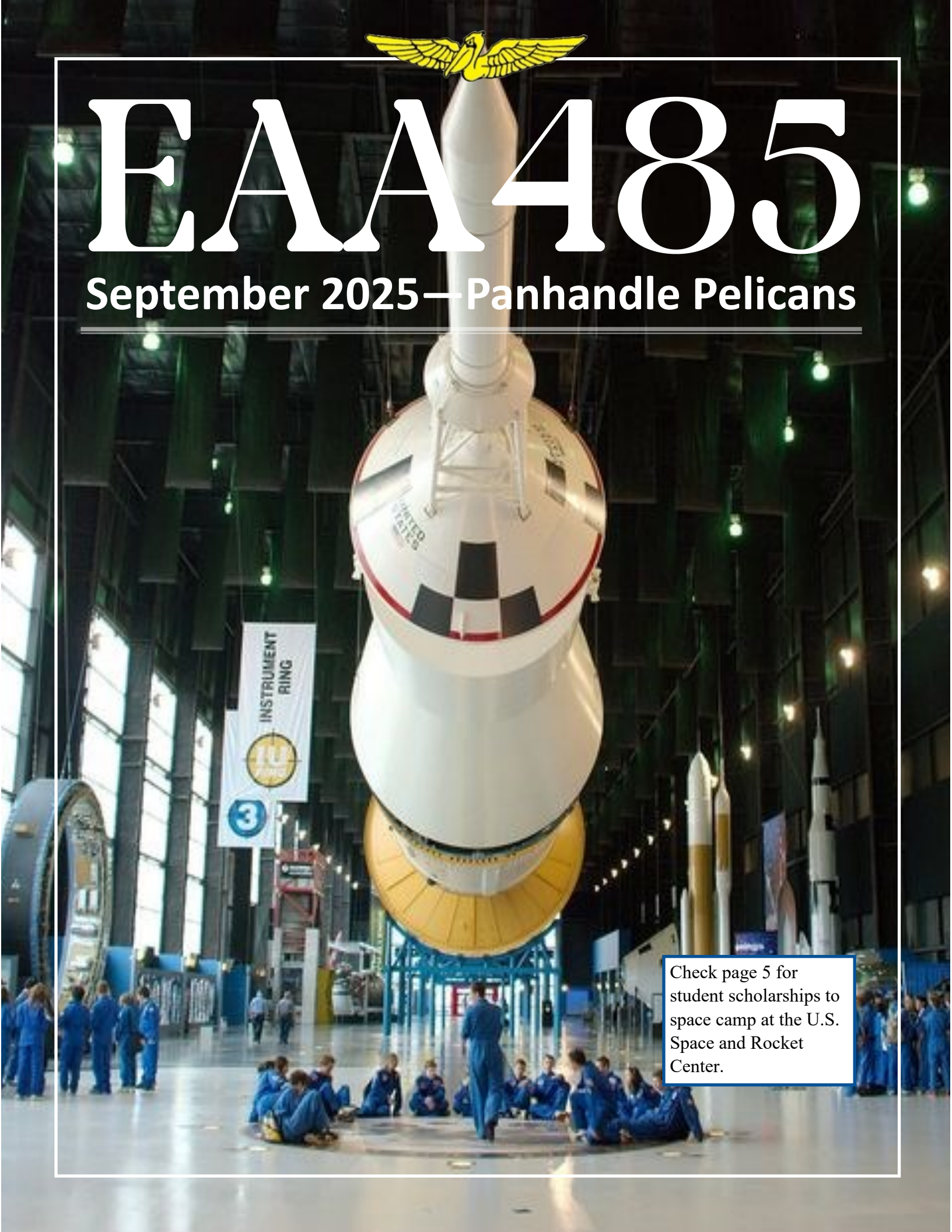




EAA485

September 2025—Panhandle Pelicans



Check page 5 for student scholarships to space camp at the U.S. Space and Rocket Center.

PRESIDENT'S NOTES

We had a nice turnout at the August 9th meetings. Nineteen folks were present for the VMC/IMC Club Meeting, and around thirty-five to forty at the main meeting. John McKiernan presented a detailed summary of our chapter Thatcher build project. Eric Goldman presented some reminders from local ATC on how we can do better as pilots. Thanks for taking time out of your busy summers to “immerse in aviation” with Chapter 485.

Sean Londrigan was announced as our next Young Eagles Coordinator. He will shadow Eric Goldman at our Nov. 1st Young Eagle Rally, and take over the position immediately thereafter. What can you do to help Eric and Sean? Volunteer as a Pilot or Ground Crew at the Nov. 1st Rally, of course! Or if you already are a Young Eagle pilot, check [EAA.org](https://www.eaa.org)>My Account>Training Information to verify that your Youth Protection Training and Background Check are current through November. More to follow in our next two meetings.

For our September 13th meetings, we'll slightly modify the timing to enable a planned field trip. VMC/IMC Club will still run 8:30-9:30am, then a short 15-minute break, then 9:45am start time for main meeting. That meeting will end no later than 10:30am, at which time all interested will pile into their cars for a field trip to the Paradigm Parachute and Defense Factory. This is located just west of JC Penney in University Mall Pensacola. Our hosts for the guided tour will be COO Eric Blissmer and possibly CEO Alexander Alvarado. No lunch will be offered at the clubhouse. The tour should start no later than 11:15am and take around 30-45 minutes.

Our October 11th meeting will feature Virgil Zetterlind updating us on the recent and very positive sweeping rule changes involving Sport Pilot and Light Sport Aircraft. “MOSAIC” in FAA terminology.

Still no word on when the clubhouse roof will be replaced. Regardless of the roof status, expect a work call in the next month or so as the weather cools and humidity drops to repaint the clubhouse walls and floors.

See you September 13th!

Ralph

RAY AVIATION UPDATE

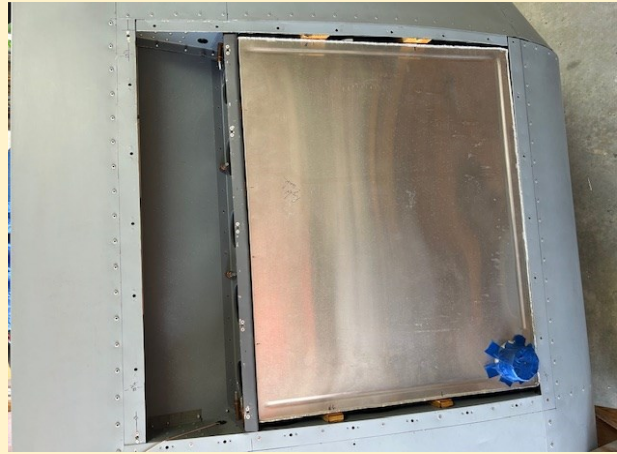
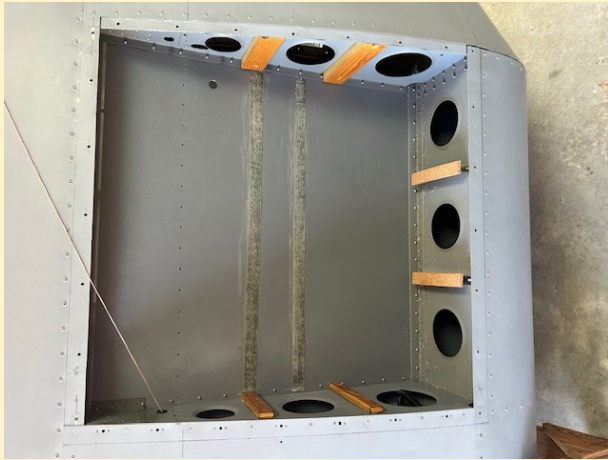
Lily Bannon has resumed her flying since having her cast removed. She has had a bit of bad luck with availability due to her instructor being ill and planes down for maintenance. She did a training session to prepare for her written test and plans to do it shortly after solo.



Webber Cantin has completed his checkride!



DRANO'S 750 UPDATE



Since my August report, a lot has happened....some of it good, some of it other. I made about as much progress as I could with my fuselage in my shop at home so I commandeered some help from Scott Miller and moved it to my hangar at Milton. This left me enough room at home to work on the wings. My wings require the tanks to be fitted and installed, wings plumbed for fuel lines and pitot tubes, and the wiring necessary for the lights.

I successfully got the wings to my shop but this is also where it got complicated. Each wing weighs roughly 60 pounds but they are extremely awkward to handle. I took them out of the cradle and loaded them on the trailer myself but in the process hurt my back. This really set me back for a couple weeks and is proof positive that even someone as smart and good looking as me can do something really stupid. Fortunately, much of the wing work could be done sitting in a rolling chair and without too many contortions.

In the plans the wing skin over the tanks is riveted with 40mm spacing once everything is in place. The original builder decided he wanted the top skin screwed into place which required me to do a lot more fitting. There are over 30 nut plates in each of these and each hole in the top skin had to line up with a nut plate below. What do you think the chances are of perfectly aligning over 60 holes? Furthermore, the inside rib of the right wing was not made correctly (the flange should be toward the inside on both wings) so it left an extra 3/4 inch which I had to fill with the wooden buffers you see to hold the tank securely in place.

I will keep you updated. —Drano





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



CHAIN OF TRUST

AUGUST 11, 2025

AIR FACTS

BY ALEXANDER SACK

If there is one aspect of general aviation I've learned over my relatively short stint aloft, it's that the safety of any flight is not just dependent solely on the decisions I make, but also on the ones others have made for me—without my knowledge or even consent. In fact, all of general aviation relies on an implicit chain of trust that, when broken, can and does result in dire consequences.



The safety of any flight is not just dependent solely on the decisions I make, but also on the ones others have made for me

Forged In Battle

The very first link in this chain is, of course, between you and your CFI—a bond forged over the course of you getting your ticket and one that can have life-or-death consequences as a result. My primary instructor used to joke, “Every student tries to commit involuntary manslaughter when they first take flight lessons. Eventually, they get good enough to commit suicide. It is my job to ensure neither of these is a probable outcome.” In other words, he understood the enormous responsibility he had, as well as the implicit trust that students had in him.

In fact, it is your primary CFI that lays down the foundation on which your entire aviation career is based. Ask any pilot and they can tell you what their first CFI was “big on” and recite verbatim the exact pithy words of wisdom (“gas, grass, altitude”) their CFI used to repeat ad nauseum during each lesson.

Unfortunately, there are many cases where this link breaks down with horrific results. For example, a few years ago, a CFI was [caught on SnapChat](#) berating a student before they flew into a thunderstorm and lost control of the airplane, killing everyone on board. Similarly, an uncertified flight instructor [gave illegal lessons](#) to a student before crashing on takeoff, injuring himself and killing the student in the process. He now faces manslaughter charges.

Of course, I would be remiss not to point out that this relationship is bidirectional as well; CFIs expect students to be accountable for their actions and take each lesson seriously too. Recently, a CFI [shared on Reddit](#) an incident where a student retaliated against her by pulling the mixture knob out in flight on purpose. And although the CFI recovered quickly and no one got hurt, the student's action was a clear violation of trust and put into question if this person should be allowed to fly to



But Do You Trust It?

“Airworthy” is a term that is clearly defined in the FARs—yet often feels anything but. Otherwise, why would 91.7(b) even exist? If you're a renter, then you know exactly where I'm going with this.

Here's a personal story to illustrate my point: At my flight school, there was a plane on the line that no CFI trusted. So much so that my CFI told me under no circumstance should I rent it for my solo cross country. During several flights, its engine would occasionally have a sudden power loss and then instantly recover. It was reported to the maintenance shop several times but could not be reproduced. During preflight, run-up was nominal, and most flights were uneventful. Knowing all this, would you rent this plane to take your family on a long cross-country trip? Right. So, what do you do when a plane is technically airworthy but perhaps not mission-worthy™?

Talk to your A&P, of course, but sometimes you don't have access to your A&P—think at a school or a club. In the latter case, you most likely have a maintenance officer as a surrogate, who keeps the membership up to date on the latest squawks and works directly with the shop to get these issues resolved. And having a good rapport with this person is absolutely vital, since that little sticker you read in the plane's logbook usually has a much bigger backstory behind it than what the A&P wrote.

In fact, I submit that the implicit trust you have in your maintenance officer (or equivalent) has far more value than the ARROW documents in the plane—the latter determines if the plane can legally fly, while the former ensures you actually want to. There's a difference. It Takes A Village

By far the biggest link is that of the GA community at large. In John Zimmerman's great article, [The aviation community is alive and well](#), you're definitely not alone up there.



At my flight school, there was a plane on the line that no CFI trusted.

And I believe that one of the attributes that makes our community so special is that we are all looking out for each other; it's what makes the whole concept of see and avoid even possible. The same is true with our amazing controllers across the NAS, who work tirelessly every day to keep us out of harm's way even when we aren't talking to them. We put a lot of trust as pilots in the system itself.

Let me leave you with one more story: After landing at Binghamton Airport (KBGM) with a friend to pick up a package (honeybees!), the mixture cable snapped as I was leaning out for taxi. A story in itself, but I did get the mixture cable "resolved" so that the plane could fly again (A&P wired it full rich as a stopgap solution). It was a beautiful, albeit hot VFR day and I of course picked up flight-following soon after departure. I did inform the controller of what had happened when I checked in and that I couldn't climb above 3000 as a result. A funny thing then happened though: I was vectored a few times for traffic due to my altitude. Each time, the vectors put me directly over an airport. Coincidence? Chain of trust.

August 9th, 2025

VMC: smoky departure

IMC: rocky road

General Membership Meeting

Officer Reports

Sep. 13: Monthly Meeting + Paradigm

Parachutes Tour

Oct. 11: Monthly Meeting

Nov. 1: Young Eagles Rally + Girls in Aviation Day

Nov. 15: Monthly Meeting

Ray Scholarship

Ray Scholars are plugging right along.

Sophia is a Private Pilot.

Guest Speaker

Eric Goldman: ATC Team, Pensacola Air

Traffic Control

—Secretary Jacob Abston

**ESTIMATED ACTIVE AIRMEN CERTIFICATES HELD (faa.gov)
as of DECEMBER 31**

CATEGORY	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Pilot--Total	848,770	806,940	756,928	720,605	691,691	664,565	633,317	609,306	584,362	590,039
Student 1/	345,495	316,470	280,582	250,197	222,629	197,665	167,804	149,121	128,501	122,729
Recreational (only)	59	71	79	85	105	127	144	153	175	190
Sport (only)	7,309	7,144	6,957	6,801	6,643	6,467	6,246	6,097	5,889	5,482
Airplane 2/										
Private	172,012	167,711	164,090	161,459	160,860	161,105	163,695	162,455	162,313	170,718
Commercial	109,727	106,711	104,498	104,610	103,879	100,863	99,880	98,161	96,081	101,164
Airline Transport	179,194	174,113	166,738	163,934	164,193	164,947	162,145	159,825	157,894	154,730
Rotorcraft (only) 3/	13,429	13,428	13,180	13,191	13,629	14,248	15,033	15,355	15,518	15,566
Glider (only) 4,5/	21,545	21,292	20,804	20,328	19,753	19,143	18,370	18,139	17,991	19,460
Pilot Total w/o Student Category 1/	503,275	490,470	476,346	470,408	469,062	466,900	465,513	460,185	455,861	467,310
Flight Instructor Certificates 6/	138,127	131,577	125,075	121,270	117,558	113,445	108,564	106,692	104,382	102,628
Instrument Ratings 6,7/	342,400	332,313	321,217	317,169	316,651	314,168	311,017	306,652	302,572	304,329
Remote Pilots 9/	427,598	368,633	304,256	254,587	206,322	160,302	106,321	69,166	20,362	N/Ap
Non Pilot--Total 8/	762,502	749,618	737,582	733,127	724,307	714,201	688,002	671,222	652,943	728,329
Mechanic 8/	337,855	329,156	320,042	313,093	306,301	301,087	292,002	286,268	279,435	342,528
Repairmen 8/	40,046	39,141	37,861	37,261	36,741	36,294	35,382	35,040	34,411	39,363
Parachute Rigger 8/	8,009	7,775	7,495	7,230	7,014	6,800	6,430	6,192	5,851	8,846
Ground Instructor 8/	81,282	78,691	76,109	74,105	71,991	69,991	67,784	66,423	65,053	70,957
Dispatcher 8/	26,516	25,562	24,526	23,835	23,286	22,598	21,465	20,664	19,758	23,754
Flight Navigator	24	23	29	30	36	40	58	64	67	102
Flight Attendant	246,402	245,353	246,195	249,043	248,742	245,699	231,355	222,037	212,607	200,319
Flight Engineer	22,368	23,917	25,325	28,530	30,196	31,692	33,526	34,534	35,761	42,460

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

President: [Ralph Moser](#)
(847) 736-4603

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: [Eric Goldman](#)
(317) 910-2513

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IMC Club (850) 572-0288

Newsletter Editor: [Courtney Wielander](#)

Tech Counselor [John McKiernan](#)
Flight Advisor (850) 291-4134

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PANHANDLE PELICANS

EAA 485 Pensacola, FL

EAA 485
news

Upcoming Events

(CHAPTER EVENTS IN CAPS):

September 22-28, Annual Triple Tree Aerodrome Fly-In, Woodruff, SC (SC00). <https://tta.aero>

October 4th, Plane and Car Show + Girls in Aviation Day, Pascagoula (KPQL)

October 11th, MONTHLY CHAPTER MEETING. MOSAIC update by Virgil Zetterlind

November 1st, YOUNG EAGLES RALLY

November 1st, Girls in Aviation Day, Naval Museum Atrium

November 1-2nd, Thunderbirds at Keesler AFB, Biloxi, MS. "Thunder Over The Sound"

November 7-8th, Blue Angels Homecoming, NAS Pensacola

November 15th, FINAL 2025 MONTHLY CHAPTER MEETING

Chapter Meetings:

Saturday, September 9th, 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 – Scott Swanson

**Young Eagles – Eric Goldman/
Sean Londrigan**

Member Build Projects Update

**10:30- Field Trip to Paradigm
Parachutes and Defense Factory**

Chapter Dues Update — Treasurer/Membership Kaydee MacDonald

Over the past month, I've reached out regarding chapter member's delinquent dues, and I'm excited to share that more than half of those have now been paid! And even better, almost all of those members extended their membership through the end of 2026! This is a big step toward keeping our chapter strong and active. If you haven't yet, please check your email to make sure you are paid up. Thank you to everyone who has renewed. We all really appreciate everyone's continued support.