EAA 485 OCT. 2024

HOME OF THE "PANHANDLE PELICANS"

PRESIDENT'S NOTES: Contact: Ralph Moser

Guest speaker and member Dr. Angus Rupert presented some high-level information at our September meeting on inflight illusions and how serious they can be. He is a world-class expert on the subject. We look forward to more presentations from Dr. Rupert in the future.

Scott Miller managed to swing a deal on Sept. 19th for $1200 on the propeller that was donated to the chapter in June. That means we have now netted $8200 from the kit and parts donated to us in June by Mr. Robert Dingley. A lot of sweat equity involved by us, of course!

As our Thatcher chapter build project nears completion, there will be several thousand dollars of expenses to be paid. Then we hope to recoup all monies invested in it by selling it. John McKiernan, project manager for the chapter build project, emphasizes that over 50 people have been involved in the Thatcher project so far, gaining valuable homebuilding skills.

A recent message from EAA: "We have received several reports from EAA chapters of email scams requesting money from chapter leaders and members. Some of these scam emails spoofed the name of a chapter officer to seem convincing. We urge you to be vigilant in all email communications and to verify with another chapter leader if you receive a suspicious email concerning chapter business." This is exactly what has happened several times in Chapter 485 over the past couple years. The scam email, supposedly from me, Ralph Moser, was asking for an Apple gift card. I WOULD NEVER DO THAT! It was sent to various chapter officers. They all contacted me to verify that it was BS. We're not sure if the scammer got the email addresses from the EAA National member database, or from our chapter website. Either way, continue to do what EAA says. I'd love to wrap my hands around the neck of the scammer, but these sickos seem very hard to track down…

We will continue the annual elections process per our bylaws on Oct. 12th. The bylaws only require that we deal with these six 2-year positions: President, Vice-President, Secretary, Treasurer and two Board Members at large. (The current position holders are listed under CONTACT US on eaa485.org.) But as a courtesy, I have polled our other volunteer position holders – VMC/IMC Club, Newsletter, Website, Young Eagles and Ray Scholarship – to see what their intentions are. There is no set term associated with the volunteer positions. The Flight Advisers and Technical Counselors serve at their own discretion, and must be certified by EAA. I will post a list of all this on the whiteboard for the October meeting. Bottom line; President Ralph Moser, Treasurer/Membership Coordinator Scott Swanson and Ray Scholarship Coordinator Craig Spoke are the only three looking for a replacement. If you are interested in these positions, please let me, Scott or Craig know...

DON'T FORGET THE UPCOMING

October 19th

FALL YOUNG EAGLES RALLY

Be sure to talk with Ralph or Eric if you are interested in helping out or flying for this event!

Board of Directors Meeting: what was covered

1. (Ralph) Anonymous Donor Scholarships $$ limit. Update on $$ spent so far. (Scott)

It was decided to distribute any excess anonymous donor funds equally four ways between the Ray #9 winner and the 3 Anonymous Donor Scholarship winners.

2. (Scott) How can we better synch the EAA Roster with the MEMBERS listing on eaa485.org? Also, New Member Orientation Program (Jacob?)

Scott Swanson is investigating a better way to synch the EAA roster with the website MEMBERS page. Jacob Abston will develop and run a New Member Orientation Program.

3. (Ralph) Proposal to get some of our new private pilots involved as Young Eagle pilots.

Unresolved.

4. (Ralph) With current healthy funds balance, can we now afford to send someone to local or EAA Oshkosh "Aviation Camp" If so, how select?

Ralph will pursue our chapter funding a $475, 3-day aviation camp at the National Flight Academy. Three local high schools have aviation programs. Ralph will coordinate with them to choose a candidate for the award.

5. (Ralph) Brian DeCamp's departing remarks/inputs.

Brian DeCamp had very complimentary words to say about his time with Chapter 485, while going through Navy pilot training. He felt we should look for ways to better publicize some of our programs. And he suggested a New Member Orientation Program. See #2 above.

6. (Ralph) Clubhouse heat pump plan so far.

We discussed upgrading the HVAC system in the main clubhouse meeting room by installing a heat pump. We are awaiting approval for the concept from the Roscoe airport owners. If approved, we will get it professionally installed. John McKiernan is researching possible HVAC contractors.

—Jacob Abston

President's Notes Cont.

If you intend to nominate someone at the meeting for an open position, please talk to them privately first.

Our October guest speakers will be Casey Shokoui and Doug Ritchie from the US Coast Guard Auxiliary.

See you at the October 12th meeting! —Ralph

Ray Aviation Scholarship report for July

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. Both of these young ladies will be hosting our Chapter table at the Girls in Aviation event in November.

After 5+ years of working on the Ray Aviation Scholarship committee, it is time for me to step back and give someone else a chance to help our local young people achieve their dream of flight. It has been my honor to serve in this capacity but a new face and new ideas are needed. If you are interested in taking the lead in this amazing program as Ray Scholarship Coordinator, please let myself or Ralph know.

Saturday, September 14th, 2024

VMC Club Meeting
Flaps or No flaps
IMC Club Meeting
Radio problems
General Membership Meeting
Officers Reports
Eagle flights on Sep 21 at 0930.
Young Eagles Rally on Oct 19.
Anonymous Scholarship Presentation
Sean Londrigan, Ethan Smith, and Cody Stebbins were awarded their Anonymous Scholarships.
Guest Speaker
Angus Rupert
Vection Illusions
Board of Directors Meeting

—Jacob Abston, Secretary

This Could Be You!

-Craig Spoke

BLUE ANGELS
PRACTICE INFORMATION

The world-famous Blue Angels are based at NAS Pensacola and can be seen practicing over the Museum at NAS Pensacola on select days throughout the year. Come watch them soar and then spend the day at the Museum. Admission is FREE.

Blue Angels practice dates are almost over! The last dates to see them are as follows: **October** 16*****, 22, 23*****

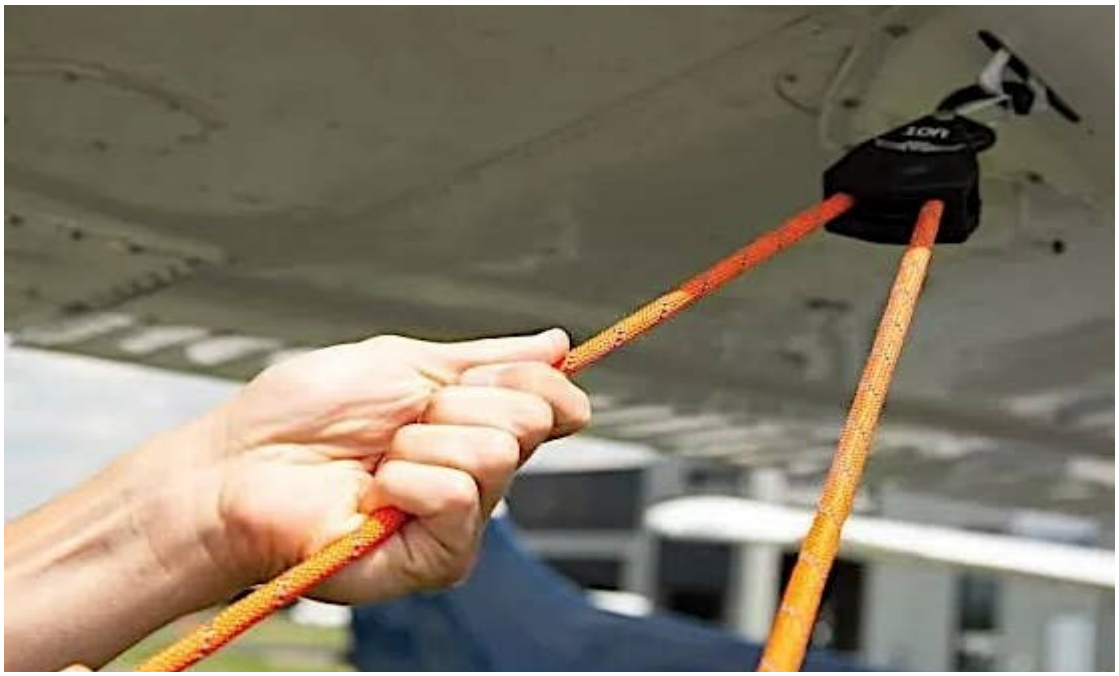
*****Indicates an autograph day in the Museum following the Blue Angels Practice.

Click here for more information on the NAS museum website!

AOPA Offers Advice For Securing Aircraft In A Storm

If the only option is riding out the storm on the ramp, there are ways to maximize your chances.

MARK PHELPS Updated Oct 9, 2024 4:24 AM EDT



The Aircraft Owners and Pilots Association (AOPA) has responded to numerous requests from members for advice on how best to prepare an aircraft for surviving extreme weather, such as the hurricanes that are savaging the U.S. Southeast. The association recently reposted some of its regular hurricane season tips for securing aircraft in extreme circumstances.

If it is not possible to evacuate the area as a major storm approaches and an aircraft is not normally stored in a hangar, the first suggestion is to arrange temporary hangar space as far in advance as possible. AOPA recommends paying attention to the hangar's construction as a flimsy hangar can be more dangerous for aircraft than riding the storm out on the ramp.

AOPA offers eight bullet points for securing an aircraft parked on a tiedown. First, secure or clear the area of objects, including a storage box, that could blow into the aircraft. If you have a choice, park upwind of other aircraft that could be blown into yours, but bear in mind that the wind could shift as the storm passes through. Then, chock the wheels as well as tying down the airframe. Check the Pilots Operating Handbook for best advice on whether to set the brakes or not.

Windows and doors should be firmly latched and engine inlets, pitot tubes, and static ports covered. But be sure that the covers are not loose and could batter the aircraft under heavy winds.

AOPA suggests considering deflating tires or digging holes to keep the wheels more firmly in place. Gust locks are also recommended. A lap belt secured to the control wheel can serve as a substitute for external aileron and elevator locks. Also, lift fences that serve as spoilers can keep an airplane from trying to "fly" while tied down.

The tiedowns themselves should be inspected for rotted rope or rusted chains. AOPA has detailed advice on tiedown strategies on the storm preparation section of its website.

DRANO'S ZENITH 750 Update: AVIONICS

When you build an airplane, the concept of what kind of avionics suite you want to put into the plane starts to play in your thinking early. At first, it is mainly daydreaming as you're reading the advertisements in your EAA Sport Aviation magazine or while watching a boring rerun on TV. You also start to have a big case of "Wonder ifs" while you are building, and you start looking at the open panel area differently. I made my choice fairly early based on three primary factors: mission, simplicity, and cost.

The design purpose of any Zenith 750 is almost exclusively JGF...Just Go Fly. The stark objectivity of the primary mission begs the second factor of simplicity. I won't be shooting an ILS approach to runway 27R in Hartsfield-Jackson Atlanta. Why have a complicated avionics system if your mission is to fly over Shields to see if anyone has their hangar door open or to some location within a 100 miles for a hamburger?

Additionally, the cost factor is easily understood beyond just the balance in your favorite Credit Union checking account.

The mount for clipping in the iPad. It has a nifty control bar below. The hole in the middle is for a cooling fan.

The hole behind the panel where everything goes. The blue tape lines are kinda-sorta where the wire bundles will go.

AVIONICS continued

There is an old rule of thumb that the total cost of an airplane will be 1/3, 1/3, 1/3 (airframe, engine, and avionics).

This made no sense for this plane. Early on, I was intrigued with the Flight-View system built by Falken Avionics which uses the iPad I am writing this update on for the EFIS.

The FlightView system is basically two components: the Flight Data Computer and the Engine Monitoring System. Each is about the size of my hand. You add your own Radio and Transponder. Everything is hooked up to the FDC and the EMS and they provide all your flight status, navigation, and engine data information on the iPad that you simply clip onto the face of the instrument panel.

So you JGF in a 750 with FDC, EMS, and iPad. Sounds simple enough, but reality is what happens when a plan meets contact, so we will see. I will keep you informed.

—Drano

The EMS, basically plug and play.

The FDC, pretty straight forward.

Quick Tip: Coordinating The Roll

When initiating a turn, look straight out over the nose. If it pivots on a point, you are coordinated. If the nose swings in the direction of the bank, you're adding too much rudder in the direction of the bank. If it swings opposite the bank, you haven't added enough. Don't focus on the ball; it only depicts what already went wrong! Practicing the classic "Dutch roll" exercise—banking left and right on a point—is a good way to achieve a feel for this elusive balance.

the "feel" of a skid probably since that is what you feel in a car going around a turn. Clearly, a lot of training is necessary here to overcome (again) the "automotive paradigm" (see the sidebar on the opposite page).

SLIP TO A STALL

The slip is an entirely safe and a wonderful tool if performed correctly. An excellent demonstration of the stability of the slip configuration is flying the plane into a stall while stabilized in a full slip with power at idle. Amazingly, while maintaining a full slipping stall, nothing exciting happens. This surprises every student and that is why this demonstration is so powerful. In a well-rigged trainer there is not even a significant "stall break:" The plane will just hang in a level flight attitude with no gyrations and indicate about a 1500-fpm descent.

In this configuration, there is no tendency to spin because roll force downward into a turn is opposed by the rudder force against the turn, thus creating a balanced situation.

Before you pick up a pen to write me a nasty letter, let me say that this maneuver is quite different in a climbing turn with the slipstream generated by full power energizing the rudder. A slip in this configuration is not at all benign, and the airplane can spin quickly "over the top." For this reason I always advocate the slip to land as the tool of last resort to create the necessary descent. First add drag, then reduce more power; finally, slip if you must.

THE FATAL SKID SCENARIO

The evil twin of cross-controlled flight that started all the rumors of death and destruction is actually a skid, even though it is often mistaken for a slip. The confusion is not limited to beginners either: I have had CFI job applicants demonstrate the monster skid and call it a "slip to landing." So, the vital question when crossing the controls in a descent is, "Am I slipping or skidding?" The answer is this: If you are ever turning the plane

The Turning Stall

Sammy Mason, in his excellent book, *Stalls, Spins and Safety*, describes the perfect candidate for the stall/spin accident: "More than likely it will be the pilot who seldom, if ever, exceeds a 30-degree bank and hasn't practiced a stall, let alone a spin, in years. Just as physical exercise improves your physical health, proper flying exercises will improve your ability to fly an airplane."

To practice this maneuvering, find a competent, patient, CFI and start back in with some straight ahead unaccelerated stalls. If it has been awhile this will "re-imprint" the feel of releasing back pressure (unloading G force) to recover from a falling nose. This is counterintuitive. It seems to be human instinct to try to "pull" here to get out of trouble and this error needs to be corrected first. Following this with simple coordinated turning stalls gets rid of the universal misconception that bank is responsible or somehow involved in a spin entry. I am always amazed at how few pilots have even done these anywhere in training.

This is, incidentally a maneuver that may be tested on the Private pilot practical test, both climbing with power and descending. If the plane is coordinated entering a turning stall, the nose smoothly and reliably falls away from the lift vector. The stall break is more subtle due to the offset of the elevator force. Just unload, roll level and recover the lost altitude.

The Problem With Today's Flight Training

Many "new age" flight training training courses avoid stressing the need for coordinated flight—at the expense of cross-controlling—since the school's marketing department is often running the show.

For fear of "scaring off" potential students and airplane customers, they don't want to invest the time and effort necessary to teach proper, coordinated use of the controls. Instead, flying is presented as "driving in the sky," and a watered-down flight training syllabus never departs from the center of the maneuvering envelope.

Claims of financial poverty and also the feeling that schools need only "train to minimum standards" also fuels a lot of brevity in flight training.

My "sales pitch" on this issue is simple: "You are investing in your own safety here. If you were shopping for a parachute and had three rigs of differing cost and quality in front of you, would you choose the cheapest?" Usually that gets the attention of the student or hopefully their significant other.

with the rudder, you are skidding. Any hint of "cheating the turn" or increasing the turn rate with rudder results in a skid. At low altitude—as when executing a late turn to final—this can be fatal.

The classic example occurs on a breezy day, when the runway features almost a direct crosswind from the left. Things happen fast on the downwind leg and, by the time we're turning from base to final, the airplane is high and close-in. This is because we flew the downwind leg without establishing and maintaining a heading to compensate for the wind. The result is that we've drifted closer to the runway than normal.

By the time we turn onto the base leg, we're already too high and too close, plus we have a stiff tailwind. The wind pushes us past the runway's extended centerline and, somewhere in the turn, we realize that a simple 20-degree bank isn't going to cut it this time. So, more aileron is cranked in, with too much rudder—a skid—to increase the rate of turn. Usually, the airplane is already in the landing configuration and power is way back.

The FAA's *Airplane Flying Handbook*, FAA-H-8083-3A, has the following description of what happens next: "The addition of inside rudder pressure will cause the speed of the outer wing to increase, therefore, creating greater lift on that wing. To keep that wing from rising and to maintain a constant angle of bank, opposite aileron pressure needs to be applied. The added inside rudder pressure will also cause the nose to lower in relation to the horizon. Consequently, additional back-elevator pressure would be required to maintain a constant-pitch attitude. The resulting condition is a turn with rudder applied in one direction, aileron in the opposite direction, and excessive back-elevator pressure—a pronounced cross-control condition.... This is usually the beginning of a spin. It is obvious that close to the ground is no place to allow this to happen."

As bank angle increases, the vertical component of lift decreases and the airplane's descent rate increases. The result is increased elevator back pressure, and reduced airspeed. As speed bleeds off and the resulting skid achieves a greater rate of turn, the stall break occurs, the airplane snaps over into a spin and there is little altitude with which to recover. This is why it's critical to maintain coordinated flight, especially when close to the ground.

CONCLUSION

Flight in the "cross-controlled" configuration can be necessary for coordinated, efficient and safe flight, or it can induce either a slip or a skid. This configuration is essential in a climbing right turn but completely inappropriate and deadly in a skidding left turn. Think of the slip/skid difference like the two edges of a knife: One side will cut you quickly while the other side is relatively benign.

Accurate knowledge and recent practice in slow flight is essential to allow a pilot the confidence and skill to maneuver safely in the pattern. You need to try the slip and skid to feel and understand the difference. More knowledge and careful training in this is area of flight control is essential and could save your life. That's money well spent!

David St. George is a Designated Pilot Examiner and Chief Instructor for a Part 141 flight school in upstate New York. He has flown for more than 30 years and has given more than 7000 hours of dual instruction.

October 2024

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):

October 19th, FALL YOUNG EAGLES RALLY.

October 26th, OctoberLite Fly-In, Sky Landings (22MS), Lucedale, MS. South Mississippi Light Aircraft. https://flysmla.com

November 1-2, Blue Angels Homecoming Show

November 2nd, EAA Leadership Boot Camp, (KCTJ), Carrollton, GA. See eaa.org to register.

November 9th, CHAPTER 485 MONTHLY MEETINGS

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

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

Chapter Meetings:

Saturday, October 12th, 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 – Ralph (for Eric Goldman}**
- **Member Build Projects Update**
- **Guest Speakers – US Coast Guard Auxiliary (Casey Shokoui and Doug Ritchie)**
- **Adjourn**

(Dining Room) Lunch TBD

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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