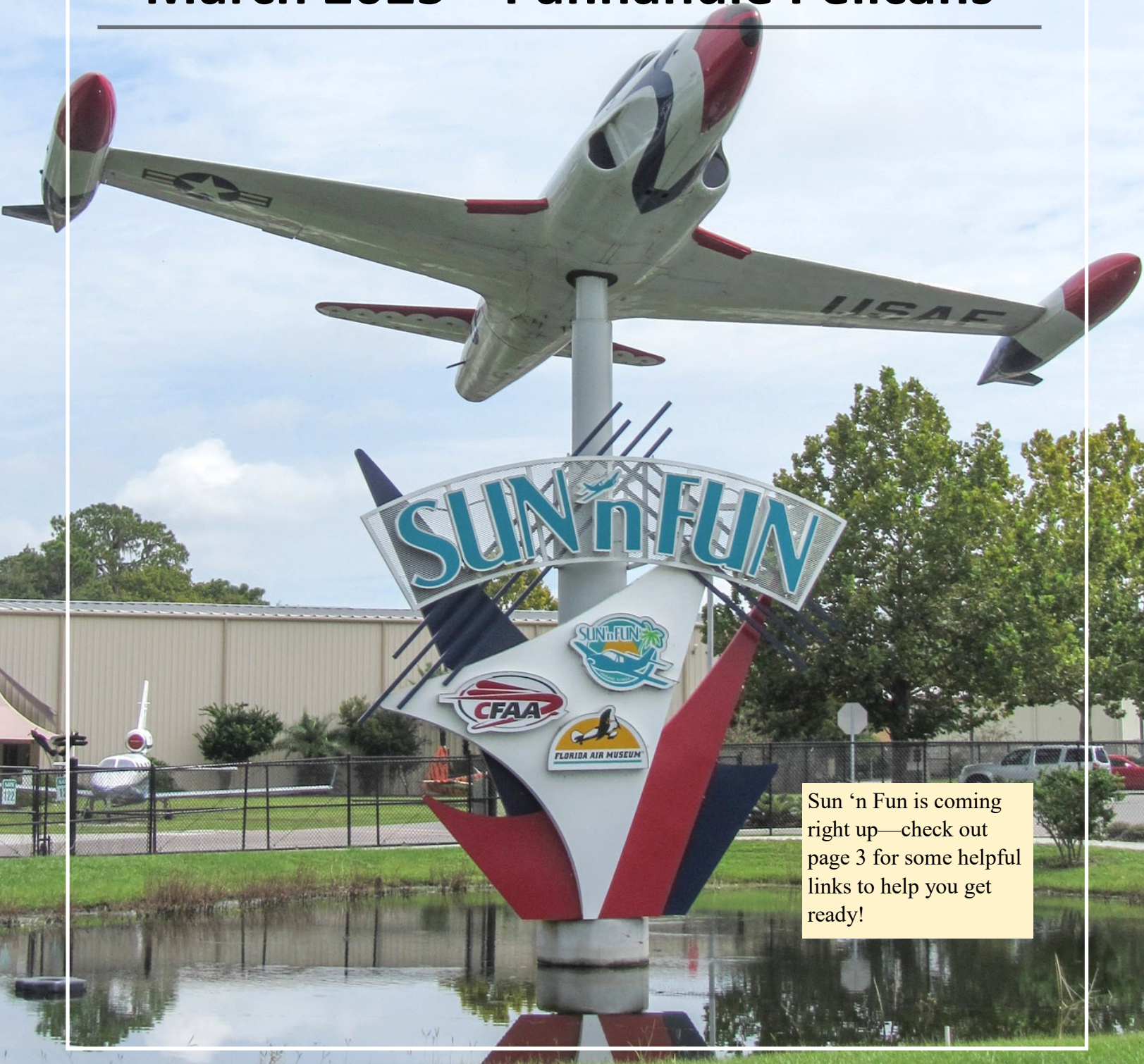




EAA 485

March 2025—Panhandle Pelicans



Sun 'n Fun is coming right up—check out page 3 for some helpful links to help you get ready!

PRESIDENT'S NOTES

Our February meetings were well attended. Twenty-nine folks showed up afterwards at the National Flight Academy for a wonderful tour hosted by Client Relations Director Stephanie Pugh and our very own Duane Thiessen. Our goal at every meeting is to provide our members either a guest speaker or local "road trip" related to aviation. After our March 8th meetings, we encourage you to drive over to the Pensacola Airport Radar/Tower facility for a tour, hosted by our very own member/ATC controller/CFI Eric Goldman. This will be especially informative for our aspiring or new pilot members.

Spring has sprung! That means we are about to get active again. The first big event we plan is a Young Eagle Rally on April 19th. You will hear more about that at the next two meetings.

Craig Spoke will be announcing TWO Ray Scholarship winners simultaneously (a first!) at the March 8th meeting. Be there!

Logan Moore, the Roscoe FBO Manager, tells me they are planning a Pancake Breakfast some Saturday morning in the next two months. I volunteered our help and requested that the date be deconflicted from our March 8th and April 12th meetings and our April 19th Young Eagle Rally. We'll notify everyone as soon as we get details.

We will be asking some of you to help with small clubhouse projects. High on the list is building a safety enclosure around the new outside heat pump unit on the east wall of the building and painting the main meeting room. We welcome your time and talents. I was pleased recently when a member offered to replace the door/doorframe between our coffee room and hangar.

Happy Spring! Get out there and fly!

--Ralph

RAY AVIATION UPDATE

Sophia Almond has been flying as weather permits. She reports that the Lightspeed Zulu 3 headset has been a real benefit to her training. The headset was an award from the Ray Scholarship for completing her solo.

Samantha Watkins is continuing her check ride prep for her IFR ticket.

We have ten applicants for our two scholarships for this year, five young ladies and five young men. The interviews are set for Saturday, March 1st and Sunday, March 2nd at the clubhouse. It will be a busy two days for the scholarship committee and I'm sure that deciding on just two scholars from this impressive group of young people will be difficult. The 2025 scholarship recipients will be announced at the March meeting and the official awards ceremony will be at the April meeting

—Craig Spoke.

February 8th, 2025

VMC: Evening departure

IMC: Bumpy ride

General Membership Meeting

Officers Reports

Mar 8: PNS Tower tour after meetings

Apr 12: Tentative Paradigm Parachute
tour after meetings

Foley Fly-in on Mar 22

Ray Scholarship

We currently have 10 applicants for the
Ray Scholarship.

Anonymous Scholarship

Sean Londrigan and Cody Stebbins have
both soloed.

Young Eagles

Tentative Young Eagles Rally on Apr 19

11:00 - Tour of National Flight Academy at NAS Pensacola
(Stephanie Pugh, Client Relations Director)

—Secretary Jacob Abston

Sun 'n Fun Details

Whether you are flying in or driving to Sun 'n Fun, here are some helpful links from the Sun 'n Fun website to help you be prepared:

Flying-In: [Flying-In - SUN 'n FUN Aerospace Expo](#)

Important guidelines and an aircraft parking map included.

Driving-In: [Driving-In - SUN 'n FUN Aerospace Expo](#)

A very helpful parking lot map is included near the bottom of the page.

General Camping Info: [General Camping Info - SUN 'n FUN Aerospace Expo](#)

Be aware campers arriving prior to March 25th will have a different arrival procedure than those arriving after.

Auto-Parking: [Auto Parking - SUN 'n FUN Aerospace Expo](#)

Auto-parking tickets are significantly cheaper when purchased online as opposed to at the gate.

DRANO'S 750 UPDATE

Wires, Electrons, and What Goes to What

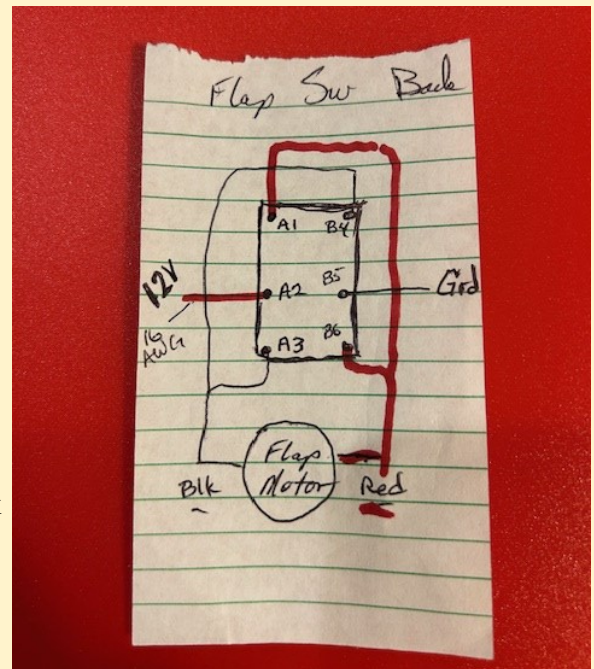
I mentioned in my February update that I was at the stage of wiring the fuselage. That effort continues. There is the primary wiring that is from the front of the firewall into the cockpit, the secondary wiring that brings power to the various things you want electrically powered, and in the case of an EFIS equipped plane, the wiring that makes everything talk to everything else. Much of this is done under and behind the panel so one often has to become contortionist. Even though I previously did all this on my RV6, they say that electrons travel at 186,000 miles per second, so any anomalies will reveal themselves at 186,000 miles a second, too. I often run aground in my efforts and have to seek advice. I rely on the book, *Aircraft Wiring Guide*, by Marc Ausman (which I highly recommend) and comparing notes with like minded friends in our chapter (which I also highly recommend). The goal of course is to get it right and have it “smoke check” good when you turn the switch on!



This brings me to the subject of switches. My RV6 has flaps actuated by means of a good old school Johnson Bar, all muscle, no trons required. My Zenith has electric flaps which of course then require a switch. I think we all understand the simple on-off switch. You simply bring electrical power to the switch and from the switch to the load (function) typically through a fuse on the way, then from the load to a common ground. Switch on completes the circuit and the light goes on, switch off opens the circuit and the light goes off. Most of aircraft secondary wiring involves these simple on-off switches. Flaps are different.



According to the plans, my flaps use an M535059-27 Double Pole, Double Throw, Momentary/Self Centering, 6 terminal, zippidy-do-da switch! Put another way, it is an on-off-on switch but the first and second “on” are in opposite directions. The flap motor is powered to both raise and lower the flaps through the same switch so you have to wire it so that you can reverse the current flow through the switch.



To the right is my hand drawn guide on how this thing is wired and works. Move the switch down and the motor is powered through the A1- B4 circuit driving the motor one direction, moving the switch up and the motor is powered through the A3-B6 circuit driving the motor the other direction. After getting it wrong twice, I think I have it right now. Things are moving in the right direction, no smoke when I put power to the switch and I think it will work but I will keep you informed.

—Drano



BENEFITS EAA CHAPTER 5
FIRST-CLASS TRIP to

PARIS

AIR SHOW

The 55th International
Paris Air Show
at Le Bourget
Parc des Exposition
June 20-23, 2025

Winner receives:

- Four first-class tickets from anywhere in the US.
- Private airport transfers to and from your hotel.
- Four nights at the Four Seasons Hotel George V Includes an American breakfast each day.
- Four 3-day public passes to the Paris Air Show.

Drawing on May 3rd,
6:00pm

Visit EAA5.org
for full details
and conditions



Pre Sun-N-Fun Air Race



Get ready for an adrenaline-pumping aviation showdown! The inaugural **Pre Sun-N-Fun Air Race** is set to take off at **Bob Sikes Airport (KCEW)** in **Crestview, Florida**, on **March 29th**—and you don't want to miss it!

There's still plenty of time to register as a Sport Air Racing League pilot and claim your spot on the starting line. Whether you're a seasoned racer or a newcomer looking for high-speed thrills, this is your chance to push your limits, test your skills, and feel the rush of competition in the skies! Secure your place now and get ready for an unforgettable race!

-submitted by Lou Toth





Best Glide Speed and Distance

The General Aviation Joint Steering Committee (GAJSC) has determined that a significant number of general aviation fatalities could be avoided if pilots were better informed and trained in determining and flying their aircraft at the best glide speed while maneuvering to complete a forced landing.

What is Best Glide Speed?

Is it the speed that will get you the greatest distance? Or is it the speed that gets you the longest time in the air? Or are these two the same — the longer you fly, the further you go? Well, as so often is the case, best glide speed depends on what you're trying to do.

Going the Distance

If it's distance you want, than you'll need to use the speed and configuration that will get you the most distance forward for each increment of altitude lost. This is often referred to as best glide speed and, on most airplanes, it will be roughly halfway between V_x (best angle of climb speed) and V_y (best rate of climb speed).

Aircraft	V_x	Best Glide	V_y
C172	53	65	73
AA5A	78	83	91
PA 28 161	63	73	79

Not all manufacturers publish a best glide speed. Here's a few examples of some who do.

Keep in mind that this speed will increase with weight so most manufacturers will establish the best glide speed at gross weight for the aircraft. That means your best glide speed will be a little lower for lower aircraft weights.

Need More Time?

If you're more interested in staying in the air as long as possible to either fix the problem or to communicate your intentions and prepare for a forced landing, then minimum sink speed is what you'll need. This speed is rarely found in Pilot Operating Handbooks, but it will be a little slower than maximum glide range speed.



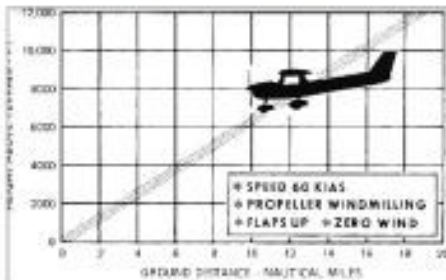
Continued on Next Page



What About My Airplane?

If you're wondering about the airplane you fly, you can do some experiments on a dual flight with your flight instructor. Start at V_y or the manufacturer's recommended best glide speed with power off — you did remember the carb heat, didn't you? — and note speed vs. sink rate as you adjust pitch to reduce airspeed. For the most useful results, you should do this as close to typical mission weight as possible. To identify minimum sink speed, look for the highest speed forward that will give you the lowest rate of descent. Knowing these speeds will give you a couple of important numbers to have in the back of your mind should a situation ever warrant their use.

How Far Can I Glide?



How many miles you can glide per 1,000 feet of altitude is another very useful thing

to know. A rule of thumb for Cessna 152s and 172s is 1.5 nautical miles per 1,000 feet of altitude above ground level. Consider experimenting to see how far your aircraft can glide.

Forced Landing Tips

A good way to prepare for a forced landing is to practice power off approaches and landings at typical mission weights. This will keep your skills from getting rusty.

Some pilots will choose a spot between the 1st

and 2nd third of the available landing area for an initial aim point. As they see they can make that initial spot, they'll add flaps and perhaps slip the airplane to move the aiming spot to the 1st third of the landing area. This is done to reduce the chance of landing short or a final approach stall while trying to stretch the glide to the runway.

Position is Key

For any type of gliding approach, you'll want to reach a key position on base from which you'll know you can make a successful landing. Until the key position is reached, keep the airplane configured for best glide. After you pass the key position, add flaps and gear to configure the airplane for landing and fly the final approach at 1.3 times the stalling speed in landing configuration ($1.3 V_{so}$). The FAA's *Airplane Flying Handbook* contains several helpful diagrams for different power-off landing scenarios and corresponding key points.

Resources

- FAA *Airplane Flying Handbook* — Approaches and Landings (Chapter 8): <http://1.usa.gov/2IYzSoN>
- FAA Safety Team (FAASafetyTeam) WINGS Pilot Proficiency Program: www.FAASafety.gov/wings



www.FAASafety.gov

Produced by *FAA Safety Briefing* | Download at 1.usa.gov/SPANS

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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Vice President: [Mark Rogers](#)

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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!!!

It's 2025! If you don't have a EAA 485 ballcap by now, do you even love your chapter? We have ballcaps with the chapter logo for sale for ONLY \$20. That's right—only twenty dollars to look amazing *and* rep our awesome chapter.

Upcoming Events

(CHAPTER EVENTS IN CAPS):

April 1-7, Sun 'n Fun, Lakeland, FL (LAL)

<https://flysnf.org/>

April 12, MONTHLY CHAPTER MEETINGS + Paradigm Parachutes Tour (tentative)

April 19th, SPRING YOUNG EAGLES RALLY (Tentative)

July 12-13, Pensacola Beach Air Show

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

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

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

Chapter Meetings:

Saturday, March 8th, 2025

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

09:45-10:30, General Membership Meeting:

Pledge

Guests

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

Ray Scholarship – Craig Spoke

Young Eagles – Eric Goldman

Member Build Projects Update

Adjourn & Proceed to Pensacola TRACON facility

11:15 - Tour of Pensacola TRACON facility

CHAPTER DUES:

For those who haven't gotten around to paying dues yet—it's \$25 per year as usual and can be paid during the meetings or mailed to [Scott Swanson](#).

Scott Swanson

711 Marlinspike Dr.

Pensacola, FL 32507