

CATFISH SQUADRON

EAA CHAPTER 797



Live Oak, Florida



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President: Christine Bedenbaugh

386-365-7538

Vice President: David Holmes

817-308-9752

EAA Ch. 797 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 117th Dr.

386-479-4107

O'Brien, FL 32071

Web: <https://chapters.eaa.org/ea797>

Chapter 797 Meeting: July's Meeting is July 17, 2021



Oshkosh from up high.

EAA 797 Morning Fly-In Pancake Breakfast Is from 8-10am On July 17, 2021

The Big Show

Oshkosh 2021 is just weeks away. Last year's N'Oshkosh was a disappointment to many. I can't even imagine the impact on the local economy and especially the rental property business for the season.

I've heard that the arrival procedures may have changed and that possibility alone bodes extra caution this year. The Notam is available from this link:

<https://www.eaa.org/airventure/ea797-fly-in-flying-to-oshkosh/ea797-airventure-oshkosh-notam>

Thirty two pages may seem intimidating, so take your time. In my experience, I find something different with every read through. I tend to get distracted by the things I perceive as pertinent and later find things that I missed in the re-read.

There are some great tips that might make your experience go a little smoother at this link:

<https://www.eaa.org/airventure/ea797-airventure-news-and-multimedia/ea797-airventure-news/ea797-airventure-oshkosh/06-28-2018-ten-tips-for-flying-in-to-airventure>

One tip is to try and get a virtual approach in a flight simulator. I printed out some images from Google Earth before flying into Sun-N-Fun and it was a great nerve calmer to recognize the area upon arrival.

The arrival process really begins a hundred miles out and the videos can enlighten you to some of this year's changes. The videos are at this link:

<https://www.eaa.org/airventure/eea-fly-in-flying-to-oshkosh/vfr-airventure-arrival-and-departure>

Remember me in your travels, take some pictures, write up some experiences for the newsletter and don't forget to enjoy yourself. (I can try at least..)

Editor

Young Eagle News

On June 19th we were able to conduct a small rally to fly 7 Boy Scouts of troop 51. These young men are working on their aviation merit badges. Harald Aagaard (scout leader) and Larry Pesek of Air Methods helped organize the event. It was conducted in conjunction with the monthly Ch 797 pancake breakfast so the kids were treated to a free breakfast and hopefully learned a little about the EAA organization.



I would like to thank the pilots, Greg Boyette, Brad Bedenbaugh and yours truly for getting this group flown. Our ground volunteers included Pam Hancock, Cathy Cleveland, Larry Pesek and Christina Bedenbaugh. Without dedicated volunteers the young eagle program would not be possible.

*Phil Hancock
Ch 797 YE Coordinator*

<mailto:phancock54@gmail.com>

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

Joe's Tri-Pacer

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

Details: (386) 984-5654



Suwannee Aero LLC

**AIRCRAFT MAINTENANCE, REPAIR
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Doug Libby

(386) 776-2780
(386) 314-5891cell
LibbyABD@aol.com

A&P IA 19432 161st Court
O'Brien, FL 32071
Suwannee Belle Airpark (9FL0)

In Brief..

I did my BFR in someone else's airplane. Better yet, an airplane I had never flown before. I was extra thorough in the pre-flight, downloaded a POH the night before, ignored some faults that were not mission critical and noted the concern on my CFI. All in all, a great experience. Being able to get into an unfamiliar airframe and demonstrate competence was a huge confidence booster, but I don't recommend it...

Editor

Suwannee Valley Flying Club

The SVFC can use more flying members. The airplane was down for a starter problem but is back up and flying, hopefully, it will keep flying. It is still the cheapest airplane to fly in northern Florida and it will accommodate four (4) adults. The airplane is located at Cannon Creek and available.

There is a \$200.00 sunk cost, initiation fee, and the dues are \$90.00 a month which includes one hour of flying time. I think it is about the least expensive way to fly in northern Florida!

The airplane is a Beechcraft Musketeer, it has an 800+ pound useful load and cruises about 125 mph.

Blue skies and tail winds,
Dave Holmes



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
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Holmes on Deck

We have a guest speaker for this month's EAA chapter meeting. Captain Huckell from the Safety Office, Moody AFB. Captain Huckell is an A10 pilot and will be talking about A10 and Blackhawk operations in our area. I hope all ya'll can make this meeting.

With having Capt. Huckell, we will forgo a raffle for one more month – post Osh-Kosh (maybe some Osh-Kosh goers can bring back some good stuff for the raffle!)

I have been doing a lot of flight reviews lately. If you need a flight review, give me a call. Before you do though, look a chart or your Foreflight and see if there are any symbols or changes you would like clarified, we'll figure them out. Another related topic; know when 3 miles visibility, 1,000 feet above the clouds, 500 feet

below the clouds, and 2,000 feet horizontal from the clouds applies (3 – 152s).

It's summer, it's hot! Please beware it is not only hot in Florida, where we expect it to be hot, but it is unusually hot everywhere! If you are flying out west, up in the mountains of the Carolinas or up in the northeast, watch those density altitudes (DA). If you receive the weekly ePilot from AOPA, then you would have read about people not regarding DA and not making altitude to clear the trees. Have fun, be save, if you get into a high DA situation, i.e. Asheville (KAVL) on a 95 degree day, you would have a DA of 5,000 feet, 8,000 feet of runway, no problem, 4,000 foot ridge, hummmm? Might need to do some replanning!

On 17 July, along with our chapter meeting and pancake breakfast with some "special" additions (I hope), Phil has another YE event planned for 31 July. I hope everyone will come to the 17 July meeting.

Dave Holmes

The Small World of Aviation

In 2019 I was blessed to be invited to fly with Bill Clapp, Dave Poirier and Bob Lester to the Pietenpol Flyin in Brodhead Wisconsin. (C37). Most folks know Dave's Pietenpol didn't make it to the flyin, but Bill and Bob did. I arrived a day ahead of Bob, and the first person coming in after me asked where I was from.

When I said Florida, I didn't expect him to ask if I knew Bob Lester. Of the hundreds of little runways in Florida, I live at one end of a 2,800 ft grass strip and Bob Lester lives at the other end. Yes, the world of aviation is a small one.

A week later at Oshkosh with Bill and friend, I was tapped on the shoulder by a young man I didn't recognize. He asked if I remembered him? After a few seconds of uncertainty, he reminded me. We had met at a young eagles camp out in Pierson Florida (2J8) several months prior. At 17 years old he had flown his Kit Fox to the event in Pierson and was more than excited to inform me that he had also flown it to Oshkosh in only 12 hours. I couldn't help myself but to try to impress him with the fact I had also flown my 152 to Oshkosh as well. Not 17, but at 73 I was almost as excited as he was.

This year is another year to make some more precious memories and meet new friends. The trip starts at Clinton, IA. (CWI) for the 150 152 Flyin, then over to (C37) once again, for the Pietenpol Flyin at Broadhead, then over to (OSH) Oshkosh for another week of

aviation fun. Hopefully I will have the pleasure of meeting more of my aviation friends there. The world of aviation is smaller than we realize.

Ed Conrad

A few years back, I heard a familiar voice on the radio as I entered the pattern of Stuart Airport in a rented C-172. Chuck Goodman was on the Stuart CTAF, making his calls.

For reference, Chuck and I went to school together three decades earlier and 1200 miles away. I had not seen him in decades and was surprised that I recognized his voice on the radio. Here I was decades later having acquired my pilots license on a cross country time builder and I run into Charlie in the pattern building his solo time. Small world after all.

Editor

Azalea Aviation Happenings

Boy, whoever said moving is easy was lying! It has taken us more time and effort than I thought we would need to move our shop from Adel to Quitman, however, I think that long term this will be a good move for us.

We have begun setting up shop at our new Production location just south of the Quitman airport. The Production Facility will be home to the main office, composite production, woodworking, paint booth, and work room. This will be where most of our Saberwing Kit production will occur as well as some of our engine and R&D. The building we have will require a lot of work to set it up for our purposes but we have been grateful to have some volunteers and hard working employees putting in the hours to get it up and functional. Eventually we will have an Open House and invite you all to stop by and visit.

As we get closer to completing our Production Facility we will begin to focus on the New Hangar and Build Assist Center at the Quitman Airport.



We have secured the site we want to build on and have drawn up the plans for our facility there. The hard task of acquiring funding and raising funds for this endeavor is getting started now. This will be a place for teaching and encouraging the building of aviation related skill sets as well as a building and flight center for Saberwing aircraft.



The Piet in Quitman – Future Site

If you wish to help or be a part of our aviation journey please let us know. Thank you to those who have already helped us in many ways.

Bill Clapp

Actually, It's Been a Good Year for Me

It's been almost a year now since my new plane, a Zenith CH701, made it all the way from South Florida. (Not a small feat for an 80/85 mph airplane)

A doctor, friend of mine offered me more than I could turn down for my Mooney. I had been flying 100 to 150 hours a year in the Mooney, flying to far S. Texas on business. Then I retired and I bet I didn't fly the Mooney 50 hours the last year. With mixed emotions, I sold my beloved Mooney.

I have always wanted a "Low and Slow" airplane and I was impressed with the Zenith 701's numbers. I found one at Manatee Airport (48X) a little private grass strip, 20 miles South of Tampa. This was at the start/height of the Covid BS and commercial air travel was questionable at best, so I put feelers out for someone to bring the 701 to Texas. I planned on taking them back to Florida in my old Mooney. (yes, the doctor was that good of a friend) Soon, a stranger named "David Poirier" contacted me. Don't be offended, but I say it was a God Thing. A plan was formed, and in less than a month, David had won my deepest respect and admiration of his abilities, not to mention his piloting

skills. David and his wife Tina are Good People; that's high praise in Texas.

I had paid an "Expert", suggested by Zenith, to inspect the 701 prior to purchase. To say he missed a few things would be a gross understatement as David would soon discover. Two trips to Manatee later; he finally got it airworthy enough to fly it to his home strip. Then, finish preparation for the long trip to Texas. Florida to Texas in a 155kt plane is a good stretch of the legs. Florida to Texas in an 85 statute mph airplane is an adventure. I hope most of you save these Newsletters and can go back to last June, July and August's newsletters and read David's great articles about the trip/adventure. It was a nerve wracking 3 days, for Tina and I while David was enroute, but God was watching out for him, and he made it just fine. The airline flight back to Florida must have felt like a blink of an eye for David and I will be eternally grateful for his feat.

The little 701 was airworthy for sure but it needed a lot of TLC. The Jabiru 2200 motor had several SBs on it and, not being able to tell from the logs, I decided to do them all myself. (I'm an A&P) That took a little over a week and I also had to put new exhaust valves in two of the cylinders. One of the mags was a concern and so I replaced it. I ordered a spinner from Sensenich. I did a weight and balance workup on it and it was right at the very forward most part of the range. I wanted to move the balance to at least the center to give the elevator more umph, at the slow landing speeds. Eight pounds was my calculation of weight needed on the tail: Good, I needed a tail-skid. I used a golf cart leaf spring for the actual skid and built the rest out of 6061 aluminum. It came out weighing only 3.5 lbs. so I bought a 5lb led bar. I rigged it to be removable in case I needed to remove it for camping gear.

I'm in love with this little 701, which has made me fall in love with flying again. Is it slow? You bet it is, but I didn't buy it to go places. I had a CC plane and I got to a place where I didn't enjoy the flying as much. There is a lot of stress involved in flying 300 nautical miles into S. Texas, then turn around and fly back home. It wore me out and almost made me lose my love of flying. I bought the 701 to go Low and Slow, and It does that really well. Not to mention I can land just about anywhere I want to. A lot of my bar hoping buddies (sand bars) fly Super Cubs and they all love that they are finally faster than someone else. I've flown it over 90 hours in the last 12 months. A lot of those hours were just doing touch & go's. That's one great thing about this little plane, you don't have to do anything big to have a ball.



So thanks again David. Without your knowledge and skill, I don't know how I would have gotten it home. Thank you, my friend.

P.S. My granddaughter named it *Tinkerbell*, so be real careful about any snide remarks. Ha!

John Peterson

Yes, it was an adventure. John said he would write up his side of the adventure last year, here it is. John added a spring tailskid and removable weight to the tail as some of his upgrades.



I thank John for trusting his gut and allowing me an adventure I most certainly would not have experienced otherwise.



David Poirier

Upcoming YE Event

I hope everyone is having a nice 4th of July weekend commemorating the founding of our Great Republic. Just a quick blast to let everyone know that we are having the Lowndes AFJROTC YE Rally on July 31st at 8:30 am. We will meet at the Ch 797 clubhouse/hangar. The cadets will arrive at 8:30 so pilots and ground volunteers please be there by 8:15.

Currently there are 9 kids signed up and there will be no more than 15 total. As you will recall from last year this is a very motivated group that Pete Dominicus brings over from Valdosta. They are all competing for USAF funded private pilot training so I would like to get all of them in the front seat so that they can do a little flying. Five of his cadets were selected last year for this program.

Please let me know if you can help out with this young eagle rally. Thanks again for supporting the Ch 797 young eagle program.

Phil Hancock
Ch 797 YE Coordinator

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

