

# CATFISH SQUADRON

## EAA CHAPTER 797



Live Oak, Florida



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## Chapter 797 Meeting: The Monthly Meeting is November 19, 2022



Touch-A-Truck @ SVEC

## EAA 797 Morning Fly-In Pancake Breakfast Is on Nov 19, 2022

## From The Top

Hello 797;

I hope you all had a spooktacular Halloween and your November has gotten off to a good start.

I just wanted to remind you of several things we have going on this month with our organization. On November 11th, we will be involved in the Veterans Day parade in Live Oak. We will be pulling the people mover and I would like for all our Veterans to be on board as we proudly celebrate what you've done for our country and our club. We will also need volunteers to help get the kiddie squadron to the event and kids to ride in it. The very next day on the 12th we need people to get the kiddie squadron to the "touch-a-truck" event which we have been asked again to help out with. On the 19th we will be back to our Pancake breakfast and monthly meeting, where we will be holding our general election to elect your new board for the upcoming 2023 year. PLEASE LET ME KNOW if you would like to run for an officer's position so I can get you on the ballot.

On a sad note, we have lost one of our members Mr. Bob Bowser. Please keep his wife Judy and his family in your prayers.

Stay safe and fly safe, we hope to see you soon.

*Tommy Diedeman, President*  
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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.

*Editor*



## VMC Club

Greg Boyette requested that I review the Watsonville mid-air crash on August 18, 2022 for the VFR club discussion. I'll give it a go.

The Watsonville crash was almost exactly a month after a similar mid-air in North Las Vegas.



Are mid-air accidents on the increase? The short answer is "No". Mid-air collisions are actually on the decrease.

Watsonville appears to have been

two people failing to follow best practices. The C152 appears to have entered the pattern on the base leg. The C340 appears to have been screaming in at high speed with no flaps down. The 45 degree bank of the C340 at impact (above) shows the extra speed being carried by the twin enabling the sudden maneuver. Had the 152 entered on the downwind and followed a textbook pattern, the separation would have been there. Had the twin slowed down on a more traditional approach, the closing speed of the two aircraft would have been more manageable. The preliminary report from the FAA is out, but only gives sketchy, minimal facts.

The North Las Vegas crash involved A Turbine Piper Mirage that over shot the turn onto 30L and collided with a C172 on short final for 30R.

## Suwannee Aero LLC AIRCRAFT MAINTENANCE, REPAIR AND INSPECTIONS



The GPS tracks of the aircraft make it appear that the Mirage intentionally lined up on 30R. There may have been a misunderstanding due to the staggered layout of the two runways.

However they got there, the low wing Mirage had a Cessna in its blind spot while banking left for the final.

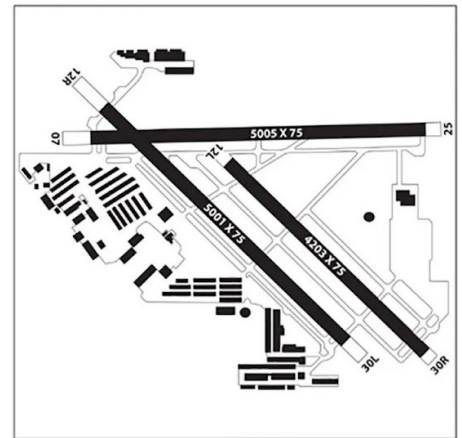
This high wing/low wing invisibility is

even more starkly illustrated by the recent mid-air at "Wings Over Dallas" involving a P63 Aircobra Swinging into a B17 in the same arc as the Las Vegas incident.

Even a plane the size of a B17 can be invisible under the low wing banking aircraft.

ADS-B has a lag that puts the icon on your screen where the plane was many seconds ago. Complacency can cause us to trust the technology beyond rational safety limits. See & Avoid is the last reliable technology in the cockpit. We mustn't become so caught up in checklists and technology that we set aside our scan.

*Editor*



## Members in Absentia

Tina Poirier is having recurring health issues, we pray she gets answers and gets sorted out.

Bob Bowser has been succumbed to cancer.

I urge you all to keep these members and their families in your thoughts and prayers if you are unable to visit.

*Editor*

## Members in Action

We had a resident in an ultralight lose power due to an engine seizure over at FD71 and got hung up in the trees. Chapter 797 members descended on the scene and he was quickly back on the ground.

The next day many returned and fished the plane out of the tree. Thanks to all the members and non members alike that rose to the moment and helped a fellow aviator. Planes come and go, but this pilot lives to find another.

*Editor*

## The Holmes Report

It is still 2022 but not for long! We still have a few events that I hope you will try to attend. First is the Veteran's Day Parade on 11 November, followed by the Kiddie Squadron at SVEC on 12 November. On 19 November we have our monthly pancake breakfast and chapter meeting. Then there is Thanksgiving, and we hope everyone has a happy Thanksgiving. When the turkey is done, we have committed to Keystone Heights (42J) to do Young Eagles at their 80th Anniversary on 3 December. We have about 24 kids signed up already! So far, we have two airplanes that said they would come, neither are from our chapter. I hope we will have at least six airplanes to fly the aspiring youth. We also need volunteers to escort the kids out to the airplanes. The airport manager has us set up with a pretty-nice facility and our airplanes will be separate from the fly-in, come on out and help us. If you have not updated or taken the child protection program from EAA, there is plenty of time to

accomplish that task. OK, so you are busy on 3 December, then come out to Heritage Park on 10 December – it is a fun time for kids and adults, and we will have the kiddie squadron there, we really need about six volunteers for that day.

If I don't see you at Keystone Heights or Heritage Park, I am sure you won't want to miss the Chapter Christmas gathering on 17 December. We will do an early brunch and hopefully Tommy or someone who knows the details will have an article to explain, but "save the date" and plan to make it to the Chapter Building on 17 December.

*Dave Holmes*

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## Young Eagles

We had a successful Young Eagles event on 15 October. We had 50 kids sign up; we flew 38 kids. Thanks to Greg Boyette, Norm Green, Brad Bedenbaugh, Derek Schanze from Chapter 1397, and Mike Corbett from Chapter 977. I would have been lost without the help of Sally Boyette and Christina Bedenbaugh, thank you for keeping the “train on the track.”

We will be doing Young Eagles at 42J on 3 December for their 80th Anniversary. I hope many more can come out and help to join in the fun of getting these kids to the airplane and back and the excitement of enjoying their first flight



Dave Holmes  
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## P51-C Flies Again

The Commemorative Air Force’s (CAF) P51-C has been returned to airworthy condition. Last year, it



sustained damage in a landing mishap to the outer wing, gear leg. Prop and engine.

It’s nice to see another warbird returned to active service not only in the shadow of the Texas mid-air crash, but due to its uniqueness as a razorback Mustang.

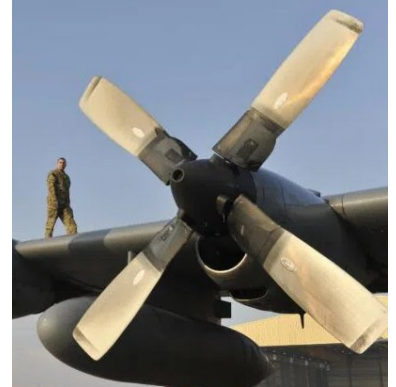
Editor

## Watch the Little Things

The Air Force has been humbled by their ignorance of a basic rule: Surface damage to metal parts can propagate. “*The process used to engrave serial numbers on the propellers likely contributed to cracks that are being found on the C-130Hs,*” Maj. Beau Downey, an Air Force spokesperson, [told Defense One.](#)”

In an AvWeb article, I was reminded to be very detail oriented in the Annual Condition Inspections we do on experimental aircraft.

The recent DHC-2 that crashed on the west coast was due to an unserviced jack screw in the horizontal trim system. I imagine that the part was difficult to attend to and easy to discount with a “It’ll be ok, it’s never given any trouble.” I am guilty of doing just that with my automobile and need to gird myself and be more serious when it comes to the plane. The whole story is here:



<https://www.avweb.com/aviation-news/maintenance-caused-cracks-ground-hercs/>

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.com](mailto:dave@davesflyin.com)



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