

CATFISH SQUADRON

EAA CHAPTER 797



Live Oak, Florida



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Chapter 797 Meeting:

November 21, 2020

The monthly meeting will be on the third Saturday of the month at the Chapter Building at 10:00 AM.

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



"WindSurfer" C/L Stunter seen @ FL10

EAA 797 Morning Fly-In Pancake Breakfast

The Third Saturday of the month
November 21, 2020
8:00-10:00 AM

The Bottom Line

I heard we had a fantastic Oct. meeting! First my apologies for missing the meeting was out of town to attend to a family matter. Our pancake breakfast was well attended and the social interaction was exceptional.

A great big thank you to Greg Boyette for taking charge of our meeting. Now for the meat n potatoes. You all probably thought the elections were over, WRONG. We need to elect a President, Vice President, Secretary and Treasurer to serve in those offices in 2021. Having a new leadership team will bring in new ideas and procedures. I believe those who have volunteered in the past will lend a hand and will continue to assist our new team. Please think of you next leadership team as nomination and voting for the officer will be on the agenda. Just as a side note our charter and Florida Corporate Statues requires a President and Secretary/Treasurer as a minimum. It is my hope and desire to have non-serving members get involved in our leadership team. I want thank you in advance for your commitment to our wonderful EAA chapter.... "Go Catfish Squadron".

We will also have a FAASteam presentation after the meeting. I hope all would consider attending in the name of aviation safety, the topic is **Avoiding Controlled Flight into Terrain**. Wings credit will be awarded after successful participation and signing in as attendees of the seminar.

Again we are also planning to do a young eagles event in the next several months so if your interested please contact Phil Hancock.

Our meeting is on the 21st of November and again, we have several new members. I would ask each and every member to seek out the new members and ensure they are made to feel welcome. As conducted at the last meeting, we will have it outside and or in our hangar, with the doors open, to ensure proper ventilation. We will also have hand sanitizer and face masks available. We also strongly encourage wearing the masks and practicing social distancing to the best extent possible as the circumstance allow.

I encourage as many as possible to fly to this event and show support of all the individuals doing their best in these times. Clark will again provide an presentation of the VMC program .

Please note we will start the meeting at 10:00AM. Pancake breakfast will be from 8:00 AM to 9:55AM.

And as in the past if you do need help with something please reach out to your fellow members for that help. I am confident someone in our chapter will have the solution.

With warm salutations and respectfully submitted,

*Chapter 797 President
Pete vanSpronsen*

PS: If you have not renewed your membership please do so: At \$1.25 a month, how can you go wrong?

As a reminder: Many of the same people fill the Chapter positions year after year. They provide the organization the rest of us enjoy. New blood is needed to give a breather to the regular names. Consider service this year to give back a little.

Editor



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VMC Club

At the November meeting, on the 21st, the VMC Club will have another “What Would You Do ?” video. The title is: “It’s Snowing”. It will be of special interest to the Chapter 797 pilots who may have little experience flying any place north of Florida! After this discussion, if there is time, there will be shown a Boldmaster series showing rarely used VFR Chart symbols. This is a multiple choice answer presentation and should stir up some discussion.

Following the VMC meeting there will be an online webinar. This will be the first time we will be faced by a time limit. It should not be a problem, even if we have to cut the meeting a little short.

I hope you can make it to the VMC meeting!

Clark Dechant

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



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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



Joe's Tri-Pacer

Member Joe Arbie's Tri-Pacer is still for sale. Details: (386) 984-5654



King Orange C/L Event at FL10

There is life for aviators outside of full sized aviation. King Orange Int'l had their annual C/L stunt competition at the turf ramp in Little River Airport.



These model aviators are every bit as serious about their hobby as we are about ours.

Here is a proud modeler with an innovative twin boom "Crusader".

Other modelers are more traditional. Here's a gaggle of the classic RingMaster built in various scales to fit their power plants. The smallest being only .024 cubic inch displacement.

Some full-on stunt models are exaggerated versions of full scale aircraft. Here's a P-51 stunter built to resemble one we might all be familiar with.



When I can fly a full sized plane to model plane event, that's a win-win.

Editor

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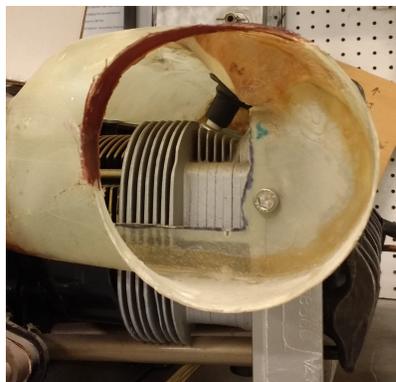


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In Brief:

Many experimentals are built with pressure cowls for air cooled engines. Recent years have seen some



plenums being configured instead. I wanted my plugs accessible and a plenum cooling system. LS1 boots will allow me to route external plug wires.

Editor

ADS-B Further Examined

A lot of hangar discussion has ensued over when exactly ADS-B out is required for simple aircraft inside the old Mode-C veil. Some say this, others say that. The whole question of what constitutes an electrical system drives many of the discussions.

Kitplanes to the rescue! I posted a picture earlier this year on FaceBook of a Mini Max with an electronic ignition and a wind-driven generator. Much discussion ensued without any clarity on the legality of the system.



ADS-B out is absolutely required in Class C and Class B airspace. This is not to be confused with under them or over them. Under either airspace is open to all. The question becomes what is the exception, and how does it apply to me? In particular, the Mode-C veil question.

According to the article in *Kitplanes Magazine* AOPA inquired about this directly to the FAA. The source of ambiguity is in the disparate descriptions between the original Transponder regulation and the new ADS-B regulation. To be clear, I will quote the article: “The ADS-B requirements are generally the same as those for transponders, but the ADS-B regulation is worded a bit differently. The transponder requirement refers to an engine-driven electrical system, while the ADS-B requirement merely says, “Electrical system.”

The AOPA queried the FAA about this, and the FAA chief counsel replied that the ADS-B exclusion is the same as that of the transponder one: The ADS-B exclusion for the Mode C Veil refers to engine-driven electrical systems.”

It boils down to intent. The intent of the ADS-B regulation is to mirror the Transponder requirements. Hence, the only plane excluded from the ADS-B out rules in the Mode-C veil was originally certified airworthy without one of the following: Battery, Alternator or Generator (turned by the engine), Voltage regulator.

If you’re building an entry level homebuilt on a shoestring and want to avoid the expensive stuff, build from the beginning with that goal in mind. Choose an engine that uses an ignition free of batteries. Magneto ignitions are the most obvious examples, but engines like the Jabiru use excited coils that are also independent of outside power. You can run a small wind-driven generator to keep a battery topped off for starting, radios, etc. As always, fly like you’re invisible. Never assume the other guy sees you.

As the technology progresses forward, people will be upgrading their ADS-B solutions. The secondary market is already beginning to show us some used “Beacon” style solutions and surely more choices will become readily abundant as ADS-B becomes just another common technology that airplanes have. For the whole article, click on the link below.

<https://www.kitplanes.com/ads-b-and-the-little-guy/>

Larry's 182 is bleeding purple!

I've been wanting to get a corrosion treatment completed on my 182 and ended up in Bartow at Amphibians Plus last month.

Who knows corrosion better than those guys, right? They use the ACF-50 product applied with a very fine mist while protecting the important stuff, (autopilot components, etc.) Plus they let me de-panel to keep the cost down. Highly recommend them if you don't mind the distance.

Larry Pesek

A Challenge to Members

Share the Gift of EAA

The past 10 months have flipped the world upside down for many of us, but they have also allowed us to spend more time focusing on our families and our passions. For all of us, the shared passion is aviation. It is what brought us together, and has been the one constant we can look to when the days get rough.

The flying club I am a member of shut down operations for 90 days as we evaluated how we could safely operate amongst the COVID-19 pandemic. It pained me to stay out of the cockpit for more than three months. This was the first time since I passed my private pilot check ride that I was out of my 90-day currency! Additionally, my local EAA chapter put all of our events on hold.

Although we were able to conduct virtual gatherings and board meetings, it wasn't the same as our usual in-person events.

This lack of aviation activity caused me to reflect on my passion for aviation, and remind myself how easy it is to take for granted the aviation opportunities afforded by EAA. Like many of you, much of what I use to fuel my passion for aviation has come from EAA. EAA AirVenture Oshkosh, my Young Eagles flight, the relationships built through my local chapters, and the educational opportunities. Without EAA, I am not quite sure where I would find myself on my aviation journey. One of the great pillars of EAA is the opportunity to give back, and pass the torch to future members. Perhaps you have given a Young Eagles flight that led to a career aviator, or lent a helping hand to a friend building their own aircraft. There is also a great chance that you have benefited from the generosity of a fellow EAAer. It is the lifeblood of our organization!

We all remember our mentor who introduced us to aviation and are forever grateful for the gift they gave us. That mentor may still be a close friend of yours within your EAA chapter. EAA is now asking you to join us in helping to preserve the legacy of EAA Founder Paul Poberezny, and of all our past and current members, by gifting an EAA membership to someone you feel will continue to carry on EAA's mission within The Spirit of Aviation.

It is EAA members such as yourself that can bring aboard the next generation of members. Your involvement in your local chapter is even a greater reason to introduce them to EAA. Chapter members are the most engaged and passionate members you'll find within EAA. There is no better group than a local chapter to welcome a newcomer to EAA.

Once you identify whom you'd like to sponsor, simply visit www.EAA.org/Legacy to register EAA's newest member. After you gift this membership, invite the individual to your chapter, and show them the opportunities and community that exist in their own backyard. By gifting a membership and becoming a Legacy sponsor, you will receive a Legacy sponsor pin and patch. EAA cannot thank you enough for your continued support of the organization, and especially of your local chapter. Chapters are the lifeblood of EAA, and without them the impact of EAA would be a fraction of what it is today. Enjoy your holiday season, and we hope to see you in Oshkosh this July!



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