



CATFISH SQUADRON

EAA CHAPTER 797



Live Oak, Florida



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Chapter 797 Meeting

December 21, 2019

The monthly meeting will not be held on the third Saturday of the month at the Chapter Building this Christmas Season.

A Pancake Breakfast will be at 8:00 AM. All of our members are asked to share in the fun.



ADS-B, Are We Ready?

EAA 797 Morning Fly-In Pancake Breakfast

The third Saturday of the month
December 21, 2019
8:00-10:00 AM

From the Top

At our last meeting on Nov. 16th, we voted in the new Board of Directors. Pete Van Spronsen is your new President. He has served as an EAA Chapter president for several years in the Plant City area. Allen Rice, also with years of experience in the EAA and as a past president, is your new Vice President, Tommy Diedeman as Treasurer, Greg Boyette as Secretary. Larry Peseck as the Web editor, and Phil Hancock is your new Young Eagles Coordinator. Dennis Wolcott remains as the Membership Coordinator and is on the Board of Directors, as is Morris Brown, and me. Dave Poirier continues as the Newsletter Editor; Dave Holmes is going to announce the Fly in and Fly Outs. This means you have a lot of experience on hand to keep Chapter 797 at its best. Congratulations and Thank You so very much gentlemen, for your continued support for our Chapter.

Gate card carriers be aware that all gate cards will be disabled Jan. 1st. This includes those who rent a hanger. Your card will have to be reinstated at the FBO. Your new President will have a say in who gets to be a card carrier for our Chapter. Right now, it is Board of Directors, Tool Custodians, and past Presidents. That may or may not change.

We had a blast at the Christmas Brunch this past Saturday. I'm sorry if you could not attend. We had great food, games, and comradery. We were able to take some photos that have been printed and will be shared at the Pancake breakfast.

This has been quite an experience for me this past year. There is so much more to being President than I ever expected. Many of you expressed your gratitude and your support. I could not have done it without you all. I want to thank you for your enthusiasm for the “rookie”! Experience does make a big difference I am sure.

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I also want to thank my sweet husband Douglas, for his support during this past year. Thank you for being my sounding board, my maintenance man, my news article proofreader, my volunteer. Thank you for being my hero!

We will have a Pancake Breakfast on Dec. 21st. There will not be a meeting afterwards. We will have several members working the kiddie cart at Heritage Park from 9am TO 2pm. There isn't a VMC class available for the month of December, and Dave Holmes says he will reschedule the Wings Over Suwannee meeting time. You will hear from him via email.

Wishing you all a Very Merry Christmas!
 Remember the Reason for the Season,
 and a Very Happy New Year!

Thank you again ever so much for giving me the opportunity to serve.

Cathy Cleveland
 Chapter 797 President



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News Wanted!

This is your newsletter. I am very happy to see that several people have stepped forward with their experiences to fill these pages. Let us know how your project is going or where you've been. It's your newsletter, let's make it about you.

Editor



VMC Club

Since the VMC began operations we have had 19 “What Would You Do” videos. There have been no new videos released by VMC for several months. At the December meeting VMC will re-show a video selected from the 19. The video selected will be one that was originally shown when there were only a small number of members present at the original showing. So probably you haven't seen it before. Right now the video for the December meeting hasn't been selected.

(Editor's note: there is no Dec. Meeting, so stay tuned for the next VMC presentation...)

Support the sponsors of the 797 Newsletter. When you read the monthly Newsletter, take the time to slow down to read the ads. Ray Allen would like to talk with you when your plane has radio, transponder or pitot/static line issues. Ray is able to travel to where your plane is hangared.

When it is time for the required re-certification of equipment, Ray is willing to schedule service to several planes at your location. Use 797 sponsors when you are able.

Clark Dechant



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ADS-B Ain't So Hard...

Hello once again from Ed's hangar. This month I did the final installation of my ADS-B in my little Cessna 152. Because my transponder is an older model, I elected to replace it with the Garmin GTX-335 with ADS-B out. I already had the "IN" part several months ago with a Stratux, and it works great with the IFly that I put at the top of my radio stack. It's almost like a poor man's glass panel.

The Garmin GTX 335 came with the mounting tray and the encoder screwed into the back of the tray, replacing the old encoder that was 10 times its size. Because I purchased the wiring harness for an extra \$125 there were only two wires to connect. One RED and one Black. Not so difficult even for my limited skills. A short section of plastic hose and a few fittings from Aircraft Spruce made the static source connection just as easy. I opted for new wires for the antennas. The old wire was very brittle and didn't want any problems. Replacing the old transponder wire was simple, and I used a paper temple when mounting the new GPS antenna with just a few small holes. It went on the top and I installed it with the special screws that came with it. After hooking up this wire I was ready for the programming part.



With my lap top I down loaded the program from Garmin off the internet and using a printer cord, I began talking to my new transponder. Following the easy steps and putting in some basic info it was done. Pressing the install button and my new transponders was lite up, showing my N number, my altitude, and the delightful 1200 in large print. I was ever so happy. Lastly it was time for the Weight and Balance. Time to call in help once again. Ken Alsop is my A&P and I could not have do all this without his guidance and professional help. I borrowed the airplane scales from the

chapter and he did a new weight and balance for the plane. Draining all the fuel and doing the oil change was easy. I needed an oil change anyway.

With all that behind me it was time to fly to Tallahassee class C for the official check. I called them a few miles out and asked to borrow some airspace for half an hour to validate my ADSB instillation and they assigned me a heading & altitude. After requesting a few altitude and course changes my time was up and I returned home.

Opening up the FAA web page and was delighted to see each item was colored GREEN and my flight test was successful. As of this writing, the rebate check is already in the bank.

Flying with this new system has given others the tools to follow my flying adventures and gives me easy access to other planes around me. I now comply with the new requirements and can continue to fly in class B & C airspace safety.

Edgar Conrad

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Suwannee Valley Flying Club

Dear Members of the SVFC;

Come on out and fly! We only flew 16.9 hours in October and November, we really need 10 hours per month on the airplane to breakeven. So far in December we only have 2.9 hours logged.

The Musketeer is in good shape and we have not had any maintenance problems.

If we don't see you before, Merry Christmas and best of flying in 2020

Blue skies and tail winds,
Dave Holmes

Dave Holmes – My View

It's that time of the year – the busiest time of all. And this year seems busier than most previous years!

The Wings Over Suwannee effort is moving right along and I will be getting a message to people who have worked on Wings Over Suwannee in the past. We have some momentum started but we are 4 weeks behind from the 2018 scheduling of events. I hope more of you will get involved, you don't have to do much to make a big difference! If you have an idea, big or small, send me an email at oneyholmes@yahoo.com, just because it is your idea, does not mean you will be stuck doing the leg work.

I am sure Cathy Cleveland will have an article telling everyone that the Saturday 21 December meeting is cancelled. I was glad to hear we cancelled the meeting to enable us to participate in the Heritage Park festival. We will be running the kiddie squadron train at the park. Those of us who have participated in the event before always had a good time. To work with the kids, of course, you should have the EAA children protection course complete. Even if you don't want to participate in the train, come on out to Heritage Park on Helvenston Street – it is a fun festival.

Christmas on the Square and our chapter's Christmas party are behind us. The Christmas on the Square was a great success this year with good weather for the entire event. We had a good turnout for the Christmas party, if you missed it and could have been there, your loss!! Great food and we really needed a couple more rowdy people for the gift exchange! I am happy with my 82-bit fastener set but I still really wanted that Kobalt tool set – next year!

Dave Holmes



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ADS-B FAQs

When do I have to equip?

The rule requires ADS-B Out equipment by January 1, 2020, to operate in designated airspace. If you never fly into ADS-B-designated airspace, then there is no requirement to equip.

If I fly in airspace that does not require a transponder today, will I still be able to fly there without ADS-B Out?

For the most part, ADS-B Out will be required in the same airspace where transponders are required. However, to be sure of the regulatory requirements it is best to check [14 CFR § 91.225](#) for ADS-B-designated airspace and [14 CFR § 91.215](#) for transponder-designated airspace.

Can I fly under IFR in non-ADS-B airspace if my aircraft is not equipped with ADS-B?

The requirements of the ADS-B rule apply only to the airspace defined in [14 CFR § 91.225](#), regardless of whether or not the operation is conducted under VFR or IFR. It's an airspace rule and does not apply to any type of operation outside defined airspace.

This is just a sampling of the many questions we all have concerning the requirements and our exposure come January 1, 2020. For a fuller list of informative questions, simply follow this link:

<https://www.faa.gov/nextgen/programs/adsb/faq/#g4>

Editor



EAA RC Risk Assessment

November 27, 2019 -EAA is participating in two FAA Air Traffic Organization risk assessment panels that will study the safety of allowing unmanned aerial systems (UAS), including drones and legacy model aircraft, into certain airspace. One panel will focus on permitting operations above 400 feet and the other will study operations near airports.

While EAA has always stressed that UAS integration must happen safely, responsibly, and with the safety of manned aircraft as the top priority, it also recognizes that legacy model aviation is a well-established hobby with a remarkably safe record. Many EAA chapters and members regularly engage in legacy model aviation, often in concert with an on-airport event with no safety issues arising from these activities.

Some model fields in proximity to airports and higher altitude operation, such as soaring competitions with small, lightweight gliders, have come under scrutiny and regulation recently with the passage of new congressional mandates. EAA aims to work with the manned and model aviation communities to ensure that these activities can continue.

"We see model aviation as an important pathway to manned flight," said Sean Elliott, EAA vice president of advocacy and safety. "Our goal in this risk assessment process is to represent the safety concerns of our members while allowing the highest degree of freedom for legacy model aircraft, which have flown alongside us in the airspace for decades."

The risk assessment process will consist of several meetings over the next two months.

From EAA News

YE Coordinator Change-Up

After four flying seasons of service as Chapter 797's Young Eagles Coordinator, I decided to step aside for other talent to take a turn at running Chapter 797's Young Eagles program. I have enjoyed great cooperation from volunteers in ground operations, local organizations, Suwannee

County Municipal Airport and of course, our volunteer pilots along with others unrecognized.

Through the selfless efforts of many hands, hundreds of youth have experienced flight for the first time and many of those have returned to further their experience. Our public events have had burgeoning attendance due in part to the lure of the YE flights for area youth. In turn, these events have attracted local attention from those in a position to help expand our events. This inertia has EAA Chapter 797 positioned to expand our newfound recognition as a community focused entity into a full-fledged Live Oak personality. Don't ever underestimate the long term effects of even the smallest influence your volunteerism might generate. I thank you all for your time and efforts.

Phil Hancock will be taking over the YE program as of January 1, 2020. His contact info will begin appearing in the newsletter header in the January 2020 issue of the chapter newsletter.

Phone: 386 288-3026
Email: Hndecks3@aol.com

I know that Phil will enjoy the same spirit of volunteerism and cooperation that I have over the years which has enabled the growth and success of our YE program in the public eye. Once again, I thank you all for your time and efforts.

David Poirier

P.S.: Help Phil out by insuring that your information is current along with your Youth Protection Certification. The website for that is: <https://www.eaa.org/eaayouth/free-ye-flights/ye-volunteers>



50th Anniversary Gala – The First WOS

@ Azalea Aviation



Merry Christmas to all from Azalea Aviation!

Remember the reason for the season!

And don't forget....ADS-B rules come into effect next month! So how does this affect us?

We fly multiple aircraft but only one (our Cessna 150) flies in and out of Class B and C airspace continually. So while

watching our pocketbook we will probably tackle this plane first.

ADS-B (OUT) can be fairly easily installed into systems that have a current transponder system. Various products are out there that pick up the Transponder signal and send it through the ADSB system. Costs are @1500 for these systems. A new ADSB Out transponder would cost 2500-3500 for a certified system. That would make that airplane compliant however we still don't have ADSB (IN) for it.

Our Saberwing kit aircraft, on the other hand, have ADS-B (IN) installed. We can track traffic on our IFLYGPS 740B panels during flight. The signal is WIFI'd from an iLEVIL 3SW AHRS and ADS-B unit. So we can see traffic but they may not be able to see us because we don't propagate an OUT signal.

Whenever we fly we have to remind ourselves that for every aircraft we see on the ADS-B there may be five more that we don't see as they aren't part of the system – as we are not. However, we are limited to Class D and E airspace.



Rudolph?

As our aircraft get flown more and we find the need to enter those airspaces we will be required to install the ADS-B OUT Transponders. I hope that over the next year prices will go down as units get easier to build and install.

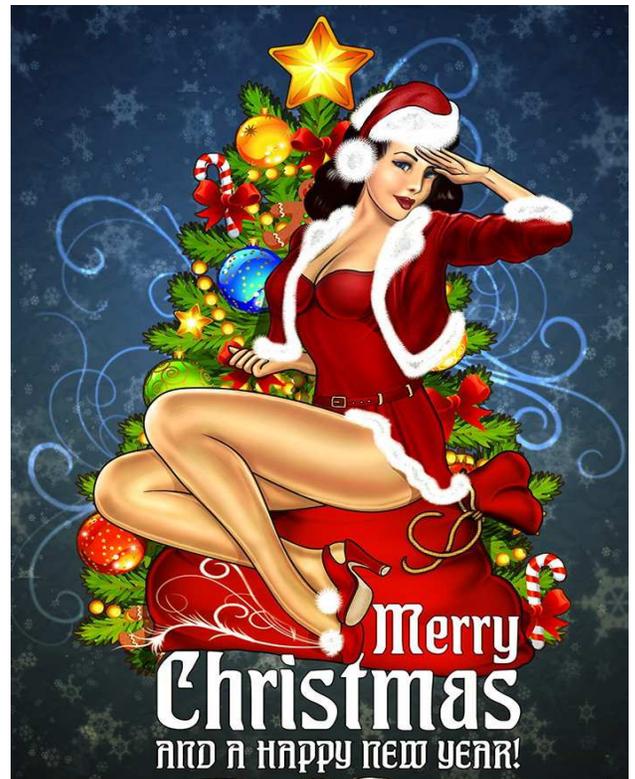
So that's my two cents.....

Oh...and Happy New Year!

Bill & Kyoung Clapp

Annual Dues

Your annual dues of \$15 are due at this time for the year of 2020. Dues can be paid by check or cash to any officer who will forward it to the treasurer.



The closest thing to Xmas nose art I could find...

Tailwind

I'm sure that I missed something or someone and I welcome healthy criticism. You can send comments, questions, ideas or articles to: dave@davesflyin.com



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