



EAA 485 APR. 2024

HOME OF THE "PANHANDLE PELICANS"

PRESIDENT'S NOTES: Contact: [Ralph Moser](#)

A general request: Please wear your chapter name tags to all chapter events! We are no longer the small group we once were. It really helps the new members to learn names a lot quicker. I believe I counted five new members at the March meeting alone! New members: We will do our best to get you a name tag quickly after you join up. Until then, please put on a "paper sticker" name tag, so we can get to know you. They are located just behind the entry door of the clubhouse. Thanks!

The March 23rd Pancake Breakfast at Roscoe Airport went very well. The blustery winds and low ceilings limited the fly-in customers to a handful, but there were lots of drive-in patrons. I would guess there were 70-100 attendees. Savannah Brown and the rest of the Roscoe crew did a fabulous job organizing and executing a delicious breakfast. She had asked for 5 volunteers from our chapter. We showed up with a first shift of 7, followed by a second shift of 6. There was very little for us to do except takedown, since they had set up the day prior, and Lou and Connor Brown did all the grilling. Mostly we stood around, talked flying, and enjoyed breakfast! Check out the photos in eaa485.org ARCHIVES. Next time we'll fine-tune the manpower to only what they really need. Savannah allowed us to put out a donation can for our scholarship program. Craig Spoke did, and we netted \$101 of donations toward our matching scholarship this year!

We recently got word from EAA that our chapter once again was awarded Gold Chapter Status for 2023. Congratulations to all members. Only a handful of Florida's 55 chapters get this award. It reflects the variety of activities we engage in, and all the volunteer work you do. Look for a new blue "2023" banner in front of the clubhouse meeting room in the next few months.

This past week, John McKiernan took his normal chapter build project crew (him, Mark Rogers, Paul Thompson and Jonathan Nunalee) and instead went to the clubhouse and restored "Rusty", our simulator, into operating condition. So the April 20 Young Eagle event should have an interesting side event for the youngest kids. Thanks, guys!

Last minute call for Young Eagle pilots: We have lots of kids (66) lined up for our April 29th Young Eagle event, and not enough (6) pilots. Help! Contact me or Eric Goldman for the simple steps you need to take to qualify to fly Young Eagles.

See you at the April 13th meetings!

Ralph

Ray Aviation Scholarship Report

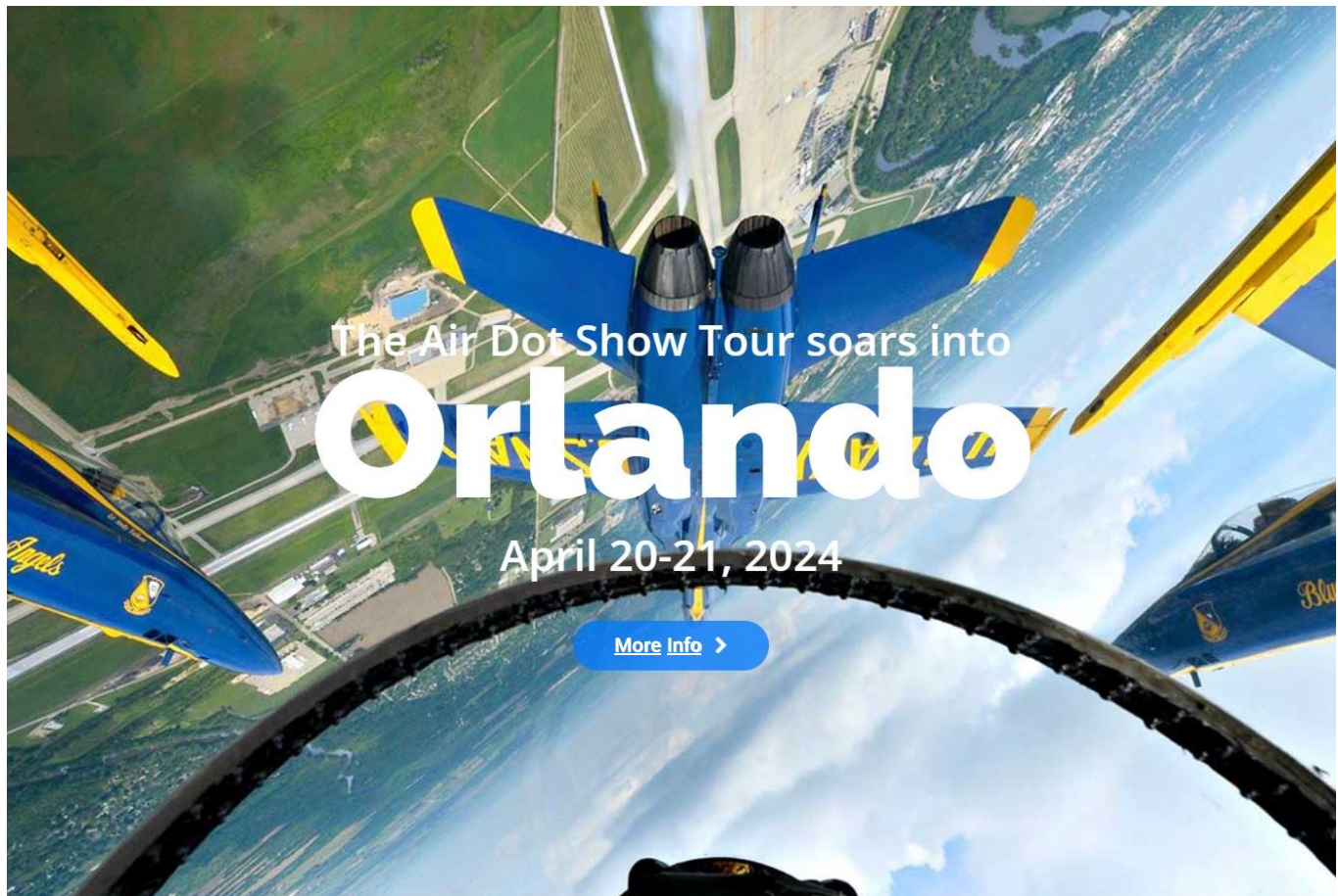
The application window for the second of our matching Ray Scholarships is now open and will close on June 14, 2024. We are looking for young people ages 16 through 19. The applicant should demonstrate a passion for aviation by being involved in various aviation related activities. Currently we have 4 applicants who are members or have attended our chapter meetings. I have already sent out 8 applications to interested young people. Additional information on requirements and deadlines is available on the 485 web site.

During the Saturday, May 23, pancake breakfast at Roscoe Field we were allowed to post a donation bucket for the Ray Aviation Scholarship fund. It did very well and we collected \$101.00 to go towards our chapter's part of the matching scholarships.

Kaydee Macdonald is back at it, flying as often as she can. She had a very short "flight" last week. As they were taxiing out the airport went from VFR to IFR. 0.1 hours in the log book. That pesky weather!!! She reports that she is almost ready to take her written exam.

Samantha Watkin continues her instrument training.

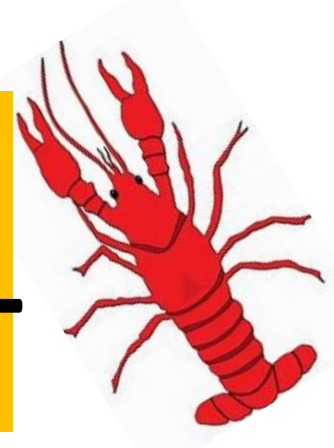
—[Craig Spoke](#)



Just don't forget that our tentative date for Young Eagle's is April 20th!



BARKER BOIL



It's that time of the year to mark your calendar.

Yes, the annual Barker crawfish boil/fly-in/good time had by all bash. It was great last year so let's kick off this year's party with a good showing.

April 27th, 2024, is the date, early afternoon till. We hope you can come. Anyone who brings a guest **MUST** introduce them to Donna & I. We are getting too many folks we don't know and want to make new friends. Bring your own drinks and a covered dish, we ran short in the past so help out. Hope to see you there, maybe bring a lawn chair or two.

Blue Skies & Tail Winds
Donna & DeWitt

From Pensacola

Head west on hwy 98 till crossing the Perido bridge into Lillian, Al.
From base of bridge keep going west 1.7 miles.
Turn Right onto county road 93 and go north 1 mile.
Turn right onto Sunset Dr and go 1/2 mile
Turn left onto Shields Dr (airport entrance) go 1/4 mile to runway.
Turn right along side of runway follow paved road around to my hanger, park on grass on east side of hanger. I live on north side of runway.
DeWitt 850-572-0288
Donna 850-982-0673

Address is:

**14399 Shields Dr
Lillian, Al 36549**

Most GPS's will get you to the airport but have a hard time finding the hanger. Just follow the above instructions.

From Mobile East on

Interstate 10, after Mobile Bay go 14 miles, exit right on Baldwin Beach Express go 12.9 miles turn left on Foley Beach Express go 3.9 miles Turn left at US-98 E go 13.3 miles to county road 93 Turn left onto county road 93 and go north 1 mile.

Turn right onto Sunset Dr and go 1/2 mile,

Turn left onto Shields Dr (airport entrance) go 1/4 mile to runway.

Turn right along side of runway follow paved road around to my hanger, park on grass on east side of hanger. I live on north side of runway.

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DRANO'S PROGRESS: ZENITH 750

The Zenith CH-750 STOL has a flying rudder. Instead of a vertical stabilizer to which the rudder is attached, the whole stabilizer moves with rudder input. It isn't a new concept in aviation but it is different in terms of construction and in the way it appears during operation. The leading edge of the rudder moves out of line from the longitudinal axis during operation and in the case of the CH-750 STOL, it moves out away from the fairing on the fuselage.



Pictured above (1) is the fuselage fairing leading up to the rudder loosely setting in place and the leading edge of the rudder moving away from the fairing as rudder input is made.

When you remove the fairing, in this Zenith design there is a rather large cavity in the lower rudder that is exposed to airflow with rudder input. This rudder is built to plans, it is constructed and operates according to design. Let me be clear at this point that there are hundreds of Zenith aircraft constructed this way, some are masterpieces, and the airplane fills its purpose with this design.....an LSA with impressive STOL performance capability. But, me being me, I toyed with ideas on how to fill this void in the rudder for both aesthetics and possibly smoother airflow in flight.

I attended the Zenith homecoming in Mexico, Missouri last fall and was able to look closely at dozens of aircraft. I also have been on line with several avid builders and flyers of 750 STOL planes. No one was overly concerned about the way the rudder was designed, constructed, or performed. In fact, the most common caution I was given was to just build it according to plans and be careful adding too much weight aft because of its impact on CG.

Pictured is the bottom of the rudder when it is removed. (2)

ZENITH 750 cont.

I decided to take some polyurethane foam, glue enough of it together to fill the void, then sand it out to fit. I put some fiberglass on the inside and the backside to stabilize it and give it strength then I put epoxy resin over the entire structure. (3)



Here is the result with one coat of primer. I could easily Bondo in the gaps you see from the crimping on the rudder rib. (4) I will hold off on that for now.

All in all, I am satisfied with the results but what about the weight, you ask?? I put the foam form on my wife's kitchen scale and it weighed right at 6 ounces as pictured. I hope I have not created an aft CG problem but I will keep you informed.
—Drano

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](#).

FOR SALE

STARDUSTER TOO PROJECT



Gen. Characteristics

Seating: 2
Length: 20 ft 7 in
Wingspan: 24 ft
Height: 7 ft 3 in
Wing area: 165 sq ft
Empty weight: 1,000 lb
Gross weight: 1,704 lb
Fuel cap: 28 Fuse 15 Wing
Powerplant: Lycoming
O-360 , 180 hp)
Max. speed: 180 mph
Cruise speed: 134 mph
Stall speed: 56 mph
Service ceiling: 23,000 ft
G limits: +/- 6
Roll rate: 120°/s
Rate of climb: 1,500 ft/
min

Sometimes, on rare occasions, opportunity comes knocking at your door. When that happens some individuals are astute enough to open the door. Well, KNOCK, KNOCK!!

EAA Chapter 50 in Huron, OH is offering for sale a STARDUSTER TOO Project. If you're looking for an economical two seat, sport bi-plane capable of plus or minus 6 G's then perhaps it's your lucky day. This kit includes:

- * Professionally welded fuselage, completed, primed
- * Wings (4) meticulously crafted, ready to cover
- * Center sections (ditto from above)
- * Full set of guide wires
- * Misc. parts, instruments too numerous to list

**Contact: Ed Beer, 419/610-3560 or
elb511@hotmail.com**

HEAD TO HEAD

A PIREP ON G100UL

February 22, 2024

Part 2

By Peter A. Bedell

So, what's it like to fly? Well, thankfully, you'd be hard pressed to notice anything different. In six hours of flying, I had plenty of time to look for any differences, but none could be found that couldn't fall under the category of "within the margin of error." All flights in this airplane begin with fuel topped off to 136 gallons (usable) to start with a known quantity every time. In flight, EGTs were slightly higher on the G100UL engine but not by much. Most of the time, CHTs were within 10 degrees of each other and comfortably cool across the board at all power settings.

As an early adopter of GAMjectors in 1996, I was a skeptic when I entered the sect of lean-of-peak (LOP) operation. After all, I didn't want to be responsible for trashing two expensive engines just to save 15 percent of fuel. After lots of research, however, my two brothers and I have drunk the Kool Aid when it comes to LOP ops. We ran our IO-520s for the past eight years of their life on the lean side. And following an upgrade to IO-550 power in 2005, we've been operating them LOP in cruise nearly all their 1,300 hours.

I ran the AOPA C55 through a wide range of rich-of-peak (ROP) and LOP power settings at various altitudes with no notable differences. At 15,500 feet, 50 degrees ROP, the C55 trued 181 knots on 20 gph total with no discernible difference in engine operation between the two. Back in the thicker air of 8,500 feet, running rich of peak at 30 gph total, this old Baron with two new engines hustled out 195 KTAS. Lean of peak at 8,500 fuel flow dropped to 24 gph and speed settled at 185 KTAS. I pushed the props up a tick to 2,500 rpm and hit 200 KTAS on 32 gph ROP. And finally, I went into my Piper Twin Comanche mode where 19 inches of manifold pressure and 2,350 rpm yields 166 KTAS on 20 gph total. Throughout it all, there was no noticeable difference in engine operation from left to right.

After each flight, we carefully measured how much fuel went into each of the four tanks. The first day's flight involved a climb to 15,500 feet. In that lone, short flight, the G100UL side burned a gallon more. The Janitrol cabin heater in the nose draws out of the left main tank (one of two GAMI tanks) and that heater was running full blast against the 10-degree Fahrenheit air temperature.



HEAD TO HEAD cont.

Subsequent flights were much longer and favored G100UL by 0.4 and 0.6 gallons less used, despite the fact that the heater was running the entire four hours, albeit not at full blast. Braly attributes this slim advantage to G100UL's one- to two-percent higher BTU rating over 100LL. Either way, a half-gallon difference after top-off is well within the margin of error to be expected in my decades of operating an identical airplane.

After all the flying, the end result is, again, no news is good news. There's no noticeable difference in operation on 100LL versus G100UL. The benefit of the doubt, however, goes to G100UL with the 0.5-gallon average savings, despite factoring in heater consumption. Cold starts and hot starts were normal. No fancy voodoo techniques required.

Part of this experience will be to see if fuel system components such as rubber fuel bladders, O-rings, and anything else that touches the fuel is adversely affected by the blend. After the lengthy certification testing, Braly isn't concerned there will be any issues. And with the lack of lead, the hope is that engines will run cleaner and last longer. Spark plug fouling by lead deposits that collect in the business end of spark plugs has long been a problem in GA. At the very least, G100UL should eliminate that. If engines do run cleaner, oil change intervals could be lengthened since combustion blow-by isn't contaminating the oil with lead. There's also the possibility of reintroducing synthetic oils back into GA, something we haven't seen since the Mobil 1 fiasco of the 1990s. If things go really well, the possibility of extending time-between-overhauls could be on the radar. All of this will hopefully be discovered through real-world experience such as this.

So, what's the catch to G100UL? Braly mentioned one potential disadvantage is that G100UL can stain paint if it sits too long without being wiped off. We'll be watching for that. Wear gloves and keep a rag handy to promptly wipe up any splashover—got it. G100UL is also slightly heavier. Because of composition variables, G100UL weighs in at 6.15 to 6.32 pounds per gallon versus avgas at 5.8 to 6.05 pounds, according to Braly.

If future unleaded fuels become approved, this Baron is prepared to take them on as well. AOPA advocates for multiple suppliers since, from a consumer perspective, having only one fuel doesn't bode well for keeping fuel costs under control. For now, however, the lone entrant in this emerging market seem to perform as well or better than 100LL.





EAA and Local Chapter Sites

[EAA 485](#)

[EAA HDQTRS](#)

[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

[EAA 1265](#)

[EAA 108](#)

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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





April 2024

EAA 485 news



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!



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Scott Swanson
711 Marlinspike Dr.
Pensacola, FL 32507

OSHKOSH ALERT!

[UW-Oshkosh Dorm Room Reservations](#)

Open Now for [Air Venture 2024](#)
Jul 22-28

Chapter Meetings:

Saturday, April 13th, 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

Ray Scholarship – Craig Spoke.

Member Build Projects Update

Guest Speaker: **Amanda Nelson**, Meteorologist, 53 Weather Reconnaissance Squadron, Keesler AFB, Biloxi, MS WC-130J “Hurricane Hunters”

Adjourn

Cheeseburger Lunch

Upcoming Events

(CHAPTER EVENTS IN CAPS):

Sun ‘n Fun Aerospace Expo, Lakeland (LAL)
FL – April 9-14

SPRING 2024 YOUNG EAGLE RALLY -
April 20 (tentative)

Roy E. Ray EAA Chapter 416 Annual Fly-In
(5R7) – May 4

Air Venture 2024, July 22-28, Oshkosh, WI
(KOSH)