

# Merry Christmas

December 2023



Home of the  
"Panhandle Pelicans"

Squawk 485

EAA 485

Next Meeting Saturday, Jan 11th  
1000 At Our Clubhouse  
IMC/VMC Club Meets at 0830-0930

[Details](#)

President

Ralph Moser

Contact: [Ralph](#)

## YEAR-END RAMBLINGS FROM YOUR PRESIDENT

We can all be proud of Chapter 485's accomplishments during 2023! As always, many volunteers "made it happen". We hope to recognize those volunteers at the January 2024 meeting. Our paid-up membership increased from approximately 69 to 83. That number actually becomes 98 if those delinquent on local dues paid up. Several of our military members moved on to other assignments. New potential aircraft home-builders joined up. New teenagers joined up. And some local pilots just looking to hang out with a group of aviation enthusiasts joined up. We still offer free local membership to active duty military, as always.

Thanks to Bill Diaz and Leo Bowersox for their November meeting update on all aspects of the Civil Air patrol program in Pensacola.

Our Young Eagles, Ray Scholarship, and VMC/IMC Club programs are alive and well. I could not be prouder of how these and other programs in the chapter are faring. Having "self-starters" running them makes my job easy.

A good example of the depth of expertise we have to offer was shown at the November meeting. New member Scott White said he was planning to build a CH750. By lunchtime, he was seated with Scott Miller and Drano, two CH750 owners, learning everything he needed to know to get started.

Our healthy relationship with our local chapters was demonstrated again Saturday, Nov. 18. Scott Swanson, Eric Goldman, and I flew as guest pilots in Crestview Chapter 108's

Young Eagle Rally. They had 41 kids and needed more pilots. We probably flew about 1/3 of the kids and some parents as well.

Chris Hunter, the Chapter 108 Young Eagles Coordinator, said in his wrap-up report: "I want to extend a special thanks to our guest help from several different groups – EAA Chapter 485 President Ralph Moser, Chapter 485 Young Eagles Coordinator Eric Goldman, and Chapter 485 member Scott Swanson pitched in to fly..." Chapter 108 promises to help us out at our Young Eagle rallies next year. Win-win.

A big positive to look forward to in 2024 is the planned revitalization of Roscoe Field. We'll have more details on this at the January meeting, and in the January newsletter.

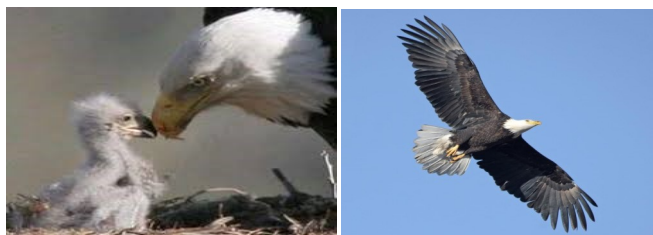
Come celebrate with us at the Chapter Holiday Social, December 9th, 10:00AM-2:00PM. You can come and go as you please. I look forward to the opportunity to get to know many of you better. And hey, it's free!

Ralph



Pensacola

**December 2023<sup>2</sup>**



**RAY AVIATION SCHOLARSHIP UPDATE**

[Craig Spoke](#), Chapter 485 Coordinator



**Chapter 485**  
**Young Eagles Coordinator**

Contact [Eric Goldman](#)

Due to the short time between newsletters, updates for Ray Scholarships and Young Eagles will be made in the January newsletter

**EAA Chapter 485 Meeting November 11, 2023**

General Membership Meeting 1000-1100:  
Opened meeting with the Pledge of Allegiance  
Guest introduced themselves including  
Scott White.

Officers Reports:

**President:** Ralph announced reservations for University of Wisconsin – Oshkosh dormitory rooms during Air Venture will be open soon. He requested all members complete the chapter survey.

He noted EAA news articles about our chapter. Ralph explained the new EAA Aero Educate youth program.

Members are encouraged to take advantage of membership in the National Association of Flight Instructors.

The chapter was represented at the Girls in Aviation program at the Naval Aviation Museum. In December we will have a social get together instead of a regular meeting.

**VP:** Mark mentioned Justin Inman is now in jet training at Corpus Christi and Brian DeCamp is now flying the new TH-74.

**Secretary/Treasurer:** Scott said it's time to renew your chapter membership for 2024 if you have not already done so. The dues for 2024 are \$25.

**Ray Scholarships Update** – Craig Spoke an-

nounced **Samantha** has completed her private pilot training. **Olivia Marsen** also completed her private pilot training. She is now working on her Airframe and Powerplant certificate.

**Young Eagles Recap** – During our fall Young Eagle Rally we flew 42 Young Eagles. It was a perfect day for flying.

**Member Build Projects Update** – The Gulf Shores High School's RV-12 is in final inspection.

**New Business** – 2024 Chapter Officer and BOD Elections: **Courtney Wielander** will be our new newsletter editor. **Jacob Abston** will take over Secretary duties.

**Presentation**– **Leo Bowersox** gave a presentation about the Pensacola Civil Air Patrol student squadron. **Bill Diaz** gave a presentation about the Pensacola Civil Air Patrol Senior Squadron and his trip to the NAFI convention.

**Special Birthday Celebration for Bill Miles' 97th**

Adjourn

A cheeseburger lunch followed the meeting with birthday cake.

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

The first VMC Club question was about water that is ice on a cold morning but shows up in the tank when the temperature warms. The second scenario was about the mid-air collision risk when a high wing Cessna taking the runway while a low wing Mooney is on final. The IMC Club question was about the magnetic compass movement in a turn.

Submitted by: Scott Swanson Sec/Treas

**Turning Over The Newsletter Reins**

This will be my last newsletter, It's been a 12 year run starting in 2012 and by my count this is number 120. You'll be in good hands as **Courtney Weilander** has graciously stepped forward to takeover. Thank You Courtney!

She needs your help and has reached out already for articles from some of our members. I'll continue to keep you posted on my RV-10 build. Thatcher project and other things. Big thanks to everyone over the years. See you next year!

John



# December 2023

**Saturday November 9th 2023**

**10:00AM-2:00PM**

**Chapter Holiday Social  
Family and Friends Invited  
at Clubhouse**

**Free Snacks/Sweets, Coffee,  
Cocoa, Apple Cider, Soda, Wa-  
ter.**

**No organized meeting, come  
and go as you wish. Slideshow  
of 2023 chapter activities run-  
ning in background.**

**Weather permitting, chapter  
home-built aircraft on display,  
and short "Gray Eagle" flights  
provided for our older, non-  
flying members.**



## Christmas Mistletoe

Mistletoe is one of the most famous symbols of Christmas and also the most recognizable; it is one of the most sacred and magical plants in Christian

folklore. The sprigs of this plant are extensively used in Christmas decorations and it is also believed that the plant can protect the house from lightning and fire. This is why many people also leave the sprigs all the year round. There is also a traditional belief that mistletoe is a plant of peace and that a kiss under this plant ensures undying love and friendship. The belief that no lady standing under decorated mistletoe can refuse to be kissed, is obviously a major attraction for young men. And a kiss under mistletoe is often interpreted as a proposal of marriage. Though most of these beliefs and superstitions are of pa-

gan significance, they are still prevalent in all their glory; the legend of mistletoe being a widely celebrated one.

### *The Legend*

The mystical power of mistletoe, and the tradition of kissing under this plant, owes its origin to the legend of Goddess Frigga and her son Balder. Frigga was the Goddess of Love and her son, Balder, was the God of the Summer Sun. Once, Balder dreamt of his death. He was obviously worried and told his mother about the strange dream. Frigga was worried not only for the life of her son but also for the life on Earth because she knew that without Balder, all life on Earth would come to an end. Thus, she did her utmost to avoid such a mishap by going everywhere and appealing to every being in air, water, fire and earth, to promise her that they would never harm her son. She was promised the safety of her son by every animal and plant under and above the Earth.

However, Loki, the God of Evil, was aware that there was one plant that Frigga had overlooked. It grew on apple and oak trees and was known as Mistletoe. Thus, Loki made an arrow and placed a sprig of this plant at its tip. He then beguiled Hoder, the blind brother of Balder and the God of Winter, and made him shoot this arrow at Balder. Balder immediately died and everybody was worried as the Earth turned cold and life became dreary. For the next three days, every creature tried to bring Balder back to life but he was revived only by Frigga and with the help of mistletoe. Her tears on the plant became pearly white berries and she blessed it such that anyone who stands under the mistletoe would never be harmed and would be entitled to a kiss as a token of love.

The custom of kissing under Mistletoe appears to have started around the 1720s. There were illustrations of kissing under the mistletoe in the first book version of 'A Christmas Carol' published in 1843, and this might have helped to popularize the custom. The original custom was that a berry was picked from the sprig of Mistletoe before the person could be kissed and when all the berries had gone, there could be no more kissing!



### Happy 97th Birthday Captain Bill



Need some wings or hat emblems. Bill has a bunch from his 30 year air-line career flying for 5 different air-lines.

### Bill's 1946 Taylorcraft



### Anybody Got a Shoehorn?



My RV-7 is still having high oil temps. Recently on a 2 plane formation flight with Mark Rogers (solo) and Ralph Moser with me, my oil temp was getting close to 240 degrees. Ralph was calling out the temps to me. Not Good! We had to abort the flight.

The last thing on the list to try to regain normal oil temp is the oil cooler. This is original and has worked OK. In the hot summer it always lacked sufficient cooling. My engine was an early Superior IO-360 with cold air induction and piston spraying oil squirters. They add a significant load to the oil temp. Today the recommended size is a 13 row oil cooler. The cooler is large and can't be located on the aft pilot side baffle where



WE DON'T STOP FLYING BECAUSE WE GROW OLD

WE GROW OLD BECAUSE WE STOP FLYING



## Two Taylorcraft heading home at sunset

the original cooler was installed. Besides the weight wouldn't work well hanging on the aft baffle skin that is subject to cracks. A remote solution is required. I spent hours researching websites and builder logs. I finally settled on a solution.

This is a big project and I wanted the plane back flying sooner rather than later. Rolling my own plenum would take untold hours and frustration. I finally bit the bullet and purchased an oil cooler installation kit from [Show Planes](#). They



make several products for Van's RV aircraft and I'll probably use their cowl for my RV-10. Check them out!

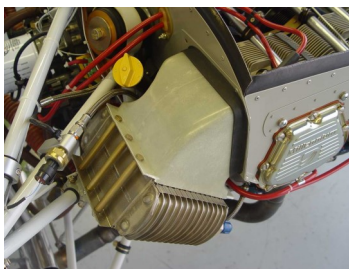
The mounting kit is a bit pricey at \$415, but comes with everything needed except rivets. The first picture on the previous page took about 3 hours of labor to get the cooler roughed in. I got a head start after ordering so I removed the old oil cooler from the pilot side aft baffle and the entire passenger side aft baffle. This includes drilling out rivets and disconnecting some "stuff". The plenum is offset nearly two inches to clear the motor mount tubes. It also incorporates a notch area where the oil dipstick/filler tube nests in. The two white powder coated steel brackets clamp to the motor

mount tubes using some clever protectors. The mounting brackets in concert hold the massive cooler in place.

In the first photo the plenum intake is protruding through the aft baffle area. Ultimately it will rest with a 3/16" space behind the aft baffle which allows for a rubber seal that rides on the baffle doubler (pictured with blue vinyl protector). This allows some slight lateral movement of motor without any cooler/plenum movement. It took quite a while of tweaking the mounting brackets and a bit of head scratching before an acceptable alignment took place. The plenum will move about 1/2" to the outside in the final position. This will align it on the baffle at the corner and also give some additional clearance from the mount.

There's a lot of trimming of the fiberglass plenum a lot of removing and installing. The angle of in the aft baffle is in a different plane from the cooler so you sand a little fir mark repeat.

They also have pictures of an installation on their website. The kit is aircraft model specific right down to tail-wheel or tricycle.

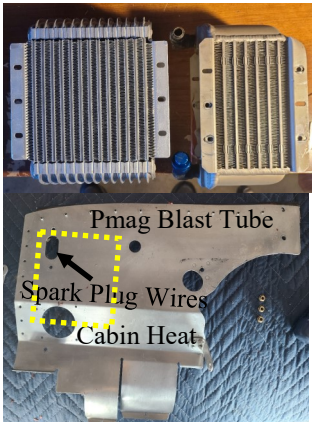


Here's an installation on an Angle Valve engine. There may be slight differ-



ences in the aft baffle area between the parallel and angle valve engines. It took a while for my brain to engage completely and a twist of bracket here and slight movement up and down two different motor mount tubes before I found the "Sweet Spot" with enough clearance all around.

Here is the difference between the two cool-



ers. They are basically the same depth and length but the width dwarfs the original cooler. I can hear Crocodile Dundee saying "that's not a cooler, That's a COOLER."

The right inside aft baffle is in great shape. I've found that WD-40 cleans residue and when wiped down leaves a protective shield. These baffles are 15 years old. The spark plug wires will be located adjacent to the Pmag blast tube inboard. A doubler plate from the kit is riveted on the aft side of the baffle to add strength to the baffle area due to the large hole for the plenum opening. The plenum sealing rubber will "ride" on the doubler. On the opposite side of the engine, there's a large hole where the original cooler was installed on the pilot side aft baffle. This will need a cover plate and the cabin heat intake air will be moved there.

The cabin heat system continually robs cooling air from the cylinders whether in use or not. When heat isn't necessary in the cabin, the "heat valve" dumps the hot air on the lower center firewall. I use cabin heat so sparingly, I'm wasting cooling air for my cylinders 90-95% of the time while flying. When you need cabin heat you're in colder temperatures where you require less cylinder cooling air.

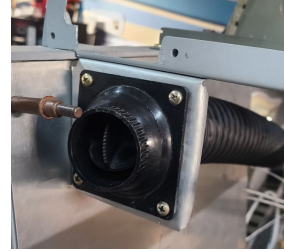
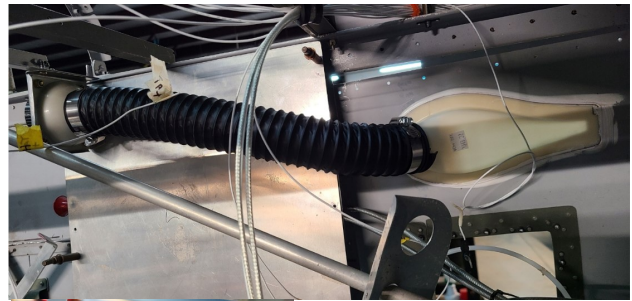
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While working in this area, I'm contemplating installing a manual knife valve on the baffle. This would give control of the intake air to the cabin heat system via a cockpit push/pull Bowdon cable. I believe this is a win - win situation.

Hopefully the project will be finished in December  
John

# Thatcher

We're taking a break from the Thatcher for a few weeks for the holidays but we've made progress. The cockpit air-vent is complete and recently we also riveted the next forward panel on



the port side.

A new flush seatback has been crafted to fill the F6/F7 bulkheads hole without decreasing the cockpit real estate.

The seatback will be fastened using two screws for removal. This makes for easy access to the fuselage tunnel for inspection and maintenance. Additionally, a secure area can be incorporated behind the seatback for a small tote bag.

Next on the agenda is finishing up some wiring and installing a pair of voltage rectifier/regulators. The plans have them mounted high on the firewall in the engine compartment, We're



contemplating installing them inside the fuselage which may provide more cooling air. We are limited to using one coil at a time and rotating usage. We've wired the selector as an ON-ON switch that will only select one of the regulators at a time.  
John



## Aviation Briefs



A US Navy reconnaissance jet with nine crew members aboard crashed into water off the Hawaiian island of Oahu on Monday after overshooting the runway at a US Marine Corps base there, military officials said.

There were no casualties aboard the P-8A Poseidon aircraft, a twin-engine multi-mission patrol and reconnaissance jet with the airframe of a Boeing 737 passenger plane, according to Marine Corps spokesperson 1st Lt. Hailey Harms.

Harms said the conditions of the nine personnel aboard were being assessed. Pictures showed the aircraft upright with its wings slightly above the waterline in Kaneohe Bay off Marine Corps Base Hawaii on the main island of Oahu, north of the capital of Honolulu.

Visibility was down to around a mile at the time of the incident, with wind gusts up to 21 miles per hour and mist, according to the National Weather Service.

The P-8A Poseidon is a workhorse of US Navy operations. It can carry both torpedoes and cruise missiles, while conducting antisubmarine and antisurface warfare and intelligence gathering missions.

A statement from the US Navy's Third Fleet said the jet, based in Whidbey Island, Washington, was "on a detachment in support of maritime homeland defense."

Earlier this year, a P-8A operating over the South China Sea with a CNN crew aboard was intercepted by a Chinese fighter jet in an

encounter that saw the Chinese plane come within 500 feet of it.

P-8 aircraft are also flown by the Australian, New Zealand, British, Norwegian and Indian militaries, according to Boeing.

Kaneohe is a little bit challenging since there is water adjacent to the runway on both ends with rising terrain to the west. The runway is 7,800' long, 800' longer than New York's LaGuardia and our own Pensacola Runways. The crew also had access to Honolulu's 12,000' long runways 13 miles away with a 50 degree heading difference. Judging from the proximity of the aircraft and runway they almost made it.



John

## Talking About Flying



The St. Nick story is 200 years old and started in 1823. We all know about the most famous reindeer of them all, Rudolph who only showed up in 1939. The other 8 reindeers names have remained the same except for two.

Which ones are they? (answer on pg. 12)



In December 1975, I was assigned to VQ-4 in Patuxent River, MD. I was an Ensign and the Junior Officer (Third Pilot) on a [TACAMO](#) C-130 crew deployed in the North Atlantic Basin maintaining a communication link with our submarines. One of our 7 squadron aircraft was always airborne.

It was Christmas Eve and while pre-flighting in the late afternoon for our 11 hour mission flight I was coerced by the other 14 crewman that "squadron tradition" dictated the "Junior O" had the obligation of composing a Christmas Eve poem. This poem would be transmitted via satellite (yes we had that capability way back then) to our controlling authority Naval Air Atlantic located in Norfolk, VA. They would then relay to anyone else listening on the broadcast. I took the bait and shocked the Communications Chief when I handed him my poem. I felt like an idiot. This completed my Naval Career "[Mail Buoy](#)" experience. The Chief deemed it worthy of transmission and it lit up the chatter on our teletype for about 30 minutes as it bounced off satellites to unknown receivers. Maybe the Russians found it amusing since they were always listening in? I was given the teletype when we landed as a Christmas present. John

M  
BT

IT WAS THE NIGHT BEFORE CHRISTMAS AT TWENTY-THOUSAND FEET  
TROUGHTOUT THE SHIP ALL HANDS WERE ASLEEP  
ENSIGN "LITTON" AND "GEORGE" WERE THE ONLY ONES WORKING  
FOR EVERYONE ELSE WAS IN THEIR RACKS SHIRKING  
WHEN OUT OF THE DARKNESS WITHOUT ANY WARNING  
WE ALL HEARD SOMETHING THAT WAS QUITE ALARMING  
RINGING OF BELLS AND SOUNDS OF HOOFS.  
WE ALL LOOKED DOWN UPON THE ROOFS  
"IT MUST BE ST. NICK" SAID ONE OF THE CREW  
BUT IT'S ONLY OUR TELETYPE WITH SOME AWFUL NEWS  
IT TOLD US TO STAY TIL OUR FUEL EXPIRES  
TO WATCH FOR ST. NICK WHILE WE HANG OUR WIRES  
SO INTO OUR MISSION WE CONTINUE TO SOAR  
THE HAND PICKED BEST OF VQ-4  
SEARCHING FOR SANTA OUR MIGHTY "HERC" DRIVES  
MERRY CHRISTMAS TO ALL FROM FIGHTING CREW FIVE.

BT



Our EC-130G/Q was equipped with an autopilot "**George**" and an early Inertial Nav System Manufactured by "**Litton**". The drogues were connected to antenna wires on a hydraulic reel. The upper antenna deployed to 3,010' and the lower to 18,750' (not a typo). It required a 23 HP hydraulic motor to retrieve it. We set military power in a slight climb and hand flew in a circle adjusting angle of bank up to 35 degrees, 30 percent flaps and 10-15 knots above stall speed to sync the lower antenna up to 85 degrees vertical. We swapped pilots during the transmission which normally lasted 30-45 minutes. Our transmission wattage was about 200 KW, four times the output of AM radio stations



## 2023 Officers and Committee Chairmen

**President** [Ralph Moser](#) (847) 736-4603

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**Flight Advisor:**

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**Tech Counselor**

**VMC Club /  
IMC Club** [Donna and DeWitt Barker](#)  
(850) 572-0288

**Newsletter** [John McKiernan](#) (850) 291-134

**Tech Counselor**

**Flight Advisor**

**Thatcher CX4 Build**

Normally meetings will be held at [Roscoe Field Airport \(82J\) \(Uni 122.8\)](#) on the **Second Saturday of each month at 10:00 AM unless otherwise posted. If flying in, check NAS Pensacola (KNPA) NOTAMS for possible TFRs and the Roscoe Field Airport website under the Arrivals tab for important arrival and departure information.**

Driving: From Hwy 98 go past the main airport entrance and take the next left. Go thru the gate and make a left on the gravel road. Make a right past the T hangars you'll see our building down on the left side. Anyone interested in sharing general aviation, aircraft building, maintaining and restoring is welcome.

For more info contact:

[Ralph Moser](#) (847) 736-4603

EAA and Local Chapter Sites

[EAA 485](#)  
[EAA HDQTRS](#)

[EAA 1265](#)  
[EAA 108](#)

Interesting Links

[Blue Angel 360](#) Way cool

[Making the First Airbus 220 Time Lapse](#)

[Jetman Unleashed in Dubai](#)

[Boeing 737 Time Lapse Build](#)

[F-18 Low Level](#)

[High Speed Carrier Maneuvering](#)

Miscellaneous

[1800wxbrief.com](#)

[FAA Notams](#)

[Barnstormers](#)

[Skyvector.com](#) Flight Planning, Charts

[AirNav.com](#) Airport info, Fuel Prices



Visit our website at [eaa485.org](#)



Home Of The PANHANDLE PELICANS

## EAA 485 Pensacola, FL

### Get Your Chapter Ballcap

We have ballcaps with chapter logo for sale for \$20. Get yours before the price hike. The next batch will be more expensive so don't wait.

### Chapter 485 New Newsletter Editor

Courtney Weiland has stepped up and volunteered to relieve me of the Newsletter responsibilities beginning in January 2024. We've already begun the turnover and she is in possession of all the chapter newsletters from January 2012.

Thank You Courtney! I know she will do an excellent job. John

### Rusty Chapter 485 Winter Project

Rusty has been neglected for quite a while. Our mission is to have Rusty ready for our 2024 flying season and Young Eagle flights. It's time we have a crew to get Rusty cleaned up and in good working order for next year. It would be great if we can have the simulator ready for next years Young Eagle season for those younger siblings that don't qualify for YE flights due to age. Let me know and we'll get a group together for making Rusty Ready. John



### Chapter Meetings:

Saturday January 13th 2024

VMC/IMC Club at 0830-0930.

Look for itinerary in the January Newsletter

Next Chapter Meeting date – Saturday, Jan. 13<sup>th</sup>, 2024

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

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

### Santa's Reindeer:

Here are the names: Dasher, Dancer, Prancer, Vixen, Comet, Cupid, Donner and Blitzen.

Donner means Thunder

Blitzen means Lightning

### SAILOR ON MAIL BUOY WATCH



Sailor stands by on deck with grapple hook in hand and empty mail bag waiting on the Mail Buoy