



EAA 485 MAY 2024

HOME OF THE "PANHANDLE PELICANS"

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

Please read Eric Goldman's wrap-up on our very successful Young Eagles Rally April 20th. In addition to the great pilot and ground volunteer turnout, and safe operations overall, I would like to give special thanks to John McKiernan and his Thatcher build team for restoring "Rusty", our chapter aircraft simulator, to mint condition. During the rally, I personally got to operate it, giving a dozen or so youngsters a chance to enjoy a ride in a three-axis aircraft simulator with motion. They were typically the 3-7 year olds, waiting while their big brother or sister got a Young Eagle ride. Except for Tanner Matheny's 1 year-old, who was a natural... What a hoot! This is a great way to add something unique to our Young Eagle Rallies. We're planning to set up Rusty at future Roscoe pancake breakfasts. See the website ARCHIVES for some nice photos of the Young Eagle event. Also see Russ Law's thank you letter in this newsletter.

On April 27th, many of us enjoyed the famous annual Barker Boil at Shields Airpark. EAA Chapter 485 member DeWitt Barker was presented the prestigious Charles Taylor Master Mechanic Award by an FAA representative, for 50 years operating as an A&P mechanic. You all probably saw the wonderful article about this in the Pensacola News Journal earlier in the week, and associated video. This makes DeWitt one of less than 1000 pilots in the US who were awarded both the Master Pilot and Master Mechanic Award. We should have photos and videos on the eaa485.org website ARCHIVES shortly.

—Ralph



Maj. Amanda Nelson, a meteorologist from the "Hurricane Hunters" C-130 squadron at Keesler AFB, spoke at our April meeting. She gave a wonderful presentation on not only on their hurricane evaluation flights, but other year-around unit missions.

Ray Aviation Scholarship Report

The applicants for our second matching scholarship are busy making sure that they have all the prerequisites and requirements completed and ready. We will be conducting the interviews Friday and Saturday, June 21 and 22.

Three of the applicants joined us to help out with ground operations for the Young Eagles Rally Saturday April 20th. Thanks to Sean Londrigan, Sophia Almond, and Ethan Smith. Cody Stebbins was working the FBO desk at Roscoe Field.

Kaydee Macdonald is finishing up her end of the year things at school. She plans to hit the flight training hard this summer.

Samantha Watkins is continuing with her Instrument training.

—[Craig Spoke](#)

Young Eagles April 20, 2024

EAA485 DOES IT AGAIN!!! On April 20th, 2024, EAA Chapter 485 hosted their annual Spring Young Eagles Rally. During this time 9 pilots and 23 ground volunteers came out to give flight opportunities to our community's youth. Going into the day we had a total of 65 Young Eagles registered with an additional 10 Young Eagles on the waitlist. We ended the day by flying 48 Young Eagles, everyone who showed up to the event was flown.

This event concluded once again with zero (0) major incidents or accidents. We did have a small incident that ended up closing the grass runway but with the quick reaction and professionalism, the EAA members were able to remove the Young Eagles, coordinate with aircraft in the air and the airport staff, and start to remove the disabled aircraft out of the way. Our operations continued without hiccups. I would like to give a HUGE THANK YOU to all those that were involved in helping.

During this event we were reach outed by the US Naval Sea Cadet Corps out of Mobile, AL. They brought over around 15 Sea Cadet Youth to experience flight. The US Naval Sea Cadet programs build leaders of character by imbuing in the cadets the highest ideals of honor, respect, commitment, and service. I was informed by their director they are looking to focus their chapter more towards aviation by conducting VFR ground lessons and possibly flight lessons from volunteer instructors and donations.

The next YE event will be our annual private event with the Chappie James Flight Academy. This event will be held on June 15th and will be the final event in the Flight Academy curriculum. These students study aviation STEM subjects throughout the previous week and we tie everything together by giving them opportunity to experience flight. If you are able to help out with this event, please reach out to our Young Eagles Coordinator Eric Goldman at YoungEagles485@gmail.com.

April 13, 2024 Meeting

VMC/IMC Club Meeting

Fuel Imbalance

Airspeed Indicator INOP

General Membership Meeting

Young Eagles

We had our Young Eagles Rally on April 20

and flew over 40 Young Eagles.

Ray Scholarship

We have 8 applicants for our second matching Ray Scholarship.

Guest Speaker

Amanda Nelson, Meteorologist, 53 Weather Reconnaissance Squadron, Keesler AFB, Biloxi, MS WC-130J "Hurricane Hunters"

—[Jacob Abston](#), Secretary

A Special Thank You

Ralph / Eric,

I am excited to be a "new" member of the EAA 485...and thought a great way to get involved with the Chapter would be to participate in the Young Eagles Rally last Saturday.

Cirrus N221JA was ready for a full morning of flying. The weather cooperated and all systems were go. UNTIL the left main tire / tube failed on my first landing!!!

Being new to the Chapter, the only person I knew by name was Eric....that is because of his leadership role in the Young Eagles Rally.

Despite not knowing ANY of the Members, they were quick to come to my aid and help clear N221JA off the grass strip and get the plane in a position to have Bryant with Coastal Aviation repair the flat tire and get me back to my KPNS base on Sunday morning.

The unselfish donation of their time (and muscles), the help of the Members was nothing short of amazing. The commitment and "make it happen" attitude of everyone served as an example of what makes General Aviation such a wonderful community.

I look forward to thanking each Member personally at our next meeting. Until that time, please know that I am indebted to the Chapter Membership for their help and assistance.

A special shout out to DOUG!!! Without his help, I have no idea what I would have done.

Thanks again to each and every "Panhandle Pelican" for their help.

Respectfully,

Russ Law

Cirrus N221JA

(the new guy.....

The guy with the Cirrus that caused a disruption at an otherwise perfect Young Eagles Rally!)

PS: What caused the flat? --> --> Per Bryant @ Coastal Aviation; "A catastrophic tube failure which was the result of a manufacturing defect of the Michelin Tube".

DRANO'S ZENITH 750 (and tips)

I am currently in the middle of prepping and shuttling parts and pieces to the painter, and I plan to deal with the whole painting ordeal in a separate article. This month I thought I would pass on some of my lessons learned regarding making patterns and special parts during the building process. This 750 is my second project where I took over someone else's work on a Plans built aircraft vice kit build project where the pieces are often provided cut to size and predrilled. In both my projects, there are departures from plans that required me to adapt or modify pieces in order to accommodate or return as close as possible to the original plans. This adaptation effort invariably requires me to fabricate something. It would be pretentious of me to try to tell you how to do this, as I am an amateur builder. I am merely relaying the various ways I have approached the challenge of making a pattern for a piece in my plane.

The easiest solution if I needed multiple pieces and have one example is to trace it directly on the material and cut out the duplicate realizing that the piece will be proud (oversized) by two times the width of the line, depending if it is cut it out on the line or leave the line and file it down. This option for making parts was seldom available to me.

Next are the plans. Whenever possible, I layout the measurements from the plans directly on the aluminum with a fine tip Sharpie then cut it out, file to final fit, drill, debur and—voila! This happens frequently for me but again, all too often, I am left having to make up something, i.e. make a pattern to make a part to fit the need.

One way I often make patterns is with cereal box cardboard models. It bends with a radius, seems to hold its form without stretching, is easily trimmed to size with scissors, and can even be fitted into position for eyeball assessments. I have found the cardboard from my Bran Flakes box works best though the Honey Nut Cheerios box also worked acceptably after a visit by my grandchildren. There is a bit of TLAR (that looks about right) with this approach but I have generally had good results.

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ZENITH 750 (and tips) cont.

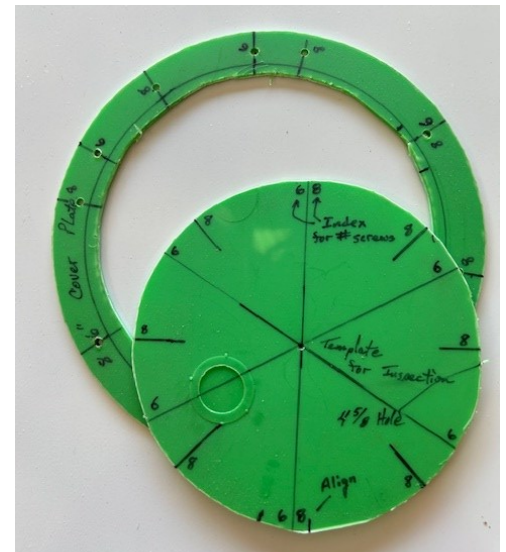


Painters Tape:

Another approach I have used is to cover the area for which I need to fabricate a piece with blue painter's tape. Again, a fine tip Sharpie can be used to make the accurate lines for cutting and marking rivet holes to match. I often cut the tape to size with my Olfa razor knife while it is still in place. The tape pattern is then removed and put directly on the aluminum stock for cutting. I have found that the tape will stretch a little, but I have had good luck with this approach, especially on the smaller pieces I have to make.

Storage Bin Salvage:

This isn't an original idea, but it really works great. For making inspection holes and the covers for them, make a plastic template. On the right is my 4 & 5/8-inch inspection hole pattern. The solid plastic circle is the hole I cut. The outside of the larger ring is the diameter of the cover plate that will go over the hole and the location of the screws to hold it in place using either 6 or 8 screws as desired. I also have one for 4-inch holes, but I can get my hand into the larger one which is useful. The pattern pictured is made from the plastic out of the side of a plastic storage bin.



Cardboard: For panels, I use corrugated cardboard. I cut them to rough size, then file them with a wood rasp (yup, a wood rasp, works great) till the cardboard fits in the space the way I want it to. For fabric cockpit side panels I lay the pattern on thin aluminum or the flexible plastic to be used for the panel backing base which will be velcroed into place once it is covered. I even do my macro instrument panel planning with a corrugated cardboard pattern fit to size and actually mounted in the cockpit. I cut actual size layouts of the various instruments and switches then use pins to arrange them till I find a layout I like. At this point, I'm sure someone reading this is laughing at me because he has a 21st century, zippidy-do-dah CAD program that will do this for him. I'm perfectly happy just moving the pins around in my visible, tangible, Pleistocene era way.

FOR SALE

STARDUSTER TOO PROJECT



Photos represent examples of completed Starduster aircraft.

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**

What a Difference a Decade Makes: the GA boom in statistics

April 15, 2024

Part 1

By John Zimmerman

General aviation is growing. That simple statement would have been unremarkable to a pilot in the 1960s or 1970s, as surprising as saying the sun rose in the east that day. But for anyone who learned to fly after about 1990, and especially between 2008 and 2016, it's a shocking thing to admit. Yet that is exactly what is happening right now, as data from a wide variety of sources show.

The growth of the GA industry in 2024 is both broad-based, covering everything from two-seat piston trainers to 15-seat business jets, and sustained, with over five years of upward momentum (excluding a few Covid-induced drops during 2020). This suggests the trend is more than a statistical artifact or a temporary bubble. It also matches the gut feel of many pilots, who are sharing the pattern with more airplanes than five or ten years ago.

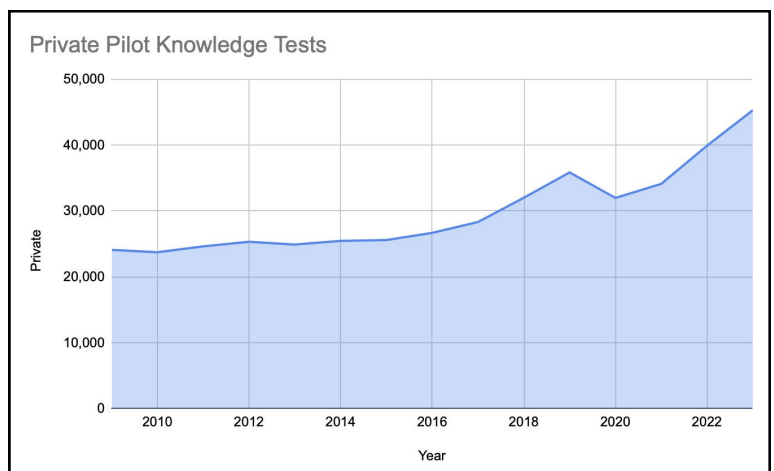
Before you pop the champagne, though, there are some important details to understand.

The training boom

The most obvious driver of increased GA activity is flight training, and sure enough, the data show that it's up significantly. According to the annual FAA activity survey, instructional flying hours increased 71% from 2012 to 2022, far more than the overall growth in flying. As a share of all hours flown, instructional jumped from 15.3% to 23.7%, meaning nearly a quarter of all GA activity right now is flight training.

Another way to look at flight activity is GA airport operations, pulled from the FAA's OpsNet website. This is a good way to track actual operations, since it does not rely on voluntary response surveys or flight plan data (more than half of all piston airplanes fly without a flight plan of any kind). OpsNet data tracks both local flights and itinerant flights, which are defined as "Operations performed by an aircraft, either IFR or VFR, that land at an airport arriving from outside the airport area, or depart from an airport and leave the airport area." For the first time ever, local flights passed itinerant flights in 2023. That suggests that local training flights are powering much of the increase in flights, not cross-country travel.

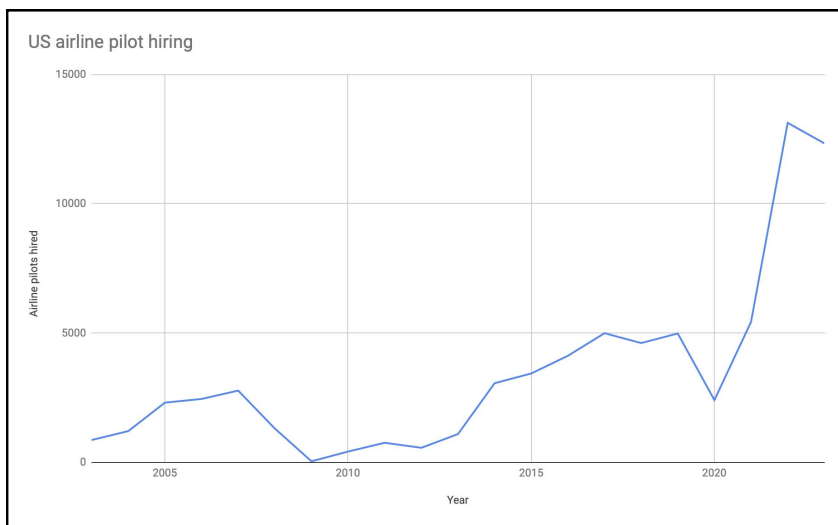
A more direct way to track flight training volume, although not necessarily flying, is Private Pilot Knowledge Tests. This is the first step for many new pilots and here the trend is unmistakable: test volume has nearly doubled since 2012.



GA Boom in Statistics cont.

All those knowledge tests are leading to certificates, too. While the flight training dropout rate is still high at many flight schools, original Private Pilot certificate issuances are up 47% over 2012, with 24,405 issued in 2022. That's a lot of new pilots, at least compared to recent years.

Why the boom in training? The force drawing all these people into flight training right now is the once-in-a-generation peak in airline pilot hiring. Worldwide airline growth, early retirements during Covid, and long-term demographic trends have combined to create a real shortage of airline pilots. The market has worked its magic, as this shortage has led to skyrocketing pay packages and increased interest in aviation careers. Data from Future & Active Pilot Advisors ([FAPA](#)) shows that the recent boom is truly unprecedented:

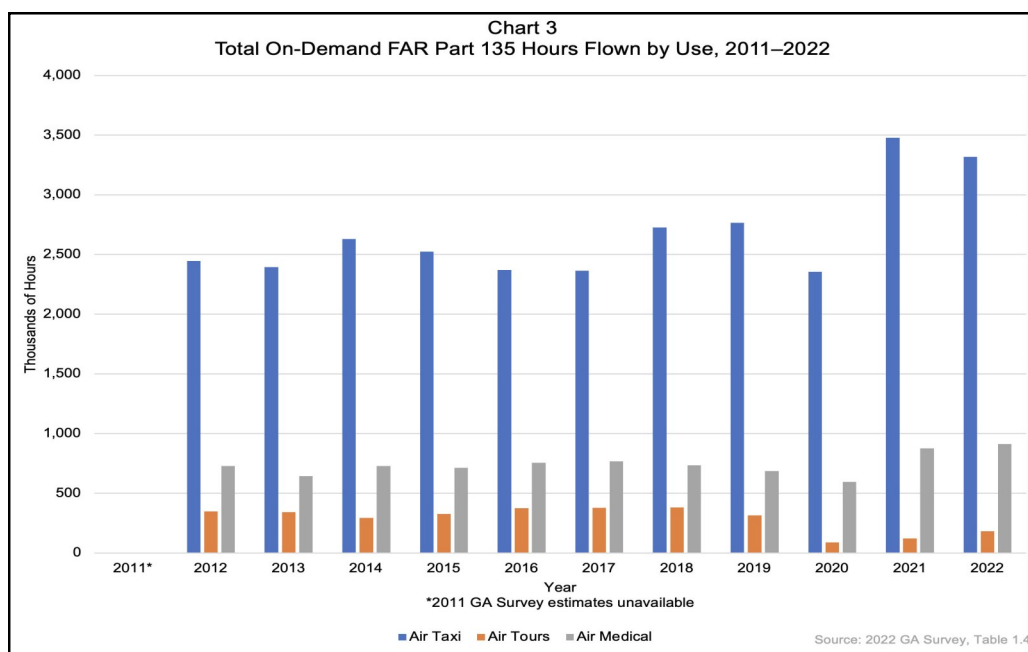


The turbine boom

Dig a little deeper into FAA reports and it's clear that the current growth cycle is not completely driven by Cessna 172s and Piper Archers. In terms of active airplanes, jets have surged by 37% over the last decade, from 11,793 to 16,126, even while active piston airplanes have dropped slightly.

Looking at hours flown, the split between piston and turbine becomes even more stark. Business jets flew 5.24 million hours in 2022, compared to 3.42 million

in 2012, led by Part 135 operators (36% over growth that time). Covid travel restrictions and overall poor airline service have presented something of an open goal for companies like NetJets and WheelsUp, and they seem to be taking advantage.



Click [here](#) to cheat and read the rest of the article ahead.



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





May 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

Chapter Meetings:

Saturday, May 11th, 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: **Virgil Zetterlind:** Go-Pro Camera mounting on aircraft

Adjourn

Cheeseburger Lunch

Upcoming Events

(CHAPTER EVENTS IN CAPS):

June 8th, **“Rockin’ On The Runway”**, Red Oak Landing (51LS)

July 13th, **Pensacola Beach Air Show**

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

November 1-2, **Blue Angels Homecoming Show**

OSHKOSH ALERT!

UW-Oshkosh Dorm Room Reservations

Open Now for **Air Venture 2024**
Jul 22-28