



# EAA485

July 2025—Panhandle Pelicans

---

---

Hope everyone had a patriotic Independence Day!

Planning to attend EAA Airventure Oshkosh 2025?

Find helpful maps— pages 4 and 5, helpful links on page 13.

---



# PRESIDENT'S NOTES

The Young Eagles Rally June 14<sup>th</sup> was safe and successful. The aircraft (10) and pilot (12) turnout was exceptional. The concept of two pilots alternating in one airplane helps (Roy Bentley & I in the 182, and Scott Arnold and his son in their converted PA-22) speed things up. Thanks to all who donated your time and owned/rented aircraft to the cause. Two first-time Young Eagle pilots participated. The weather was hot and muggy. Pilots dealt with a 30-minute rain delay mid-morning. This resulted in several Young Eagles getting a longer ride than planned! The ground volunteer (8) turnout left something to be desired; let's try to do better on that next time. Our clients, the Chappie James Flight Academy, were impressed with our effort. We did put in a strong request to move this flying to the fall next year, for more comfortable conditions. See Young Eagle Coordinator Eric Goldman's report in this newsletter for more news.

Kaydee Macdonald is settling in nicely in her new role as Treasurer and Membership Coordinator. And Scott Swanson in his new role as Ray Aviation Scholarship Coordinator.

Still no word on when the clubhouse roof will be replaced. In the interim, I'll mention a few small clubhouse projects we could use help on at the July 12th meeting.

We plan a Board of Directors meeting just before the July 12th meetings, with the focus on resolving delinquent members. I'll report on that at the meeting.

See you July 12th!

Ralph

# RAY AVIATION UPDATE

**Webber Cantin** completed his night requirements and tower solo flights. He is getting ready for his long cross country. He also started a new job as line technician at Fairhope FBO.

**Lily Bannon** had her cast removed from her wrist. Her doctor said that she should be cleared and ready to resume her flight training in a couple of weeks.

**Sophia Almond** has completed all of her requirements and is prepping for her check ride. She should be scheduling it in a few weeks.

**Kaydee Macdonald** has started instrument training at Pensacola Air.

**Samantha Watkins** is working on her commercial certificate.

## June 7th, 2025 Secretary Report

**VMC: Mistaken Identity**

**IMC: Trace Icing**

### Officer Reports

**July 12: Chapter Meeting + Lt. Joe Buis,  
Local Military Airspace Use**

**July 21-27: Air Venture Oshkosh**

**Aug 9: Chapter Meeting +**

**Eric Goldman,**

**PNS Airspace Briefing**

**Sep 10-14: National Championship Air  
Races (KROW)**

**Sep 13: Chapter Meeting + tentative  
Paradigm Parachutes Tour**

**As of June 7; Kaydee MacDonald  
officially became treasurer**

**Scott Swanson officially became Ray  
Aviation Scholarship Coordinator**

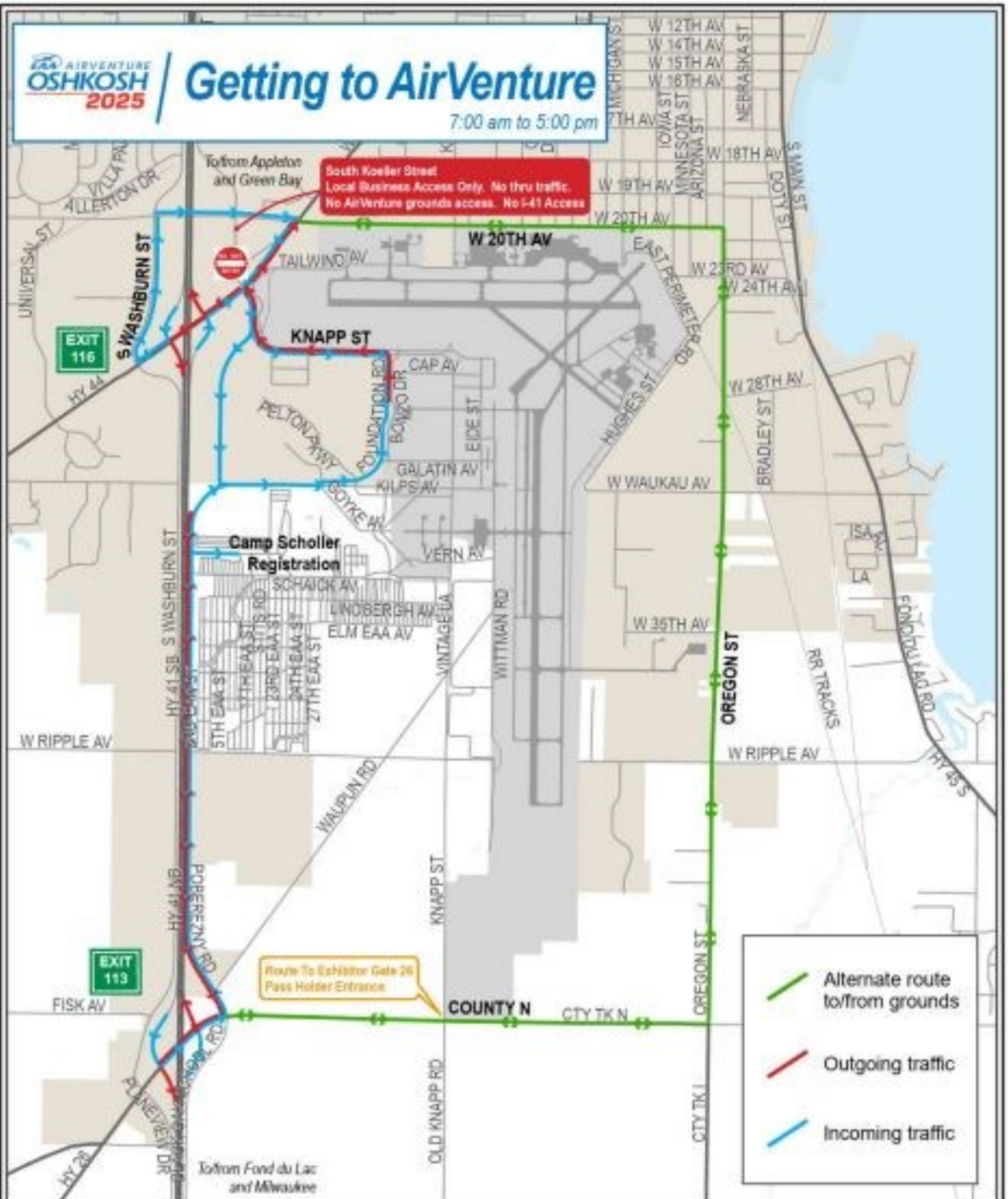
**Ray Aviation Scholarship**

**Sean Londrigan passed his check ride.**

**Webber Canton has soloed.**

# Getting to AirVenture

7:00 am to 5:00 pm



City of Oshkosh maps and data are intended to be used for general identification purposes only and the City of Oshkosh assumes no liability for the accuracy of the information. Those using the information are responsible for verifying accuracy. For full disclaimer please go to [www.ci.oshkosh.wi.us/GISdisclaimer](http://www.ci.oshkosh.wi.us/GISdisclaimer)

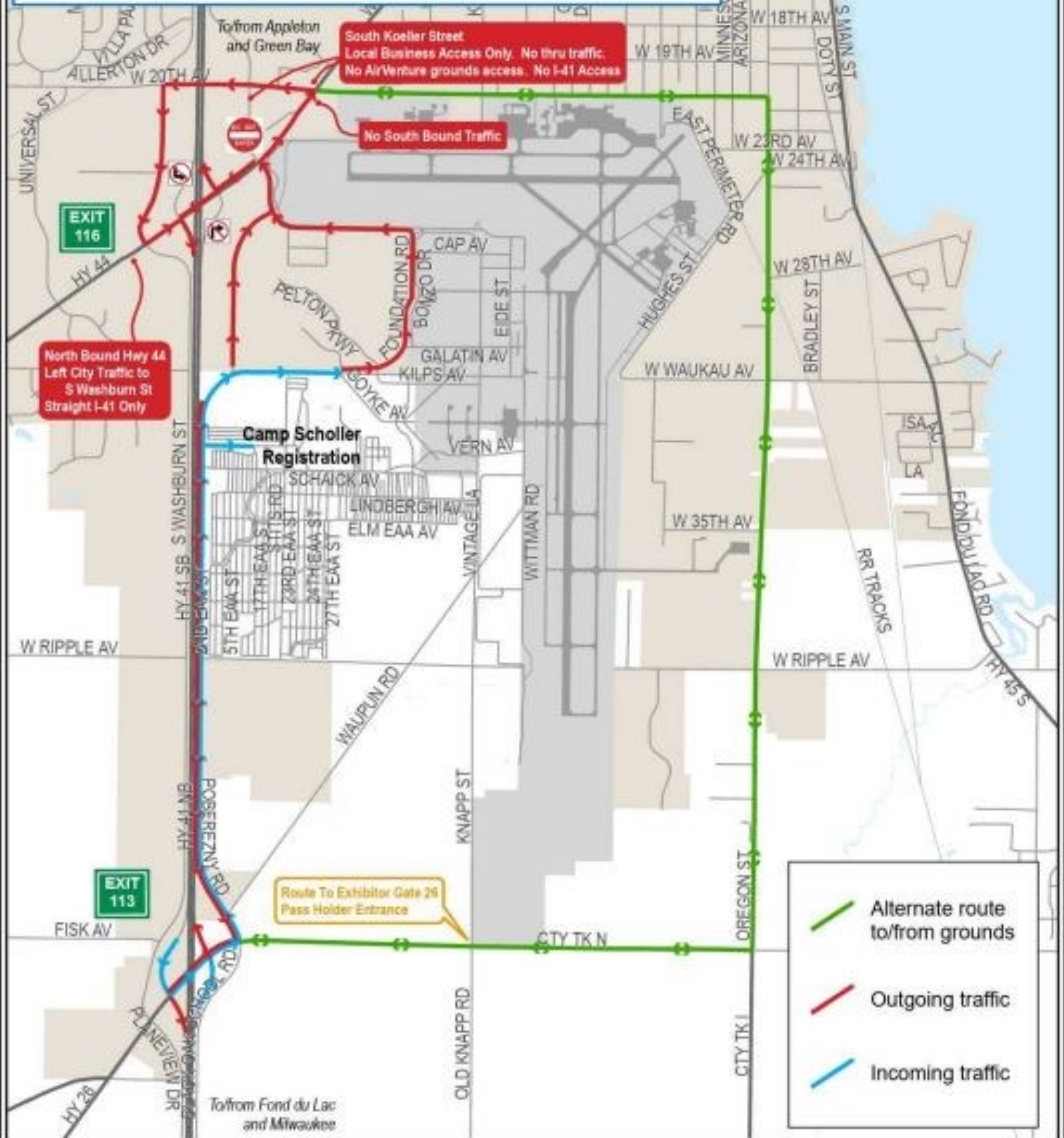
Printing  
Date: 6/16/2025  
Prepared by:  
City of Oshkosh

1:30,000  
1:30,000



# Leaving AirVenture

Mon, Tue, Thur, Fri 5:00-9:00 pm | Wed, Sat 5:00-11:00pm



City of Oshkosh maps and data are intended to be used for general identification purposes only, and the City of Oshkosh assumes no liability for the accuracy of the information. Those using the information are responsible for verifying accuracy. For full disclaimer please go to [www.ci.oshkosh.wi.us/GISdisclaimer](http://www.ci.oshkosh.wi.us/GISdisclaimer)

Printing  
Date: 6/16/2025  
Prepared by:  
City of Oshkosh

N  
1:30,000  
1:30,000



# DRANO'S ZENITH 750 UPDATE

---

"Just another Golden Thread in the Tapestry of Life,"...this is a quote from the McDonnell Douglas Program Manager I use to work with while I was the military Deputy Program Manager for the AV-8B program. He would say this to put a happy face on the situation whenever things would not go as planned or there were unanticipated challenges that had to be worked through. The quote certainly applies to my efforts on my Zenith project this past month.

I mentioned last month that we had done a "smoke check." We had hooked up a battery, turned the switch on to the various functions and saw no smoke. Well, the absence of smoke does not always equate to the proper function of the array of circuits or the control of them. Additionally, all it takes is one "brain fart" to send me into an unnecessary "goose chase" trying to find a reason something doesn't work as expected.

Scott Miller of our chapter has been an incredible asset to me during the past couple weeks. He brought a second set of eyeballs and expertise to my efforts. Scott came over to help me test circuits and functions prior to attempting an engine start. I have books that suggest putting only the fuses in the circuits you are testing, one at a time, so I had removed all the fuses. In testing power to the starter to just spin the engine (not start), we could not get power to the starter solenoid. We tested the wire from solenoid to the switch and it was good, tested the switch and that all seemed to be ok, tried "hot wiring" the switch but still no luck.....WAIT a minute! I had forgotten to replace the fuse to the switch. Switch and circuit checked good.

Prior to actual engine start we wanted to set up the EFIS and EMS so that we could monitor the RPM, Oil Pressure, and secondarily the CHT, Coolant temp, and oil temp. THIS turned out to be an ordeal that was more of an issue at the product support level than at our level in the set up. The FlightView system had some glitches (technical term for programming issues) after the IOS 18.5 update. Remember my primary source of flight and engine formation is on an iPad. The key to getting this fixed in the FlightView application was communication (i.e. Geek Speak) with the company (definitely Geeks) in order for them to understand and fix the glitches. I am not fluent in Geek Speak but Scott Miller is so, again, his help was invaluable. To summarize, after several VERY long conversations with the owner and designer of the FlightView EFIS system and their correction of multiple glitches, we were able to get the EMS to give us the information you would want to see on any engine start, let alone the first one since engine installation on the plane.

My original intent was for this update to have a video clip of the first start but this is where yet another of those Golden Threads came into play. We could not get the engine to start. More concerning though, was that after a couple starting attempts the starter solenoid stuck open and the only way I could stop the starting sequence was to turn the Master Switch off. Tapping on the solenoid with a screwdriver would reset it but this has to be fixed.

On the brighter side, I have a mock up of what my vertical fin/flying rudder will look like! My "tapestry" is becoming larger and more colorful by the day but I will keep y'all informed.



# AIRVENTURE 2025



AirVenture has many features and attractions especially for those who enjoy the Homebuilders area on the north part of the event. I wonder if any of our members who attended AirVenture this year saw the AirVenture Cup designated parking in the race corral near Homebuilt Headquarters?

The first AirVenture Cup was held in 1998 in the spirit of the great air races such as the Bendix, Pulitzer, and Thompson Trophy plus the Women's Air Derby. The current Air Venture Cup has over 90 participants in 30 classes starting on 20 July at Wausau, Wisconsin on a course of over 400 nautical miles. For more information visit: <https://www.airventurecuprace.com> .

Some of the AirVenture racers use the Sport Air Racing League regional races as practice and preparation for the Air Venture Cup. These races typically occur in spring and fall, with courses ranging from 150 to 200 nautical miles, though some offer shorter 100-mile routes for slower classes. To see an example of the latest Sport Air Racing League event visit: <https://youtu.be/o1uj513l06l> .

Come and join us for the next race!

# OWNERSHIP OPTIONS

Posted by Scott "Sky" Smith | May 14, 2025 | Aviation Insurance & Financing



Recently we've had several people wanting to talk about partnerships, flying clubs, and other ways to "share" their aircraft. I thought I'd review a few options again. Typically, these questions come up because someone tells me how expensive aviation is or how it's such a bad (or good) time to buy an aircraft.

Even in today's economy, many people are still wondering how they can afford to own an aircraft. Rationalization was tough in the "good old days." It's even more difficult now. One thing I have learned after owning many aircraft and working with hundreds of buyers: the best deal is not always the biggest, fastest or newest, and sometimes not owning is an option.

Looking back to my early days in aviation, it wasn't much different than it is today. Throughout the aviation world there are always assorted years with economic issues that all of us in the industry thought were the worst.

In today's economic climate, we see worries about jobs, interest rates, fuel prices and more — all of which can make the buying decision tough, if not impossible for some. What I'm trying to say is that all through history people have always had reasons not to fly or buy an aircraft.

As I have discussed before, the underlying question is still, “Can you afford to fly what you own?” If not, maybe you need a different aircraft; which brings up the aircraft market.

There are some fantastic deals on used aircraft right now. Prices on vintage, classic, light, single-engine aircraft have stabilized, or even dropped a bit. Of course, like everything else, if you bought at a high price it will hurt to sell at a low price. If you haven’t yet entered the market or made a purchase, now is the time to start shopping. Despite what you might hear, lenders are still providing loans, people are still buying, and there are still aircraft available for sale at excellent prices.

I believe the old adage about buying what you will use 75 percent (or even 95) of the time is true. This is a philosophy that is used with most “toys” such as aircraft, cars, boats and motorcycles. Don’t take the term “toys” as negative. Most of these items are owned as fun vehicles, not everyday transportation items, so they are “extras,” which makes it a little harder to rationalize. (I personally have trouble with this at times.)

If we followed this guideline most of us would be flying the equivalent of a Cessna 150. Many of us do, because a Cessna 150 or a Piper Cherokee 140 meets 75 percent of most owner’s needs.

The rest of us have opted for something else and we must try to rationalize the ownership issue even more. If this is your situation—where you cannot afford what you desire and do not want to own what you can afford—what are your options?

#### ALTERNATE OWNERSHIP

“Sharing” or “partnership” is one way to have someone help you pay the expense. My fantasy “partner” is someone that wants to own an aircraft but doesn’t have any plans to fly the aircraft. I have heard about these partners, but I have never found one like the antique pristine Cub in the barn story.

#### COST SHARING

Before getting a partner, you should think about sharing the operational cost. In this situation, the owner shares the cost of the aircraft with another person or persons, but does not share the ownership of the aircraft. There are a couple of problems associated with sharing the costs that need to be addressed. The FAA is one and the insurance underwriters are the other. Neither is impossible to overcome but is an important factor in the cost-sharing picture.

Before you “share,” check with your local FSDO office about what they think is reimbursement of expenses. Typically, the language about sharing the costs or being reimbursed for the cost of the aircraft can be found in FAR part 91. It has been implied that reimbursement or sharing of costs was just for the fuel and oil.

But it costs more than that to own an aircraft. What about the maintenance, hangar, insurance *and* the fuel and oil? “Sharing the costs,” means, “charging” the other pilots a certain amount for using the aircraft. This amount might be by the hour and include the cost of fuel and oil or it might be a set amount that excludes fuel and oil. Either way, it looks a lot like a rental.

For example, I own an aircraft, and I let my pilot friends use the aircraft. The friends agree to reimburse me for the cost associated with their use on a per hour basis. If I charge the users, I am skirt-ing with commercial and rental rules. Commercial means that the FAA could require that my aircraft go through a 100-hour inspection program (and other requirements) in addition to the annual inspection.

Even if the FAA agrees with your plan, the insurance company might not. Most insurance policies have some exclusion talking about the lack of coverage for commercial use unless the policy is specifically for that purpose. Additionally, the pilot that uses your aircraft might have to be named on the policy or meet the open pilot warranty. Just a reminder, it might be great to share the costs but be sure to look into all the rules (and risks) first.

## PARTNERSHIPS

Partners will be “shareowners” of the aircraft. The partner’s share the purchase price, operating expenses and repair expenses. This is a wonderful way to cut down the personal financial outlay, as long as you get along with your partners.

Most partnerships set up a “per hour” rental rate along with a monthly “fee” that each owner pays to the aircraft fund. This enables the partnership to keep the aircraft bills paid. Many a partnership has been ruined because

one person flies more than the others do and he doesn’t pay more than the others. The hourly charge helps balance the costs based on how much each partner flies. The monthly “fee” helps pay the fixed expenses even if very few hours were put on the aircraft.



## FLYING CLUB

From an insurance point of view, the partner category typically lasts until you get over five partners. Underwriters think six or more owners (up to ten) are a small flying club. By increasing the number of people that are owners, the cost to own is reduced. But it also increases the problems with scheduling, maintenance, insurance, etc. When you think about it, a flying club that has over six members is almost like renting an aircraft from an FBO.

A flying club, however, might offer more aircraft options and less age restrictions than a privately owned aircraft. In today's aviation insurance world, senior (70+) pilots may find it difficult to get insurance. Sometimes there are limits to coverage (no passenger coverage), if a policy is even available. Many flying clubs do not have any language about age. So, if a senior pilot can't get insured in their own private aircraft, it might be easier to join a flying club in order to fly under the club's policy in the club's aircraft. For many, flying clubs are the way to go.

## LEASEBACK

A third option is the leaseback arrangement. This is when the owner of the aircraft puts the aircraft at an FBO and lets the FBO lease the aircraft. An advantage of this is the FBO gets an aircraft to fly, and the owner gets a legitimate business aircraft. Since the number of pilots is far greater than the number of aircraft, it's a sure deal that people will rent aircraft if they want to fly. Leaseback arrangements are presented to new buyers as a very efficient way to develop rental income and reduce monthly operating costs.

The disadvantages are that the aircraft is a rental aircraft. To take advantage of the lease arrangement, the owner should put the aircraft on the flight line and get his check at the end of the month. If it is your personal aircraft, you are in for a shock. The aircraft will get the treatment of a rental aircraft. The students are going to land it hard and leave it dirty. If you want to fly it, you need to rent it — call the desk and schedule it just like everyone else. If you want to take it for a weekend adventure, you should pay for the down time.

If this doesn't appeal to you, don't put it on a leaseback. A personal plane needs to stay personal. A leaseback aircraft needs to be a piece of business equipment. The people that are unhappy about leasebacks are the ones that expect the renter and FBO to treat the aircraft like they (the owner) would, and that's not going to happen.

## FRACTIONAL OWNERSHIP

Simply put, the owner buys a share of an aircraft, pays a fixed monthly fee, and gets a specified number of hours of flying at an attractive per hour rate. Fractional ownership has been very popular with larger corporate aircraft. Fractional ownership allows buyers to make use of more aircraft than they might afford on their own. In the corporate world, fractional ownership usually includes the crew and all the amenities.

## SUMMARY

The bottom line is, even if times might be tough financially for you, it is a great time to buy an aircraft and there are options (own, partners, rentals, flying clubs) for almost everyone. I guess the question is: "How bad do *you* want to fly?"

## 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](#)

## 2025 Officers and Committee Chairmen

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

**Vice President:** [Mark Rogers](#)

**Tech Counselor** (251) 228-0356

**Flight Advisor:**

**Secretary:** [Jacob Abston](#)  
(251)424-5004

**Treasurer/Membership:** [Scott Swanson](#)  
(309)267-9710  
711 Marlinspike Dr.  
Pensacola, FL 32507

**Ray Scholarship Coordinator:** [Craig Spoke](#)  
(251) 550-5795  
/Scott Swanson

**Young Eagles Coordinator:** [Eric Goldman](#)  
(317) 910-2513

**Webmaster:** [Doug Francisco](#)

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

## Chapter Meetings:

**Saturday, July 12th, 2025**

0830-0930, VMC/IMC Club Meeting.

1000-1100, General Membership Meeting:

Pledge

Guests

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

Young Eagles – Eric Goldman

Ray Scholarship – Craig Spoke/Scott Swanson  
Member Builds Project Update

Guest Speaker— Lt. Joe Buis, Local Military Airspace Use

Lunch-Sandwiches/Cookies/Chips/ Drinks-\$5 donation

## Helpful Links for Airventure 2025

— [Grounds Map](#)

— [Transportation & Parking](#)

— [Maps](#)

— [Airventure Parking](#)

## Upcoming Events

(CHAPTER EVENTS IN CAPS):

July 9-12<sup>th</sup>, Red White & Blues Pensacola Beach Airshow

July 12<sup>th</sup>, MONTHLY CHAPTER MEETINGS + Lt. Joe Buis, Local Military Airspace Use

July 12-13, Pensacola Beach Air Show

July 21-27<sup>th</sup>, Air Venture Oshkosh  
<https://www.eaa.org/airventure>

Aug. 9<sup>th</sup>, MONTHLY CHAPTER MEETINGS + Eric Goldman, PNS Airspace Briefing

August 16-17, AOPA Fly-In, Akron, OH (KAKR). "Props and Pistons Festival"

September 10-14<sup>th</sup>, National Championship Air Races (KROW). <https://airrace.org>

September 13<sup>th</sup>, MONTHLY CHAPTER MEETING + Paradigm Parachutes Tour (tentative)

September 13<sup>th</sup>, First Annual Atmore (OR1) Fly-In

October 4<sup>th</sup>, Flying High and Cruising Low Plane and Car Show, Pascagoula (KPQL)