

CATFISH SQUADRON

EAA CHAPTER 797



Live Oak, Florida



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Chapter 797 Meeting:

October 17, 2020

The monthly meeting will be on the third Saturday of the month at the Chapter Building at 10:00 AM.

A Pancake Breakfast will be at 8:00 AM. All of our members are asked to share in the fun.



Bob Lester & Sherriff Sam In the Piet

EAA 797 Morning Fly-In Pancake Breakfast

The Third Saturday of the month

October 17, 2020

8:00-10:00 AM

The Bottom Line

What a fantastic meeting!

Our grand reopening was attended by many members and guests

Our pancake breakfast was well attended and the social interaction was exceptional.

Sherriff Sam St. John came by and joined us for breakfast and then got a ride in the open cockpit Pietenpol. I saw a little apprehensiveness before the flight, but after the flight I was met with a great big smile. Thanks to Bob Lester.

We have a dynamic propeller balancer and it has been successfully used on several aircraft. Although there is a learning curve in its usage, it is simple enough. Within the next several meeting we will do a hands-on demonstration.

We are also planning to do a young eagles event in the next several months so if you're interested please contact Phil Hancock.

Our next meeting is on the 17th of October and we have several new members. I would ask each and every member to seek out the new members and ensure they are made to feel welcome. As conducted at the last meeting, we will have it outside and or in our hangar, with the doors open, to ensure proper ventilation. We will also have hand sanitizer and face masks available. We also strongly encourage wearing the masks and practicing social



distancing to the best extent possible as the circumstance allow.

I encourage as many as possible to fly to this event and show support of all the individuals doing their best in these times. Clark will again provide an presentation of the VMC program .

Please note we will start the meeting at 10:00AM. Pancake breakfast will be from 8:00 AM to 9:55AM.

Again, I want to extend my gratitude to all the members that have made so many contributions to the chapter during these challenging times. THANK YOU.

And as in the past, 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.

With warm salutations and respectfully submitted,

*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?



VMC Club

I've received word from Radek Wyrzykowski at EAA Headquarters that there will be no Question of the Month for the Month of October. Not to worry! During the period in which we had no 797 meetings I did receive some VMC material. Now if only I am able to remember what I did with that material, we will have another good VMC discussion in October.

Great news! Greg Boyette did just earn his Multi Engine Instructor Rating. His next goal is to earn his Tail Wheel Endorsement. That will happen very soon. Wow! Why does a picture of a Beech 18 pop into my mind?

News from our Northern Most member of our group. Randa Johnston:

At this time, because of the Alaska Hurricane and now, sleet, Randa is grounded. All aircraft are in hangars in Emonik, where Randa is now based. Even though she is due for rotation back to Anchorage she is now stranded in the native village of Emonik.

In this native village, Randa is able to go to the store for supplies only on Sunday. This is the only day the natives don't use the store and is the only day non-natives may enter, due to the extreme danger of the potential damage of Covid19 to the native population. She has hope of returning to Anchorage very soon, and every reason to hope she will be with her family in O'Brien for Christmas.

Caravan Turboprop training for Randa is going slowly, Weather, training aircraft availability and schedule conflicts make her turbo training move ahead slowly.

Clark Dechant

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

Suwannee Aero LLC

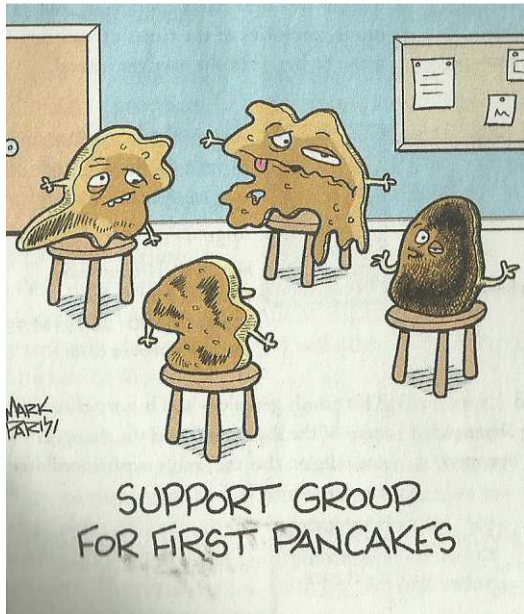
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For Sale:

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 completed my Commercial Helicopter add-on rating. I have been going to Gainesville for the last couple of months, flying a Robinson R44 Helicopter. The plan is to continue and get my CFI add on in the Helicopter.

Dennis Wolcott

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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



Joe's Tri-Pacer

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

Details: (386) 984-5654



Azalea Aviation Happenings:

Fall is in the air...and hopefully some great flying weather. We have been fortunate to get a little flying in over the last month. Between a dual flight to Mexico Missouri with the Zenith 750 and the Cessna 180, and a few smaller hops locally, I think

I've put about 40 hours on the books in the last month or two. But what is coming?

Our Spyder Engine Workshop starts on Thursday the 15th – in a couple days. It runs through until Saturday. It is a great opportunity to learn about our Corvaire engine conversion process as well as meeting interesting people and learning some new skill sets. If you wish to join it is a cost of \$100 for your workbook and supplies. Call us if you are interested in joining. 229-834-8996 We do two of these every year and have started a Composite Workshop as well. The 2021 schedule will come out soon.

Saturday is also another of our Fly-In and BBQ events. Show up early for donuts, coffee, and to give us a hand. Show up at 11:00 or so to enjoy the BBQ and fellowship. Fly or drive in to 15J – Cook County Airport. Last month we had about 30 aircraft and 100 people enjoy the beautiful day God provided. WE look forward to seeing you here. Short and sweet this month. Fly safe!

Bill & Kyoung Clapp

Of Gerry Chancey..

I received this update on Gerry's old plane from Miss Connie Chancey via text:

This is Connie Chancey, Ed Hoffman bought the Champ after Gerry died and he started work. What an artist he truly is!



It makes me feel good that Gerry knows about his plane being so beautiful too. Mr. Hoffman wants to fly awhile before the pontoons go on. They are waiting in Winter Haven for him at the Seaplane Base.

Thanks, I will get my ride soon.

Connie Chancey

In Brief:



To Mexico!

I met the builder, John Clark, in 2015. In 2019, John began to allow me to fly 750YP and added me to his Insurance coverage.

With the 100hp Corvaire engine, it flies reliably and has been a pleasant aircraft to drill holes in the sky with on lazy afternoons. I've used the plane for time building and currency flights.

As background, I am a 300+ hour pilot with recent time in a C150, C152, Pietenpol Aircamper, Aeronca Chief, Piper Tri-Pacer, Zenith 701 and Zenith 750. Yes, I will fly whatever I can get my hands on.

I recently had the pleasure of flying 750YP on a long cross country.



The Zenith annual open house was on the weekend of September, 18+19, 2020. 2020 is the year of Covid-19 and the varied state responses are making any intrastate travel complicated. Airventure 2020 in Oshkosh was canceled, Sun & Fun 2020 in Lakeland was cancelled and even our hometown events have been cancelled. Perusing through SocialFlight.Com, you are seeing one "Virtual" event after another as social distancing and fears of the pandemic precludes in-person events. Even the things we do attend often require masks and distancing that make a smile hard to find. As the states begin to open back up, we have all become hungry for an aviation event we could attend in person.

Sebastien Heintz, President of Zenith Aircraft Co., heard the call and decided to have the annual open house as a “Homecoming” event and give us hope for a return to normalcy. With my employer being a Builder’s Assistance provider for Zenith aircraft builders, a Corvair aircraft engine conversion house providing Zenith builders with Firewall-Forward packages and familiarization training for Zenith builders, we were attending as a company.

This became an opportunity for me to fly 750YP for extended hours of logbook time. I jumped at it. In the weeks before the flight, switches were labeled, a breaker replaced, cooling issues refined and resolved, oil was changed, paperwork assured to be current, condition inspection completed and many more little details were attended to.

Hurricane Sally formed up in the Gulf of Mexico and was threatening to head me off at the pass. I left out on Tuesday, Sept 15, 2020. This was a day earlier than planned, but the storm stalled on the Louisiana coast and the chance to flank the storm before it went across in front of me was there. With a decent tailwind, I fueled up at Butler (6A1) and was passing LaGrange Callaway (LGC) watching the ceiling descend to the mountain tops in the distance. After two nights in the pilot’s lounge at LaGrange, the storm had passed mostly south of me. I may have been stuck for two nights, but I was on the correct side of the storm with a healthy tailwind when the VFR window reappeared.

I leapt into the air at first light and was en-route to the Appalachian Mountains by sunrise. Fuel stops at Albertville (8A0), Maury County (MRC), Mayfield Graves (M25) and Washington County (8WC) were turn & burn affairs that set me up to arrive at Mexico Memorial (MYJ) comfortably before sunset. I had arrived at homecoming before the dinner was over.



The next 36 hours were spent ogling other planes, showing off the plane and its Corvair engine that had just flown

750 miles uneventfully.

Sunday morning I headed back into a bit of a headwind. Fuel stops at Washington County (8WC), Everett-Stewart (UCY), and Northwest Alabama got me to St Clair County (PLR) at sunset.

By morning, the headwind was up to 15 knots. I was able to get over the Appalachians, fueled at Thomas Russel (ALX) and on to Auburn University (AU0) before the winds rose to 18/22g and were getting downright dangerous. 750YP is a bit of a kite in these conditions and although I sat there all day, the conditions weren’t predicted to improve until morning.

One UBER, Microtel and taxi later I was taking off at first light once again. Fuel stops at Weedon Field ((EUF) Eufala) and Dawson Minicipal (16J) got me home to Cook County (15J). The crew was out with number placards rating my landing and a big hip-hip-hooray was felt all around.

750YP was down less than a quart of oil over the entire trip. We found two plumbing points weeping oil slightly and they were easily addressed. The Zenith/Corvair combination proved itself to be reliable and easily maintained en-route.

Thanks to John Clark. I appreciate the trust you place in me and the plane.

Sincerely;
David Poirier

Creighton Island

The RAF is starting up again. They Are having a flyin on Oct 30-Nov 1, 2020. It’s a camping excursion. If you go, please take some pics for me.

For more info, contact Eric Davis; edavis@theraf.org



For RAF fields info:

https://airfield.guide/filter_airports.asp?