



EAA 485

November 2025—Panhandle Pelicans



Let's support our Blue
Angels Homecoming is
this November 14-15!

See page 11 for links and
details.

PRESIDENT'S NOTES

We are in the final stages of planning the Nov. 1st Young Eagles Rally. Expect a report on how it went at the November meeting...

At our October 11th meeting, Virgil Zetterlind gave an excellent briefing on the recent and very positive sweeping rule changes involving Sport Pilot and Light Sport Aircraft. "MOSAIC" in FAA terminology. A YouTube recording of Virgil's presentation is available on eaa485.org, HOME page, Recent Updates.

SERFI Fly-In Report, Oct. 17/18 at Evergreen Airport, AL: I flew up Friday with Don Herzel and Jet Wilson to work the Aircraft Registration desk for three hours. Mark Rogers flew up Saturday morning with Dan Rudolph to do the same. We only registered seven aircraft Friday for overnight camping, but Mark counted around forty aircraft that showed up Saturday. This is a fly-in trying to rebuild after the COVID years, and we and several other chapters are trying to do our part.

Clubhouse update: Still no new roof as I write this. Thanks to all seventeen members who signed up for the painting. Expect to be contacted when the roof is done with work dates/times.

The Nov. 8th meeting will include a recap of 2025 chapter activities, a preview for 2026, and a vote to keep the roster of club officers intact. We will provide the normal cheeseburger/chips/soft drink lunch afterward and add some variety for you non-beef eaters with assorted ham/turkey/veggie cold sandwiches. Christmas cookies as well. Yummy!

The November 8th meeting is the last scheduled meeting of the year. We will take two months off to catch our breath for next year, submit annual EAA reports, apply for two Ray scholarships, etc.

See you November 8th!

Ralph

Oct. 11, 2025 Chapter 485 Board of Directors Meeting

A quorum was present: President Ralph Moser, Vice President Mark Rogers, Secretary Jacob Abston, Treasurer/Membership Coordinator Kaydee Macdonald and Board member at large Duane Thiessen. Not present: Board member at large John McKiernan.

Additional member present: Sean Londrigan

Meeting called to order 7:38AM.

1. How many/what type of Ray scholarships to pursue for 2026: It was unanimously decided that the chapter apply for two 75/25 Ray scholarships for 2026. Previous discussion with the Ray Scholarship Coordinator strongly supports this. At the subsequent membership meeting, a motion/second/majority of hand votes approved this.
2. Do we fund another 3-day, \$475 STEM Cruise for National Flight Academy Student ? How about donate equivalent amount to Huntsville Space Camp instead ? Or use YE credits and chapter \$ to send a teenager to one of the EAA Summer Camps ? Offer financial support to the Chappie James Flight Academy? Discussion favored supporting local entities versus national if possible. These ideas were tabled until our 2026 financial posture becomes clearer.
3. Fall 2026 deconfliction of Chappie James Flight Academy Young Eagle flying versus public Young Eagle event: We will now plan one spring public YE Rally, and two fall Young Eagle events, one for the CJFA and one open to the public. One fall event in October, one in November.
4. Ideas for field trips/guest speakers for 2026: Field trip ideas included ST Engineering at PNS, Airbus in Mobile, Continental Motors in Mobile, and another Museum of Naval Aviation tour. Guest speaker possibilities include an aviation insurance agent, a retired SR-71 pilot, a VT-22 development briefing, and AOPA airport representatives from PNS and/or JKA.
5. "Holiday Lunch" idea after November Meeting: It was suggested, and approved by the membership at the main meeting, to simply offer an enhanced burger lunch after the November meeting, offering Christmas cookies, etc.
6. New EAA chapter position available: Youth Programs Coordinator (YE Radio Control Build and Fly Program, YE Workshops, AeroEducate Program, etc.) This idea will remain under consideration.
7. Any desired changes in how we operate: None suggested.

Meeting adjourned 8:15AM.

Ralph Moser, President

DRANO'S ZENITH 750 UPDATE



We hung the wings!

This is a big milestone!

Still miles to go before she flies but this puppy is starting to look like an airplane. We are going into the very busy holiday and travel season so my building efforts will slow down some but I'll keep you informed. —Drano

2026 Ray Scholarship Program Processes

The time to start the process for applying for 2026 Ray Scholarships is here!

Here's the timeline we can expect.

1. Chapter applies for a Ray Scholarship: November 1 – January 31 • Matching applications due December 31
2. Chapter application is reviewed by EAA's Ray Scholarship Chapter Review Committee: 1st half of February • Matching applicants bypass review process.
3. Chapter is awarded a scholarship by EAA: 2nd half of February • Matching chapters awarded in January.
4. Chapter nominates its scholar • Chapter board or scholarship committee vets candidates and selects nominee.
5. Scholar submits their application to EAA: Until October 31 • EAA reviews and approves new scholars at the beginning of each month.
6. EAA approves scholar and notifies chapter: February – November

The chapter needs to determine if we want to match 25% of the cost and if so, for 1 or 2 scholarships.

—Scott Swanson




Webinars
INTERACTIVE | EDUCATIONAL | MOBILE

Our [November and December webinars](#) are here! You will find many FAA WINGS credit and AMT credit presentations, safe flying strategies, and more! We're sure you'll find a presentation to enjoy! Preregistration is recommended, as space is limited.



Want to Go to Space Camp?



STUDENT SCHOLARSHIPS

DATES TO KNOW

- ★ Applications are open late September to mid November
- ★ Camps are held late May to late August

STUDENTS CAN APPLY

- ★ Students no younger than 9 by May 15 and no older than 18 by August 31
- ★ Students who have not been to Camp before
- ★ Students who meet financial need requirements

WHAT'S INCLUDED

- ★ All scholarships include camp tuition
- ★ Some scholarships also include merchandise, flight suits, and even travel!



It's Easy to Apply

Scan the code or visit
rocketcenterfoundation.org/scholarship-applications

- ★ All student camps are open to apply, general application
- ★ Winners notified in late February



Guard Frequency in the Age of Social Media

JOHN ZIMMERMAN

AIR FACTS

OCTOBER 13, 2025

Yes, this is an “old man yells at cloud” article. Yes, I can already hear the jokes about the “guard police.” I don’t care. It needs to be said: Guard frequency (121.5) has become a national embarrassment, a sign that our self-absorbed social media culture has spread to the once-boring world of aviation. We need to do better.

If you follow the advice of the Aeronautical Information Manual—and you should—then monitoring 121.5 is a required part of every flight. This frequency is used for all kinds of critical tasks, including military intercepts of airplanes that bust TFRs. But these days most of what you hear on Guard is far less important: bad jokes, pilots mocking one another, and animal noises.

For newer pilots, I can assure you it wasn’t always this bad. In fact, for decades the only pilots who listened to Guard were conscientious airline pilots and Civil Air Patrol cadets. You might occasionally hear a lost pilot or an ELT, but that was it. This relative quiet was shattered (like so much else) by the terrorist attacks of September 11, 2001. Almost overnight everyone, from airline captain to student pilot, was on frequency. It was required, first by FDC NOTAM and then by [AIM section 5-6-2](#). For a few years it was fine—nerves were frayed so people took it seriously, and many pilots realized there were benefits to having more ears listening.

Then came the second defining event of the century, not as tragic as 9/11 but equally significant: the introduction of social media. In addition to making Americans hate each other and ruining our attention spans, apps like Instagram, Twitter, and TikTok also turned everyone into their own “brand.” We all started performing for the crowd, and in the process we all got a little more selfish, a little more eager to win praise from strangers.

In this cutthroat world of going viral and canceling people, Guard has morphed into a comedy show with national distribution, or at least an audio version of the YouTube comments section. When an airline pilot accidentally makes their cabin announcement on guard, we could gently remind the pilot they hit the wrong switch. Instead, you can expect to hear at least half a dozen jokes (“which gate are we parking at?” or “you’re on guard; no you’re on guard!”). This takes up airtime and is never as funny as the anonymous commenter thinks it is.

Then there are the pilots who play random sound effects and music into their microphones. Or the ones who make the same tired jokes about Delta pilots and turbulence PIREPs. Or, worst of all, the meowing. Make. It. Stop.

If you think I'm just a humorless Gen Xer who is mad that "kids these days" are having too much fun, I can assure you I'm no purist when it comes to radio etiquette. I don't say "tree" and "fife" and I have been known to talk on 123.45 when flying in formation for a \$100 hamburger. I'm also not against having fun in the air—in fact, it's why I fly in the first place.

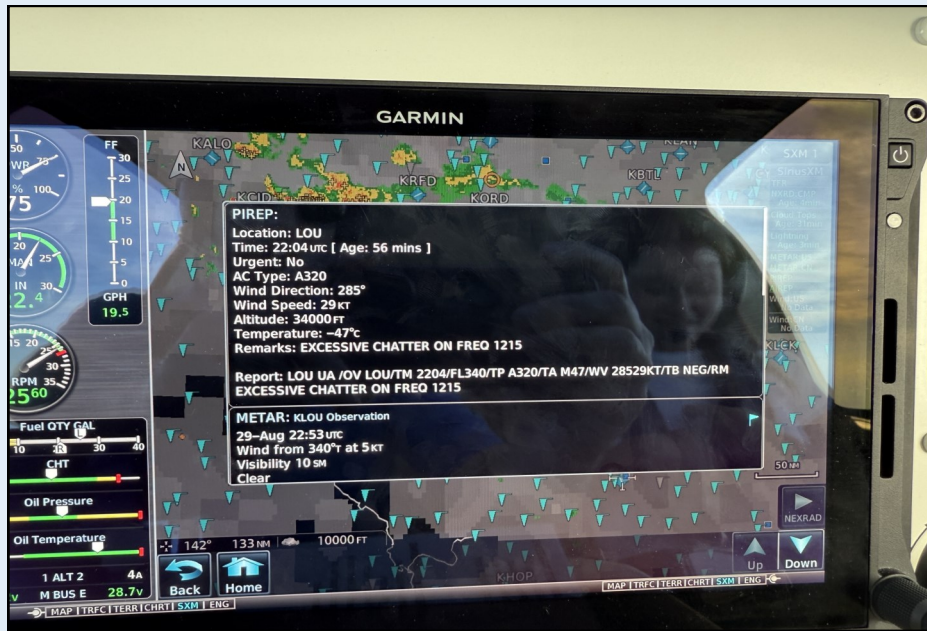
But there is a cost to all this goofing off, ranging from minor to critical. Consider the following scenarios, all of which I've heard in the last five years, all of which were at least somewhat disrupted by the Guard comedians:

- A pilot in a remote part of West Virginia trying to relay an IFR flight plan cancellation to another airplane.
- An airline pilot searching for the right ATC frequency, and struggling to hear the right numbers from another crew.
- A new pilot, lost and increasingly panicked, trying to get help as night crept in.
- A pilot listening for an ELT from a crashed airplane (at the request of New York Center).

It's funny when one person makes a joke, but when everyone does it we destroy the shared resource that is 121.5. Economists would call this the tragedy of the commons, but Aristotle said it best: "That which is common to the greatest number has the least care bestowed upon it. Every one thinks chiefly of his own, hardly at all of the common interest." It applies to aviation just as well as Ancient Greek politics. Heaven forbid someone tries to say "Mayday" while a pilot is relaying the latest NFL score.

Sometimes it's not a catastrophic risk to safety, just a minor annoyance that can lead to distraction. About a month ago, I was landing at a Class C airport located very close to a large college football stadium where a TFR was active. Naturally, I had 121.5 tuned in the #2 COM radio while I listened to tower on #1. The weather was good, but the sun was setting and there was a stiff crosswind, so I was working pretty hard on final. Just as I was wrestling the Cirrus into a flare, the Guard jokes erupted. It was a terrible time for a distraction, especially when the tower frequency was active as well. While the landing turned out perfectly fine, it was just another reminder of how many pilots are impacted by bad behavior (when you're transmitting from FL350, those radio calls go a long way).

Lest you think I'm alone on this crusade, here is a PIREP that was posted shortly after my landing:



The answer is pretty simple: don't make nonessential calls on Guard, and don't tolerate it from others in your airplane. Flight instructors should teach their students what 121.5 can and cannot be used for, and stop passing on bad habits to the next generation of pilots. Airline and corporate pilots don't need to be tyrants like the captains of decades past, but they should tell their colleagues to shut up and read the airplane manual if they're bored. Discipline is one of the most valuable traits for a pilot, and it definitely applies to radio communications.

If you do have a pithy comment, you don't have to share it with the whole world—say it to the other pilot instead of pushing the PTT button. Or you could always post it to your favorite social media app once you've landed. Maybe you'll go viral...

NOVEMBER RAY AVIATION SCHOLARSHIP REPORT

Lily Bannon completed her first solo flight at Atmore and has flown some more solo flights. She passed her written test. She has started flying cross country flights and should do her solo cross country flight soon. After completing her cross country and night flying requirements she will prepare for her check ride.

—Scott Swanson

EAA and Local Chapter Sites

[EAA 485](#)

[EAA HDQTRS](#)

[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

[EAA 1265](#)

[EAA 108](#)

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:

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2025 Officers and Committee Chairmen

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Thatcher CX4 Build





Home Of The
PANHANDLE PELICANS

EAA 485 Pensacola, FL

EAA 485
news

Upcoming Events

(CHAPTER EVENTS IN CAPS):

November 8th, FINAL 2025 MONTHLY
CHAPTER MEETING + Family Holiday
Lunch

November 14-15th, Blue Angels Homecoming,
NAS Pensacola

Hope everyone has a
wonderful Thanksgiving,
Christmas, and New Year
Holiday—

See you in 2026!

Chapter Meetings:

Saturday, November 8th, 2025

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

1000-1100, General Membership

Meeting:

Pledge

Guests

Officers Reports: Vice-President,
Secretary, Treasurer/Membership
Ray Scholarship – Ralph for Scott
Swanson

Young Eagles – Eric Goldman/
Sean Londrigan

Member Build Projects Update

2025 RECAP—Ralph Moser

Cheeseburger/Chips/Assorted Cold
Sandwiches/CHRISTMAS Cookies
Lunch after meeting-\$5 donation
requested



National Warbird Operator Conference