

CATFISH SQUADRON

EAA CHAPTER 797



Live Oak, Florida



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Chapter 797 Meeting: The Monthly Meeting is March 19, 2022



Mike & Pam's Zenith 601

**EAA 797 Morning Fly-In
Pancake Breakfast
Is on March 19, 2022**

From The Top

The first week of April will be busy. We have been asked to take over and run our kiddy Ride at the Cross City fly-in on April 2n. They are also asking for volunteers to help with everything else they have going on.

The same week we start getting ready to head to Lakeland for Sun-Fun and our flight line tours. I am sad to announce that Mr. Phil Hancock is stepping down as our young eagle's coordinator. He has done a great job with the kids and the program over the last few years, but on a positive note: Mr. Dave Holmes has agreed to pick up where he left off and be our new YE leader.

*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

Greg Boyette did promise a VMC presentation, but we hadn't heard from him by Press Time.

I hope we see this presentation series continued as it is a very informative and thought provoking subject every time.

Editor

Owner Maintenance

I have experienced many aircraft annuals in the past 12 months and have observed many of the same issues with aircraft maintenance. I believe this stems from pilot's lack of understanding what maintenance procedures "can and cannot be done" by the pilot. As the owner of the aircraft faces similar issues, being bombarded with a array of confusing and sometimes conflicting FAA regulations and information. There are many good mechanics with a variety of specialized skills, We need to seek those out and rely on their experience. Money is always an important factor in the maintenance cycle for aircraft ownership, however it seems the first to be disregarded when funds are tight. What is it worth to you?

Pete vanSpronson

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Mike's Plane

Who would have thought all those years ago on March , 2007 when the freight company called and said that they had a box of airplane parts ready for pickup, that I would still be working on it today? Life does have a way of getting in the way.

The initial build took about two years, along with a full time job and remodeling our new home in Gladewater Texas.

The plane was looking great, and then the FAA grounded all 601s until a n update kit was designed and installed. Here we go tearing both wings and fuselage completely apart and installing the reinforcements for the spars and aileron controls. Just because some clowns thought they would try to perform aerobatics in a standard category aircraft, everyone suffered.

After fully assembling the aircraft in my workshop at home to insure that everything worked, I then removed the wings and transported the plane to its first hangar. It has had five hangars around the country that it has called home.

While at the Texas hangar, I was able to locate a Corvair engine in New Orleans and transported it home. My wife took one look at it and pronounced it JUNK. It did look rough, but it had good bones.

After cleaning and spending some money to convert it to aircraft use per William Wynne's conversion manuals. It looked great on the first run. Oh, by the way, my wife was the one who did the first start and runup. Hmmm.

After a lot of traveling around the lower states in the back of trailers and large moving trucks, we have finally purchased a place here. We have converted part of the hangar into a home and now finally have time to work on the plane again. I have remounted the tail and done a repolish on the fuselage. I originally wanted to paint, but my wife convinced me that polishing would be better. She just didn't say it would be Me, Myself and I doing it. It took about 150 hours to make it shine.

My new goal is to remount the wings and rereg all the cables. That is, if life doesn't happen to get in the way again.

Mike Maggard

In Brief...

Eliminate Aviation Gasoline Lead Emissions (EAGLE)

With language like “ As I view the difference today in EAGLE and having been around PAFI for a number of years, this is an urgency change, we’ve got to do it now.”, AOPA President Mark Baker sounds a little bit like a new age tree hugger intent on legislation for legislation’s sake.

I’m not all in for either side, but this is a major change that has the potential to affect the entire future of General Aviation. I believe this to be a subject we would all be wise to educate ourselves about. Click this link to read.

[GA leaders reinforce pledge to unleaded future - AOPA](#)

Editor

Cross City Fly-In

We’re a few short weeks away from the 8th annual Fly-In, Cruise In and Business Expo at the Cross City Airport on April 2nd. Thanks to much help from the Catfish Squadron it has grown into a well attended event. Again we’ve invited the world and we’ll see what comes, hopefully better weather than last year.

It is the Saturday before Sun-N-Fun and some you are busy, thanks anyway. Like everyone, every year, we’d appreciate help from those who can. In our group no skills are necessary some things that come to mind are: Your Kiddy Squadron has been very popular in past years, help marshalling aircraft (A golf cart or scooter would be a great help), help registering aircraft or vehicles, helping military crews and civilian pilots, and the 100 other things that come up.

FOAA that brings the Huey has asked for 2 volunteers in the morning and 2 in the afternoon to assist them. They will each get a free flight for their help, \$70 value.

Most importantly bring an aircraft, interesting vehicle for the cruise-in, family and friends are all critical to our success. Thanks Everyone. For more info or questions email Dana at itzaluks@outlook.com I’ll get an answer or make one up.

Dana Sheffield

This Wife’s perspective

What has it been like being married to this man while building our plane?

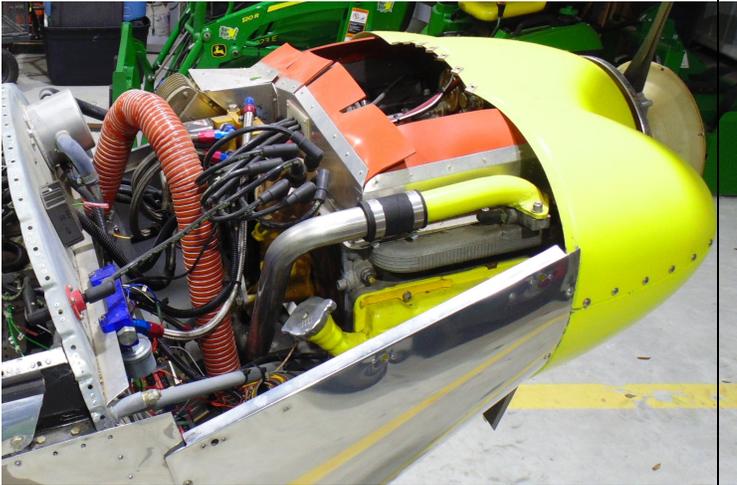
I’ve heard many stories from others about the loneliness of some wives while the building is going on, of feeling somewhat of a widow during the process, or second fiddle to a plane. I can only recall one time that I felt a bit neglected. It was on a Saturday. I had baked a dutch apple pie (Mike’s favorite) for him and I to enjoy. He went out to the hanger that morning around 7:00 am. I let him know the pie was done around noon. He did not come in until 8:30 that evening. During the course of the day I ended up eating the whole pie myself. The very last piece was eaten around 7:30 pm., and that last piece made me sick to my stomach. Mike came in and said “I’m ready for a piece of pie now.” You can imagine my reply. He had no sympathy for me being sick. As a matter of fact, he found it very funny.

Overall, I am very proud of Mike. He doesn’t do anything without giving his best and then looks it all over again just to be sure. He is very meticulous, and when it comes to building a plane I am especially grateful that.

The hardest part of this project for me, I do believe, will be watching him fly those first 40 hours. I want to be up there with him! Patience is not one of my virtues. When we were able to rent planes back in 2004 and 2005 it was so much fun. Mike is a great pilot. His takeoffs and landings were always so smooth. At least when I was flying with him. I never once felt that my life was in danger. We lived in mid Florida at that time. When we moved to Texas we could not find any planes to rent that we felt safe in. After two attempts, and fuel leaking from both planes, we decided to build our own. It’s been 17 years since we have flown together and I truly miss it. It’s about time we get back in the air.

Way to go Mike. May your dream of flying our Zenith 601 become a reality soon. I love you and am so proud of you.

Pam Maggard



Mike Maggard's Corvaire

Unsafe @ Any Speed?

When Mike moved in next door, I was real happy to see a Corvaire on the front of his plane. Not just because I also have some Corvaire time in my logbook, but because of the grass roots type of experimentation that it represents and Mike's willingness to embrace the mysteries of the tasks ahead.

I'm sure that Ralph Nader never imagined the heights that pilots would take the Corvaire to, or the speeds as well.

Mike's Corvaire is representative of the basic tenet: improve the fit of the engine in its new role of aircraft engine without excessive modification that might weaken the engine. The original oil cooler is upgraded to a proven aviation oil cooler, but no fancy ductwork. An additional bearing up front to help manage the prop loads, but no gearboxes or belts upping complexity in search of a couple more ponies. Mike's engine uses easily sourced original style cylinders, avoiding the machine work of replacing a customized VW cylinder if a new part is needed. His common sense approach to entering the experimental forum is evident in his handiwork throughout the project.

Zenith 601, Corvaire conversion and a tail dragger to boot. Looks like a Trifecta.

Editor

Shamrock Fly-In & Gators Fly-In

Right after our monthly meeting there will be an mass exodus, no doubt. The annual Shamrock Fly-in at Cannon Creek is running concurrent with the Gator Fly-In in Gainesville.

I'm gonna attach both posters with this newsletter for those interested in adding to their Saturday. So, be sure to read it all.

James Culp in therapy, Again

A few years back, Jim's dog knocked him over and he got a hip replacement with physical therapy in the deal. It seems that the dog isn't finished with Jim yet.

Jim got yanked off his feet again by the little furballs and he busted his shiny new hip. So, he's gotten another replacement and is back in the physical therapy routine for awhile.

Jim's been a chapter 797 member for at least as long as I have and he's frequently helping out at club functions. I dropped in and visited Jim on the 14th and found him in good spirits. I'd love to see a few members pool together and help him finish the paperwork so that Sonex he's built might see the sky sooner rather than later. Sometimes it only takes a little encouragement in extra hands.



Editor

What's Your Resistance?

A couple of weeks ago I got a call from my neighbor who was stuck in Cross City with his C182 and a bad mag check. He asked if I could send some tools and a spare spark plug with his wife who would bring them down to him. After replacing the plug, he was back in the air and flying back to 39FD. I got to thinking about the bad plug and realized that in my 47 years of flying, while I've had spark plugs degrade, I've never had one completely fail.

Fast forward to last week and don't you know it, I get a bad mag check on the right side. Turns out it too was a failed plug! So I did a little research on what causes old Sparky to fail in airplanes.

AOPA Magazine has an excellent article [spark plugs | \(aopa.org\)](http://www.aopa.org) that applied to my type of 2014 Champion spark plugs. Basically the article explains that prior to 2014, many A&P's were noticing high failure rates of Champions with the removable center resistor element. These can be identified by looking down the barrel to see if there is a screw in there. The screw holds a spring and resistor element in place.

I'm sure that you all know that you can test a spark plug with an ohm meter by holding the test probes on either end of the center electrode. I have always been told that any resistance higher than 5K indicates replacement. My dead plug measured infinite resistance, an open circuit, no spark at all. Not good.

Before the invention of resistor plugs, a spark plug electrode would deliver a very hot spark to the cylinder. Sounds good right? The problem was, and you old timers might remember, high current spark also quickly eroded the electrode resulting in constant plug replacement at every 6 month tune up! Researchers discovered that an internal resistor in the 1.2 -1.4K range was the 'sweet spot' that delivered a good spark that wouldn't prematurely wear the electrode. But on the other hand, too high of a resistance can cause hard starting and even magneto failure! The magneto failure got my attention!

After 2 years of rumors and research regarding the high failure rate of Champion spark



plugs, and losing much market share to Tempest, Champion quietly changed their resistor design in 2014. In the AOPA article, there is an interesting comparison picture of the old and newly designed Champion with their improved resistor design.

I had 745hrs. on my 2014 Champions and until this failure, they had served me well. I ordered a new set of spark plugs but quickly checked to make sure that there wasn't a screw in the barrel. All is well now, hoping I'll get 1000hrs. from this new spark plug design.



Allen Rice

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



Happy St Patty's Day!

Shamrock Fly-in!

