

# CATFISH SQUADRON

## EAA CHAPTER 797



Live Oak, Florida



\*VOLUME 20 \* NUMBER 01\*

January 2020

**President: Pete vanSpronsen**  
813-298-4929

**Vice President: Allen Rice**  
561-289-6365

**EAA Mailing Address: 13344 80 Terrace Live Oak, FL 32060**

**Secretary: Greg Boyette**  
817-752-8984

**Treasurer: Tommy Diedeman**  
386-623-3224

**Web Site Editor: Larry Pesek**

**Newsletter Editor: David Poirier**

**Mailing Address: 22015 117<sup>th</sup> Dr.**  
386-479-4107 O'Brien, FL 32071

**Web Site <https://797.eaachapter.org>**

## Chapter 797 Meeting

**January 18, 2020**

The monthly meeting will be on the third Saturday of the month at the Chapter Building at 10:30 AM.

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



Mazda 2 Rotor, Rotary Engine

## **EAA 797 Morning Fly-In Pancake Breakfast**

The third Saturday of the month  
**January 18, 2020**  
**8:00-10:00 AM**

## **The Bottom Line**

It is with pleasure to write to each and everyone. Hopefully you have had a wonderful holiday season and look forward to a great 2020. By the way, 2020 which is also good for hind sight, by learning from the past gives us the opportunity to apply our talents making this chapter of the international EAA family a truly unique organization.

It was with the hard work of many of our members that we are perceived in this community as a very worth while entity. **THANK YOU**. This brings me to my next point: by having everyone volunteer just 5 % more than they did last year thus we can truly become even more outstanding. I know some of you did not have the opportunity to volunteer at all last year thus for those I challenge you by volunteering just one hour a month, **THANKS**.

We, your officers and the Board of Directors, will do our best to offer you more seminars, workshops, speakers and social events. We are organizing for this years Wings over Suwanne (WOS) hoping it will be bigger and better than ever. My goal, with your assistance, is having this event that just screams "Not to be missed" in this community. With this said, I serve at the will and pleasure of each and everyone of our members, your input and participation is very important to me and to the success of our EAA chapter.

Please join me at our January 18th meeting, we will have our awards presentation and a special guest speaker.

Respectfully submitted,  
*Pete vanSpronsen*



Your Officers and Board for 2020

- |                         |   |
|-------------------------|---|
| <i>Pete vanSpronsen</i> | <i>President</i>                                      |
| <i>Allen Rice</i>       | <i>Vice President</i>                                 |
| <i>Greg Boyette</i>     | <i>Secretary</i>                                      |
| <i>Tommy Diedeman</i>   | <i>Treasurer</i>                                      |
| <br>                    |   |
| <i>-Cathy Cleveland</i> | <i>Chair of the Board<br/>&amp; Culinary Delights</i> |
| <i>-Dave Holmes</i>     | <i>Vice Chair - WOS</i>                               |
| <i>-Dave Poirier</i>    | <i>Director - News Editor</i>                         |
| <i>-Dennis Wolcott</i>  | <i>Director - Membership</i>                          |
| <i>-Morris Brown</i>    | <i>Director - Technical</i>                           |
| <i>-Curtis McClung</i>  | <i>Director - Fall BBQ</i>                            |
| <i>-Phil Hancock</i>    | <i>Director - Young Eagles</i>                        |



**VMC Club**

For the January 797 meeting, Allen Rice will be in charge of the **VMC Meeting**. The program will consist of items available in the Additional Discussion Materials for **VMC Coordinators**. At the moment there are no new "What Would You Do?" videos.

The word from Radek Wyrzykowski and the **EAA** is that new videos are now in production, but will not be available before the next **797** meeting. Hopefully, we will have one of the new videos for the February meeting.

Radek also sent me some very interesting news, especially for those of you who participate in the **FAA Wings Program**. The **EAA/VMC Club** is now listed as a timeless and non-location specific activity on [faasafety.gov](http://faasafety.gov). What that means is that anybody from our group can now request **FAA Wings** credit for meeting participation. In order to claim the credit attendees will have to name specifically your CFI as your credit validator. Your CFI must be registered with the [faasafety.gov](http://faasafety.gov) if they are not registered yet. (I'm registered with the **FAA**). Membership in the **EAA/VMC Club** is encouraged but not required to participate in this meeting.

I hope this **Wings** perk will increase **VMC** participation and also influence those 797 members who sometimes left right after the **797** breakfast but before the **VMC Meeting**, to stay and attend the meeting.

*Clark Dechant*  
*CFII 1633231*  
*Exp. 8/21*



**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*

**Suwannee Aero LLC**  
**AIRCRAFT MAINTENANCE, REPAIR  
AND INSPECTIONS**



**Doug Libby**

(386) 776-2780 A&P IA 19432 161<sup>st</sup> Court  
(386) 314-5891cell O'Brien, FL 32071  
[LibbyABD@aol.com](mailto:LibbyABD@aol.com) Suwannee Belle Airpark (9FL0)

## About that Engine...

It seems that I have heard quite a bit of chatter lately about engine choice. I am on a few FaceBook groups, a couple of email newsgroups and other web stuff that I follow. It seems I've heard quite a few conversations about engine choices of late. Even KitPlanes is having their engine shopper's guide edition.

As an Experimental Aviation (EA) group within General Aviation (GA), the sky seems to be the limit. Within EA we've seen Volkswagen engines, Subaru Engines, Corvette LS1 V-8s, Harley Davidson and even some outboard motors converted to aircraft use. Then there's the 1/2 Volkswagen, the 1/3 Corvair, Volkswagen cylinders used to build radials and even the lightened up Suzuki blocks. There are hundreds more that I haven't thought to mention. EA builders are more than prolific, they're adventurous.

Of course, there are the traditionalists. The guys that have to have a "real" airplane engine. However; they're not all purists. A good number of "real" airplane engines in EA have no certified history or lost logs. Manufacturers are now including "EX" models in their lineup of higher horsepower and niche versions catering to EA. Others are using uncertified or non-STC'd electronic ignition modules in place of the old magneto among other mods to the otherwise GA engine package.

What drives the engine choice decision? I recently heard a proud fellow exalt his decision to get an Aeromomentum engine for his Zenith 610, of course it might have been relief. The engine decision is a big one and can cause a bit of consternation. Your engine choice will effect Fuel tank size and type, wiring requirements, whether you HAVE to get ADS-B, weight and balance and of course overall performance among many other variables.

So, how to choose? I suggest you list your opinions and needs. You want an air cooled engine, or is liquid cooling an option? Do you need multiple spark plugs, or is a single plug auto conversion something you are comfortable with? Simple carburation, or full FADEC? Direct drive or PSRU? Some of these basic opinions you carry will whittle the list down quickly into remaining choices.

I chose the Corvair auto conversion years ago after first being attracted to a Subaru EA-81 belt reduced conversion. My choice was eventually swayed by a personal desire to avoid redrives and four cylinder engines while keeping to air cooling for its simplicity. Having the Corvair guy along my route to work was a convenience that was short lived. Even that engine choice has proven malleable as refinements to the conversion became available over time. Needing 100-120 hp and desiring a simple, easily serviced engine with excellent parts availability led me to my decision: a mixture of opinion and requirement.

I hope your decision is an easy one. One last piece of advice, visit. Visit the company. Visit a customer using the product. Fly behind the engine if the opportunity is there. Read reviews. Get more information than the seller alone will provide.

*David Poirier  
Editor*

**Bill & Kyoung Clapp**  
AzaleaAviation.com

  
**Azalea Aviation, LLC**

*Saberwing Aircraft & Spyder Engines*

Phone: 229-834-8996      Monthly Barbeques  
E-mail: mail@azaleaaviation.com      & More  
170 Airport Road / Adel, Georgia 31620  
Repairs, Annuals, Flight Training  
C-150 Rental, Prop Balancing

**And here's one for the real adventurous:**

[https://theraf.org/inspire\\_events/creighton-island-fly-in-georgia-3/](https://theraf.org/inspire_events/creighton-island-fly-in-georgia-3/)





## Chapter Website Hosting Change....

The EAA is ending it's arrangement with [Webs.com](http://Webs.com) to host individual chapter websites on 31 Mar and will be partnering with Sitecore, a company that EAA currently uses for their main website. Hope the transition to the new host won't be too painful. We assume the chapter address should remain same at:

<https://www.797.eachapter.org/>

It will most likely have a little different look. See Larry Pesek or Allen Rice or any of the officers if you have some suggestions or would like to see some content added. Thanks DaveP for archiving the newsletters and all the other help!!

*The original site will stay up through March. Once the new site is up and running, we will change the stationary... -Editor-*

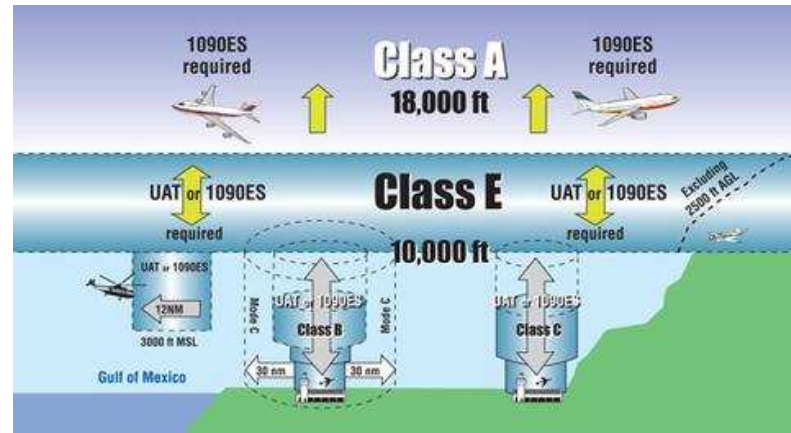
Larry Pesek  
Web Editor

## ADS-B Considerations

I began doing some research on these new ADS-B rules. I found a lot of differing opinions.

One big question that gets a lot of Blog Time are the exception rules. It essentially is the Mode-C rule applied to ADS-B. If your plane (not type, not similar, your plane) was originally built/certified without an electrical system, you have the same exemption as the Mode-C exemption. You can't enter class B or C directly, but you can fly under them. If you have an electrical system, you can fly under Class C, but not class B due to the Mode C veil.

Another big thing to notice is the 10,000' ceiling without ADS-B as well as the exclusion from over flying Class C and B. You also might notice that the proposed 1,200' exception has been pushed up to 2,500' AGL. If you have to bust the 10,000' ceiling due to terrain, you're ok. Just stay under the 2,500' AGL limit.



Yeah, you can do almost everything as before if you were Mode-C transponder-less. Essentially, you lost the area from 10,000' to 18,000'.

*Editor*

## Heritage Park

Chapter 797 was once again invited to Heritage Park for their annual gala to give rides to the kids.



Between Heritage Park and Christmas-on-the-Square, Chapter 797 remained a visible member of the community in Live Oak over the holidays.

## 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](mailto:dave@davesflyin.com)

