EAA 485 AUG. 2024

HOME OF THE "PANHANDLE PELICANS"

PRESIDENT'S NOTES: Contact: Ralph Moser

PRESIDENT'S NOTES AUGUST 2024

We had a wonderful presentation after the July meeting from two ATC controllers, regarding the Air Venture 2024 VFR arrival procedures. Thanks to those who stuck around for it. See photos.

THE ANONYMOUS DONOR STRIKES AGAIN! Prior to the July meeting, I was again cornered by a very generous chapter member, who chooses to remain anonymous. He offered to fund flight training scholarships for three teenagers who competed for but were not selected for the 2024 Ray scholarship. Up to $11,000 each. Wow! For those of you new to the chapter, he did the same in 2022, and that's how Jacob Abston, Emily Bond, and Cody Rhoades became Private Pilots!

We promptly held a board meeting to hash out the details, and I personally accepted the offer. Money has been placed on account with the chapter. We will again manage these much like a Ray Scholarship. The biggest difference is that we assign a mentor to each recipient to help guide them through. Much the same role Craig Spoke plays for the Ray Scholars, but without the paperwork! And the bill-paying with the flight schools will again be handled by Scott Swanson, our Treasurer. This time our volunteer mentors are: Ralph Moser (Sean Londrigan), Mark Rogers (Ethan Smith), and Scott Miller (Cody Stebbins). I will do a brief introduction of the "lucky 3" at the August meeting, but we will conduct the formal award ceremony at the September 14th chapter meeting. Flight training is already ongoing for Cody and Ethan, with contracts signed/money flowing. Sean is awaiting final approval of his Special Issuance medical from the FAA to start his training.

Air Venture was a blast! I'll do a very quick recap at the August meeting and run a slide show after the meeting while we conduct the rummage sale.

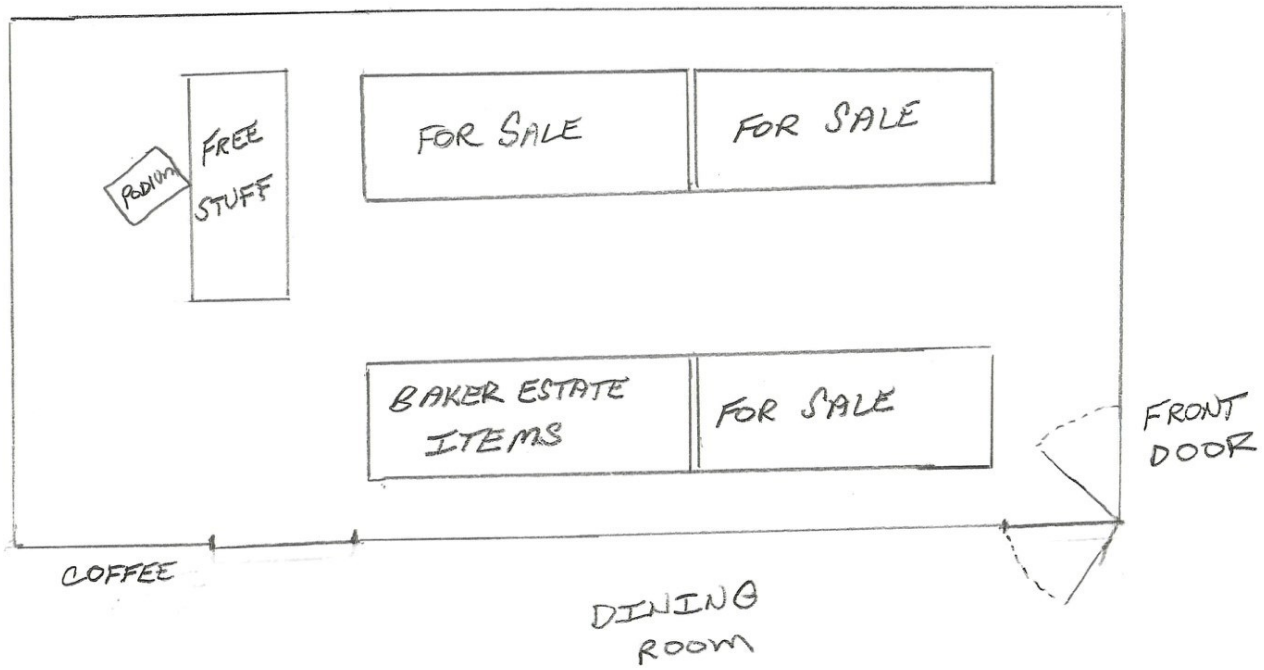
Our August guest speaker will be Alexander Alvarado, CEO of Paradigm Parachute and Defense. Sound intriguing? Come check it out!

After the August 10th meetings, we are going to offer something new…an AVIATION RUMMAGE SALE! See rules and layout in this newsletter. We'll still offer lunch in the dining room (pizza and salad this time). But after the main meeting we will take down most of the folding chairs in the meeting room and put up 3 or 4 tables. The idea is to offer used aviation-related items at low cost to members present. One of the tables will have items offered by the Walt Baker estate; they have asked that any funds raised go to our Young Eagle and Ray Scholarship programs. One of the tables will have free items. And one or two tables will have used items (aviation-related) offered for sale by members. Individual sellers get all the proceeds. We'll provide index cards onsite to list your item. Here's a chance to clear out your flight bag of unused items, perhaps to the benefit of another pilot. If this goes well, we may do it on a recurring basis.

Ralph

"AVIATION RUMMAGE SALE"

(After August 10th meeting)



RUMMAGE SALE RULES:

FREE Table = FREE!

Baker Estate Table = Prices determined by BOD. Monies earned go to Young Eagles and Ray Scholarship Programs, per request.

FOR SALE Table = Chapter Member creates tag, determines price and gets money.

Example Tag (handwritten is fine):

Ralph Moser

847-736-4603

Garmin GLO2 GLONASS / GPS Sensor

Provides GPS Source to non-cellular I-Pad

Amazon Price $100

$40 OBO

WIN THIS 1940 PIPER J-4 CUB COUPE
or $25,000 Cash
2nd PRIZE: $5,000 cash
3rd PRIZE: Lightspeed Delta Zulu Headset

Winners will be selected Labor Day, 2024

Raffle Tickets: $50 each
3 for $125 • 5 for $200 • 10 for $375

Scan the QR Code at right to purchase tickets or go to:

tinyurl.com/y3xh8naw

AEROCAREERS

All proceeds support the charitable and educational missions of AeroCareers NFP, a 501(c)(3) whose mission is aerospace career education and mentoring.

1940 Piper J-4A Cub Coupe N35001

This second-generation Piper Cub has all the great J-3 flying characteristics, but with better performance and side-by-side seating. It is a Light Sport Aircraft (LSA) and can be flown by Sport Pilots.

- Airframe: 1991 Restoration with Stits Polyfiber
- Approximately 3,100 hours total time since new
- May 2024 Annual Inspection
- Engine: 85 hp Continental C85-12 with approximately 200 hours Since Major Overhaul
- Sensenich Aluminum Propeller
- Slick Magnetos
- Sealed Struts
- Grove Disc Brakes
- Inertial-reel Shoulder Harnesses
- All ADs complied with
- Sporty's PJ-2 handheld radio with external antenna mounted on airframe
- Intercom System
- Complete logs since 1969
- Damage history: Aircraft was flipped in 1987, prior to restoration
- Empty Weight: 741 lbs
- Max Gross Weight 1,301 lbs
- Useful Load 560 lbs
- Maximum Speed 100 mph
- Cruise Speed 92 mph
- Range 360 miles
- Range with Aux Tank 500 miles

The aircraft does not have an engine-driven electrical system, but has the safety and convenience of an electric starter and an aircraft battery to power the Sporty's PJ-2 portable radio (included) and your tablet or smartphone for navigation. The permanently-installed external antenna connects to the PJ-2 to greatly extend its communications range.

Without an engine-driven electrical system, it is exempt from transponder and ADS-B requirements.

CELEBRATE LABOR DAY A$ AN AIRCRAFT OWNER!

Saturday, July 6th, 2024

VMC/IMC Club Meeting
VMC: hot start fire
IMC: door ajar
General Membership Meeting
Officers Reports
We will have a rummage sale after the August 10 meeting.
Ray Scholarship
Our next Ray Scholar is Sophia
Guest Speaker: Lou Toth – Sport Air Racing League
(Main Meeting Room) Air Venture arrival procedures briefing by Cathy Kaupp, Gulfport and Air Venture ATC Controller

—Jacob Abston, Secretary

Ray Aviation Scholarship report for July

Exciting things are happening with the Ray Scholarship and the scholars.

Samantha Watkins is getting closer to completing her instrument training. She is flying as often as weather and time permits.

Kaydee Macdonald had some great news on Wednesday, July 10. She **PASSED HER WRITTEN!!!!!!** This was a major milestone and this allowed her to apply for the free Lightspeed Zulu headset. She is now preparing for her final check ride. We should be able to welcome another private pilot soon.

The August 10th chapter meeting is when we will officially award the 9th Ray Aviation Scholarship from our chapter 485. At AirVenture last week they announced that EAA has surpassed 500 scholarships from the Ray Foundation. So we are a big part of that total. Be sure to come to the meeting to congratulate **Sophia Almond** as she begins her aviation journey.

—Craig Spoke

1991 Christavia

total time airframe 718 hrs,

Engine O-235c lycoming, total time 1868 hrs,
15 since overhaul. Val 2000 radio, Narco AT 150 Transponder, $23,500 contact Seale Williamson (251) 979 - 5093 Robertsdale, Al same owner last 21 years

DRANO'S ZENITH 750 Update

Stuff Storage Sack

It is always interesting to see how pilots handle the various bits and pieces of logistics that go with flying an airplane. The fuel tester, the spare quart of oil, the oil spout, the screwdriver, the tire tester, the rags and etc. Where do you put it? The approach ranges from Stuff tossed everywhere to the typical oil stained cardboard box for Stuff. Where do you put the box? In the cavernous Cessnas and Pipers, there is always room in the baggage compartment for a Stuff Box but that is not always the case in a homebuilt. If there is any available area under the seat, it quickly becomes prime.

In most light, general aviation aircraft, the seats are on top of a welded steel tube seat base structure that is adjustable on a track. The structure is usually fairly open and with a little contortion, you can actually look under the seat. In most homebuilt aircraft this is not the case, the base for the seats is usually part of the center fuselage structure and is often completely closed in.

The volume of space under the seat base of my Zenith 750 is too much area to neglect for potential Stuff storage. But, seeing into that area, access to that area and controlling what I put in it was going to be a challenge. This would mean anything I put under there would bounce around and be adrift and since I could not see under there, I would have to grope around with my hand hoping to find whatever I had put under there where ever it decided to lodge. I Came up with an idea that looks like it will work nicely.

1. I made an aluminum flange that fits snugly in the lightning hole in front of the seat base structure (which is also a cross fuselage strength structure) and put Velcro around the flange.
2. I bought some 12x14 inch heavy canvas coin bags on line, put Velcro on the opening to fit the flange, then whip stitched the rest of the bag opening shut with heavy thread.
3. I Velcro the bag onto the flange, insert the bag through the hole and the flange into the lightning hole in front of the seat base.
4. I then Cover the whole schmear with the matching seat base pockets I had made. They just lift up for easy access to the opening.
5. Wha-La!…..A controlled approach for a Stuff Storage Sack under the seat base.

You might notice a LOT of extra holes in the front of my seat base. I had to undo a LOT of modifications by the original builder but I think I came up with something that will look nice and work. I will keep you informed.

Drano

Lynn Rippelmeyer Part 3/3 (cont.)

Grounded

Rippelmeyer's flights to Tegucigalpa also led to what she calls her "retirement job" – helping the people of Roatan, an island off the coast of Honduras. After meeting missionaries on board her flights, she began bringing in supplies donated by friends and family. She then created a nonprofit called ROSE (Roatan Support Effort) to support clinics, schools, community kitchens, sports programs and an animal shelter.

Her last flight as a pilot took off in 2013 on a Boeing 787 with United Airlines, which had merged with Continental Airlines the previous year.

"My first 747 flight was to London and then my last 787 flight was to London," she says. "It was a perfect flight. The crew was fantastic. The layover was great. The weather in London was beautiful. And I thought, this is as good as it gets – and for the first time, I'd rather be doing something else. My heart was in Honduras with the nonprofit. So, when I got back, I told the chief pilot that I wanted to retire."

A more recent picture of Lynn Rippelmeyer in the cockpit of a 747

Rippelmeyer, who has written two memoirs – titled "Life Takes Wings" and "Life Takes Flight" – is nostalgic about the 747 and never quite warmed up to the more modern 787, which she calls "a flying computer" that is repaired with a laptop rather than a toolkit.

"It's pieces of electronic equipment talking to other pieces of electronic equipment, and there's nothing wrong with that," she says. "It usually works. It's much lighter in weight and uses less fuel, which is fantastic. Maybe I just never flew her long enough to be attached to her the way I was with the 747."

She reckons that things have improved for women's careers in aviation: "Now all women who want to be airline pilots have that opportunity. Aviation schools and airlines are accepting female applicants just as willingly as males. I don't see any discrimination against women any longer," she says.

"Maybe if there is any left, it's because there are still some old schools of thoughts that say a woman should be home with her children. But I think that's gradually going to change."

PART 1

cross-coordinated

Cross-controlling is often necessary to maintain coordinated flight, but it can be dangerous. It's not whether you cross the controls, but how and when.

By David ST. George

There is a growing "terror" in flight training of any cross-controlled flight condition. Many CFIs caution students to "never cross-control," with little or no explanation, as if it were unquestionably and inherently evil. This admonition is especially stressed when flying at any airspeed lower than cruise. But the emphasis on avoiding cross-controlled flight is a disservice to primary students and displays a fundamental misconception of aerodyanimcs and basic airmanship. The most extreme form of this fallacy intones, "Never slip to land; you'll be low, slow and cross-controlled, will stall, spin and die."

The root causes of these cautions is obscure but the fallacy seems to reside in some fast-track flight schools that never venture far from the maneuvering envelope's center and teach only the minimum maneuvers required on the FAA tests.

"In a normal takeoff and climb, some aileron pressure against the right rudder is necessary to keep the wings level and the ball centered. This is cross-controlled flight!"

There certainly are dangers encountered with some aspects of cross-controlled flight at low speeds. The greatest true danger, fueled by fear, is failure to understand and teach the flight-control pressures necessary for coordinated flight while low and slow. To get comfortable and proficient in this area of flight, you need to spend some time there. Instead, most pilots—and their inexperienced CFIs—demonstrate increased muscle tension just when fluidity, grace and correct control usage are most necessary.

S pping Turn

Skidding Turn

Co d nated Tur

Since the first step in effective risk management involves clearly identifying the hazards, we need to carefully analyze this flight condition and the source of these rumors to fully understand where the true dangers, if any, lie. Let's first look at two common pattern maneuvers and how crossing the controls actually results in coordinated flight.

Sometimes, keeping the ball centered means crossing the controls.

INITIAL CLIMb

A safe and efficient normal takeoff and initial climb require some aileron input to counter the pilot's right rudder pressure, which is applied to keep the wings level and the ball centered. This is cross-controlled flight!

During the initial high-power, low-speed climb, most singles require right rudder pressure to center the ball. This induces a right rolling moment. Left aileron input against the right rudder is subtle but necessary to keep the wings level as the ball is centered. Once the plane is "subtly cross-controlled" in this manner, it will climb much better because drag is minimized. In fact, I often can achieve an additional 150 fpm in a Cessna 152. This debunks the myth that a 152 only climbs in the summer because the earth curves!

Crossing the controls in this instance results in coordinated flight, and coordination should be the true goal in climb to achieve safe and efficient performance. The important fact is the plane is finally coordinated, streamlined and performing better. You will start to feel centered in the seat, too, with no leaning right and left, as in a slip or skid. This can be strange stuff to those believing cross-controlled flight is an evil bogeyman. Here we are, slow and in a high angle of attack and cross-controlled, but finally coordinated.

CROSSWIND TURN

Upon reaching the turn to the crosswind pattern leg, most training airplanes are still in a climb.

PART 1 CONT.

As the pilot rolls into a left crosswind turn, left rudder and aileron are obviously required during the roll. But once a stable turn configuration is established to the left, right (top) rudder—or at least relaxed left rudder pressure—is required to stay coordinated.

(Of course, this presumes a left-hand pattern. If you are turning to fly a right-hand traffic pattern, the rudder and aileron together yield a coordinated roll in that direction. But once the right turn is established, some right rudder pressure must be maintained and left aileron pressure—or at least relaxed right aileron—introduced to stay coordinated and maintain the appropriate bank angle.)

There are some important points to make about coordinating your turns at this position in the pattern.

JUST A MOMENT

First, pilots must distinguish the stabilized turn requiring subtle cross-controlled flight at high angles of attack from the airplane's rolling moment in the climb configuration, which requires rudder and aileron together. Remember also: In the stabilized-turn configuration, the rudder pressure you need is always to the right—due to torque and "P Factor"—and is not symmetrical. In other words, the rudder required to turn right is more than needed to turn left. This, of course, presumes a single-engine airplane with a propeller turning clockwise when viewed from the cockpit.

If any of this is new information, I would recommend finding a good CFI who knows how to use his or her feet and practicing climbing spirals at a safe altitude in both directions. The objective will be to "tune" the aircraft with rudder pressure, based on your "seat-of-the-pants" feel first, then to check the ball and the VSI to verify performance. Before you discovered this rudder pressure, all turns to the left in the pattern were actually skidding turns: the rate of turn was excessive for the bank angle.

In a coordinated descending turn you feel straight up in the seat and the ball is centered. If you are in a turn and want to slip, step on the higher wing with the rudder. This is rudder force away from the turn, reducing the rate, and always results in a slip. Ironically, when this maneuver is first introduced to a student they hate the "feel" of a slip because it is so alien. The sensation is of your butt falling to the inside of the turn or lower wing. Unfortunately, most students seem to love

Bank Vs. Rate Of Turn

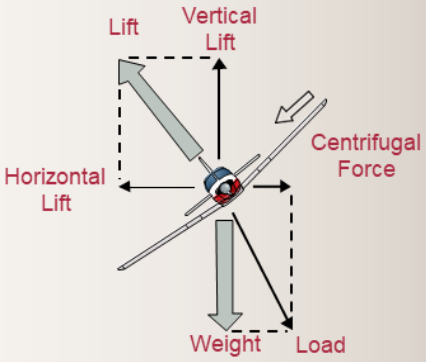
The basic difference between a slip and a skid is the rate of turn. Both involve cross-controlled flight—or uncoordinated flight, if you will—but the fundamental difference is whether the airplane's heading is changing relative to the bank angle. Here are the basics:

THE SlIp

In a slip or a slipping turn, the airplane is not turning at the rate appropriate to the bank being used, since the airplane is yawed toward the outside of the turning flightpath. Put another way, the airplane is banked too much for the rate of turn, so the horizontal lift component is greater than the centrifugal force.

Equilibrium between the horizontal lift component and centrifugal force is reestablished either by decreasing the bank, increasing the rate of turn, or a combination of the two changes.

Slipping Turn

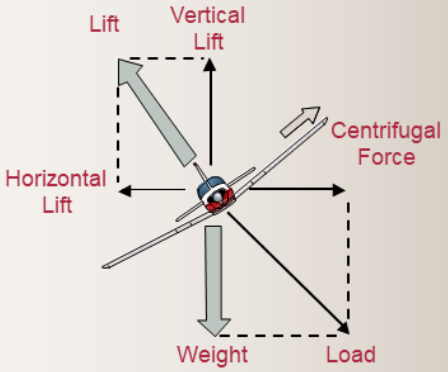


THE SkID

Remember that the fundamental definition of either a slip or a skid is that the rate of turn is inappropriate to the bank angle. In contrast to a slip or slipping turn, a skid or skidding turn results from an excess of centrifugal force over the horizontal lift component, pulling the airplane toward the outside of the turn. Put another way, the rate of turn in a skid is too great for the angle of bank.

Correcting a skidding turn thus involves a reduction in the rate of turn, an increase in bank, or a combination of both.

Skidding Turn



July 2024

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

2024 Officers and Committee Chairmen

President: Ralph Moser

(847) 736-4603

Vice President: Mark Rogers

Tech Counselor (251) 228-0356

Flight Advisor:

Secretary: Jacob Abston

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Treasurer/Membership: Scott Swanson

(309)267-9710

711 Marlinspike Dr.

Pensacola, FL 32507

Ray Scholarship Coordinator: Craig Spoke

(251) 550-5795

Young Eagles Coordinator: Eric Goldman

(317) 910-2513

Webmaster: Doug Francisco

(850) 453-5501

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

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!

Upcoming Events

(CHAPTER EVENTS IN CAPS):

September ?? EAGLES FLIGHTS

October 5th, 10:00-2:00. "Flying High and Cruising Low" Fly-In/Car Show at PQL

October ??, FALL YOUNG EAGLES RALLY

November 1-2, Blue Angels Homecoming Show

Chapter Meetings:

Saturday, August 10th, 2024

08:30-09:30, VMC/IMC Club Meeting.

10:00-11:00, General Membership Meeting.

- **Pledge**
- **Guests**
- **Officers Reports: President, Vice-President, Secretary, Treasurer/ Membership**
- **Young Eagles – Eric Goldman**
- **Member Build Projects Update**
- **Ray Scholarship #9 Presentation– Craig Spoke.**
- **Guest Speaker: Alexander Alvarado, CEO of Paradigm Parachute and Defense**

Adjourn

- **(Dining Room) Pizza and Salad (Thanks to Keith Abston)**
- **(Main Meeting Room) AVIATION RUMMAGE SALE**

CHAPTER DUES: Chapter dues are due for members who have not already paid their dues for 2024. Dues are $25 per year and can be paid during the meetings or mailed to Scott Swanson.

Scott Swanson
711 Marlinspike Dr.
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