

CATFISH SQUADRON

EAA CHAPTER 797



Live Oak, Florida



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August 2020

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Chapter 797 Meeting:

All Chapter Meetings
are suspended until further notice

The Pancake Breakfast is also
suspended

Until further notice. See Below...

All Club Activities Are suspended:



Big Piet Rebuilt

Suwannee Dept of Health Recommends suspension Of Group Activities

The Bottom Line

Like a broken record, our August meeting has been cancelled. Some members of the board have suggested we try another brunch social near the end of August or in lieu of our September meeting. I believe if we have it outside and practice the CDC guidelines it should be a great event. Please let any of our board members your thoughts. The small fly-in event that Phil Hancock arranged with the members of the Junior Air Force ROTC program from Valdosta, GA was a great success. Thanks Phil for a job well done. While giving out accolades, I would like to recognize Dave Poirier for the outstanding newsletter he creates and distributes. Having said that, I also want to extend my gratitude to all the members that have made so many contributions to the chapter during these challenging times. THANK YOU. Please allow me to reiterate a note from last months "Bottom Line"

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.

*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?



VMC Club

The VMC club is meeting in conjunction with our regularly scheduled meeting times. You can earn wings perks by attendance.

Unfortunately, the Covid-19 pandemic has meetings on hold. So, keep your ear to the ground (or the air..) for future meetings of the VMC Club.

Editor

Clark has forwarded the following email he received on the VMC Club from his contact:

Hi, Clark,

OK, I apologize and I admit, I dropped the ball this month, but better late than never ;-). If you already had your meeting, please use this question in September, but if not - enjoy it! Each month we are coming up with challenging, engaging, unique and educational questions related to IFR operations. None of the questions will be answered publicly. The idea is that pilots will be told and will need to attend a local EAA/IMC Club meeting if they would like to get a full answer. I will provide you with each month's question, answer, and the explanation the month before. It is essential that you ask each question at the beginning of the meeting in the month it is assigned for. You will need to follow with a short 5-10-minute discussion to see if anyone in the audience knows the answer. Please feel free to disclose the question in advance to your members if you desire so but do not reveal the solution until the meeting in the month this problem is assigned to.

If you cancel a meeting in any month, please skip the question for that month and go with the next assigned problem. You can also add your omitted item to your current meeting if you want. This month's question is attached in the form of MS Word document only, since I have many PDFs blocked in the past by my email system, and it is intended for your **August 2020 meeting**.

All the best, RadekWyrzykowski

As you can see, the VMC Club is formulated to operate via actual meetings. Clark did forward the good idea of digging into Socialflight.com and attending some of the VMC Club webinars that some more tech savvy clubs have set up. A quick look turned up two right away.

Editor

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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Joe's Tri-Pacer

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



For Sale

Fisher Flying Products Celebrity

Stock photo of a finished plane >



Fisher Celebrity Kit

– It is a wooden biplane. The fuselage, tail feathers, lower wings, lower ailerons are assembled.

The upper spars, and ribs are made but not assembled. There should be enough wood left to finish.

It has the main fuel tank and 2 wing tanks all aluminum, fiber glass cowling, seat pads, wheels, fabric for covering, the original bill of sale from fisher.

While I have been doing some work on it. It is stored inside my enclosed helicopter trailer. I do not have the hangar space to start assembling the plane, or the time.

Asking \$1500.00 OBO

Continental C-90 engine, it runs but has no logbooks. Without the mags, exhaust, starter asking \$4000.00

Narco AT-150 Transponder w/ AR-850 encoder, both new never install. Have the install kit with pins and instructions. Asking \$500.00

Dennis Wolcott

I have been working on my commercial helicopter add on lately in Gainesville. Flying a Robinson R44. What a difference from my machine. Should be done by the end of August/ September. Also been flying my helicopter and plane a lot lately. I will be selling my other project as I just do not have the time or space to work on it.

Dennis Wolcott

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Dave Nickels Recognized

On July 16, 2020, David Nickels was featured in an extensive article in his local paper. Dave is a former member of 797 and has flown many Young Eagles at club events. I say “extensive” because there is simply too much to edit without the article losing some of its charm.

The article goes into some detail of Dave’s history, some of his notable flight students, Covid-19 affecting his students and more. I will attach the PDF to the Newsletter Email for those who are interested.

Editor

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



Barbeque In Adel

On Aug 8, 2020, chapter members Bill & Kyoung Clapp hosted their first post-pandemic barbeque at their business following their first composites workshop. With so many virtual events and cancelled events, there was clearly a hunger for an actual event where we can meet, eat and socialize.



Dozens of aircraft arrived to commiserate and aviate. So nice to see some normalcy return to life

Editor

1100 Miles @ 50 Mph.

-concluding from last issue-

In the morning, Walt hauled me back to the airport bright and early. I added a few ounces of oil to get back to the line on the dipstick. Next stop was Monroe County (MVC) where the self serve fuel pump was out of service. On approach, an agricultural spray plane slipped right across my nose and did a touch and go without a single response or call of their own. The kid on duty took my cash and gave me ten gallons manually from the pump. He gave me a hand written receipt on note paper, a complimentary pulled pork sandwich and an iced tea. This was the first time I ran into fuel issues. With the Covid-19 pandemic closing up most municipal facilities, fuel islands were not getting serviced in a timely fashion. I was fortunate that this young man was there.

After my free lunch, I headed off to Waynesboro Mun (2RO). Again, the fuel island was inop. I was able to access the terminal/pilot's lounge but a call to the emergency number simply rang in the empty locked office. I got on the wifi and began a web search. I found a different number on the airport's web site and the attendant rode up on a Harley soon after. Someone had crammed a receipt into the card reader and there was no getting it to read a card. Again, the fuel Pod was not being serviced because there were no personnel on site. He enabled the pump manually and gave me five gallons for the last \$18 cash in my wallet. Hesler-Noble (LUL) was only 30 miles west. I flew out to Laurel Mississippi as the winds built once again. Winds at 20 gusting to 26 were slamming me about the cockpit again. Since it was time to keep it in the white arc and find a runway, I was there for the night. I walked to a gas station to get cash out of an ATM (lesson learned). I again added a few ounces of oil. The one person on site fueled the plane, locked me in and let me sleep on the recliner. The outlook finally promised me a tailwind in the morning.

Monday, April 27, I got a tail wind of 5mph. I took off from LUL just before sunrise and let the sun follow me up. I overflew Magee Mun (17M) headed for Vicksburg Louisiana (TVR) and realized shortly afterwards my fuel was showing lower than it should. I deviated to John Bell (JVW) for fuel. At JVW, I put in much more than I should have

needed. The ramp guy in Laurel MS (LUL) had not topped me off. Good instincts put me down with one gallon of usable left in the right tank.

The folks at John Bell were ecstatic. They hadn't seen a stranger in weeks. Covid-19 was killing their FBO. The unreliable left tank may have caused me to unport if the right tank had run dry, but hey, I met some good peeps. Next up was Winnsboro, La. (F89). There were moldy corndogs available in the unplugged fridge next to the bottled water in the pilot's lounge. I know that doesn't sound appealing, but there is a healthy experimental community at the airport with homebuilts parked on the ramp and literally piled high in some hangars. Be prepared for no cell signal and no password for the wifi at hand's reach, but the one-armed bandit fuel pump works. With my tailwind finally zipping me across the chart, my flight legs lengthened and Minden (MNE) was my next fuel stop. At Minden, Covid-19 would once again touch my life. There was no-one to operate the fuel truck and I wasn't allowed into the FBO. Fortunately, there was a young man who was willing to pre-set the pump, but I had to wrap my credit card in plastic and pass it under the door so he could disinfect it before swiping through his card machine. At least they put a Port-O-Let out by the fuel pump full of signs teaching me how to use the soap.

My next hop took me to Winnsboro, Tx (F51). Texas! My tail wind had become a 20 gusting to 26 cross wind at landing. I just about dragged the left wing through the hay along the runway slipping into the wind slamming against the little plane's flat sides. The resident A&P walked up to me wanting to "shake the hand of the man who just landed that kite". I didn't relax until she was fueled up and strapped down as the wind was readily rolling the plane across the ramp. More oil was needed to get back to the recommended level. It seems there is no recirculator and the oil vapor crankcase vent is simply running overboard. Added to the list...

Another night in a recliner. The FBO was a little ramshackle, but I could crash there and use a courtesy car to go to town. The DSL modem was fried, but the courtesy car allowed me to get to town where free internet was available. Through the night, storms passed north and south of me with hail. God blessed me with safe passage. In the morning, a rabid storm blew up in my path right over Dallas. I had to wait. At 9:05am the rain had

stopped and I was sitting in the courtesy car using McDonald's internet to watch the storm on radar. I saw a developing VFR route across the Dallas Mode-C. I texted everyone, "Gotta window. Gotta go". I took off from Winnsboro and flew west out from under the storm. I had a broken layer at 2600 and clear air ahead. Both north and south of me just 6-10 miles away, the clouds went right down to what appeared to be a couple hundred feet. Transitioned Major (MJF) and McKinney (TKI) enroute to Aero Country (T31), where the Q pod failed to give me a receipt. When I inquired as to who I should ask for one (I was refunded for all my expenses), I was told that was Gene Soucy. Did I have his number? I laughed and said never mind, I didn't really need to bother Gene. Although the winds had climbed past 15 knots again, they were now straight down every runway I needed. I made the final jump to Decatur Muni (LUD) where I finally meet John for the first time. He was snapping photos and dancing a jig as I taxied in.

David Poirier

Young Eagles @ 24J



Phil and a YE

On Saturday July 25th, volunteers from EAA Chapter 797 conducted the Lowndes AFJROTC YE rally. At 8:00am, Pete Dominicus Lt Col

(ret), arrived at the EAA Hangar with eleven very excited and motivated cadets for their YE flights. After quick introductions and a pilot briefing the flights began. Thankfully we had a broken to overcast layer at 3500' so the weather conditions were not too oppressive for a late July rally.

I would like to thank all the volunteers for their effort and hard work making this event a success, especially during these trying times we're operating in. We had 5 pilots and 4 aircraft for this event which allowed us to get every cadet a front seat flight. The pilots were: Ron Koblitz and Derek Schanze of the Navy Flying Club from NAS Jacksonville, Dave Holmes, Greg Boyette, and Phil Hancock. Ground volunteers included Pete Van

Spronsen, Pam Hancock, Tommy and Bridgett Diedeman. I would like to especially thank Tommy for keeping the ground operation flowing smoothly and Pam for keeping the paperwork organized and printing the flight certificates for the kids.



I've included a few photos from the event and as you can see everyone tried to follow all the CDC recommendations including the wearing of masks in the cockpits. Judging from the comments from the cadets and

their leader Pete, everyone had a great time and left motivated to continue pursuing their aviation dreams.

Respectfully,
Phil Hancock

Ch 797 YE Coordinator



New Aviators

On the previous Thursday, July 23, 2020, I was at Cook County airport when my boss called to say the ROTC from Valdosta was coming in a couple of hours for a company tour.

Serendipitously, it was the same group of great kids. I performed an infusion demonstration, explained the experimental side of aviation and answered a myriad of questions. It's outreach like these events that will breathe new life into the future of General Aviation.

David Poirier
Editor