

# CATFISH SQUADRON

## EAA CHAPTER 797



Live Oak, Florida



\*VOLUME 20 \* NUMBER 07\*

July 2020

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## Chapter 797 Meeting:

All Chapter Meetings  
are suspended until further notice  
The Pancake Breakfast is also  
suspended  
Until further notice. See Below...



**Bridgette learning to fly!**

**All Club Activities  
Are suspended:  
Suwannee Dept of Health  
Recommends suspension  
Of Group Activities**

## The Bottom Line

Last week I sent out this email message to all of our members. It was painful but I believed it had to be done:

Greeting Members;

I need to inform you, due to the current and projected environment, our chapter will cancel "Wings over Suwannee" the event was rescheduled for this fall.

Several factors came into play.

1. Our financial commitment
2. Probable limited volunteer participation
3. Local health officials recommendations
4. Direction from our national EAA

leadership stating to follow local guidelines.

Delaying this action really places our chapter in a "no win" situation.

We will cancel our regular meeting for July and do assessments for subsequent meetings due to the increase in the rate of infections. If you were not aware Suwannee County has surpassed 500 cases, we are the leader in our five county area. Please accept my apology for that sick comment just a sign of my frustration. As a side note we can, and I would encourage this, getting together in small groups outside, i.e. "mini fly-ins". These events however cannot be sanctioned by our EAA Chapter.

Please stay safe

With warmest of regards and blessing to all.  
 Pete vanSpronsen  
 President  
 EAA 797.

There isn't anything I can add to this but to say it is my sincerest hope that we can get together in small fly in groups. If you do need help with something please reach out to your fellow members for that help. I am confident someone in our chapter will have the solution.

*Chapter 797 President  
 Pete vanSpronsen*

PS: If you have not renewed your membership please do so: At \$1.25 a month, how can you go wrong?

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## VMC Club

The VMC club is meeting in conjunction with our regularly scheduled meeting times. You can earn wings perks by attendance.

Unfortunately, the Covid-19 pandemic has meetings on hold. So, keep your ear to the ground (or the air..) for future meetings of the VMC Club.

*Editor*

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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.

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Editor

## Joe's Tri-Pacer

Member Joe Arbie's Tri-Pacer is still for sale.

Details:

(386) 984-5654



## Azalea Aviation Happenings

Because the Covid-19 has derailed much of our lives we have had to adjust and make some changes in our lives both personally and in business. Like many, we were asked to let our employees stay at home for a few weeks. This would allow the state to adjust for the coming influx of Covid patients without putting undue stress on our hospitals and staff. So...we did our small part but I used the time to stay busy and catch up with many projects and items around the house and shop that needed to be dealt with. I am sure that all of our guys did the same as well. So what did we do?

One of our big accomplishments was finishing the rebuild of our Big Piet (Pietenpol Aircamper) that was damaged in a slightly off airport landing last year. The airframe was repaired; a new Spyder 100 HP engine installed and many little items we wanted to improve were completed. A little paint was also added as well as its christening as "The Phantom"...with appropriate logos. Over the last couple weeks I have dodged the summer thunderstorms to finish the five hours of test flying to break in the engine and trim the controls. It is very satisfying to have the Piet back in the air...the wind blowing and noise of the engine adding to the "open cockpit" experience. This airplane is just a hoot to fly.

Our intrepid Cessna 150 was damaged in a tornado over the Spring. It was flipped upside down and the Adel Fire Department was gracious enough to come help flip it back onto its wheels. They did a great job. The news about the damage was all over the area and we got some great response from locals. A few volunteer airmen from Moody Air Force Base came over and lent a hand in taking it all apart. They want to be part of a local Flying Club and A&P training group sponsored by Azalea Aviation. We are currently saving up fund to purchase some salvage parts in order to rebuild the 150 and get it airworthy again. I am hoping to have it in the air again before the end of the year.

At home I was able to continue the restoration work on another Corvair project. Not exactly airplane related but will be part of our business experience. A couple years ago I purchased a very rusty 1961 Corvair Rampside Pickup Truck...a rare find in these areas. After a LOT of new metal and

elbow grease, it is starting to hit the road for trials. There will be a few surprises down the road once it is all finished but I am pretty happy with it so far. As with most of my projects, they are never quite done.



Because Sun n Fun and Oshkosh have been cancelled there have also been adjustments in our activities around the shop. Kyoung and I will spend a bit more time with some much needed vacationing as well as hitting some of our R&D projects a little harder. Still very busy as always and feeling like I am always behind....maybe I am trying to do too much....NOT!

Next events....

August 7<sup>th</sup> will be our first Composite Workshop: check out our website for details....come learn and get your hands dirty.

August 8<sup>th</sup> will be another of our BBQ and Fly-Ins at 15J. Our Moody Airmen will be lending a hand and getting to know some of the faithful. We will practice social distancing as much as you care to. Life is risky enough for us to know how to make the best decisions for ourselves. As for myself,...I will enjoy the day with my friends and flyers.

October 8-10 2020 will be another Spyder Engine Workshop and BBQ/Fly-In on Saturday. We are still around the airport and willing to put down the wrenches to visit and give you a tour of our facilities if you wish to fly in and visit with us for a spell. Come for coffee, lunch or just to put some time on the wings.

*Be Safe.....  
Bill Clapp*

## Remembrances

Thank you members of EAA 797/Catfish Squadron. Bobbi Rice sent us a photo of the memorial to members that have Gone West with Gerry Chancey's name on it. The family appreciates this, Gerry is there with so many of the members we shared this Chapter with., it was a huge fun and educational time for all of us family and friends.

*Connie Chancey*

I forwarded a picture of the memorial to Cheryl Bothof who has moved out closer to family in Idaho after Larry's passing.

She sends her appreciation for our thoughtful remembrance.

*Editor*



## Young Eagles Event @ 24J

I have a YE rally scheduled for July 25th at 8 am for the Lowndes AFJROTC cadets and need a few pilot and ground volunteers.

This will be a small event of 15-20 kids that will be competing for scholarships for their private pilot rating. We will meet at the EAA Hangar at 24J. Of course, this will be contingent upon whatever rules we are operating under at that time.

All volunteers will be taking recommended precautions. This is a pre-registered event not directly open to the public.

[hndccks3@aol.com](mailto:hndccks3@aol.com)

*Thanks,  
Phil Hancock  
Chapter 797 YE Coordinator*

## For Sale

### Fisher Flying Products Celebrity

*Stock photo of a finished plane >*



Fisher Celebrity Kit –

It is a wooden biplane. The fuselage, tail feathers, lower wings, lower ailerons are assembled. The upper spars, and ribs are made but not assembled. There should be enough wood left to finish. It has the main fuel tank and 2 wing tanks all aluminum, fiber glass cowling, seat pads, wheels, fabric for covering, the original bill of sale from fisher.

While I have been doing some work on it. It is stored inside my enclosed helicopter trailer. I do not have the hangar space to start assembling the plane, or the time.

Asking \$1500.00 OBO

Continental C-90 engine, it runs but has no logbooks. Without the mags, exhaust, starter asking \$4000.00

Narco AT-150 Transponder w/ AR-850 encoder, both new never install. Have the install kit with pins and instructions. Asking \$500.00

Dennis Wolcott

I have been working on my commercial helicopter add on lately in Gainesville. Flying a Robinson R44. What a difference from my machine. Should be done by the end of August/ September. Also been flying my helicopter and plane a lot lately. I will be selling my other project as I just do not have the time or space to work on it.

*Dennis Wolcott*

### Final Flight of N25449

On Wednesday evening 17 June 2020, in calm sunny conditions. I attempted a take off with insufficient ground roll speed, failed to abort the take off, forced the plane into the air in slow flight conditions, resulting in an unplanned landing several hundred yards after lift-off. The plane settled into the young 12ft pine trees, destroying what was a previously a beautiful aircraft.

Several questions have been asked as to what was wrong and what could be learned from this tragic event. Other than my sense of pride in being what I thought made me a safe pilot. I did lose my glasses in the crash. And, I don't remember just who asked, but no, I didn't lose my teeth, despite the sudden jolt upon stopping.

I've reviewed this event about 10,000 times in my mind and had multiple conversations with my panel of expert fellow pilots, about just what went wrong. I have come away from this tragic event with several things.

First- what went wrong? And what could be done differently to prevent it from happening again. There are three things I will do differently.

1) Magneto Check- when checking the magnetos Always check the last one out first, go back to both, and then check the first one.

2) Brief your passenger on the proper foot position before take off.

Those that have flown with me know I use a. Check list on a knee board. The last items on the Take Off list are

1-Full throttle

2-lift the nose wheel at 50 knots

3- Climb Speed 65-75 knots

3-To this I will add. If you are NOT at rotation speed mid way down the runway

“Pull Back on the Throttle and STOP”

I did notice that the airspeed was not acting properly. But I continued for 6 more seconds to the end of the runway and forced the plane into the air.

I had become SO fixated on the airspeed that in my peripheral vision I DID see the wind sock go past, and yet continued to fixate on the airspeed. Those precious seconds SHOULD HAVE been used STOPPING the plane.

If you had asked me what my altitude was when I crossed the end of the runway, I would have said “50 to 70ft. In reality it was about 3 feet. Time compresses all things.

Two lessons to be learned:

1- You can Always Abort a take off

2- You can Always Go Around

*Ed Conrad*

*I've always thought that both an abort and a go-around should be in the bi-annual.*

*Editor*



Ed's C-150's Final Destination



## Larry finds cheaper insurance!!

Thanks to our fearless leader President Pete who turned me on to Chris Wolbert at Aviation Insurance Resources, (301) 682-6200. Still more expensive than last year but I can live with it.

Check them out!

*Larry Pesek*

## Estate Tools

As we know , Paul Poppenhager passed away recently and I am helping his family dispose of all his tools,hardware , and parts.

After a 70 year career as a pilot, A&P/IA , and pioneer sport skydiver who never threw anything away, he accumulated lots of tools and things. My intention is to see all this stuff go to people who will use it.

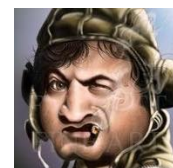
Anyone building,restoring, or just owning an airplane would find something of need. It is all in my hangar at Cross City and available for sale. All ridiculous offers will be considered.Not trying to get rich, just find homes for it all before it goes in someone's smelter.

*Bill Palmer*

## 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)



## 1100 Miles @ 50 Mph.

-continued from last issue-

Saturday, April 25, the tornadoes gave us a break and I leapt at the apparent weather window, although into a stiff headwind. The mighty Jabiru 2200 gave me the whole 85 horsepower faithfully for the whole trip, despite every day presenting me with weather obstacles.

First stop was at Suwannee County Municipal (24J) to top off the tanks. The left tank was flowing poorly and the iffy mag failed the first check. I resigned to make many fuel stops, using less than a half tank at a time. If the right tank unported because the left was flowing slow, I could have excitement. This plan was, of course, difficult with inaccurate fuel gauges.

I overflowed every airport along the path, but this first leg was still one of the longest stretching my miserly fuel flow. The staunch headwind was also stretching the flight legs. Decatur County Industrial (BGE) was an old military base in southwest Ga. I was already getting a taste of the easterly winds that had upset the C-150 days earlier up at Adel. After landing I switched to the questionable mag and taxied in under the one mag. The engine died as I parked the plane. My mysterious mag gremlin was still riding along with me. The ramp was empty and the only fuel service was an unmanned tank truck. I found a friendly face in one of the hangars making banging noises on a Piper bearing Embry Riddle markings that was happy to call a number to retrieve personnel who could operate the truck.

By now, the wind sock was starched horizontal from the southwest. BGE had two runways (14/32 & 09/27) that were both nearly perpendicular to the 15k gusting to 18k winds I was now facing. My landing on 27 was itself a bit tricky. The mags were cooperating again. Being a former military base, the empty ramp was nearly the length of the runway and over four times as wide, so...

I wrestled my steed into the air and headed off to Enterprise Municipal (EDN) in Alabama. A few minutes outside of EDN airspace the winds had gotten severe. My Garmin 296 GPS was saying 29k over the ground, I had slowed to keep it in the white arc and I had been bounced off the skylight at least once that I remember. It was time to tie down. It was only 2pm, but this was not the plane to be

surfing the gusts in. I was at least able to find the building manned and equipped with wifi and places to charge my devices. I topped off the tanks and tied her down as the gusty conditions continued to intensify.

I remembered that Chapter 797 member Joe Arbie had mentioned that he knew people around here and a quick call to him got me hooked up. By dusk the winds had dropped from 18/26g to 12/16g. I had made use of my time at EDN to snoop around and take in a few of the aircraft stationed there. Like any small airport, it's a home to an eclectic assortment of planes and projects. At dusk I hopped over to Carl Folsom (14J) to meet Joe's friend Walt. Don't you know it, I was called up on the radio as I climbed past the tree line. An RV builder was asking about my interest in his plane. He was sorry to have missed me and offered me a project tour if I were to pass back through. Friendly folk are everywhere in airports.

Walt met me at 14J as I was giving an army grunt a tour of the 701. He wasn't interested in learning to fly, he just liked to check out airplanes and happened to be there at Carl Folsom for me to borrow his phone. God provides when you have no signal. I rode out to Walt's ranch for the night where we did the old man routine. He showed off his toys, introduced me to his wife, ate a great meal and I woke up on the couch a little later from him snoring in the recliner nearby. It had been an exhausting day. Great food, company, bed and a shower. Thank you to Walter and Elena.

To be continued in next issue...

## Pixie Dust

Over the years I have learned not to take an airplane apart unless it was absolutely necessary, and I still did it again! I found some broken stringers that could not be fixed through inspection covers, there was a 20 pound weight in the tail that was loose, and I found some surface rust on the tubes. Since the fabric needed to be cut to access the stringers and the weight, the Pixie fuselage is now at my house uncovered. I did find a few items that may be interesting to others on a 30 year old homebuilt.

First, I must say the builder was an excellent woodworker and welder. I do appreciate the craftsmanship and have nothing negative to say about him.

What I did find was that he evidently painted the fuselage with a brush and did not spray it. The brush lines under the fabric held moisture and that allowed the surface rust to start.

Another thing he did was attach the interior panels with velcro. One part was glued to the frame and the other part to the panel. Again where he glued to the frame, moisture was trapped resulting in surface rust. I don't understand why he would put a complete, heavy interior in a single place plane, but it was his to do as he saw fit.

The brake lines were run from the master cylinders to the landing gear attachment without being attached to the fuselage at any point which resulted in some tears in the fabric. He must have gotten a good deal on zip ties since they are everywhere and on everything.

We will carefully inspect the wings, but if the fuselage woodwork is an indication I believe the wings will be fine and will not be uncovered. My goal is to take care of the necessary items and get it back in the air as soon as possible. My other main goal is to put it on a diet and lose some weight. It is about 178 pounds over the design empty weight. Nothing structural will be changed, but the unnecessary items will go. It seems like I have always been on a diet so my plane should be on a diet.

I will be asking for some of the Chapter members to put an eye on it and see what is needed.

*Curtis McClung*

## Safe @ Holmes

Well, so much for getting some semblance of normal. It is not your fault or mine, there is always the ominous "they" that are going to challenge the rules or go with "the rules don't apply to me." While some have not even flown since March, I have kept going with my instructing people who I had already been in contact. A couple of my students elected to set down for a couple of months but are now back flying. I was fortunate that on 22 June I had a student pass his check ride, by 25 June, there were three new pilots in the world! The week

starting 13 July, I have two more "leaving the nest". I hope by the end of July, Bridgette Diedeman will be the only person having to put up with me in the cockpit!

It has been 25 years of instruction. I am still an instructor and available as needed but I have not started any new students and do not intend to start any new students.

I am considering an instrument ground school, and subsequent instrument training of course. I won't try to start the ground school until the pandemic is well under control or behind us.

*Dave Holmes*

## Dr Woodruff Checks in

Here in S.W. Montana, my Hangar @ 9S5 is PACKED with wonderful song birds.



Rainy AND SNOWING above 5000' !!!  
Global ...WARMING...??? Yipes!!

Greetings to you all from the FRIDGID NW..

Dr. Lee Woodruff

*Ah, but the view! - Editor*

Editor's note:

*I realize there are some phone numbers missing on parts ads, they weren't provided by the seller. Any member can get access the member's contact info if you need to. I don't assume it's ok to add them in a publication that may be available to the public.*