EAA485

March 2026—Panhandle Pelicans

The Wings Over Meridian Air Show will feature the U.S. Navy's Blue Angels and a variety of exciting performances and activities. While the event is free to the public, you can check page 3 for tickets for premier seating!

PRESIDENT'S NOTES

At the February meeting, member and insurance agent Larry Mattiello spoke on aviation insurance issues. Great presentation, great Q&A after.

I apologize for not leaving Larry much time to present. In the future I will cut back on my President's remarks to allow more time for other officers and guest speakers to present. If anything, I will attempt to put out more in these newsletter notes.

Clubhouse renovation: look at our website eaa485.org EVENT ARCHIVES to see photos of the ongoing project…Our goal is to have fresh paint on the floor prior to the Ray scholarship interviews March 21&22 and the Young Eagle Rally March 28th.

For our March 14th meeting, we will have the normal VMC/IMC meeting 0830-0930. Then a SHORT break until 0945, then an abbreviated main meeting 0945-1030.

Then for all interested, we will drive over and tour the National Museum of Naval Aviation. It is open to the general public again. For NAS Pensacola access for drivers and any adults 18 and over, a REAL ID (like a modern driver's license with the star in the upper right corner) or a US passport gets you through the West Gate via Blue Angel Parkway. Active or retired military can also use the North Gate. Museum admission is free. See https://navalaviationmuseum.org/ for details.

Tour guide service will again be provided by our very own member "Drano" Thiessen. Lt Gen Duane Thiessen, USMC (Ret) was the former President and CEO of the Naval Museum Foundation and National Flight Academy for a number of years. He offers an insightful tour of the displays. We will cover a small cross-section of museum areas.

After a 60-90 minute tour, members are invited to gather for lunch at the Cubi Bar Café, continue touring, or depart, as you wish.

Two big chapter events are coming up in March:

1. On the weekend of March 21/22, interviews will be conducted at the clubhouse to determine who our TWO Ray 2026 Scholarship winners will be. We wish them all luck!

2. On Saturday, March 28th, we will conduct our Spring Young Eagles Rally. Let's give strong pilot and ground volunteer support to Sean Londrigan, our new Young Eagles Coordinator! He is already contacting pilots, and will have a Ground Volunteer signup list at the March 14th meeting. yeday.org has the event info.

Hope to see you at our March 14th gathering!

—Ralph

Wings over Meridian Air Show

March 28 - March 29

NAS Meridian is pleased to announce the Wings Over Meridian Air Show on March 28 & 29, 2026.

As NAS Meridian celebrates our 65th Anniversary and the U.S. Navy's Blue Angeles celebrate their 80th Anniversary. The last Air Show to be hosted by NAS Meridian was in 2011, so we are excited to have it back aboard NAS Meridian! This year's show will be held on the Airfield! The Saturday and Sunday show will be open to the public. The Wings Over Meridian Air Show is one of Meridian and Lauderdale County's largest events, attracting over 30,000 spectators per day.

General admission to the Wings Over Meridian Air Show is **FREE!**

Click HERE for tickets for premier seating at the Wings over Meridian Air Show

Secretary's Notes: February 14, 2026

VMC: Upside down
IMC: last chance for landing
10:00 meeting
Officer Reports
March 21-22: Ray Scholarship Interviews
March 28: Young Eagles Rally
October 3: Chappie James Flight Academy Young Eagle Rally
Ray Scholarship Application window is open
Guest Speaker
Larry Mattiello-Aviation Insurance

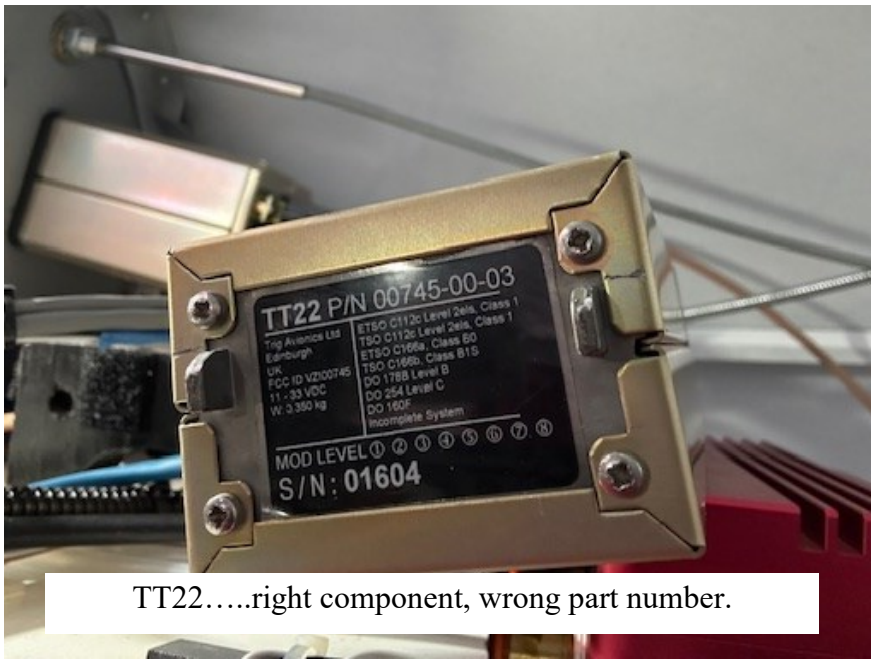
—Jacob

DRANO'S ZENITH 750 UPDATE

You have heard the expression, "Two steps forward and one step back." Well, occasionally it is, "Two steps forward and two steps back", you go back to square one! Such was my recent experience with the transponder in my project.

The Falken Avionics EFIS system I am using in my plane is optimized for using the Trig TT22 transponder. I found a TT22 for a very reasonable price over a year ago and in order to take advantage of the price break, I bought it. Installation was very straight forward per both the Trig and Falken manuals on line so I thought I was set to go. Not so fast! First let me explain some background.

For several years Trig has been a major supplier of transponders for Dynon and their Skyview EFIS system; Dynon has been a dominant player in in the experimental aircraft arena. If it walks like a duck and sounds like a duck, it's a duck, right? I thought a Trig TT22 was a Trig TT22.



TT22…..right component, wrong part number.

Though they both say TT22 on the data plate, it turns out that the TT22 built for Dynon integration uses a serial communication standard called rs485 but the TT22s produced for use apart from Dynon in both the US and Europe uses rs232. I had entered the world of "geek speak" and I did not speak the language. One of our chapter members, Scott Miller, speaks "geek" and came to my aide. We managed to confirm through three different sources that my TT22 was not going to work with my system because it had been built for Dynon integration…..in addition to the TT22 data plate, it has a Dynon sticker on it. Ugh! I'm not sure if you have priced transponders recently but it would get your attention and I had no options. I'm purchasing a TT23G which replaces the TT22 but also has built in GPS-out capability. Nothing like having to do an avionics upgrade before having even flown the airplane the first time.

I have made good progress in other areas though. I riveted in all the flooring, I put most of the requisite stickers on the panel to label purpose and function, I am starting on my required Pilot Operators Handbook, I started riveting in the windows, and I have a good start on the truck load of other finishing work that has to be done. I think the FAA paper work and the final inspection by the DAR are my biggest remaining hurdles if I can avoid any further stepping backwards. I'll keep you informed!

—Drano

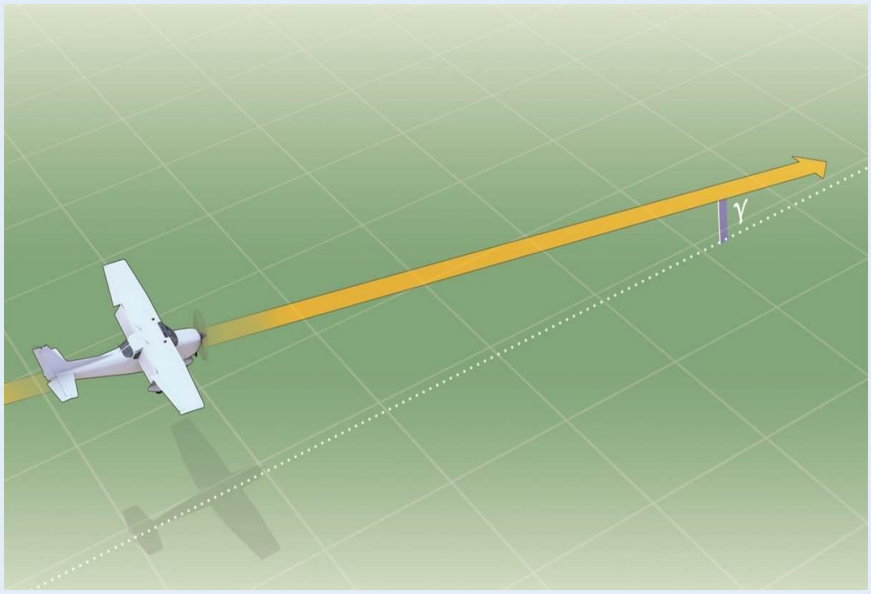
ENGINE OUT

Optimizing performance in a glide

AOPA PILOT | OCTOBER 22,2025 | CATHERINE CAVAGNARO

Best glide airspeed, V_G, is the one that guarantees the minimum descending glide angle or, equivalently, maximum glide ratio (above). Pilots are taught to immediately pitch for V_G on engine failure but often lack nuanced information that could increase the likelihood of reaching a viable landing spot. We'll discuss how V_G is determined, what it is and what it isn't, and why the optimal airspeed is rarely the value published in the POH.

What is best glide airspeed? During manufacture and certification, test pilots glide the aircraft in calm air across a wide range of true airspeeds and record the associated vertical speed. After plotting these data values, they fit a vertical speed versus airspeed curve among the points (facing page). Of course, since the aircraft descends, the vertical speed is negative, so the graph lies below the horizontal axis. The top of the curve, where vertical speed is maximized, or equivalently where sink rate is minimized, is the minimum sink airspeed V_{MS}.



This is the go-to speed should an engine failure occur over a promising landing site, and the goal is to maximize time aloft for, say, troubleshooting the problem. If surrounding terrain is inhospitable, then the pilot should accept a higher descent rate and use V_G instead to reach a more favorable area. If we connect the origin to a point on the graph above, the descent angle γ (in radians) is the angle between this line segment and the horizontal axis. The associated glide ratio is $1/\gamma$:1. For example, gliding at V_{MS} = 70 knots, the aircraft descent rate is 10 knots for a glide ratio of 70:10 or 7:1. But if we form the line segment from the origin that barely touches the graph, the tangent line, the glide ratio improves to 100:12 or 8.33:1. The airspeed corresponding to this point of tangency is V_G, best glide airspeed.

Best glide airspeed depends on aircraft weight. By considering the forces in a glide, it can be shown that the glide angle γ is approximately equal to the reciprocal of the lift-to-drag ratio L/D. Minimizing the glide angle corresponds to using the airspeed that maximizes L/D, called max L/D speed. Because weight is not a factor in L/D, glide angle is independent of weight but the airspeed necessary to maximize L/D does depend on weight. The value for V_G published in an aircraft POH typically corresponds to maximum gross weight, so a good thumb rule is to decrease V_G by 5 percent for each 10-percent reduction in weight.

Using best glide airspeed probably won't give you an optimal glide. Note that, in defining best glide airspeed, we assumed winds were calm so that ground speed is the same as true airspeed. Glider pilots learn, however, that the speed for optimal glide distance varies with winds and know it as the speed to fly V_{SF}.

If the airplane flies into a 30-knot headwind, the new point of tangency happens at 85 knots groundspeed, corresponding to a true airspeed of V_{SF} = 115 KTAS. For a 30-knot tailwind, the point of tangency occurs at 120 knots groundspeed or V_{SF} = 90 KTAS. A headwind always hurts glide range but flying a bit faster will help make a bad situation better. When gliding with the wind, a pilot can afford to fly a little slower but never slower than minimum sink airspeed V_{MS}.

V_G is not V_Y. A common misconception is that the airspeeds for best glide and for best rate of climb are the same, but this is easily dispelled by considering various aircraft manuals. For example, the Piper Saratoga (PA–32R-301) lists V_Y = 93 KIAS and a V_G = 83 KIAS. On the other hand, the Beechcraft Bonanza (BE–33C) features a similar V_Y = 96 KIAS but V_G = 105 KIAS. Each is a full 10 knots difference and occur on opposite sides of V_Y.

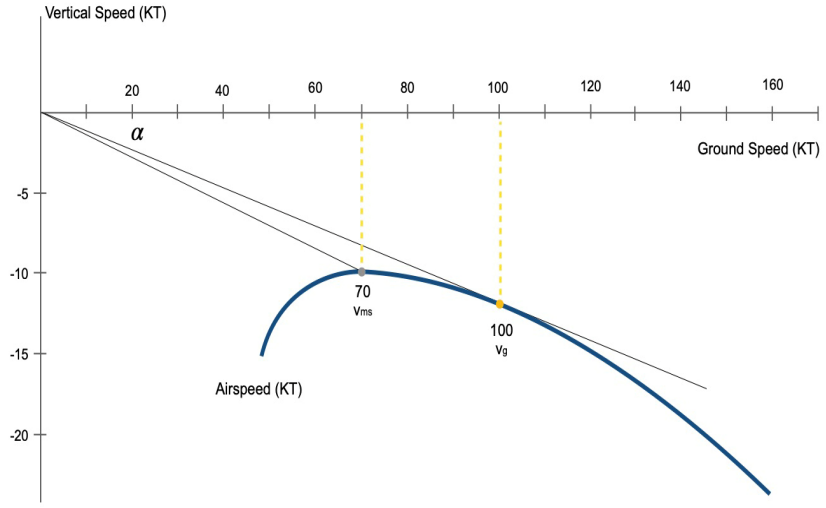


Figure 2. Best glide airspeed V_g is the one that, in still air, offers the minimum descent angle α (in radians) or the greatest distance forward for each unit of altitude loss. The associated glide ratio is approximately $1/\alpha$:1.

Best glide airspeed is determined from the curve where power is assumed to be zero, but V_Y is the point at which excess power is maximized. Changing the engine or propeller can make V_Y change. For example, the Beechcraft A36 Bonanza lists a V_G = 110 KIAS, but the best rate of climb for the normally aspirated and turbocharged versions, respectively, feature a best rate of climb speed as 96 KIAS and 110 KIAS.

Best glide airspeed doesn't (necessarily) happen with full nose-up trim. I've never found a regulation in Part 23 that mandated a connection between elevator trim setting and attendant airspeed. Still, I read with regularity the advice to, upon engine failure, immediately set full nose-up trim. Before heeding this advice in a real emergency, go up to altitude and try it yourself to see if it's appropriate for the rigging on your airplane. Personally, I don't find that advice any simpler than pitching for V_G on the airspeed indicator and relieving control pressure. But, if you do and the technique works for your airplane, then there is nothing wrong with using it.

Cleaner is better. Glide ratio is sensitive to aircraft configuration and published V_G usually refers to a minimal drag setup: gear, flaps, and cowl flaps retracted and propeller at minimal rpm. But following the emergency checklist may not be enough to ensure that. For example, the Piper Saratoga POH lists an optimal glide ratio of 9:1. That assumes propeller has been pulled back for lowest possible rpm, an action that is not listed on the emergency engine failure checklist. That action is tucked into a paragraph within the amplified procedures—the reference no one is going to read in an emergent situation.

The airspeed that provides the best chance of reaching a hospitable area for landing is a complex topic, but a fuller understanding of V_G can lead to a better outcome should the engine fail. Remember that V_G is below its published value at less than gross weight, and it's better to err on the side of faster when flying into a wind and slower when flying with a tailwind, but never below minimum sink airspeed.

Young Eagles Report

Our spring rally is approaching fast! We've got about eight pilots registered, and we're working our way up on ground volunteers. As of March 6, we had 31 kids registered for flights, and a few on the waitlist. If you are available on March 28, we would welcome the help. We're still looking for ground volunteers to help with check-in, escorts, and marshaling. Pilots, we could also still use your help! Please let me know if you're able to help fly, and I will help get you registered. I am trying to use eaachapters.org to its full potential for this rally. It not only helps keep things organized, but it's much faster, and efficient. All pilots and ground volunteers will be receiving an email invite to the event. Please accept it, and make sure your account is set up and up-to-date. See you Saturday!

Ray Aviation Scholarship Update

Lily Bannon is preparing for her check ride. Her check ride is scheduled for March 14th.

2026 Ray Scholarship Program

We are were formally be awarded 2 scholarships at any time. The application window is open through March 8, 2026. We have aided candidates meet the student pilot certificate and Young Eagles requirements. Dr. Keel gave 4 applicants medical exams on February 28th. Tentatively interviews will be March 21 and 22 with the selected candidates announced at the April meeting. This timeline should allow the selected candidates start their covered training by mid-April.

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.

2025 Officers and Committee Chairmen

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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

Thatcher CX4 Build

MARCH 2026

EAA 485 news

Home Of The
PANHANDLE PELICANS
EAA 485 Pensacola, FL

Upcoming Events
(CHAPTER EVENTS IN CAPS):

March 21/22 – RAY SCHOLARSHIP INTERVIEWS

March 28-29, Wings Over Meridian (KMEI)

March 28, SPRING PUBLIC YOUNG EAGLES RALLY

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, March 14th, 2025

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

1000-1100, General Membership Meeting:

Pledge

Guests

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

Ray Scholarship – Scott Swanson

Young Eagles – Sean Londrigan

Member Build Projects Update

1030 – Depart for Field Trip to Museum of Naval Aviation for Guided Tour hosted by LtGen Duane Thiessen, USMC (Ret), former President and CEO of Naval Museum Foundation and National Flight Academy. Lunch to follow at Cubi Bar Café.