EAA 485 NOV. 2024

HOME OF THE "PANHANDLE PELICANS"

PRESIDENT'S NOTES: Contact: Ralph Moser

The Coast Guard Auxiliary team of 6(!), led by Doug Ritchie, gave an informative and thorough presentation at our October meeting.

I would like to personally apologize for the lack of communication/miscommunication leading up to our Oct. 19th Young Eagle Rally. First, I had Doug post an incorrect date (Oct. 18) on the Young Eagles page on our website. Then the chapter newsletter never got published before the monthly meeting. Thanks to John McKiernan's help, it did get published a few days before the YE event. Thanks to Eric Goldman's efficient use of yeday.org, and an EXCELLENT turnout of pilots, the event still went well. Thanks to all who helped out. Thirty-three kids got to experience Young Eagle flights. Watching Tanner Matheny teach Ethan Smith and Sean Londrigan how to marshal an aircraft was my personal highlight!

I had a pleasant discussion recently with our Newsletter Editor Courtney Wielander, brainstorming ways to get our monthly newsletter out to members more reliably, and with a target of publishing one week prior to the next monthly meeting. All of that means inputs will be due sooner. The actual publishing part is more complex. Modern anti-virus programs and email mail "batch" limits are involved. Courtney will try breaking down her "send" groups into smaller groups of addresses next time to see if it works better. We have John and Craig, a couple of our techies, trying to help out.

Two positive notes related to Roscoe Field: First, Savannah Brown notified me that the Brown family, owners of Roscoe Field, have agreed to pay for half of our planned AC/Heat upgrade to the clubhouse main room! Also, I met T.J. Zoltak (owner of Pensacola Air flight school at PNS) at Roscoe during our Young Eagle flying, and he mentioned that Pensacola Air is moving forward with a satellite flight school at Roscoe. Four aircraft, dedicated CFIs, and a dedicated T-hangar for maintenance/storage are planned. More details to follow.

We will finish the annual elections process per our bylaws at the Nov. 9th meeting. As of this writing, all position holders will continue in our present positions in 2025, with two exceptions. After she returns from study abroad in Spring 2025, Kaydee Macdonald has agreed to take over the Treasurer position from Scott Swanson. At that time, Scott has agreed to take over the Ray Scholarship Coordinator position from Craig Spoke. I'll be asking for a simple show of hands to approve these two moves at the November meeting.

Our November guest speaker will be Ryan Wilkins from NAS Whiting to discuss local airspace use for military flight training.

Think about whether or not you would like to have any kind of chapter holiday get-together in early December. We'll make a decision at the Nov. 9th meeting. See you there.

—Ralph

Young Eagles Update

Chapter 485, our Young Eagles program wrapped up another successful year of flights. We ended the year with the addition of another thirty-two new Young Eagles' names in the book in Oshkosh, WI, making this year a total of ninety flights. I want to thank everyone who had a hand in helping with these three events throughout the year.

EAA Chapter 109 (Crestview) will be holding their final event Nov 9th. If you would like to help with piloting or ground ops, please reach out to our EAA Coordinator Eric Goldman.

This year we also conducted our first Eagles/Flying Start event. EAA has shown that eight out ten people that start their flight training do not finish due to time, money, or lack of community. This program is designed to inform them of what exactly is expected during flight training and also to create a community of aviation enthusiasts that surround, encourage, and support them. By joining a community like our chapter, people are more likely to start and complete their goals of becoming a private pilot.

After an hour introduction presentation, Bruce MacDonald, Mark Rogers, Ralph Moser, and myself loaded up the four individuals in our aircraft and headed west, our destination: Pascagoula, Mississippi (KPQL). Upon arrival at KPQL we met back up and offered lunch at Southern Skies Café, sponsored by Pensacola Air Flight School. A HUGE shout out to the staff at Southern Skies Café—normally they are closed on Saturday, but once I explained what we are doing they wanted to ensure they were open to be part of this program. With full stomachs and flying on the mind, we jumped back in the planes and headed home.

Again, thank you to all that have helped make these events successful. Without you we would not be able to provide opportunities for our community's youth and adults to experience the freedom of flight.

Saturday, October 12th, 2024

VMC: Bad Landing
IMC: Electrical Failure
General Membership Meeting
Officers Reports:

Eagle Flights went well
485 Anonymous Scholarship:

Our scholarship winners are moving right along.
Guest Speakers:

US Coast Guard Auxiliary Casey Shokoui

Doug Ritchie

—Jacob Abston

Ray Aviation Scholarship: Nov. Update

The past month has been fairly quiet for the Ray Scholars. Sophia Almond and Samantha Watkins continue to work on their flight training. Samantha is working towards her Instrument rating and Sophia towards her PPL. Sophia will be taking her written in the next couple weeks and should be soloing soon. Both of these young ladies along with Lily Bannon will be hosting our Chapter table at the Girls in Aviation event November 16th.

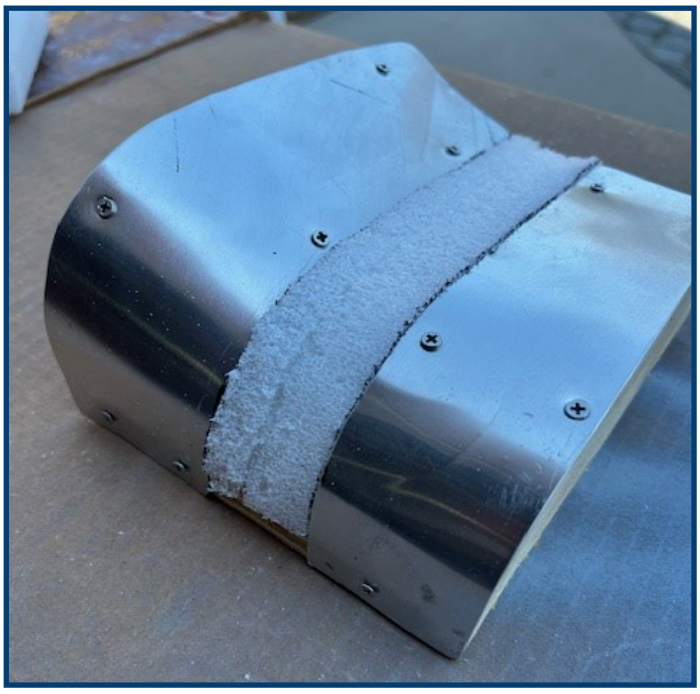
—Craig Spoke

DRANO'S ZENITH 750 Update:

FABRICATED FAIRINGS

In an earlier update, I mentioned that if you ever take on a project of building an airplane that someone else has started, you deal with whatever the previous builder did well, not so well, or just did differently because they had a different plan. The previous builder of my Zenith decided to trim the wing skins flush with the inside of the closest wing rib when the norm for this airplane is to use the extra skin to cover the gap between the wing and the fuselage. This means on my Zenith 750, where the wing attaches to the fuselage, there will be about 1 & 3/4-inch gap between the inner wing rib and the fuselage that must have a fairing. On a Cessna, this is no big deal since the top of the wing is even with the top of the fuselage and the wings have no dihedral so they can just form an aluminum strip to cover the gap. It is a little more complicated on a 750.

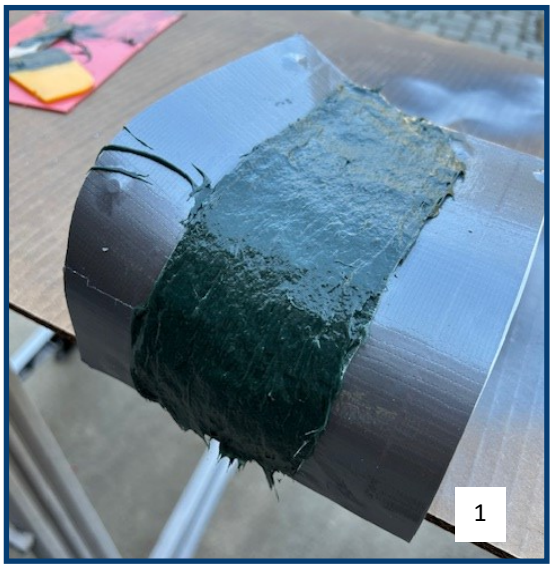
The Zenith 750 has a constant cord wing with considerable dihedral and the wing spar is mounted higher than the top of the cockpit/fuselage which means there is a tapered wing route. This means that any fairing between the top of the fuselage and the wing needs to form three dimensionally….it also means that the Cessna approach with an aluminum strip is not going to work. In anticipation of having to make this fairing (and the fact that I needed an update article for our 485 newsletter) I decided to make a 3-D model and try a couple different approaches. Below (left) is my 3-D model with the tapered wing root on the left, the fuselage rib and roof to the right, and the 1 & 3/4-inch gap in between where everything will be bolted together.



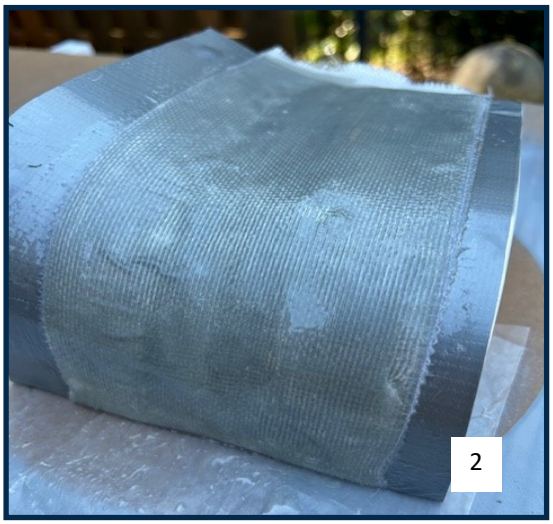
Since I needed to have a release "agent" for fiberglass on the aluminum and a very flexible, convenient release agent is Duct Tape, I filled the gap with foam, then duct taped over the gap wide enough that I could get messy and try a couple things. Below is the model with the gap filled with foam. (above right)

FABRICATED FAIRINGS continued

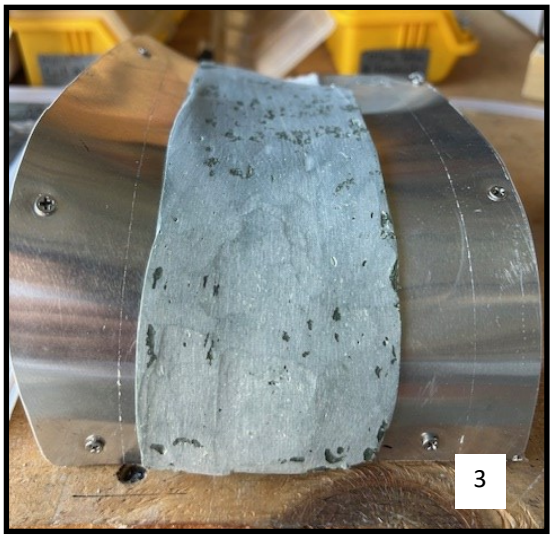
My first attempt (1) was using Bondo, Short Fiber infused putty. I have used this once before to fill an ugly gap and it worked very well. The idea of possibly spreading the fiberglass putty on and pulling a fairing off appealed to me. The first coat was <u>really</u> ugly, the second coat filled in some of the "ugly" and started to look more like a fairing. The down side of this stuff is that you can only mix small batches at a time and have only about 5 minutes to work it before it starts to harden or "pull" while you try to smooth it. This means I could only do about 10 inches of fairing at a time.



My second experiment (2) was with the traditional fiberglass cloth and epoxy resin. I did two layers of cloth for the purpose of side-by-side comparison. This was a much more familiar process and gave me more time to lay in and wet/saturate the fiberglass cloth. I believe I could do two layers over three feet or more at a
time before the resin got too thick to work. It also needs sanding but considerably less than my Bondo Glass fairing does.

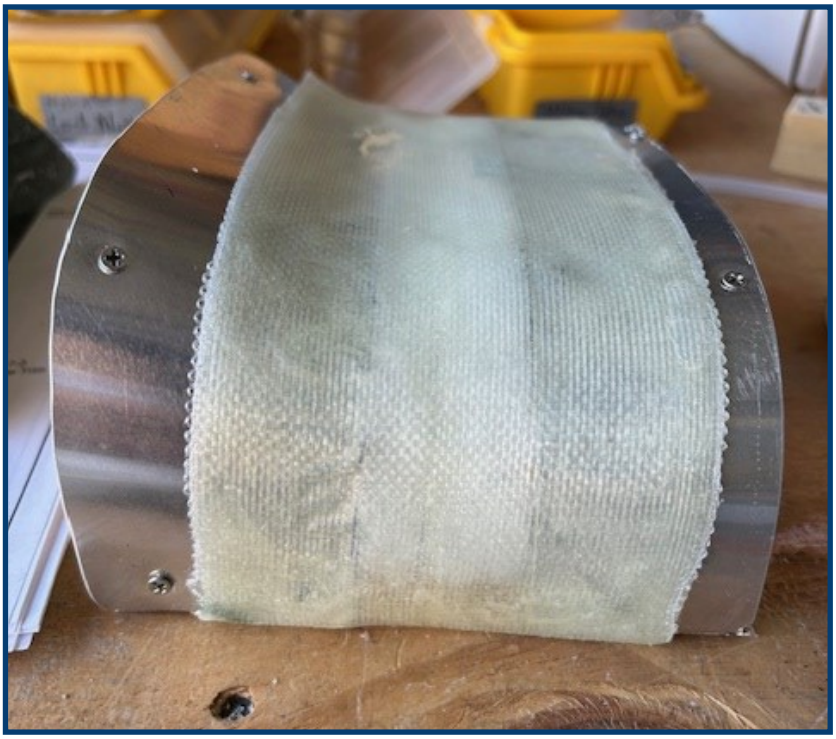


Picture 3 is the Bondo Glass fairing after some rough sanding. It worked well, it is adequately stiff and strong with enough flexibility to be screwed into place and stay there. Obviously, it needs a lot more finishing but it is easily done, it just takes time. It might be interesting to add a layer of fiberglass cloth over this to see what happens.



FABRICATED FAIRINGS continued

This is the result with the standard fiberglass cloth approach. It also was stiff and flexible enough to be an effective fairing which is no real surprise since this approach has been used thousands of times by other builders. I would, however, give it at least one more layer of fiberglass cloth.



So, (drum roll for effect...) the winner is???

I will be using the traditional fiberglass cloth method when I get to this stage. I think this will look neat and give me at least 10 more knots of airspeed. With this, and all my other improvements, I must be nearing .124 Mach, but I will keep you informed.

—Drano

For those who own or are interested in warbirds, the 2025 National Warbird Operator Conference will held in Dallas, Texas at the Omni Las Colinas Hotel and Commemorative Air Force from February 6-9. Click here to register for the event!

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- Military Aircraft
- Eaa Fly In
- Car Show
- Live Music
- Food And Vendors
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- County Auction
- USCG Auxiliary
- USAF Reserve Recruiting
- Tyndall Airforce Base History Center
- Haney Technical College Aviation Acadamy
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Saturday, November 16 from 9am - 4pm*

***Aircraft is subject to early departure dependent on weather or community interaction**

LOCATION: Apalachicola Regional Airport, 8 Airport Road, Apalachicola, FL

https://friendsofarmyaviation.org/foaa-event/apalachicola/

SEPARATION ANXIETY

Best practices to avoid other aircraft

By Adrian Nye

Why Discuss Midair Safety?

I am an active CFII, and most of my flying is in the busy KCOS to KFNL corridor near Denver. Traffic here is squeezed between the mountains and busy airports and military airfields. Numerous large flight schools use the area. Even on weekdays, it is sometimes difficult to accomplish your training mission because there are so many airplanes.

Many pilots say, "This airspace is crazy," but we mostly accepted it as business as usual until late 2022, when a midair collision occurred near Niwot, killing three people — a young flight instructor and his young student in a Cessna 172, and the older pilot in an experimental. You know things are bad when such an accident occurs and nobody is surprised. The question was not if but when this would occur. Another midair occurred near Centennial Airport (KAPA) between a Cirrus and a Metroliner in 2021. The Metroliner was nearly cut in half, but amazingly no one died.

Personally, I have had several close calls. The following practices are my thoughts on how instructors can reduce the chances of midair collisions in busy airspace. These thoughts are intended as a starting point for discussions among instructors and flight schools.

What Are the Risks?

In nationwide general aviation safety statistics, midair collisions are not the highest risk. Stall/spin accidents, running out of gas, and inadvertent flight into IMC are all higher. However, for instructors who work in busy airspace, midair collisions are a higher risk than most of these other hazards. It's time to think harder about what could be done to reduce the risk.

These practices are intended to be used in addition to basic see-and-avoid tactics. One instructor I know with 6,000 hours' instruction in this airspace doesn't bother with ADS-B traffic. He believes the secret is keeping eyes outside, even when doing instrument instruction.

That said, most of us find ADS-B traffic invaluable. If you have a Bluetooth headset, you can keep eyes outside and hear traffic alerts by connecting your headset to iPad audio through Bluetooth. Just don't forget there are aircraft that aren't required to transmit ADS-B and that don't talk on the radio.

Proposed practice: Avoid flying in busy airspace without working ADS-B traffic data on the panel or tablet or phone. Connect your EFB to your ADS-B In receiver, and then connect your EFB to your headset (if you have a Bluetooth headset). If you fly planes without ADS-B In, carry a Sentry or other receiver.

Understanding the Limits of See and Avoid

ADS-B traffic has made it painfully obvious how difficult it is to see other airborne traffic. Most pilots have had this experience — traffic is shown red on the tablet (only 1.3 miles away), yet you can't

find it looking outside. Between aircraft blind spots, flying into a low sun, camouflage such as white airplanes over snow, and closure angles where there is no relative motion, it is not easy.

Proposed practice: If you are flying with the sun at your back, you are responsible for collision avoidance. Do not expect any traffic traveling toward a low sun to see you.

Cruising Altitudes

Several midair collisions in the Denver area have occurred at exactly 7,000 feet. FAR 91.159 allows cruise flight at any altitude when at 3,000 AGL or below. You are not required to cruise at VFR cruising altitudes such as 6,500 or at exact altitudes like 7,000 feet.

Proposed practice: When in busy airspace, cruise at random altitudes such as 6,800 or 7,250 instead of normal VFR cruising altitudes. Pick an altitude that clears any instrument approaches on your route (see below).

Note: When using flight following, you may state your chosen random altitude, and ATC usually does not comment. If a controller complains, tell them it is intentional for traffic avoidance.

Awareness of Instrument Approaches

Many instrument approach procedures pass through high traffic areas. In the north Denver metro area, the instrument approaches for KLMO, KEIK, KFNL, and KGXY all traverse high congestion traffic areas. Instructors with students performing VFR maneuvers are looking for any unoccupied area to fly in and end up on the IFR approach path at the same altitude as aircraft on the practice IFR approach. This creates a danger and messes up practice approaches.

Proposed practice 1: Instructors must be aware of the path and altitude of instrument approach procedures through practice areas.

Proposed practice 2: Avoid VFR practice maneuvers on the instrument approach path.

Proposed practice 3: When crossing an IFR approach path, cross at a different altitude than that segment of the IFR approach.

Flying Practice Instrument Approaches

Multiple aircraft fly the same practice IFR approach concurrently, without talking to each other or to ATC. This is especially a problem when there is a course reversal (HILPT), and even worse when that same hold is used for both the approach and the missed approach. Good examples are the VOR-A and RNAV-B at KEIK. Most instructors announce position on approach, but this does not fully solve the problem because other aircraft don't know intentions, and there is no direct negotiation to solve traffic conflicts.

Proposed practice 1: Do not fly in the same one-minute holding pattern at the same altitude and time as another aircraft. (I recently saw three at once!)

Proposed practice 2: Announce entering and leaving the HILPT or hold (on CTAF, not the practice area frequency). These can be required reports when IFR, so it's good practice when VFR. This makes it clear to others whether you are about to go around the hold again or leave.

Proposed practice 3: When conflicting aircraft are observed (on ADS-B or by sight) on the same approach at the same time, use the CTAF to talk to them directly

using the call sign shown on ADS-B. Negotiate a safe timing or sequence, keeping it brief. Announcing your position is not good enough because it may not indicate your intentions or solve conflicts.

Proposed practice 4: Consider contacting ATC and requesting the practice approach, even if it is not required. It provides another set of eyes.

Traffic Pattern Safety With Straight-In Approaches

As of 2023, straight-in approaches are now discouraged in the FAA circulars that address uncontrolled traffic pattern procedures. That said, they are a necessary part of IFR training and practice, so there is no alternative than for all pilots to know how to deal with the conflict with the normal VFR traffic pattern.

Many pilots are not sure who has the right of way: the traffic on downwind/base or the aircraft on a straight-in approach. There are legitimate arguments for both. The bottom line is this — do not put your aircraft in position to hit or be hit by another aircraft you don't see.

Many pilots also aren't sure how far out the straight-in traffic needs to be, to leave enough time to turn base and land in front of them. A normal base and final usually take about one minute, so the straight-in traffic will travel between 1.5 and 2 nm in that time (assuming 90-120 knots). You want some spacing in addition, so 3 miles is a minimum.

Proposed practice 1: Pilots in the pattern should extend their downwind for close straight-in traffic not in sight. Extend your downwind until you see the straight-in traffic or it has announced it is at least 3 miles away (if it's a jet, then more). Do not just assume or guess it is far enough away.

Proposed Practice 2: Pilots flying straight-in approaches should recognize that pilots in the pattern may not yield. Expect to be cut off and have a plan. This is best decided during the approach briefing. Scan for base/downwind traffic and execute a level 360 turn (away from base traffic), and then continue the approach.

Proposed Practice 3: Pilots flying practice straight-in approaches must announce bearing and accurate GPS distance from the airport frequently on the CTAF. Make announcements three times within 5 nm. Assume the listener is not IFR rated. Just saying you are "on the approach" or that you are "final approach inbound" is not good enough. The accuracy of your stated distance will be used to judge whether it is safe to cut in front of you, so use your GPS to determine distance; don't guess.

Every flight school just sends all their planes into the same small geographic area and hopes for the best. What could go wrong?

Proposed Practice 4: Pilots flying a straight-in approach can sidestep away from the traffic pattern when they intend to execute an intentional missed approach. For a left traffic pattern, look left and sidestep right before reaching where the base leg intercepts the final approach.

Traffic Pattern Safety — Circling IFR Approaches

Many nonprecision and circling approaches, if continued all the way to the airport, enter the pattern at a location that VFR pilots do not expect. For example, the VOR-A at KEIK enters the pattern at 700 feet AGL head-on to any traffic that might be on right base for Runway 16.

Part of a good briefing for a circling approach includes planning how you will safely maneuver to join the normal traffic pattern. Doing so smoothly usually requires maneuvering before the missed approach point. It's a good opportunity to teach that approach plates do not show when the pattern is right traffic.

Proposed practice 1: Radio reports are the same for all approaches: bearing and distance. Make three radio calls within 5 nm to provide timely information to anyone in the pattern, using accurate GPS distance.

Proposed practice 2: Break off the approach at the visual descent point or at a predetermined distance before the missed approach point so that you can safely maneuver to join the normal traffic pattern.

Airspace Between Parallel Runways

Midair collisions have occurred when two aircraft are approaching parallel runways simultaneously. If an aircraft on base overshoots final, there is high collision potential. Nearly all these airports are controlled, and ATC is primarily responsible for preventing this collision hazard. But ATC counts on pilots to line up for the correct runway and not overshoot final, neither of which always occurs. Keep in mind that there are often separate controllers handling each runway, so they may not prevent simultaneous base turns with collision potential, and they have little time to respond if either pilot overshoots (if they have radar coverage at all).

The two main causes of overshoots are 1) crosswinds, and 2) excessive airspeed leading to a large turn radius, often due to reduced flap settings.

Proposed practice 1: Consider the extended airspace between runways to be a no transgression zone like that used at major metro airports. Instructors should treat any incursion by their students as seriously as taxiing into a movement area without clearance.

Proposed Practice 2: Instrument students must be taught to handle the final approach intercept differently when approaching an airport with parallel runways. Large overshoots are not acceptable.

Proposed practice 3: Do not accept ATC instructions to turn base when that would place two aircraft at the same distance from the runway at the same time on parallel runways. You are the final authority; ask for a longer downwind.

Responding to ADS-B Traffic Alerts

When you see ADS-B traffic on a collision course, it is not always clear what to do. Pilots are better off with responses that are predictable, are thought about in advance, and comply with FAA right-of-way rules.

The first question is, how close is too close? In ForeFlight, a yellow traffic alert

begins at 2 nm away, and red begins at 1.3 nm (based on position or expected track) within 1,200 feet of your altitude. Assuming these are training aircraft, you have about 25 seconds in a head-on situation; more when aircraft are approaching from other angles. These are distances where you should be able to see the other aircraft.

Proposed Practice 1: When a red traffic alert is present, postpone whatever you are doing and look for the target. Remain level until you see it, and then determine appropriate action (see below for why).

Proposed practice 2: For yellow traffic targets, gently maneuver away based on ADS-B alone to avoid closer encounters.

Note that the suggested practice for close encounters is not to turn immediately. There are several reasons to remain level or avoid traffic by changing altitude instead of turning.

1. Blind maneuvering (without the aircraft in sight) could make things worse. ADS-B traffic data may be a few seconds old, so the aircraft may have already turned trying to avoid you.

2. Your wing becomes a huge blind spot when turning — you have a better chance of seeing traffic when level.

3. Aircraft are usually flying level, so you have the least chance of colliding when you are also flying level. A 30-foot wing in a 45-degree bank takes up 20 feet of altitude, but when level, it takes up less than a foot (not counting any strut).

4. When turning away from other traffic, a low-wing aircraft can lose sight of the traffic because the wing gets in the way. Because of this, some low-wing pilots turn toward a nearby aircraft to keep it in sight, which brings the two aircraft even closer.

5. Staying on a stable heading makes your path predictable and assists other pilots in avoiding you.

6. You can accelerate by descending or decelerate by ascending, as appropriate, to get away from the altitude and position of the other aircraft.

The best response to ADS-B traffic may depend on the angle the other aircraft is approaching from.

- Head-on traffic is the easiest case. The right-of-way rules say that each aircraft should give way to the right. It's usually easy to see the other aircraft.
- Passing traffic that is faster is also covered by right-of-way rules. If you are passing, pass on the right. If you are being passed, use ADS-B traffic data to determine if the passing traffic is faster. If so, expect it to pass on your right.
- If it appears the passing aircraft is not passing on your right but still on a collision course from behind, descend to stay ahead of it. A dangerous case is a faster low-wing aircraft above and behind and descending onto a high-wing aircraft that can't see or outrun it. In this one case, the best option for the slower aircraft is to turn left. This allows faster traffic to pass on the right.
- For aircraft approaching from right angles, the best response is to change altitude. If you turn away from the other aircraft, they will be behind you and hard to see, and you will be dealing with them for longer. The FARs say that the aircraft to the other's right has right of way, but this is sometimes confused, resulting in both aircraft trying to pass behind the other, which can result in a near midair. Instead, change altitude.
- For aircraft on converging (near-parallel) courses, the best response is also to change altitude. If you turn away, you will be on a parallel course most likely with them behind you (otherwise they would be in sight already). Then you have to cross their path sometime in order to return to your original course. The only way you can safely do so is at a different altitude.

Fly a Little Farther

On a busy Saturday, it can pay to fly a few more minutes to use areas farther from the busy flight schools.

Assigned Practice Areas

Local flight schools name practice areas and agree on a frequency for air-to-air communication between instructors. These establish names for locations so that instructors know the landmarks and know what to say and expect over the radio. Overlay layers are available for uploading to your EFB so that these practice areas and frequencies can be shown on the chart. Until I got this, I didn't know there are four different practice area frequencies in the Denver metro area.

The problem is, there is currently no limit to the number of aircraft using a single practice area at the same time, and there is no coordination between schools. Every flight school just sends all their planes into the same small geographic area and hopes for the best. What could go wrong?

To truly reduce the potential for midair collisions, we need a system for limiting the number of training aircraft in a specific practice area, like the military does in its practice areas south of KCOS, and like Aims Community College does in its practice areas northwest of Greeley. However, this system needs to be across all the bigger flight schools that use a practice area. Once the capacity of a practice area is reached, additional training aircraft must go elsewhere.

The simplest and most effective system is to encourage only one aircraft per practice area. If an aircraft is shown already maneuvering in a box, go elsewhere.

Assigned practice areas, or first-come-first-served practice areas, would not totally eliminate the potential for midairs because of transient traffic, but they would be a step in the right direction.

Summary

We will never reduce the chance of midair accidents to zero. However, if more instructors and pilots followed the suggestions in this article, we would all be safer.

***Adrian Nye** is a CFII and president of the Colorado Pilots Association. He studied aeronautical engineering at MIT and has worked in software, writing technical books and coding. After a hiatus from flying, in 2019 he began working on his flight instructor, multiengine, and glider certifications and ratings. In 2023 he broke his neck and was almost paralyzed. He is mostly recovered and is hopeful and thankful he will be able to fly again.*

EAA and Local Chapter Sites

EAA 485 EAA 1265

EAA HDQTRS EAA 108

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

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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

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!

Upcoming Events

(CHAPTER EVENTS IN CAPS):

November 16, Girls in Aviation Day, NAS Museum Atrium, 10AM-1PM

November 16, Apalachicola, FL (AAF) Fly-In "Freedom Festival", 10AM-4PM

November ??, Clubhouse Work-Day – Painting, Cleaning, etc.

December ??, Holiday Social?

January 11, MONTHLY CHAPTER MEETINGs + PNS Tracon Tour

February 8, VMC/IMC Meeting, then Museum of Naval Aviation/Flight Academy Tour/ Lunch

March 8, MONTHLY CHAPTER MEETINGS + Paradigm Parachutes Factory Tour

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

April 19th, SPRING YOUNG EAGLES RALLY (Tentative)

Chapter Meetings:

Saturday, November 9th, 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**
- **Ray Scholarship – Craig Spoke**
- **Young Eagles – Eric Goldman**
- **Member Build Projects Update**
- **Guest Speaker – Ryan Wilkins (NAS Whiting). Local midair collision avoidance.**
- **Adjourn**

(Dining Room) Cheeseburger Lunch

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.

Scott Swanson

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