



EAA 485

April 2026—Panhandle Pelicans



PRESIDENT'S NOTES

In the Midwest, they say March comes “In like a lion, out like a lamb”. It truly has given us a variety of weather here in Pensacola! Supposedly, cartoonist and animator Walt Kelly once said, “What’s good about March? Well, for one thing, it keeps February and April apart...”

Clubhouse renovation: look at our website eaa485.org EVENT ARCHIVES to see more photos of the ongoing project...Outside is done...Vice President and project foreman Mark Rogers will give us another update at the April 11th meeting.

I once again had the pleasure of announcing that Chapter 485 achieved GOLD chapter status for calendar year 2025. Thanks to all of you for making that happen. It brings added prestige and potential benefits to our chapter. You can read all about how we did that on the bottom of the eaa485.org HOME page.

We have included in this newsletter an important Garmin Service Alert that affects many of us that fly IFR behind Garmin avionics.

On March 22nd, we interviewed five candidates for (two) Ray 2026 flight training scholarships. Learn who the lucky winners are when Scott Swanson awards them at the April chapter meeting.

As I write these notes, Sean Londrigan is making final preparations for our March 28th Young Eagles Rally. He will give us a recap at the April meeting.

We will again offer lunch after the meeting - Cheeseburgers/Chips/Cookies/Soft Drinks - \$5 donation requested.

Hope to see you at our April 11thth gathering!

Ralph

SERVICE ALERT

NO.: 26027 Rev A

TO: Owners/Operators of all Garmin Avionics Systems
DATE: March 12, 2026
SUBJECT: Use of Advisory Vertical Guidance (+V) on Non-Precision Approaches

PRODUCTS AFFECTED

All Garmin avionics systems that display or couple to Advisory Vertical Guidance (+V indication), including but not limited to systems supporting approaches with LNAV and LP minima.



NOTE

Non-Precision approach advisory vertical guidance behaves similarly across Garmin avionics.

ISSUE

Garmin avionics may display advisory vertical guidance (+V) during certain non-precision instrument approaches. Advisory vertical guidance provides vertical path information only and does not provide obstacle or terrain clearance assurance in the visual segment of an approach. Although advisory vertical guidance can assist with maintaining a glidepath angle that complies with altitude restrictions, it remains the pilot's responsibility to fly in strict compliance with the published approach procedure.

Misinterpretation of advisory vertical guidance and/or failure to monitor barometric altitude while flying a non-precision instrument approach may result in an unintentional descent below published altitude restrictions including the Minimum Descent Altitude (MDA).

BACKGROUND

Active Non-Precision Approaches (e.g. LNAV, LP, VOR, NDB, etc.) that are appended with a "+V" suffix on Garmin systems will provide advisory vertical guidance in the final approach segment from the Final Approach Fix (FAF) to the runway threshold. While an advisory glidepath indication may be displayed, this guidance must not be flown below the published MDA without having met the conditions prescribed in 14 CFR § 91.175.

Advisory vertical guidance is intended to assist with Continuous Descent Final Approach (CDFA) technique but does not change approach classification or minima and must not be relied upon for obstacle or terrain clearance, particularly in the visual segment of the approach. Refer to AC 120-108A and the Aeronautical Information Manual (AIM) for more information regarding CDFA techniques.

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Service Alert 26027
March 12, 2026

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Revision A

SAFETY REMINDERS

- Advisory vertical guidance is provided as an aid to situational awareness and is not approved vertical guidance.
- Advisory vertical guidance does not ensure obstacle or terrain clearance when descending below the MDA.
- Descent below the MDA is permitted only after the required flight profile is established and visual references are acquired in accordance with 14 CFR § 91.175.
- When coupled to advisory vertical guidance in Approach Mode, the autopilot will not automatically stop a descent at any published altitude restrictions.
- The barometric altimeter is the primary reference for compliance with all published altitude restrictions when flying non-precision approaches.
- Use temperature compensation as required to calculate accurate barometric altitude to ensure compliance with published altitude restrictions.
- Advisory glidepath and geometric (GPS-derived) altitude indications must not be used for altitude compliance when flying non-precision approaches.

ACTION

While operating Garmin avionics that provide advisory vertical guidance on Non-Precision Approaches:

- Do not descend below the MDA unless regulatory conditions are satisfied.
- Do not rely on advisory vertical guidance for obstacle or terrain clearance in the visual segment of an approach.
- Closely monitor altitude and be prepared to stop descent and/or disconnect automation as required.
- Execute a missed approach if conditions for a safe visual approach are not met at the MDA.

FLY LIKE EVERYONE'S WATCHING

AOPA PILOT

SEPTEMBER 21, 2025

BY DAN HASSING

We live in a world of ever-increasing surveillance. As we walk down the street, we are caught by business security cameras as well as our neighbors' doorbell cameras. And if that wasn't enough, just about every person you meet has a camera in their pocket that can livestream to the whole world.



Pilots should be mindful of this brave new world. At the Legal Services Plan, we often see FAA enforcement investigations that were initiated because of a video posted on social media. These investigations may be merely an informal inquiry, or they could culminate in either suspensions or revocations. In short, be careful and assume someone is watching you fly. Because someone probably is.

Sometimes you may know someone is filming you. Perhaps your friend has a social media channel and you go flying together. Social media videos are often edited for time or entertainment value. But sometimes important context can end up on the cutting room floor. And without that context, there could be a question of whether a pilot complied with the rules. For instance, a low pass within 500 feet of a person violates § 91.119 unless it is necessary for take-off or landing. If a video is edited so that it was not clear that the low pass was part of a take-off or landing, you shouldn't be surprised if you get a call from the FAA.

Other times, you may not know that someone is filming. In 2025, everyone has a high-quality camera capable of taking both video and photographs. Moreover, most everyone has a social media page where they post the wild things they see. While flying low over a lake or river can be fun, be mindful that anybody could be filming and if you get too close, their video might be evidence of a violation that could result in your certificate being suspended.

Whether you were filmed with your knowledge or not, once the video is posted, its distribution is tough to slow down, much less stop. Every social media site has a means by which a post can be reshared to reach a wider audience. And once that ball starts rolling, there is not anything anyone can do to slow it down.

FLY LIKE EVERYONE'S WATCHING

While it may make for lazy police work, there is no prohibition on FAA inspectors prowling the internet in search of evidence of FAR violations. Inspectors may find these videos on their own. More commonly, someone will forward something they have seen online to an FAA inspector. Indeed, aviation is, to a degree, a self-policing community. Some members of our community take this role seriously and take it upon themselves to report what they see as wrongdoing to the FAA. After all, the FARs are written in blood and made in the interest of aviation safety.

Videos can of course be admitted as evidence in legal proceedings, including those before the National Transportation Safety Board. While the FAA would have to authenticate the video for it to be admissible, that is generally a low bar.

While there is some risk to having our aviation activities on camera, there are rewards too. Indeed, while some aviation lawyers may take the position that a pilot should never film their flying, I do not subscribe to that view. Aviation is fun and sharing the vantage point we have in general aviation aircraft can be inspiring to the next generation of pilots. Good pilots who film themselves demonstrating good airmanship also help people train. While we should be careful about the flying we do and especially about filming it, that care should not prevent us from sharing our love for aviation.

In sum, you should always fly like the FAA is watching. Because in a sense, they are. Someone is watching. And today, it is easy for that someone to film what they see and quickly send that video off to the world. And before you know it, an FAA inspector browsing the Aviation subreddit sees your video, copies your tail number, and sends you a letter of investigation asking about your decisions.

April 2026 Ray Aviation Scholarship Report

Lily Bannon is in the final stretch! She completed the ground evaluation for her checkride is complete. She had to cancel the flight portion twice due to weather. She is now scheduled to complete the flight portion on April 11th.

2026 Ray Scholarship Program

We interviewed 5 of 10 people who submitted application on March 22nd. The 5 that were interviewed were well qualified. The 2 applicants selected were McKenzie Peterson and June Moore. We are now awaiting the EAA to formally approve them for the scholarships.

—Scott Swanson

SATURDAY | APRIL 18

SUN N RUN 5K

LAKELAND INTERNATIONAL AIRPORT

2026

Lakeland
INTERNATIONAL AIRPORT

Pensacola Beach Air Show



July 15-18, 2026

Young Eagles Rally Report

On March 28th, we successfully held our Spring 2026 Young Eagle Rally. This spring's rally did not come without its fun challenges, however. At 08:00 on Thursday morning (3/26), a severed fiber line wiped out all of EAAs network. The EAA site, EAA chapters, and Roster management were just a few of the downed sites. As of Friday evening, much of it was still down restricting my access to our registration list, contact information and other details I had planned on having. Together with Ralph and Craig, we made plans to operate solely on a paper-based system and just hope everyone showed up. By some miracle, I awoke around 04:15 on Saturday morning to find all the webpages had been restored. Hurdle one, out of the way.

Now onto the NAS METER showing winds around 12kn gusting to 23kn. Thankfully they were straight out of the north, meaning very little cross wind, but demanding a little extra care on final and a potential issue for the tail draggers. In the end, due to the winds, a mechanical issue, the downed network, and a scheduling issue, our list of 9 registered planes dropped to only 4 being able to fly; Ralph in the 182, Scott in his Piper, Mark in his RV, and me in a 172 rental. We flew multiple kids when able and ended up cutting the flight time to about 8 minutes to limit their time in the bumpy air.

In the end, the rally turned out to be an incredible success. We flew 31 young eagles, 28 of which were first-time flyers. We had 4 pilots, and 18 ground volunteers. Our first plane departed around 09:20, and the final flight landed around 12:45. John McKiernan also helped set up Rusty for the younger kids. We closed out the day with a little pizza for the volunteers; many of which I should add, were new chapter members, Ray Scholarship applicants, and several friends and relatives of both.

I want to express my appreciation to everyone that was involved in this springs rally.



Against all odds, we had an incredible day and certainly created the perfect day for many young teens.

Our fall rally's are set for October 3rd, and October 31, so put them on your calendar.

If you all have any suggestions for improvement for future rally's, please do not hesitate to reach out.

—Sean Londrigan





Hands down winner of the ugliest aircraft ever (possibly designed by Dave Verret) the PL-11 Airtruck – The Flying Hopper That Defied Conventions

The **PL-11 Airtruck** was an unconventional agricultural aircraft designed in the late 1950s to replace the Tiger Moth in New Zealand's aerial topdressing industry. Built using surplus Harvard trainer components, it featured a distinctive twin-boom layout and cockpit mounted above the engine. Despite promising performance—crashes, parts shortages, and development delays ended the program. Its design later evolved into the PL-12 Airtruk, which achieved limited commercial success.

2026 Officers and Committee Chairmen

President:	Ralph Moser (847) 736-4603
Vice President:	Mark Rogers
Tech Counselor/Flight Advisor:	(251) 228-0356
Secretary:	Jacob Abston (251)424-5004
Treasurer/Membership:	Kaydee MacDonald
Ray Scholarship Coordinator:	Scott Swanson (309)-267-9710
Young Eagles Coordinator:	Sean Londrigan (217) 503-3534
Webmaster:	Doug Francisco
Tech Counselor	(850) 453-5501
VMC Club /	Donna and DeWitt Barker
IMC Club	(850) 572-0288
Newsletter Editor:	Courtney Wielander
Tech Counselor	John McKiernan
Flight Advisor	(850) 291-4134
<i>Thatcher CX4 Build</i>	

EAA and Local Chapter Sites

EAA 485	EAA 1265
EAA HDQTRS	EAA 108
EAA 416	
Interesting Links	
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	

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 turn south on Aileron Avenue and enter at the main airport entrance. Turn right at the dumpsters and follow the single-lane paved road. Just short of the blue aircraft hangars, turn left. Our white clubhouse is at the end on the left. If the main airport entrance gate is locked, continue south on Aileron Avenue to the end and turn left into the back gate. Open and close the gate behind you. Make a right once past the blue hangars. You'll see our white clubhouse at the end on the left.

For more info contact:

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





Home Of The
PANHANDLE PELICANS

EAA 485 Pensacola, FL

EAA 485 news

Upcoming Events

(CHAPTER EVENTS IN CAPS):

April 14-19, Sun 'n Fun Aerospace Expo,
Lakeland, FL (KLAL)

July 15-18, Pensacola Beach Air Show

July 20-26, Air Venture, Oshkosh, WI
(KOSH)

Oct 3 – CHAPPIE JAMES ACADEMY
YOUNG EAGLE FLYING

Oct 31 – FALL PUBLIC YOUNG
EAGLES RALLY

November 6-7, Blue Angels Homecoming
Air Show

Chapter Meetings:

Saturday, April 11th, 2026

0830-0930, VMC/IMC Club Meeting.

1000-1100, General Membership
Meeting:

Pledge of Allegiance

Guests

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

**Young Eagles Rally Recap – Sean
Londrigan**

Member Build Projects Update

**Ray Scholarship 2026 Awards –
Scott Swanson**

Lunch after meeting - Cheeseburgers/
Chips/Cookies/Soft Drinks - \$5 donation
requested.

CHICKEN WINGS®

