

# CATFISH SQUADRON

## EAA CHAPTER 797



Live Oak, Florida



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**President: Tommy Diedeman**

386-623-3224

**Vice President: Christina Bedenbaugh**

386-365-5816

EAA Ch. 797 Mailing Address: 13344 80 Terrace Live Oak, FL 32060

**Secretary: David Poirier**

386-479-4107

**Treasurer: Pete vanSpronson**

813-298-4929

**Web Site Editor: Larry Pesek**

**Newsletter Editor: David Poirier**

**Mailing Address: 22015 117<sup>th</sup> Dr.**

386-479-4107

O'Brien, FL 32071

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

## Chapter 797 Meeting: The Monthly Meeting is May 21, 2022



A good picture from Sun & Fun

**EAA 797 Morning Fly-In  
Pancake Breakfast  
Is on May 21, 2022**

## From The Top

I look forward to seeing everyone at the meeting, come join us for a special presentation.

We need to get together and make plans for the future.

*Tommy Diedeman, President  
Email: [eaachapter7974u@gmail.com](mailto:eaachapter7974u@gmail.com)  
Phone# 386-623-3224*

*I am encouraged by Tommy's desire to make our club activities varied and interesting. A number of ideas were floated at the board meeting to expand the interaction of our members. I urge y'all to attend meetings and enjoy the effects of an enthusiastic president.*

*Editor*

## 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 put on a rousing presentation last month. The VMC Club always prods our minds and provokes thought on the unique past time we call aviation

Be sure to be early enough to the meeting as it is a very informative and thought provoking subject every time.

*Editor*

### In Brief

The ground wire at 24J was bound up as a bird's nest this weekend for the third time in a row that I have attempted to get fuel. The first two times, I was filling cans for home fueling. So, it didn't really affect me. Still, I was able to untangle it for the next guy. This weekend, I was stiffed. The mess was too advanced to untangle without tools. If you can't ground, you can't safely fuel. Be thoughtful of others. Don't just drop the ground wire, feed it back in. The next guy might not have the fuel to deviate, but he might be tempted to try.

*Editor*

### Members in Absentia

James Culp is still in Physical Therapy and David Clarke is also on the injured list. I urge you all to keep them in your thoughts if you are unable to visit.

*Editor*

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**Doug Libby**  
(386) 776-2780    A&P IA    19432 161<sup>st</sup> Court  
(386) 314-5891 cell    O'Brien, FL 32071  
LibbyABD@aol.com    Suwannee Belle Airpark (9FL0)



Lake City Gateway Airport  
3526 East HWY 90  
Lake City, FL 32055  
Office: 386-755-3535  
Fax: 904-212-2026

Parthenon Medical Center  
5105 Bowden Road  
Jacksonville, FL 32216  
Office: 904-374-0280  
Fax: 904-212-2026

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### SureFly EMag PIREP

So I have a few flights with the new SureFly Electronic magneto on the left side of the 182 and so far OK I guess but really hasn't improved hot starting as I had hoped. Matter of fact had a hard time starting after a fuel stop at KCTY the other day but got it going. The rep at SunNFun claimed some improvement for starts however did say can't cure any fuel related issues. So I'll continue to look for the magic bullet start procedure that will clear the fuel vapors without flooding the engine. Send any ideas my way.

My model of the IO-540 comes with 2 impulse mags so at least I have a good backup mag to swap with the right side when the time comes. Should also see a slight fuel improvement and the new mag has about an unlimited life.

*Larry Pesek*

### One for Review

On May 6, 2022, an RV10 impacted rising terrain in low visibility. This is a textbook example of VFR flight into worsening conditions.

I bring it to your attention as a cautionary tale worth reviewing to remind ourselves of how over confidence can bring us to dark places.

A couple years back, I was passing 250 hours. I took stock because of the high rate of incidents at those points where a pilot gets comfortable and relaxes his guard. I became hyper-vigilant for the next 50+ hours. The engine out practices I did before striking out for Oshkosh paid off. Never let your guard down.

*Editor*

<http://www.kathrynsreport.com/2022/05/vans-rv-10-n54mg-fatal-accident.html>

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## A Tale of Two Caravans

On April 28, 2022, A Caravan struck a smokestack and crashed onto a factory roof. It might sound like a careless accident, but who has been careless? The smokestack juts up into the instrument approach path of the nearby airport. It was not lit, nor approved by the FAA. Local zoning had approved it.

By the time a preliminary report was filed, the stack was rebuilt. The crowding of an airport by area development is a real danger. The locals have area development in mind over safety concerns.

This brought to mind the tower south of Jumbolair that crowds the south approach, the towers just east of both Cannon Creek and Little River locally. Be aware of the obstructions crowding the approaches, they can appear suddenly as you descend.

<http://www.kathrynsreport.com/2022/04/cessna-208b-grand-caravan-n928jp-fatal.html>

A much more uplifting Caravan story involved a passenger who was concerned when the plane went into a steep descent halfway between the Bahamas and mainland Florida. He climbed over the seat, pulled the pilot off the controls and leveled it out.

The pilot had suffered a stroke and was comatose. Frequent trips had made this passenger familiar with the generalities, the stick levels the plane, the radio is how you get help, etc. The passenger proceeded to take direction and land the plane at Palm Beach Int'l Airport.

A number of things stand out in this event as the way to survive such an extraordinary situation. Darren Harrison stayed calm. He took control and

stayed there. When the ATC personnel told him to change frequency, he said no. He had a person on the line and he wasn't going to lose them. He paid attention and took direction but made decisions.

Remember this, as the pilot in command, you decide. Don't let ATC fly the plane during an emergency. Evaluate their directions and decide for yourself. Darren displayed all the traits of a good pilot from his manner alone, without training.

I understand that the pilot is recovering. Darren's phone is blowing up, look for the interviews.

It's a good Florida-Man story.

<https://www.abcactionnews.com/news/state/florida-man-describes-landing-plane-with-no-flight-experience>

## Back to School

Remember that 1980's Rodney Dangerfield movie, "Back to School"?....hold that thought. So Dave Poirier and I are hip deep in the Light Sport Repairman Course offered online by Blue Ridge Community College (BRCC). Speaking for Dave, I think we're both grateful that BRCC is offering the 120 hr course that will authorize us to maintain and sign-off annual condition inspections on Light Sport Aircraft (scary, isn't it?). But I don't think either of us knew what we were getting ourselves in to.

I mean, It's an online course, just whip thru some Powerpoints, take some canned online exams that we look up the answers, make it thru the 1 week onsite lab and Bam!, we'll get the ticket, right?

Well this new fangled online/distance learning thing is more than a challenge. Forget learning the material, just getting the online credentials, passwords, passwords, and then more passwords and finding out just what we're supposed to do. But hey, I am learning, just ask me where the datum is for a 1946 Porterfield.

Things will get better for next month's update. Oh, so it is just like the movie, except for the comedy and blonde tutor.

*Larry Pesek*

*I think we are better looking...*

*Editor*

## Maintenance Matters

Now with the high fuel prices, we are probably not going to be flying as much. Let's face it, we really didn't fly enough when the fuel prices were reasonable. Aircraft were designed to be flown. It's not just the engine that needs regular operation but also the avionics, radios, electrical and hydraulic systems, brakes, and the general airframe.

One could say "But why?". We are very fortunate to live in a wonderful climate that is, however, not favorable to aircraft. Moisture and salt air on metal make perfect batteries and change the structure of the material and wallah, "corrosion".

Consider flying your aircraft a least twice or three times month for no less than 1/2 hour. The damage done to your aircraft just sitting on the ground can get very expensive, probably out weighing the additional cost of fuel.

So how about it, let's keep flying.

*Curtis McClung*

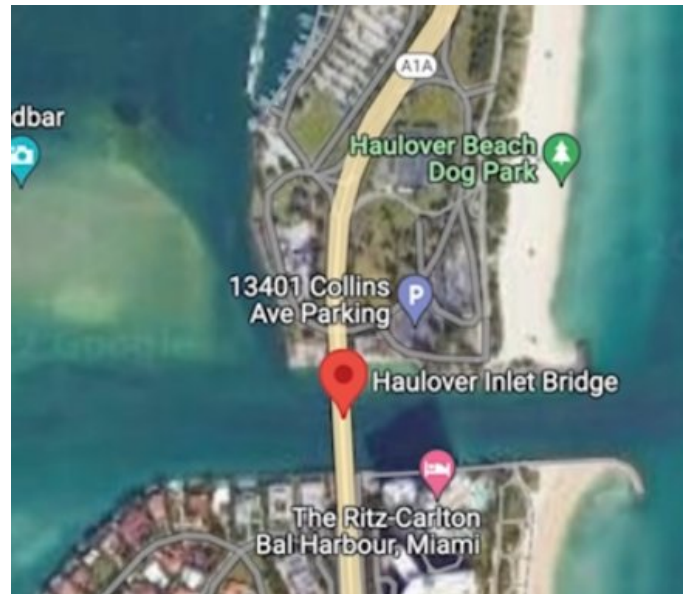
*Thanks for another excuse to exercise the plane.*

*Editor*

## To Ditch?

A C172 recently tried to land on the Haulover Bridge in Miami. You may know of the Haulover inlet being famous for its rough seas from the current and tides battling over the Inland Waterway entry point. People regularly congregate just to watch the less skilled captains battle the waves.

The C172 in question lost power at only 1200 feet southbound over the beach. The plane was a rental aircraft leading to questions over whether that fact weighed in the pilot's mind as he was faced with rapidly diminishing options.



Paul Bertorelli (AVWeb Contributor) did a breakdown of the incident that reveals how high the survival rate is for general aviation aircraft that ditch. The average is right around 90%. I would not have guessed that.

Choosing the bridge in such a dense city may not have been the best choice. I guess we should always consider ditching when we can't insure the public's safety from our emergency.

<https://youtu.be/UXEg1E6-ogs>

## 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)



An advertisement for Naylor's Instrument Service, Inc. The background is a light blue sky with clouds. On the left is a circular graphic of an instrument panel. The text includes the company name, address (4323 N.W. 6th St. Suite 5, Gainesville, FL 32609), phone numbers (352-374-8160, Fax 352-374-8210, Toll Free 877-374-8160), website (naylorinstrument.com), and a list of services: ALTIMETERS, GYROS, PRESSURE INSTRUMENTS, METER MOVEMENTS, TURN COORDINATORS, TACHOMETERS, AIRPATH COMPASS, and TEMPERATURE INSTRUMENTS. The owners are listed as SCOTT A. MILLER OR WRAY L. HOPPING JR. and the FAA Cert # is NYJR148L.