognized Course records!"

Lou will be accepting his record certificates during the opening ceremony at the 117th FAI General Conference being held October 25-28 in Dayton, Ohio.

### Speaking of Speed Records

On December 17, 1979, Hollywood stuntman Stan Barrett blasts across a dry lakebed at California's Edwards Air Force Base in a rocket and missile-powered car, becoming the first man to travel faster than the speed of sound on land. He did not set an official record, however. The radar scanner was acting up, and so Barrett's top speed—739.666 miles per hour by the most reliable measure—was only an estimate. Also, he only drove his rocket car across the lakebed once, not twice as official record guidelines require. Barrett was a 36-year-old stuntman and ex-lightweight Golden Glove champ who had been introduced to auto racing by Paul Newman in 1971. (He was the actor's stunt double for the film "Sometimes a Great Notion.") Barrett's car, the \$800,000 Budweiser Rocket, was owned by the movie director Hal Needham, a former racer himself who had broken a nine-year-old world land-speed record on the Bonneville Salt Flats



the previous September. The car had a 48,000-horsepower rocket engine and, to give it a little extra kick, a 12,000-horsepower Sidewinder missile.



December 17 was a dry day with temperatures hovering around 20 degrees Fahrenheit. In order to break the sound barrier under those conditions, Barrett had to go faster than 731.9 miles per hour. He started the

rocket engine and stepped on the gas; then, after counting to 12, he pushed a button on his steering wheel to fire the Sidewinder so he could go even faster. After he zoomed past a battery of timing devices, Barrett deployed a parachute to help him slow down. In all, it took only a handful of seconds for Barrett to blast across the 5 3/4-mile lakebed.

Unfortunately, the radar speedometers on the ground malfunctioned: Instead of the Rocket's speed, they measured the speed of a passing truck (38 miles per hour). The final speed estimate came from data by the Air Force, whose scanners seemed to indicate that the Rocket had "probably exceeded the speed of sound."

Controversy over how fast Barrett actually went persists to this day. One tell-tale sign on the ride was that no sonic booms were noted by on-lookers. Additionally, it takes two runs to be a certified record. Note the date was December 17th the same day of the first powered flights by the Wright Brothers. For more info [click here](#).

### ThrustSSC



On October 15th 1997 a British RAF pilot Andy Green broke the sound barrier and achieved 763 mph in the ThrustSSC. Here's his description of the event with video. [Click Here](#)



In the 1960s Craig Breedlove violated FIA rules showing up with his T-

47 jet powered **3 wheel** "Spirit of America" and set a new land speed record launching a new jet powered vehicle competition. The rule of two powered wheels was gone. As the years went by the target became the sound barrier. Interestingly enough, the speed of sound has been in the minds of men for centuries. I'm not talking about the 1900s and 2000s. In 1647, Sir Isaac Newton in his Principia estimated the speed of sound computing it at 979 feet per second (298 m/s). This was low by about 15%. That's pretty close and the difference was due to the unknown rapidly fluctuating temperature in the cloud that forms in the speed of sound region.

The Bonneville Salt Flats became a battleground between Breedlove in the Spirit and Tommy Green in the Green Monster. The Green Monster was FIA compliant having 4 wheels.



Breedlove built a new compliant 4 wheel car called Sonic 1 in 1965. On Nov 2 Breedlove went into the FIA record books at 555 mile an hour. That record would only last 5 days before the Green Monster bested that by registering 557. On the 15th Breedlove moved the bar to 600. That would last for nearly 5 years.

At one time Breedlove's wife Lee took the Sonic 1 out and set a record for woman at 308. Rumor has it that Craig asked her to do it to tie up the circuit for the day so it was unavailable to a competitor.

OK, back to aircraft! Do you really want to see some speed? [Bing Videos](#) John



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# 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



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

For more information contact, Dianna Hayden: [dhayden@navalaviationmuseum.org](mailto:dhayden@navalaviationmuseum.org), or  
Women in Aviation International WAI Gulf Coast Chapter at: [Waigulfcoastchapter@gmail.com](mailto:Waigulfcoastchapter@gmail.com)

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**GIRLS IN AVIATION DAY**

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

**October 28, 2023**

## Schedule

0830 – 0915 Exhibitor Check-in, Atrium

0830 – 0930 Exhibitor Set-up, Atrium

0930 – 1000 Participant Check-in, Settle-in, Atrium

1000 – Welcome, Atrium

1015 – 1045 Tammie Jo Shults, Atrium

1045 – 1245 Exhibitor Booths, Hands-on Activities, Chick Fil-a,  
Simulators Open, Museum-wide

1300 – 1330 Fleet Master Chief April Beldo, Atrium

1330 Raffle, Atrium

1345 – 1430 Women in Aviation Panel, Atrium

1330 – 1430 Exhibitor Booths, Simulators Open,  
Museum-wide

1430 Exhibitor breakdown, Free Movie: Magic of Flight



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## Aviation Briefs

### Shortage leads to 12% pay boost for business aviation pilots

As a result of the pilot shortage, salaries for business aviation pilots increased around 12% on average over the last year, according to a survey from the National Business Aviation Association. Retention bonuses for senior captions averaged \$27,000, and there was an average salary jump of 7.22% across all positions.

[Full Story: AVweb \(9/11\)](#)



### World's first crewed liquid hydrogen plane takes off

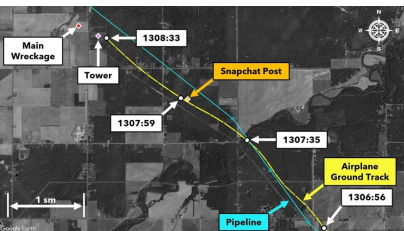
H2FLY has successfully kept its plane in the air for over 3 hours. [Full Story](#)

There are 60 comments questioning the "emissions-free" flight following the story. It's an interesting debate since energy is used in the making of H2 currently and storage and venting of the tanks is necessary.



### Pilot Flies 10,000 Young Eagles

Experimental Aircraft Association (EAA) volunteer Fred Stadler has become the first pilot to fly 10,000 kids for the organization's Young Eagles program. Stadler joined the program, which offers free introductory flights for young people ages 8 to 17, in 2000.[...] [Read this article](#)



The NTSB found that pilot distraction created by posting to social media in flight during a low-altitude pipeline patrol was the probable cause of a 2021 crash involving a Cessna 182 that struck a radio tower guy wire in St. Louis, Michigan. The accident killed the 23-year-old pilot and sole occupant, Slade Martin.

[See Full Story](#)

## AOPA MOURNS DEATH OF RICHARD MCSPADDEN



AOPA issued this statement:

*We are deeply saddened to report that Richard McSpadden died in an aircraft accident outside Lake Placid, New York, on Sunday afternoon. The Cessna 177 Cardinal in which Richard was in the right seat experienced an emergency after takeoff. The airplane attempted to return to the airport but failed to make the runway. Both occupants lost their lives.*

*Richard was a very accomplished pilot, including serving as commander of the U.S. Air Force Thunderbirds during his military career, and a trusted colleague, friend, son, husband, and father. Richard is survived by his wife, Judy; his son, Grant; and his daughter, Annabel. Our thoughts are with Richard's family at this time.*



## Ural Airlines Proceeding With Plans To Unstick Its Stranded Airbus

Though it might still be several months in the future, Ural Airlines has indicated it is proceeding with plans to fly its stranded A320 out of a remote field where it made an emergency landing on September 12. According to [Read this article](#)

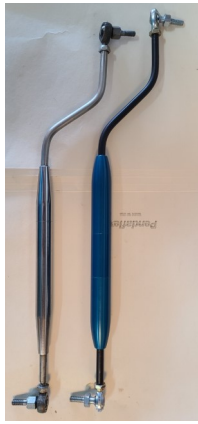
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## RV-7 Steering Issue

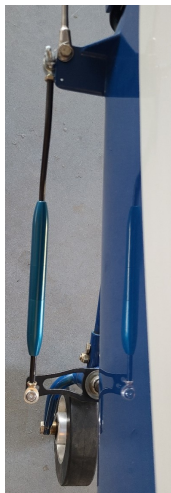
While attempting a takeoff in my RV-7, I lacked control authority having to apply full right rudder on takeoff to counteract torque. I reduced power and regained control but re-applying power the issue repeated. I aborted the takeoff and taxied to my hangar. On the apron I tested and had about 1/2 the authority with right rudder compared to the left.

I placed the aircraft on a tail stand and inspected my "Silver Bullet" steering link. It looked fine but when I "yanked" on it I noticed a lack of tension in right rudder authority. It's been on the aircraft since built in 2008 with about 750 landings. I removed it and played with it but the springs supplying the "bungee bias" were definitely compromised and weak.



A company called **JDair** had a very similar part and the owner built an RV way back. I reached out to them and purchased their steering link which looked virtually identical but a little fatter than the original. He was surprised that I actually had a "Bullet" link and said that he may in fact have the springs to repair mine. I opted to buy new and send my old link in at a later time.

Here are the two links, my original "Silver Bullet" and the new "blue" JDair part. Notice that the new part is slightly longer. Originally, I located my link on the right side so already had a hole enlarged for the link. The new link was too long at it's minimum setting. I tried the left. It was interfering there with the rudder cable attach point.



The ends consist of a steel tube tapped for ball joint ends. I tested the thread depth and determined it may be possible to cut down each end of the tube and possibly make it work. Or send it back and see if my old link could be repaired.

I contacted JDair once again and they con-

firmed in an email there was plenty of threads inside to trim it. I trimmed nearly 3/8" from each side and chased the threads.

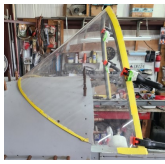


Success! The new steering link comes with a curved arm that keys in fork assembly. The arm also has different length attach holes. I'm in the farthest aft hole. I've only flown a few takeoff and landings with the new link and it works fine. If you look close at the fork attachment, I had to replace my AN3 (3/16) bolts with slightly larger AN4 (1/4") bolts in my fork attachment. I noticed a very slight "radial" wiggle in the fork during a condition inspection a couple years ago and drilled up to 1/4" bolts.

For those building a RV taildragger I highly recommend looking into [JDair.com](http://JDair.com) – Experimental Aircraft Parts for Vans RV Aircraft . They sell a complete assembly for the RV tail spring and the fork assembly has replaceable bearings far superior to the Oilite bushing in the Van's fork. John

Mark Rogers recently flew to Montana. EFIS at 12.500' 172 Kts TAS sipping 9.2 gph. Not bad!





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# Thatcher

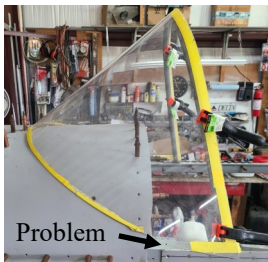
Last month we began working on the canopy, elevator tips and seatbelt. The seat belt will be finished as you read this.

The canopy windshield ultimately was determined to be not up to standards. It's made out of 1/16" plexi and had many scratches. It also was leaving a triangle "open" on each side where it joined the fuselage and instrument panel. We discussed various scenarios of how to close this but really didn't like any of them. I had a piece laying around my hangar from a replacement windshield project on my Avid Mark IV.

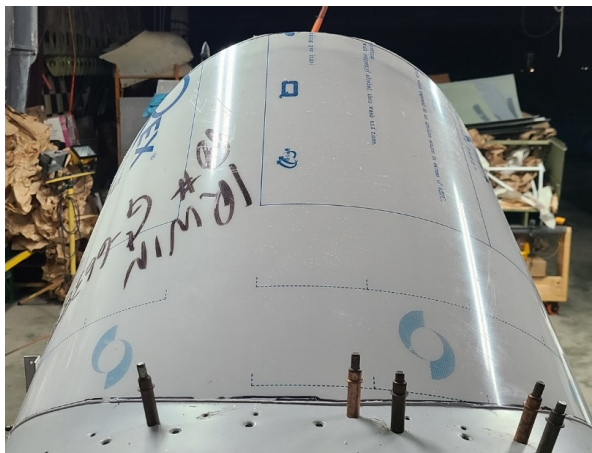
We traced the old windshield on some manila folders taped together and enlarged the area necessary for the new windshield

Old

New



On the new canopy that is not all the way down you can see the backlight light color through the plexi that now covers the opening. We got a good fit on initial cutting.

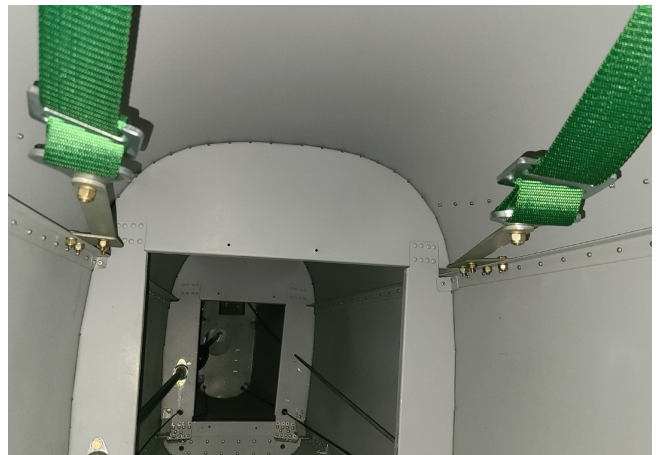


We still need to match the main tilting canopy to the windshield. The EMT canopy bows matched up good but we'll need some spacers on the windshield to take up about 3/8" on the sides and probably will require that also on the forward bow of the canopy. The CX-4 will need to come down off the bench to make it easier to do the canopy work. Also, The main gear has epoxy primer but it would be nice to have it finish coat painted.

The seat belt attach brackets were remade by Jonathan and an extension was necessary due to the limited length of the shoulder harness material. He also made some phenolic "grommets" that will protect the shoulder harness penetrations through the bulkhead.



It looks like we are a little short on some of the attach bolts on the belts. We'll get that corrected/



We've finished the installation of a NACA vent on the left side forward skin using 3M 8800 sealant/adhesive. A 2" SCAT flexible tube will carry the intake air to a manual vent located on the left hand side of the cockpit. These are the same vents that are supplied with Van's Aircraft kits and are not great on sealing the air off.

In winter I normally pop the SCAT off the backside of the vent and use a small piece of plastic bag over the vent to seal it. If it gets warm and I need air, I pop the plastic with a pen or pencil creating a hole.

Next is priming of unprimed cockpit pieces and making a seat back for the pilot probably out of 3/8" plywood. We're looking at a possible recessed solution. There's a 90 degree flange on the opening that may work well with 3 pieces of angle riveted on each side. Below we'll use some piano hinge pieces on the bottom to allow tilting and easy removal for better access to the tunnel.

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

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[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](#)



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.

### Take Me Out to The Ballgame

Most of us only know the chorus of this song. The main character is Katie Casey in this 1908 hit

Katie Casey was baseball mad, Had the fever and had it bad.  
Just to root for the home town crew,  
Ev'ry sou Katie blew.  
On a Saturday her young beau  
Called to see if she'd like to go  
To see a show, but Miss Kate said "No,  
I'll tell you what you can do:"

*Take me out to the ball game,  
Take me out with the crowd;  
Buy me some peanuts and Cracker Jack,  
I don't care if I never get back.  
Let me root, root, root for the home team,  
If they don't win, it's a shame.  
For it's one, two, three strikes, you're out,  
At the old ball game.*

Katie Casey saw all the games,  
Knew the players by their first names.  
Told the umpire he was wrong,  
All along,  
Good and strong.  
When the score was just two to two,  
Katie Casey knew what to do,  
Just to cheer up the boys she knew,  
She made the gang sing this song:

*Take me out to the ball game,  
Take me out with the crowd;  
Buy me some peanuts and Cracker Jack,  
I don't care if I never get back.  
Let me root, root, root for the home team,  
If they don't win, it's a shame.  
For it's one, two, three strikes, you're out,  
At the old ball game.*

In 1908, Jack Norworth, a 29-year-old songwriter, was riding a subway to Manhattan, New York. The impulse to write all started when Norworth glanced out the window and saw a billboard that read "Baseball today—polo grounds." With a spark of inspiration, he wrote out the lyrics to "Take Me Out to the Ball Game in 15 minutes on a scrap of paper. His composer friend Albert Von Tilzer added the melody.

[Here is the original recording](#)

John

### Chapter Meetings:

**October 14th, 2023 at 1000**

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

VMC/IMC Club at 0830-0930.

### General Membership Meeting 1000-1115:

**Pledge**

**Guests**

**EAA October Chapter Video Magazine (8 min)**

**Officers Reports: President, Vice-President, and Secretary/Treasurer**

**Young Eagles – Eric Goldman**

**Ray Scholarship – Craig Spoke**

**Member Build Projects Update**

**New Business – 2024 Officer Nominations**

**Wright Brothers Master Pilot Award(s) Ceremony. Jordan Shaw Emcee.**

**Adjourn**

### Cheeseburger Lunch

**Next Chapter Meeting date – Saturday, Nov. 11th. Guest speakers Bill Diaz ( Pensacola Civil Air Patrol operations), and Leo Bowersox (CAP Cadet Squadron Commander).**

### Upcoming Events (CHAPTER EVENTS IN CAPS):

**Oct. 13-15 - [Thomasville](#) GA (TVI), GA Fly-In  
October 21st – CHAPTER 485 FALL YOUNG EAGLE RALLY**

**Oct. 28<sup>th</sup>, 10:00AM-2:30PM, Girls in Aviation Day (National Aviation Museum Atrium)**

**Oct 27-28 [Lucedale, MS](#) (22MS) Fly - In**

**Nov. 3-4, Blue Angels Homecoming Show, Pensacola NAS**

**Nov 15, 0800CDT - UW-Oshkosh Dorm Room Reservations Open for Air Venture 2024**

South Mississippi Light Aircraft Fly-in If people want to camp Burgers and Dogs will be provided for Friday night. Saturday there will be food from one of the local churches.

This is a private Grass Strip (3000 X 75) about 19 miles Northwest of KMOB it is in great condition, CTAF 122.9. It is owned by Ronnie and Morris Smith of SMLA.