

CATFISH SQUADRON

EAA CHAPTER 797

Live Oak, Florida

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Chapter 797 Meeting: The Monthly Meeting is May 17, 2025



Cuyler Fly In



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

From The Top

Hello and what an exciting time to be an EAA member. The Wi-Fi is up and running well, enabling access for everyone and to TV programs too. This has also contributed to the installation of the Red Bird 2 flight simulator, that is now programmed for usage, simple contact any board member or Don Johnson to begin your flying experience or update your IFR currency. The 797 Flyer project is making great progress and is also in need of your support. Our Pot Luck Tuesdays are drawing between 25-30 people and are a great opportunity to socialize with friends to share some great food. We are also planning a rebuilding project this Saturday after our meeting to rebuild the air compressor shed that has deteriorated with age. If you are not yet engaged in any of these projects please consider joining in the chapter activities.

Looking forward to seeing everyone at this Saturdays pancake breakfast, so be sure to be there and join in on the fun.

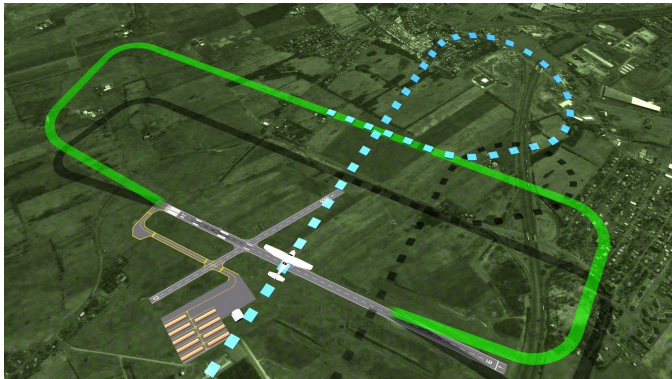
Your President
Ed Conrad

**EAA 797 Morning Fly-In
Pancake Breakfast
Is on May 17, 2025**



VMC Club

The meeting was preceded by Greg Boyette with a VMC club presentation on the subject Traffic conflicts and resolutions. Much discussion focused on traffic entry methods and Pattern maintenance. FAA guidelines were discussed.



Further discussion occurred on runups and pre-flights. See the “Unairworthy” column for further illustrations of the consequences of poor preflight inspections.

Editor

Sun & Fun Report

Snf 2025 is now in the books and let me tell ya, it was the best year we have had in the last 3 Bridgett and I have been doing it. We grossed almost \$8000, and we're able to give \$2,150. to the educational causes at the school in Lakeland.

I can't thank everyone enough who came down and took care of business especially Bridgett Diedeman who had to take over both the Chair and co chair spots all in the same week and with everyone's help kept the whole flightline tours running all week without any major breakdowns or problems.

Snf 2026 is already in the works so make your plans to come help next year it will be April 14th-19th and we will need your support once again.

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Unairworthy

The preliminary report on Robert Holland's crash is in. At this time, it seems a cap screw backed out of a weight box in the elevator counter weight. This was a customization done at Bob's request to be able to vary the counter weight by adding/removing lead beads to the box. The cover screw backed out and began to bind in the gap during his flight over, but became an issue as he flared to land and the screw moved past the adjacent surface. This jammed the elevator in the up position and in his struggles with the controls, it acted like a detent. Jammed up, then down, then up, unable to relocate center. This may explain the porpoises over the runway before impact. The cover screw was found ten feet from the wreck, finally dislodged at impact.



<https://www.flyingmag.com/ntsb-releases-preliminary-report-on-holland-accident/>

A Cessna 310 crash in Florida seems to also be tracing back to control issues. Shortly after takeoff, the plane was pulling left and the pilot reported that he was only able to turn left. After many left circles at low altitude, it clipped trees that dragged it down and all aboard perished. In the preliminary report, both rudder cables were separated near the rudder pedals in a “splayed, broomstraw” manner consistent with overload breakage. This may have happened at impact. The curious finding was the rudder trim being hard right (Left rudder) which may indicate a runaway trim. Certainly, the pilot would have tried trim corrections.

https://www.avweb.com/uploads/2025/05/Report_E_RA25FA173_199995_5_8_2025-11_07_05-AM.pdf

To round out the control malfunction list: ailerons. In May of 2023, C-172 N3KV took off on a routine training flight and rolled into the ground during climb out. The aileron cable had separated where it rounded a pulley at the left upper door post. The cable had literally worn away on a stuck pulley until it snapped. Despite 100 hr inspections, this pulley remained unchecked and unlubricated.

<https://data.nts.gov/carol-repge/api/Aviation/ReportMain/GenerateNewestReport/192246/pdf>

The things that make your plane unairworthy may not be obvious. I'm not sure that I would have caught any of these three deficiencies in a standard preflight inspection. Control malfunctions are frequently fatal, and in our experimental world, we are responsible for the manufacture, maintenance and inspection of it all.

As the old saying goes: "For the want of a nail..."

Suwannee Aero LLC
**AIRCRAFT MAINTENANCE, REPAIR
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Extreme Experimental

Scaled Composites' "Proteus" is a purpose built airframe for high altitude research. First flown in 1998 it's a tried and true design from the shops of Burt Rutan, creator of the EZ series of canard homebuilts.



Editor

Parts Warehouse Opening Up

Happy May everyone! It has opened up, folks. We opened the hanger sales point at Suwannee County Airport 24J! Can't wait to see you all!

We have even better news. What could be better than getting the hanger? Well, that is a great question...we are talking about opening up an avionics station here also!! As for right now, we are in the talks with another avionics company to help until we get ours up and running. More info to come on that!

Speaking about the parts store, if you have part(s) you would like us to keep in stock for you please let Chris Stephanie or Cathy know. Cabin Light, Oil filter etc....

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PANCAKE BREAKFAST
Fly-in or Drive in
Suwannee County Airport, 24J



Pancakes
Scrambled Eggs
Sausage
Bacon
Orange Juice
Apple Juice
Coffee



Monthly 8:00 to 10:00 3rd Saturday
Breakfast is \$10.00

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AzaleaAviation.com



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797 Flyer Donation Matching

Attention all Members, this is wonderful news. If you were at the last chapter meeting then you have heard about this. An anonymous donor will MATCH any donations made for our 797 Flyer project for the next 30 days. This is a huge benefit towards the funding for this project. What an opportunity. This far we have had a few people step up with contributions, but we still need more. Please consider supporting our chapter with your donation.

This matching funds offer is soon expiring and our window of opportunity is closing on May 19th, so please make your donation by this Saturday's meeting to benefit this valuable project. If you are not able to attend in person, please contact Ed Conrad 386-984-0740 concerning your donation.

"One person can make a difference, and that one may be you". Please show your support in reaching our goal.

Ed Conrad

EAA 797 (24J) hosts monthly Potluck Dinners on the 4th Tuesday of every month. This event provides an excellent opportunity for club members to socialize and indulge in delicious cuisine. Socializing commences at 6 P.M., followed by dinner at 6:30 P.M.



Fighting Landing Fees

This important ADSB issue was brought to my attention at Saturday's meeting. It was also brought to my attention at the EAA leadership training class I attended at Spruce Creek.

Your attention and response to this issue is extremely important. Please take a few minutes to educate yourself on this, add your name to this important petition and contact your State representatives.

We are already taxed on fuel and now there are players wanting to charge us landing fees. Please stand together to stop this misuse of what we were promised was only for SAFETY.

Thank you in advance

Ed Conrad

President

<https://www.aopa.org/news-and-media/all-news/2025/april/17/aircraft-owners-speak-up-for-your-privacy>

ATC Upgraded?



With Sean Duffy as Transportation Secretary, a brighter future is being promised. With piles of cardboard boxes full of retirement files still being stored in a salt cavern, is it any wonder that IBM 5150 computers with old floppy drives are managing Air Traffic Control? Our representatives continue to

disappoint as they enrich themselves on stock trades augmented by their own legislation while we can't board flights without "Real ID" that can't be checked by outdated computers. Yes, it's been maddening.

However: we are told that it's all going to change. The SOT is promising a clean slate ATC system will be slid into place in amazing style. Tearing out the old computers and replacing them with fiber optic networked GUI desktops seamlessly integrated with ADSB, Radar and legacy glide slopes is what we are being promised. What can possibly go wrong?

I'm not going to be all doom and gloom, and I hope we finally see safety and separation that gets us all back home at night. However: I will suggest we all exhibit some patience as the hiccups come, for there may finally be change arriving. https://www.avweb.com/aviation-news/dot-unveils-plan-to-overhaul-air-traffic-control-system/?oly_enc_id=4680C7210056B6Y

Editor

Cuyler Fly-In

It's so wonderful to be back flying again. I managed to pull my old 150 Cessna out of the hanger for some summer adventures. Having my annual completed and my By-Annual proficiency check ride signed off, it's now time to do some flying. Sue and I were able to top off at 24J and head over to Cuyler Airport, EAA Chapter 1349 for their fly-in.

It was a beautiful day, just a few mild turbulence, but great flying. Cuyler is a small 3,250 ft grass strip private community just north of Glen St. Mary. The radio was quite busy with chatter on approach, as the ground crew directed landing and departing traffic on the smooth 9/27 grass strip.

This is my second year attending this well organized chapter fly-in. The people were very helpful and friendly with some great food. If you haven't been, you need to check it out.

Ed Conrad



Young eagles

Chapter 797 had 13 Young Eagles Register and we flew 13 YE!! It was a lot of fun and great time, have to say for my first Young Eagles Rally it went very smoothly. But I can't take all the credit. If I didn't have advice and help I honestly think it would have been all over the place.

So, that being said, I want to say a special thank to all the members that help me make a huge success-Judy Bowser, Cathy Cleveland, Lori Green, Peter Vanspronson his wife Adhir and Sally Boette.

We had Young Eagles asking if they can go again!!! The volunteer pilots were awesome with our Young Eagles! So many thanks to Norman Green, Phil Hancock, Alex Melia and Larry Pesek. Also, I would like to thank Don Johnson for volunteering his time to work the simulation with the YE. Even some of the pilots had some fun doing the simulation.

I would like to do another Rally, I know volunteering is fun, but it can be expensive, I am talking to John the airport manager to see if we could work something out with fueling. He mentioned it to my husband Chris so I will let you know what the outcome is to that.

If you would like to volunteer please reach out to me either by email or phone.

Stephanie@speeraaviation.com

352-631-2137

Stephanie

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

