

# CATFISH SQUADRON

## EAA CHAPTER 797



Live Oak, Florida



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## Chapter 797 Meeting:

**January's Meeting is Cancelled  
January 16, 2021**



**Pete's Varga is getting Upgrades  
Read on for details**

**EAA 797 Morning Fly-In  
Pancake Breakfast  
Is Cancelled**

## From The Top

Dear members,

It is with sincere regret that due to rising numbers of COVID cases and hospitalizations in Live Oak, Lake City, and surrounding areas, we will need to cancel the January breakfast and meeting.

Hopefully this is just a short spike and with more getting the vaccine soon, we can pick right back up with our February meeting. This decision was not made lightly. Hope to see everyone in February. I know we all want to get back to normal.

Respectfully,

*Christina Bedenbaugh  
President  
EAA Chapter 797*

*Looking at the Covid-19 Dashboard on the  
Florida Department of Health website:*

<https://experience.arcgis.com/experience/96dd742462124fa0b38ddedb9b25e429> ,

*The Positivity Rate has pushed past 17% and held for a few days. I know that the data at the time of this publication is a few days old and the trend has already begun to reverse, but it is unlikely to be under the 10% threshold the CDC advises us to watch for, in order to open ourselves up to close contact. The trend does look like it will be better for a February meeting, we will see.*

*Editor*

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## Young Eagle News

We are planning a young eagle rally for March and are working out the details now. The tentative plan is to fly students from the Dixie High School aviation program in Cross City.

We would like to conduct the rally at the Cross City airport on March 13th. As details become available I will email those out and of course list the event on the [yeday.org](http://yeday.org) website. I will be asking for both pilots and ground volunteers to help conduct this event.

If for some reason we can't get the details worked out for the Cross City group we'll shift the event to Live Oak and fly local kids.

Thanks,

*Phil Hancock*  
YE Coordinator

## 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



## We've All Been There...

So there I was, minding my own business, 1000 feet over the field, taking my BFR (Biannual Flight Review- which Lody-dody everybody reminded me was now just called a 'Flight Review' -but when you ask for one, they say 'you want a BFR?'. . . but I digress.)

So there I was, 99 mph and 999 feet on the downwind when the guy in the cheap seat looks at me and says, 'things are going really well.' (He seemed surprised) We were just at mid-field and there was a 10-12 knot tailwind as I got ready for my turn to base and then final for landing.

'So,' he says, 'I'm gonna humble that ego a bit.' Then he TURNED OFF MY FREAKIN' ENGINE! (OK, so he pulled it to idle)

I had not considered a power off landing and didn't get it right away. So I throttled back up. He slapped my hand and turned it back off saying, 'My throttle.'

Bastard! We shoulda talked about this first. It's been a long time since I did that. I had plenty of speed and 4000 feet of runway to work with, so I trimmed for 'best glide' and told him I was going to come in HOT and not drop flaps till I was sure I had the runway made. He says 'just make a normal approach and you'll be fine.'

I had intended to turn early and touch-down mid field. The last two times I shot a landing, the wind was kicking up a lot and although not more than about 4-5 knots cross wind, it was clearly 12-15 headwind on landing. But, he is the expert.

I do my normal turn and point out that we are not going to make the tarmac, but will set down 50 feet short in the grass. He says, 'Nah, it just looks like it.' He's the expert.

I'm doing a solid 72 knots on final approach, 500 feet a minute descent rate, no flaps . . .and I see a trainee start rolling forward from the run-up area toward the numbers. I know my CFI (Certified Flight instructor) can't see it from the right-hand seat, so I point it out and he grabs the mic.

We pick up a bit of turbulence while I'm busy for watching this jerk \*who better not freakin' cause a runway incursion incident\*, and just trying to stay on target and over the centerline when I notice it: **The ELEPHANT ON THE WING!**

No way am I making the runway; I'm going to come down in the grass just at the very edge. Actually, the way that plane floats I know we are still OK and will touch down on the numbers -but it will be because I flair and hit ground effect, not because the base-to-final went perfectly.

Anyway, he looks at it and says, 'I'll give you just a kiss of throttle,' which he does for about 3 second and back to low idle.

It's just enough for me to know I'll flair over the numbers and not the grass, so I throw in 10, then immediately 20 degrees of flaps.

-It was like throwing out a parachute! The nose wanted to dance upward and I had to fight it a bit while she started shedding speed like an Indy car going into turn one! I flared a tiny bit early and we were still over 60knots so I put in the OMG level of flaps. I don't know how much that it is, but **BOY HOWDY!**

If I thought I had thrown out a drag chute before this was a whole other level. Like a boat anchor! I had to cram the nose down and then pop it back up a bit to keep us level at about 5 feet up and just kind-a wait for the speed to bleed off and ... we settled in.

A cross wind gust hit us just as I was about to set down and I had to waggle the wings and dance on the rudder, but we touched down \*mostly straight and at just sub 50 knots.

How much below that speed? I have no freakin' idea. I was too busy to look.

I taxied us back and he said, 'Great job, I thought you were going to need at least a couple hours to be ready. I'll sign you off now.'

I was more stressed than I thought I was, as there was sweat on me when I tied-down that hadn't been there before.

But hey, it's done!

*Thomas Dye*

## **In Brief:**

### **Membership Dues;**

It's a new year and 2021 dues are due. I have attached the membership form and suggest y'all print it up and update your info. With the meeting cancelled, you may want to mail it in.

## **Azalea Aviation in 2021**

It's a New Year and it looks like it will be full of many new changes and opportunities. Despite all the political craziness, I do know one thing for sure....I love Aviation! A person on social media asked a question that spurred me to consider how and why I do what I do. He asked..."Is there any value in joining an EAA Chapter?" Several different points of view responded to his questions. Some were along the line of "Why, of course there is!" to "It depends on what you are trying to get out of it." The best one was "What are you willing to put into the Chapter if you join?" The Chapter is only as good as you make it.

Sidetrack.....Azalea Aviation is in the process of moving our facilities from Cook County, Ga. (15J) to Quitman Brooks Co Airport (4J5) over the next few months. This move will keep me very busy and unable to do many things I want to do. We are working toward constructing a new manufacturing facility for our Saberwing line of Kit Aircraft. A facility for our Spyder Engine line is going to be on field as well. Our mission will remain unchanged but some changes in our activities will happen.

Maintenance of certified aircraft will be lessened substantially as we grow our Saberwing capabilities. Now that our Saberwing LSA is flying and the next model (XF) is under way we will spend more time and effort in their sales and development.

Quitman will offer us the opportunity to grow in many new and important ways. One of the areas we are focusing on is our Saberwing Build Assist Center. A new building will be set up for us to be able to help builders as well as allow them to hook up campers, set up tents, or stay an extended time while they work on their airplane. Stop by and visit, lend a hand, as we start this process.

Some things won't change. We still plan to have our famous BBQs and Fly-ins. We are still going to be holding Spyder Engine Workshops and Composite Workshops during the year. There will still be project aircraft for volunteers to come and help with. Currently there is a Cessna 140A project that we are working on that Moody Air Force personnel come and volunteer with. They use that time to work toward their A&P tickets. This opportunity is available to anybody from our chapter and youth as well. We would like to grow this opportunity.

Back to topic.... In view of our move and the changes happening I will attempt to actually spend more time with our Chapter than I have been able to the last year. Kyoung and I have been very busy and our Saturdays have been very full. However, I see that our input, as small as it may be, is important to others.

Covid has created an unfortunate circumstance that has segregated people from each other and in doing so, reduced the fervor and joy that comes in being together in a common activity. I think we have to fight hard to keep alive the things that are important to us all. Our pancake breakfasts, meetings, fly-ins, and major events need to continue and we as people who love aviation need to support them through volunteering or showing up and supporting our fellow members. I have been asked if I would start an EAA Chapter in Quitman, but I said NO!....I want to be part of a Chapter...have a place to fly to and see others use their talents. We want to provide a place for Chapter members to visit and grow their mechanical or flying talents. Our place is in supporting...not leading.

Today though, I want to be pushing; pushing our leaders to not let fear run our decisions but dreams. Push people to volunteer, show up to cook, clean, setup, hold a door open, be a positive influence at meetings and make yourself an integral part of what makes our Chapter be a success for others. In doing so you will find that there is immense value in joining and being a part of an EAA Chapter.

*Bill Clapp*

## Dave Holmes

Hurrah, 2020 is over, sorry, 2021 is going to start out looking like 2020, but it is going to get better (I guess it could be worse but let us hope not!). I know many of you have been practicing safe distancing and social (anti-social) behaviors commensurate with CDC guidelines, and I do not criticize anyone for that decision.

We plan to have a monthly meeting on 16 January with a pancake breakfast. Pancakes will be from 8 to 10 AM with the meeting starting at 10:30. The chapter building and hangar gives us room to spread out and provide social distancing. We encourage people to "mask up" and provide masks for anyone who needs one, despite all efforts, there are some who "forget".

I do not want anyone to feel uncomfortable and hope that some who have been in isolation are ready to return to more social activities. I personally think we have another year of pandemic restrictions to go before we return to some form of normal. We hope to have a representative from the Suwannee health department talk to us about the pandemic and CDC guidelines as they are now.

Another topic is Wings Over Suwannee. Should we try to put something together for May? Should we slip the date again to the October time frame? Sun'N'Fun is scheduled for April, this will be another topic on the 15 January agenda. Monthly pancake breakfast will also be discussed at this meeting.

We are into a new year and I hope Catfish Squadron will be important enough to all to step up and take part. Come out 15 January, check it out, if it is not comfortable please let Christina Bedenbaugh or me know, we will try to fix it. Checklist complete, let's launch

*Dave Holmes*

*Ed Note: Since receiving this newsletter entry, the January meeting was cancelled.*

*Editor*

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](mailto:dave@davesflyin.com)



# Suwannee Valley Flying Club

The Suwannee Valley Flying Club is still alive and well. We have a couple of new members, but we have room for more. Two of our members have purchased airplanes and I doubt they will keep their SVFC membership active.

There is a \$200.00 sunk cost, initiation fee, and the dues are \$90.00 a month which includes one hour of flying time. I think it is about the least expensive way to fly in northern Florida!



The airplane is a Beechcraft Musketeer, it has an 800+ pound useful load and cruises about 125 mph.

Blue skies and tail winds,

*Dave Holmes*



## VMC Club

Happy New Year everyone!

We will be able to start off the first meeting of the VMC Club in 2021 with a look at new, or at least modified, VFR Sectional Chart symbols. This will be followed by the portion of the meeting which causes the most discussion: **What Would You Do?**. The “problem” for this month is titled: “VFR into IMC.”

Randa Johnston was down from Alaska for Christmas with her family. I had hoped that she would be able to stop by 797 and tell us about some of her Alaskan adventures. She couldn't overcome her schedule conflicts, and returned to Anchorage before she had a chance to visit us. I was looking forward to hearing about her stories of flying for Grant Aviation in the Alaska Bush, the western area, supplying aviation services to the native villages in the vicinity of Bethel, King Salmon and Dillingham. She is based in Anchorage, two weeks on and two off.

*Clark Dechant*

*Ed Note: Since receiving this newsletter entry, the January meeting was cancelled.*

*Editor*

## Big Bang

One of the glider pilots at our club hooked a beauty of a thermal, climbing to 3,000, 4,000, 5,000, 6,000 feet above the mountaintops. As he edged closer to higher ground, the thermal strength increased-7,000 feet! His heart was singing in tune to the audio variometer-8,000 feet- and wasn't it such a lovely day.

At 8,300 feet, BANG! There was an explosion in the cockpit, and the canopy fogged over in a cloud of fragments. The pilot immediately feared a massive composite failure. Then again, when was the parachute last repacked? As things cleared slightly and the glider was found to be reacting normally to control inputs, the pilot licked his lips. They tasted of salty potato chip dust! His snack bag of potato chips had burst. He was still laughing with relief when he landed.

It took about three days to clean, vacuum, dust and wipe away all that chip powder. Now the standard practice at the soaring club is to prick a hole in the bag before flight.

Shared by *Bob Jaeger*

*Make that a checklist item...*

*Editor*

**Bill & Kyoung Clapp**  
AzaleaAviation.com

**Azalea Aviation, LLC**  
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## Pesek's on the move!

Sorry to have missed the last meeting but we flew up to central Ohio to see the in-laws, a good enough excuse I guess!

It was our first long trip with our 182, just over 600 nm. Weather cooperated between two fronts. Highly recommend KMNV, Monroe County Airport in Tennessee for any stops. Super GA friendly, great fuel prices, lots of restaurants close by and an airport car is available. Manager Tom goes above and beyond. We checked several airports around Columbus for hanger space with the cold weather and got some sticker shock, perhaps due to a football weekend. Ended up at Madison County KUYF about 20 miles west of town for a whooping \$10/night inside with power for a portable heater! Fuel wasn't too bad for Yankee prices.



I flew back solo, non-stop in 4:15 direct to Ancient Oakes, beautiful weather and a smoking tailwind.

*Larry & Crystal Pesek*

## New Aircraft Panel Construction

There has never been a better way to turn a 16 hour job into a five week affair than redo of an aircraft panel. My aircraft a 1979 Varga Kachina 2150A has had many undocumented additions and changes during its lifetime. One of the greatest challenges is tracing aircraft wiring because some big guy in the aircraft manufacturing business told a big guy in wiring manufacturing that all wires meeting the specifications should be white.

Although as luck would have it, the Varga was designed with maintenance in mind. Thus after removing the outer and inner panel I was able to access the wiring and start my quest of wire tracing. The job of the wire tracing was a 5 hour affair. Aside from the steam gauges the King radio 170B was original, but it had to go since it was not serviceable nor repairable. The replacement was a Garmin... OK so far. I did decided to install a uAvoenix AV30C as a replacement of the Artificial Indicator. The major challenge is the proper fit of the new cut panel. I must have been in and out of the aircraft 30 times each time removing a slight amount of aluminum getting the curves just right. Cutting the 3-1/8 inch instrument holes was straight forward if using a punch, however the square engine monitoring gages was time consuming, aggravating and just plainly a pain in the A\$@. After reassembly of the panel have some issues with the old wiring..... The conclusion next month Ascend and fly

*Pete vanSpronsen*

## Celebrity Sale

Note: Dennis Wolcott says he still has the Fisher Celebrity for sale...

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## Membership Update

We are trying to update our membership information. If your information has changed or is simply very old and possibly out of date, feel free to print this form, fill it out and turn it in to Dennis Wolcott at a meeting or by mail.



### EAA 797 Membership Application

Year \_\_\_\_\_

Date: \_\_\_\_\_ EAA#: \_\_\_\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Phone: \_\_\_\_\_

Email: \_\_\_\_\_

Annual Membership Fee: \$15.00  
Meetings: the third Saturday of the month, 10:00AM-12:00PM  
Mail to: Dennis Wolcott, 6299 SW 52 Lane, Jasper, FL 32052

# BREAKFAST FLY-IN

SHEETS / FA42

ADVISORY FREQ:

122.8

**SATURDAY JANUARY 30TH  
8:30 - 10:30 AM**



**\$8**

Per Person

18/36 2000FT RUNWAY  
WITH 1000FT OVERRUN

FIND US ON FACEBOOK AT :

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**PLEASE RSVP**

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