

CATFISH SQUADRON

EAA CHAPTER 797

Live Oak, Florida



*VOLUME 25 * NUMBER 01*

January 2025

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Chapter 797 Meeting: The Monthly Meeting is January 18, 2025



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

Happy New Year - I'm hoping everyone has had a great Holiday. It time to gear up for another exciting year at our EAA Chapter.

We have lots of exciting things already planned for this year. Please consider stepping up, getting involved in your chapter at some level. You are either growing or you're dying. So come out, help your chapter, and grow with us. We have need for a Young Eagles coordinator and an assistant - a youth director - a fly out coordinator - chapter greeter - fund raiser director - social media representative - tool crib assistant - and more kitchen help. I cannot stress the fact those that are participating reap the rewards.

So make this year, your year, to make some new friends along with some great memories. I'm looking forward to see each of you at the airport more this year.

Let's Get-R- Done and Have Some Fun

*Ed Conrad
Chapter President*

**EAA 797 Morning Fly-In
Pancake Breakfast
Is on January 18, 2025**



VMC Club

Due to the meeting being cancelled for the annual Christmas Party, there was no formal VMC Club presentation.

Being winter, there are a few things to remember. If you fly up north and have a spinner, set one blade straight down at the tiedown. Snow and ice can accumulate inside the spinner and freeze into a serious imbalance.

Don't leave a block heater on for your own convenience. A warm engine block will accumulate moisture, causing corrosion in all the worst places. Instead, use a forced air engine heater to warm up the engine just before starting.

Moisture can accumulate in breathers. Look inside or poke your finger in to check for an ice blockage. A flexible hose should be as flexible as being cold will allow, a stiff hose may be frozen inside. For more tips, click this link:

<https://www.boldmethod.com/blog/lists/2024/12/the-5-best-winter-flying-tips/>

Change your preflight as conditions dictate and be safe out there!

Editor

Aviation Themed Cruises

Crystal and I enjoyed a 4 day cruise, 11-15 Nov, put on by Envision Flight and sponsored by King Schools and Cessna. It was really targeted toward flight schools and universities. I don't know why I got the invite other than having a CFI/CFII certificate.

Most of the sessions were geared toward increasing enrollment, Gen Xer's/women/minorities in flight training, entrepreneurship, and so forth. I did find several of the sessions interesting, especially the GAMA (General Aviation Manufacturer's Association) CEO's talk on state of GA industry with a lot of time spent on 100LL replacement.

Cruise was a 4 day with aviation sessions on Tues & Thurs and a stop in Cozumel on Wed. First cruise for Larry, I still can't believe the ship stayed afloat with all that food on board. John and Martha King were quite a hoot, and gave a brief talk on their business from the early days on. They are an amazing couple. We've all heard that behind every successful man is a woman to

support, etc. Martha says in front of every successful women is a man blocking her view that doesn't have a clue! Hah!

Another favorite, what's the most

terrifying emergency for a new student pilot?.....a runaway Hobbs meter. Okay, okay, I'll stop here.

Larry Pesek



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Baby's Got a New Pair of Shoes

Hey everyone:

We have finally refurbished our "buggies". As far as we could tell the buggies haven't been touched for heavy maintenance for over 20 years. All have new or rebuilt axels, springs, wheels, tires and frame repair as needed.

All are now road worthy, thus giving us the opportunity to expand our services to other organizations in need. May these serve us well in the future.

PS we need tractor use commitments for Sun n Fun 2025. Only three months to go!!!!!!!

Pete vanSpronson



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



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Extreme Experimental



Blue Origin has come up with a follow up to their *New Sheperd* reusable commercial rocket. In a continuation of their penchant to pay homage to historical figures, it's named *New Glenn*, after John Glenn.

With a more traditional profile, *New Glenn* is targeting commercial satellite launches in a reusable platform. It may look like Musk has some competition, but this is simply what commercial space flight looks

like: more choices. *New Glenn* may be launching its first payload by the time you read this...

Editor

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100LL is on a Fuel Court Press

AvWeb continues to bring us news about alternative fuels. The battle between those that would force us onto a tightrope and those cooler heads trying to prevail has begun. The simple presence of G100UL in some pumps has the progressive spearheaders salivating over the end of lead pollution in the US. Never mind the fact that other countries will still be using 100LL.

The people pushing for the expedited end of 100LL can act as if the pollution from other nations stays there, above those nations. The real success of an alternative fuel will be the aviation community getting so comfortable with its performance, that it becomes their preferred product. That will not happen through force. The EV mandates proved that you cannot legislate innovation. Innovation is born of Capitalist supply/demand and served up for profit. There are those with buyer's remorse driving their EVs in a shrinking market that display the danger: aircraft problems due to unexpected incompatibilities. If your car quits, you pull over. The threat of aircraft issues causing emergencies is real.

We'll be watching... For the whole article:

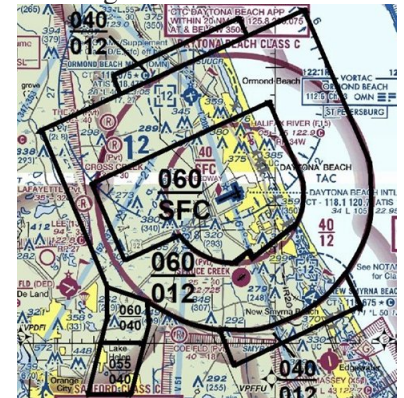
https://www.avweb.com/aviation-news/california-fuel-distributors-file-unleaded-fuel-court-defense/?MailingID=FLY250113003&utm_campaign=avwebflash&utm_medium=newsletter&oly_enc_id=4680C7210056B6Y

Editor

FAA Wants You Out of "Their" Airspace

The FAA is slowly encroaching onto class G airspace with big plans to expand A, B & C airspaces to exclude more territory to anybody not running with ADSB.

Looking at the proposed (Black) overlaid onto the current (Magenta) airspace, you can see the radical changes. Remember, you can't fly over the airspace without ADSB. This nearly eclipses access to Edgewater and New Smyrna Beach.



The reasons for this proposal are simple: reduce the workload for ATC by excluding "Non Participating Aircraft". That is the flowery terminology to describe you and I simply flying past to Edgewater.

This is not the only place. Airspace is being proposed for redefinition all across the USA. Notice the "generous" carveout provided to Spruce Creek to reduce the risk of accidental incursion into the 6000 to Surface core airspace. ADSB was supposed to be voluntary, but they appear to be squeezing us into what they want: full control over you, tracking. Numerous organizations are mobilizing to get a voice in this decision. For more, click on: <https://www.aopa.org/news-and-media/all-news/2023/december/20/aopa-has-concerns-with-airspace-modification-proposals-in-florida>

Editor

Measuring Around Obstructions

During the course of a project, one usually finds the need to measure from point A to point B. Often, there are obstructions in the way, making it difficult to get an accurate measurement. In my case when rebuilding my Super Cub wings, I needed to ensure that my spars were square with each other as I was installing my anti-drag wires and ribs. I am sure that you already know that we usually take diagonal measurements from identical points at the ends of the front and rear spars to accomplish squareness.

But how do you compare your diagonals for squareness or get accurate measurements when the wing ribs or other structures protrude into the path of your tape measure? This is where a cheap-to-build jig with trammel points comes in handy.

Using a set of cheap trammel points available on Amazon or Ebay, a length of steel EMT conduit from your local hardware store, 2 scrap wooden sticks, an EMT tubing bender borrowed from your neighbor, and a little bit of welding, brazing, or even some JB Weld, you can assemble a measuring jig that will enable you to accurately measure over and around obstructions. I built mine with removable ends so that I can replace the center section with longer or shorter lengths to better suit my needs. I have 4', 6', and 10' center sections for my trammel jig to square up the wing spars for various airplane projects. Fortunately, EMT conduit is cheap.



Materials

- 1- One 10' stick of 1/2" EMT metal electrical conduit
- 2- Two 1/2" EMT couplings
- 3- One set of trammel points
- 4- Two wooden sticks 14" in length ripped to fit the trammel points
- 5- Two approx. .050"x3/4"x3" steel tabs
- 6- Four 3/16"x1.25" machine screws or hex bolts

Instructions

- 1- Rip 2 wooden sticks to fit your trammel points and to a length you prefer. Mine are about 14" long.

- 2- With a 1/2" EMT tubing bender, bend both ends of the 10' EMT conduit 90 degrees to a depth that will clear the obstructions on your project.
- 3- With a tubing cutter or cutoff disc in your grinder, equally cut off the bent sections of the EMT so that you have a straight length to attach the long center section of your trammel jig.
- 4- Cut a slot in the lower end of bent section to fit the .050"x1"x3" steel tab.
- 5- Drill the steel tabs for the 2 machine screws that will attach the wooden sticks.
- 6- Hammer the 1/2" EMT slotted tube ends down flat over the steel tabs and weld or JB weld the steel tabs in place so that the tabs are parallel to the length of the jig.
- 7- Drill the wooden sticks using the steel tabs as a guide.
- 8- Bolt the wooden trammel sticks in place.
- 9- Slide the trammel points onto the sticks and clamp in place.



Using the 1/2" couplings, attach each end of your jig to the long, straight center section of 1/2" EMT.

Happy measuring!

Allen Rice

Zenith 750 Cruiser 4 Sale

I have a partial built Zenith 750 Cruiser for sale.

We do not have an asking price. We are considering all fair and reasonable offers.

Thanks,
Joanne LeBlanc



(813) 334-9626
joanneleblanc@yahoo.com

797 Flyer Build Update

The 797 Flyer build team is making good progress after logging over 365 man-hours since June. As you may remember, we started the build with an assembly of the wings and empennage to the fuselage just to evaluate what the project would require. Turns out, while the fuselage and empennage are solid factory-built assemblies, the wings would require complete disassembly and discarding all ribs, struts, and landing gear due to either ground loop damage or improperly built parts.

Recently, we completed new wing, aileron, and flap ribs and are now gluing the ribs to the spars ala' Avid Flyer and Kitfox. Gluing the ribs is a 19 step process involving squaring the spars with a trammel, fabricating and installing the 3 drag tubes, setting the wing washout, anchoring the spars so they can't move, locating the ribs evenly on the ribs, removing the drag tubes, marking the ribs then moving them out of the way, prepping the spars with #360 emery cloth, prepping the spars with Alumiprep, replace the ribs back into



position with a rib locating jig, re-mark the rib locations, move them out of the way again, mixing the Loctite 9460 epoxy, spreading the epoxy on the spars, moving the ribs into position, apply epoxy to both sides of each rib on both spars, make a neat

fillet, install the rib locating jig, check that the ribs are plumb, and finally re-fit the drag tubes. Wait 24 hours for curing. So far, we completed 4 ribs. We will complete the last 5 at the next workshop and finally rinse and repeat for the 2nd



wing at the next workshop. Woo! I'm exhausted just thinking about it.



I think all our builders are enjoying the build process and learning new airplane building skills. For me, it is always satisfying seeing a major project come together. Everyone is invited to come out on Saturday mornings 10-12PM. No experience is necessary.

Allen Rice

Textron not Approving G100UL

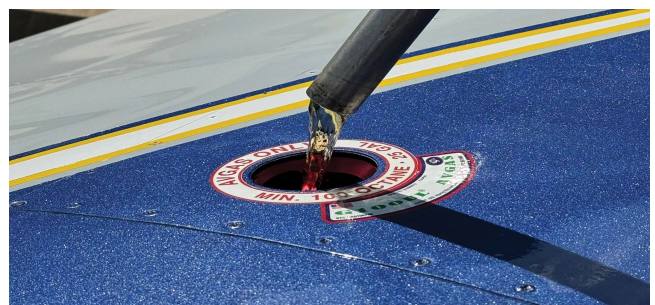
"GAMI said the statements in Textron's documents have been thoroughly debunked and all the engines in Textron's massive fleet are approved to run safely on G100UL."

Don't worry, the FAA has issued STCs under the fuel manufacturer despite the engine manufacturer saying they don't approve. This means you can buy an STC to legally run G100UL in your engine, but the engine manufacturer won't honor any warranty if you have done so.

This illustrates the concerns I have expressed that these fuels need to be fielded for an extended period of time before we commit all of general aviation to them.

https://www.avweb.com/aviation-news/textron-keeps-g100ul-off-approved-fuel-list-wants-more-testing/?MailingID=FLY241223018&utm_campaign=avwebflash&utm_medium=newsletter&oly_enc_id=4680C7210056B6Y

Editor



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

User Funded ATC?



The push is on to “privatize” ATC. This could mean user fees at every landing and fuel surcharges. I haven’t had time to really consider all the ramifications, but I can’t help but see the slick way it’s presented in this article. They discuss the way cost is strangling innovation, but will the cost strangle air carriers and the freedom we have to fly where we wish and

when? Are the new airspace changes preparatory to fees to simply be in the air? I’m watching this, before flying becomes only for the wealthy.

https://www.avweb.com/aviation-news/think-tank-urges-doge-to-make-atc-user-funded/?MailingID=FLY241222003&utm_campaign=avwebflash&utm_medium=newsletter&oly_enc_id=4680C7210056B6Y

Editor

Renewal

I just wanted to remind y’all to pay your dues for 2025. Its tax time again...

I’ll attach the membership form to this newsletter.

Editor

Leadership Boot Camp

President Edgar Conrad and I attended the EAA Leadership Boot Camp at Chapter 288 in Port Orange, Spruce Creek Airport.



There were about 45 people there from chapters all around Central Florida. We took our wives, but they found the beachside so much more interesting.



I guess it’s a happy wife, happy life moment. Ed and I absorbed what we could as we were drinking from a fire hose. The one thing I was very impressed with was the vast amount of information available on the EAA web site. Seems it is well worth the time to dig in and surf the secondary menus for useful information.

Editor

Train Station Event

The All Aboard Event is here already, and if you were involved in last year at the Old Train Station down town Live Oak you know how much fun it was.

On Saturday February 1, we will be taking our Little Airplanes out to the station to show our support for our community. Please contact Ed Conrad at 386-984-0740 if you can help with this event.

Ed Conrad

Chapter 797 has been invited back to several events. This good will, that has been fostered, makes us visibly part of the community. Good work everyone!

Editor

CFIT

CFIT is usually thought of as carelessness and inattention, but there are a number of things that can lead to Controlled Flight Into Terrain. About 25% of CFIT incidents are continued VFR flight into IMC. That's an intentional act. Many incidents are collisions with obstacles. Too low over a ridgeline could have you finding a tower or support cable. IFR pilots need to stay current with changes to insure no new obstacles have been created at their old haunts. In Heyburn, Idaho, a 206 flew into a stack above a factory on her second approach on April 13, 2022. The factory had added stacks despite objections by the aviation community that had fallen on the deaf ears of the business minded. She may not have seen it before impact due to the steam cloud from other stacks that kept her in IMC despite having broken out of the ceiling. She wasn't *that* far below path.

There's the rub. We're in an activity that can have little tolerance for small errors in judgment. Then there's equipment failure. We're going into new technological levels that beckon to us to let the machine do it for us. We can get complacent and not realize the software downloaded the wrong altimeter setting. Suddenly your autopilot is set to kill you, will you catch it in time? Automation requires as much diligence as hand flying.

This topic and others are at:

<https://www.faa.gov/newsroom/safety-briefing/faq-safety-briefing-fact-sheets>

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



What our Members Do

My grandson Nico came down for a week over the holidays. I took him up in Azalea Aviation's Cessna 150 out of Valdosta for an area flight. Then, EAA 797 member Joe Arbie took Nico up for a classic barnstormer flight out of our Grass strip in O'Brien in Joe's Cessna 140. Needless to say, Nico was jazzed.



797 members Bill & Kyoung Clapp made the *KitPlanes* cover in their Saberwing kit aircraft prototype.

Azalea Aviation has slowly grown over the years and completed

Saberwings are beginning to show up on the FAA registration roles. Jeremy Jabaay took the Reserve Grand Champion trophy for his highly customized example at Oshkosh 2024.

Anyone who has owned a small business knows the challenge they present. Congrats to Bill & Kyoung.



Let us know what you're up to. I'd like to have a members area every month in this newsletter.

*Dave Poirier
Editor*

Membership Application

EAA Chapter 797
13344 80th Terrace
Live Oak, FL 32060

EAAChapter797@gmail.com

Dues are \$20.00.



Date ___/___/___

National EAA Membership# _____

Is this a Renewal Y / N

New Membership? Y / N

Name (Print) _____

Address _____

City _____ State _____ Zip _____

Best Phone number to reach you _____

Email Address _____

Our membership dues are to be paid annually before January 31st of the current year.

New Members joining in October will be considered paid for the following year.

Also, we will order new members one magnetic name tag.