



EAA 485 JULY 2024

HOME OF THE "PANHANDLE PELICANS"

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

As discussed at the June meeting, our chapter is once again the lucky recipient of an aircraft kit donation! It is a Zenith 601XL, and includes the separate B mod kit. Same cabin width as a Cessna 172, and lots of headroom for tall pilots. The previous owner, 87 year-old Robert Dingley, bought it 20 years ago but never got around to building it! Some of it is in the shipping crate from the factory, but most is separate parts and pieces that we gathered from Mr. Dingley's garage and a storage shed. In addition to the Zenith kit, there are some other parts that we can sell separately. Six of us (Duane Thiessen, Mike Harris, Lou Toth, Scott Swanson, Scott Miller, and myself) picked up the parts and pieces in two separate trailer/truck loads Sunday, June 9th. See photos.

Thanks to all who participated! Everything is currently stored in two members' hangars at Milton airport. An extensive inventory effort is underway to see what we really received. Luckily, Zenith provided us with the original inventory. We will provide an update on all this at the July meeting.

Air Venture Planning: After the July 6th meeting, an ATC controller from Gulfport, Kathy Kaupp, who will control at Air Venture, will be presenting a review of the Air Venture fly-in procedures. Anyone interested, whether you are flying to Oshkosh or not, can listen to her in the main meeting room. Others can enjoy lunch in the dining room. If you attend this, she asks that you review the Air Venture NOTAM ahead of time.

Looking forward, after our August 10th meetings, we are going to offer something new...an **AVIATION RUMMAGE SALE!** We'll still offer lunch in the dining room. But after the main meeting we will take down most of the folding chairs in the meeting room, and put up 3 or 4 tables.



President's Notes Continued:

The idea is to offer used aviation-related items at low cost to members present. One of the tables will have items offered by the Walt Baker estate; they have asked that any funds raised go to our Young Eagle and Ray Scholarship programs. One of the tables will have free items. And one or two tables will have used items offered for sale by members. I'll give examples of each at the July meeting. Here's a chance to clear out your flight bag of unused items, perhaps to the benefit of another pilot. If this goes well, we may do it on a recurring basis.

—Ralph

Ray Scholarship Update:

Saturday, June 22, the Ray Scholarship selection committee interviewed 4 very qualified young people for this year's scholarship. Bill Diaz, Nick Hanssen, and myself spent the day talking and getting to know these applicants and their parents better. It was very close and a difficult decision. I will announce the successful candidate at the July meeting and plan to make the official presentation at the August meeting. We are looking forward to another private pilot joining our ranks.

Kaydee Macdonald is working hard on practice tests for the written. She is using Sporty's online training. When she scores two 90s on the practice tests, Sporty's will guarantee a passing score on the FAA written test.

Samantha Watkins is continuing with her Instrument training. Building time whenever she can.

—[Craig Spoke](#)

May 11, 2024 Meeting

Saturday, June 8th, 2024

VMC/IMC Club Meeting

VMC: collision course on takeoff

IMC: unstable RPM

General Membership Meeting

Officers Reports: July Meeting is on July 6th

Young Eagles: We had our Chappie James Flight Academy Young

Eagles

Rally on June 15th

Guest Speaker: Brian DeCamp - Weather and Pre-Flight Briefing

—[Jacob Abston](#), Secretary

Dan Gryder Crashes in



Lockheed 12A Electra Junior

On June 17th, 2024, Dan Gryder of Probable Cause was involved in a non-fatal accident. He was not piloting the aircraft at the time of the accident and is still recovering from the considerable injuries he sustained during the incident.

Below are the links to [Blancolorio's](#) coverage of the accident as well as the details on [Aviation Safety Network](#).

[Incident Lockheed 12A Electra Junior N2072, \(flightsafety.org\)](#)

[ANOTHER Lockheed 12A Crash! NC2072 17 June 2024 Jackson, GA. \(youtube.com\)](#)

1991 Christavia



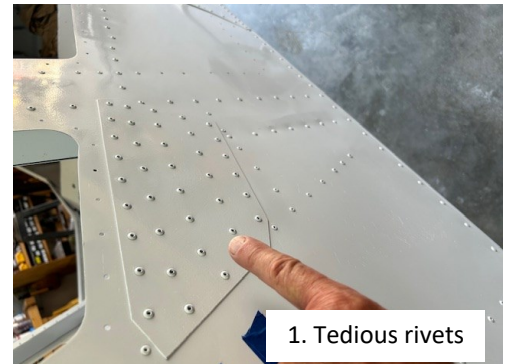
total time airframe 718 hrs,
Engine O-235c lycoming, total time 1868 hrs,
15 since overhaul. Val 2000 radio, Narco AT 150
Transponder, \$23,500 contact Seale Williamson
(251) 979 - 5093 Robertsdale, Al same owner last 21
years



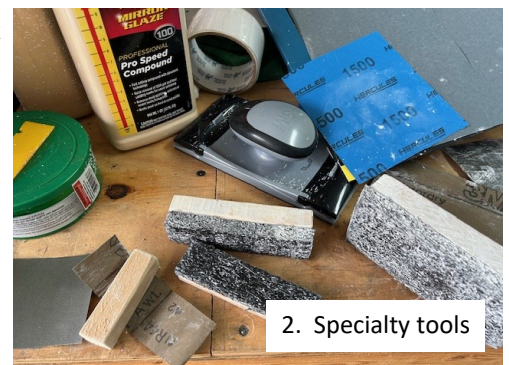
DRANO'S ZENITH 750 Update

Last month I related my experience with choosing what, where, how and when to paint my 750 project and said that in July, I would discuss something that became a major issue for me.....Orange Peel!

In the painter's vernacular it means that the painted surface looks more like the texture of orange peel than the shiny hood of a Rolls Royce and this is considered an "undesirable effect." Well, I had a lot of orange peel effect in my paint job and two questions arise: What causes it so you know how to prevent it and what do you do about it once you have it? The first is rhetorical since my fuselage is already painted, the second became my objective task at hand.



As to cause, if you search Google, it comes down to a condition of having too much paint per pass with the spray gun. I will not launch into three chapters of how to paint here since I'm no expert and the purpose of this article is to update you on my project, not to create terminal drowsiness. I will simply say that it turns out that two part epoxy paint is a patented, highly scientific, exacting chemical formula applied at the whims of temperature, humidity, equipment and artistic ability. From my reading, preventing orange peel requires the painter to either thin or reduce the volume of paint that comes through the spray gun, increase the volume or pressure of air in the paint, adjust the hardener and solvent ratios in the paint, use a more exacting technique, throw all your equipment away and buy new more expensive stuff or any combination of the above. Clear as mud, right?



But my real challenge was what to do about this so called "undesirable effect." The approach is basically to level the paint (reduce texture....i.e. orange peel) with abrasives then smooth and polish. This is done through using multiple stages of progressively less aggressive wet-dry sand paper followed by an orbital machine compounding and polishing. Where the texture was the worst, I would start with 400 grit then smooth that out with 1000 grit followed by 1500 grit followed by McQuiar's compounding liquid. Again, this sounds pretty straight forward except that the surface area of an aircraft equates to a measurable percentage of the total acreage in the state of Florida and a plane built using pulled rivets (like the Zenith 750) has exposed/raised rivet heads everywhere! Some sections look like rivet farms.

Sanding over these rivet heads (1) removes the paint on them almost immediately so to "level" the paint I had to wet sand carefully around each rivet head individually and do so multiple times with different grades of paper. The rivets are typically 40 mm apart which required me to use a lot of different, small, specialty, sanding blocks.(2)



I spent a lot of time working on this, and in the end, things started coming together. I got through multiple stages of wet sanding and polishing during which I had an epiphany (3). I came to see things differently—instead of orange peel being an "undesirable effect", I now prefer to see some amount of it in a less derogatory way... I now see it as more of a carefully crafted, creative character in a paint job. But I will keep you informed.

—Drano

Lynn Rippelmeyer Part 2

It was a blessing in disguise.

Rippelmeyer found a job at a cargo carrier called Seaboard World Airlines – as first officer on the Boeing 747, flying out of JFK on transatlantic routes.

“It was a very unique situation, because in most airlines, you started as a flight engineer – like I did at TWA – and then you worked your way up,” she says. “But at Seaboard, they had professional engineers. Guys that did not have a pilot license and didn’t care about upgrading to pilot. So when you got hired as a pilot, you immediately went to the first officer seat.”

The year was 1980, and Rippelmeyer had just become the first female pilot to fly the 747. “I didn’t even think a woman could do that,” she says, because the male pilots she had worked with had told her it would be too difficult – psychologically and physically.

“They had kind of convinced me there was a physical aspect to it. They told me that on four-engine airplanes, if two engines went out on one side, no woman would have the strength to push the rudder down to keep the airplane flying straight.”

But Captain Carl Hirschberg, an experienced pilot who was her superior and flight instructor, was excited about having a 747 female pilot and told her that she could. Better yet, he showed her how to do it.

“In the simulator one day, he said we’d have an engine failure on takeoff, and then a second failure on the same side. And that’s not supposed to happen. It never happens. The first officer doesn’t have to demonstrate that. But I didn’t have time to think about it — I just had to deal with it.”

“I came back around and landed with the two engines out. And it wasn’t as good as he could have done it, but I managed it.

My leg, from pushing on the rudder so hard for two engines, was just shaking. I couldn’t stand up. Why would you do that to me? And he said, ‘Because I’m not having you up there thinking you can’t do something that you can. And you’re welcome.’ ”



Lynn Rippelmeyer Part 2 (cont.)

The dream didn't last long, because Rippelmeyer was furloughed once again: "I was 30 years old at this point, didn't have a job, wasn't married, didn't have an income. Flying was not working out. I was wondering if I had messed up my life."

Luckily, the deregulation of airlines — which removed federal control over routes and fares — led to an influx of newcomers on the market, and among these was an airline called People Express, which flew from 1981 to 1987: "I started out as a first officer on the 737 and since I got hired at the very beginning, it was less than a year before I became a captain. I got to be one of the very first female airline captains in the world."

Later, People Express started flying the Boeing 747s and in 1984, Rippelmeyer became the first woman to captain a jumbo on a transoceanic flight, from Newark to London Gatwick. "Beautiful weather, lovely ride, nice landing. I walked through the cabin and people were congratulating me. There were all kinds of celebrations, TV, radio and photographers waiting for the arrival. Everybody was very, very gracious and wonderful about it. It was quite something," she says.

Rippelmeyer briefly flew the Boeing 727 before People Express was acquired by Continental in 1987.

The uncertainty that came with the merger caused her to take time off to go sailing through French Polynesia and then settle in California to marry and have children. After a hiatus of almost 10 years, a divorce and a move to Texas, she returned to the skies in 1998, finding ingenious ways to balance family and work life.

"My two sons and I moved to Houston where Continental had a base. I returned to flying domestically on the 737 to be able to be home with my children more. The kids were only 3 and 7. Initially, I thought I needed to find a live-in nanny," she says.

"But there was this one flight to Tegucigalpa, Honduras, that checked in at 9 a.m. and got back at 4 p.m. — so I would be able to drop the kids off at school, go to work and pick them back up. It was a difficult approach into the airport, which required extra training. It's a visual-only landing onto a short runway at a high altitude surrounded by mountains and has no electronic guidance. The chief pilot called me to ask why in the world I wanted to fly into the most dangerous airport we had. I told him it matched my kids' school schedule."

"So that's what I flew for the better part of 12 years until the kids were old enough, and it worked out great. I could drop them off at school and get to the airport and fly to Central America - it's only two and a half hours from Houston. It was fun once you got used to it."

Ignore the YouTube crash detectives

—it’s usually pilot error

June 24, 2024

Part 1/2

By John Zimmerman

When a high performance airplane crashes in IMC, the self-proclaimed experts on social media quickly spin elaborate theories about autopilot failure, in-flight icing, structural failure, carbon monoxide poisoning, or some other incredibly rare cause. It makes for good entertainment (“hit that subscribe button!”) but the reality is usually much less interesting and much more depressing. When the NTSB report comes out a year later, it’s almost guaranteed the cause will be “the pilot’s spatial disorientation and loss of airplane control.”

In fact, if you hear about a general aviation airplane crash and you know *nothing else*, you should assume it’s pilot error—even if there are tantalizing clues that suggest otherwise. After all, if 70-80% of accidents are due to pilot error, why would you jump to in-flight breakup or heart attack instead? This is a classic case of base rate neglect, a fallacy where we ignore the general prevalence in favor of exciting details. To put it in aviation terms, if I told you Bill is a doctor, you might assume he’s flying a V-tail Bonanza. It’s possible (the stereotype isn’t totally unfounded), but it’s much more likely he flies a Skyhawk. Why? For the simple reason that Cessna has delivered five times more 172s than Beechcraft has of their distinctive V35.

First impressions:

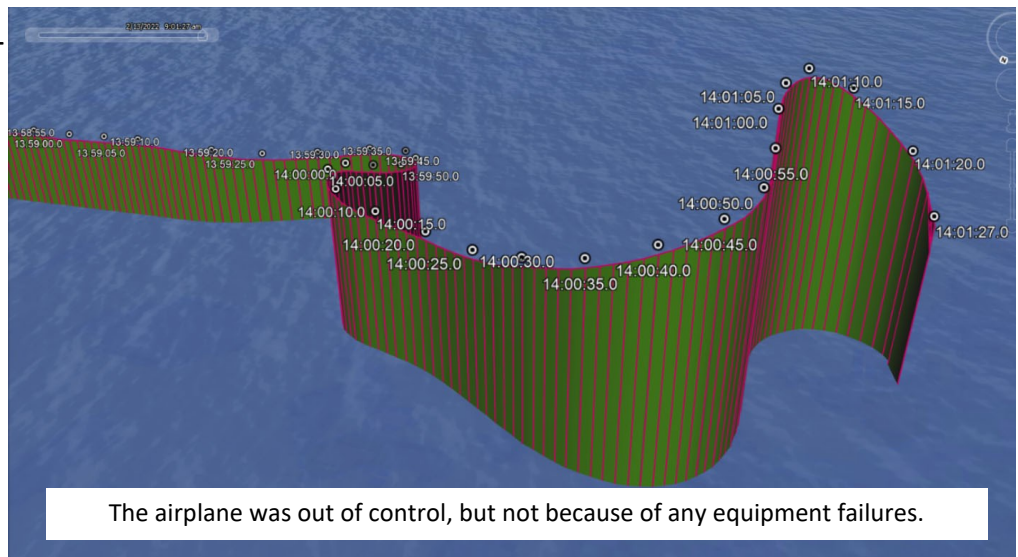
There are plenty of recent examples of this phenomenon. One of the most shocking is the crash of a Pilatus PC-12 off the coast of Beaufort, North Carolina, in 2022 that killed eight. The instant online analysis, based mostly off FlightAware data, suggested a flight control issue or medical event, and plenty of speculation raged across forums and Facebook groups. The actual cause ended up being far more mundane, as the [NTSB lays out](#) in excruciating detail: the pilot simply lost control of the airplane, got too slow, and never took decisive action to save the airplane.

Ignore the YouTube crash detectives cont.

In fact, the entire flight was an exercise in frustration for the pilot, as he struggled to work the avionics in marginal VFR conditions. Even at the end, as the right-seat passenger pointed out “we’re sideways,” the pilot was thinking only about the panel, saying “it’ll navigate” and “activate vectors.” There was absolutely nothing wrong with the airplane—it just needed a pilot in command to be in command. It’s one of the worst accident reports I’ve read in years.

V-tail Bonanzas, as mentioned above, seem to attract particularly wild speculation. Tail failures, the favorite theory when commenters don’t know any better, have indeed [happened](#), but not nearly as often as most people think. In any case, most Bonanzas have been modified to increase strength, and even the ones that aren’t modified usually crash because the pilot ends up in a spiral dive well beyond Vne. The tail failing is simply the final straw.

The crash of a V35 in Tennessee last month has brought this topic up yet again, because witnesses on the ground “heard a pop” as the airplane descended rapidly, a classic sign of in-flight breakup. The [NTSB report](#) is still preliminary, but—remembering the base rate—I would bet on loss



of control. The airplane clearly came apart, but it was probably after the airplane went through redline on the airspeed indicator and was coming down at 4000 feet per minute. Weather was a factor here, with radar images showing the Bonanza clipping the edge of a developing thunderstorm. That may have set the accident chain in motion, although I’d be surprised if it actually pulled the airplane apart.

The airlines are not immune to this fallacy either. Both the [Colgan flight 3407](#) and [Air France flight 447](#) accidents seemed to be caused directly by weather or equipment failure, but were in fact simple human error.



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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

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:

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July 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!

Upcoming Events

(CHAPTER EVENTS IN CAPS):

July 13th, [Pensacola Beach Air Show](#)

July 22-28, [Air Venture 2024](#), Oshkosh, WI (KOSH)

October ??, FALL YOUNG EAGLES RALLY

November 1-2, [Blue Angels Homecoming Show](#)

Chapter Meetings:

Saturday, July 6th, 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: Lou Toth – Sport Air

Racing League

Adjourn

(Dining Room) Cheeseburger Lunch

(Main Meeting Room) Air Venture arrival procedures briefing by Cathy Kaupp, Gulfport and Air Venture ATC Controller

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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OSHKOSH ALERT!

[UW-Oshkosh Dorm Room Reservations](#)

Open Now for [Air Venture 2024](#)
Jul 22-28