

CATFISH SQUADRON

EAA CHAPTER 797



Live Oak, Florida



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Chapter 797 Meeting: The Monthly Meeting is September 17, 2022



It's Mosquito season...

**EAA 797 Morning Fly-In
Pancake Breakfast
Is on Sept 17, 2022**

From The Top

Just wanted to thank all of you who came out and supported our work day on Saturday, Sept 10th, we got a lot of things done around the clubhouse and especially out in the hanger. Look forward to seeing you at the meeting Saturday



New shelves in the 797 Hangar

*Tommy Diedeman, 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

Last month Greg Boyette put on an interesting presentation on the importance of radio usage. "Be Seen, Be Heard, Everyday"

The subject happened to come up in the *Airplanes & Coffee* group on FaceBook recently. The question was whether we should have a regulation requiring radio use at nontowered airports for any airport use. The Compton-Woodley Airport incident was mentioned as a supporting argument.

The incident resulted from two aircraft not following good practices. The C150 was training, but not making radio calls. It was dual instruction. The T28 that ran down the C150 on the runway also failed to use the radio and had made a nonstandard pattern entry. I have to ask: what instructor gives dual instruction without teaching radio etiquette? Who buzzes across the pattern in a warbird without announcing your presence?

The two Cirrus aircraft that collided in Palatka were also in VFR conditions. If the IFR approach aircraft had broken off to join the VFR pattern, (good practice) that collision likely wouldn't have happened. Standard procedures can prevent most conflicts, so: let's all practice our "good practices".

Editor

An advertisement for Philip A. Carnevale MD, a Certified Senior Aeromedical Examiner. The background is a photograph of a blue and white fighter jet in flight. The text is overlaid on the image. On the left, it lists the Lake City Gateway Airport address: 3526 East HWY 90, Lake City, FL 32065, Office: 386-755-3535, Fax: 904-212-2026. On the right, it lists the Parthenon Medical Center address: 5105 Bowden Road, Jacksonville, FL 32216, Office: 904-374-0260, Fax: 904-212-2026. The central text reads: PHILIP A. CARNEVALE MD, CERTIFIED SENIOR AEROMEDICAL EXAMINER, ALL CLASSES OF FAA FLIGHT MEDICAL and DOT EXAMS. At the bottom, it provides the phone number 813-220-2228 and the email pcarnevalemd@hotmail.com.

An advertisement for Suwannee Aero LLC, an aircraft maintenance, repair, and inspection company. The background is a photograph of a yellow biplane. The text includes the company name, services, and contact information. The contact information is: (386) 776-2780, (386) 314-5891 cell, LibbyABD@aol.com, A&P IA, 19432 161st Court, O'Brien, FL 32071, Suwannee Belle Airpark (9FL0).

Members in Absentia

James Culp is home now, but still in Physical Therapy mode.

Joe Arbie had an accident with his recombinant bike and broke his hip. After some fresh titanium was installed, he's staying at his sister's in Lake City.

Bob Bowser has been diagnosed with cancer.

I urge you all to keep these members in your thoughts and prayers if you are unable to visit.

Editor

LSRM-A, Final PIREP:

Well I finally wrapped up my Light Sport Repairman Maintenance-



Airplane (LSRM-A) rating from Blue Ridge Community College in Weyer's Cave, VA on Aug 19th.

The 5 days spent at the college got off to a slow start but picked up a bit as the week went on.

BRCC offers an A&P course so we competed with them for hanger and training aid time but overall I'm certainly glad I took the course. Projects on sheet metal, composites, 100 hr/annual, etc. as you'd expect. But just networking with the other 18 folks who took the course was great. Lot's of ROTAX info if you're into that. Don't know if/when I'll ever use it but we'll see. Best part was last day as the Prof made sure the FAA showed up to issue temp certificates! Let me know if you have any questions, call.

Larry Pesek (727) 859-6589

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Wings Over Suwannee is 8 October 2022, with Education Day on 7 October. Allen Rice can use help on 7 October. The Education Day will take up your morning, kids show up at 9 AM and the whole



thing is over at noon plus a free lunch. What could be better? On 1 October we will be putting out signs and banners around Live Oak

to advertise WOS.

We plan to have a pancake breakfast on 8 October and need to discuss if we are going to do pancakes on the 15th as well.

On the 15th we will be flying young eagles at 24J. I hope we can have at least as many airplanes as Chapter 977 had on 3 September. Cannon Creek rallied up 37 kids to fly that Saturday, Tommy Diedeman, Bridgette Diedeman, Lori Parrish, Norm Green and I gave April and her group a hand. They had 7 airplanes including Tommy, Terry Martin, Kathy Spegal, Norm and I.

We can only hope to have weather as good as was 3 September.

Hope to see you 17 September.

Dave Holmes



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Vision Jet Pulls a Fast One

After years in the field, a Vision Jet has pulled the chute. On approach into Kissimmee airport, the plane entered a very strong storm cell. On ILS approach for Runway 33, the pilot opted to pull the chute and ended up on the marshy shoreline of Lake Tohopekaliga.

This has been a summer period of intense thunderstorms. We've all deviated, postponed and otherwise accounted for the extreme weather this summer.

One homeowner saw it come down: "I saw the airplane coming in, and it crashed into the bank of my pond. The parachute kept like, catapulting it into the woods" Josh Miller said.



I did some research on BRS systems for my employer awhile back and I've seen this before. In reading through the CAPS reports (Cirrus Airframe Parachute System): I read where a plane came to rest upon a mountainside only to be pulled off the mountain by the chute. It fell into the chute and dropped hundreds of feet wrapped in the chute.

Which illustrates a simple truth: Once you deploy the system, you're along for the ride.

A good amount of the injuries from the Vision Jet deployment were from the plane being dragged through the trees by the storm filling the parachute. I remember hearing of the incident initially and my head filled with memories of a parachutist getting pulled into the stratosphere by a thunderhead. It seems my mind wasn't so far off.

If y'all ever get bored and want some interesting reading, I recommend the CAPS reports from Cirrus. It is a repository of questionable decisions that should make you ask, why? Why are otherwise good pilots destroying airframes in manageable circumstances? (Every Cirrus that comes down under a chute has a 90+% chance of being written off) From 5000 ft, a Cirrus drops onto a turf farm because of an oil leak in clear VFR conditions. In a different case, a chute failed to deploy fully. That aircraft then landed safely trailing the cable.

There are many questionable deployments that caused me to dig deeper. It seems (at the time) that Cirrus' flight instruction program was teaching new pilots to pull the chute. Whatever the issue, the chute was your friend. I've wonder how long the insurance companies will continue to pay for airframes when pilot error could be considered.

The real issue I noticed was the Cirrus trained pilots that then transitioned to traditional Non-BRS aircraft with insufficient problem solving skills. I have had multiple conversations in which someone told me a friend was injured or dead after changing to a Cessna from their Cirrus. (I know, heresy)

This brings me back to the VFR club's topic of radio use. It never hurts to practice your "good practices".

For more on the Vision jet story click here:
https://www.avweb.com/aviation-news/visionjet-caps-pull-in-florida-three-slightly-injured/?MailingID=1066&utm_source=ActiveCampaign&utm_medium=email&utm_content=VisionJet+CAPS+Pull%2C+5G+GPS+Threat+Minimal+To+GA&utm_campaign=VisionJet+CAPS+Pull%2C+5G+GPS+Threat+Minimal+To+GA-Monday%2C+September+12%2C+2022

Or: <http://www.kathrynsreport.com/2022/09/cirrus-sf50-vision-jet-n77vj-accident.html>

Editorial

Morris Gets Noticed



Morris receives his award @ July meeting

Morris Brown was presented with a Certificate to commemorate his reception of the "Charles Taylor Master Mechanic Award": to mark his half century of service in aviation maintenance.

Morris was his usual boyish self, blushing and put out by all the fuss. His wife had bushwacked him by providing the old photos and embarrassing facts.

Good work Morris!

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

