

# CATFISH SQUADRON

## EAA CHAPTER 797



Live Oak, Florida



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March 2021

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## Chapter 797 Meeting: March's Meeting is March 20, 2021



Some of the many planes at the March Meeting

**EAA 797 Morning Fly-In  
Pancake Breakfast  
Is from 8-10am  
On Mar. 20, 2021**

## From The Top

Hello everyone,

We had a large turnout last month. It was great to finally get the year started. We have several items of business to discuss this meeting but the meeting will be shorter because we don't have a speaker.

I look forward to seeing everyone Saturday. Hopefully you will be able to attend the Shamrock Fly-in at Cannon Creek as well.

A huge thank you to Allen Rice and his crew for volunteering to run the pancake breakfast this month!

Unfortunately I was unable to attend the Cross City Young Eagles event due to the fact that Brad just had surgery. Sounds like it was a success.

Thanks to everyone that helped with the event!

See everyone Saturday

*Christina Bedenbaugh  
Chapter 797 President*

*Remember to pay your dues for 2021. (\$15)  
There is a membership form on page 5 of the  
January newsletter. Back newsletters can be found  
on the chapter website.*

# Young Eagle News

## Dixie High School Aerospace YE Rally

On Saturday March 13th we conducted the YE rally for the students from the Dixie High School Aerospace program, in Cross City. The program leader, Michele Burke and Greg Boyette were instrumental in coordinating and scheduling this event. Michele provided a group of enthusiastic kids that are very interested in aviation.

A good group of Ch 797 volunteers met at the Dixie Aviation FBO (KCTY) at 8:30am to get the event started. The pilots, Dave Holmes, Alan Rice, Tommy Diedeman, Mark Johnson, Norman Green, and Greg Boyette arrived for the briefing and route of flight discussion. The first group of young eagles were airborne by 9:00am.



**Norman returns with a smiling Young Eagle**

I would also like to acknowledge the hard work of our ground volunteer members: Ronda Holmes, Michelle Burke, Pam Hancock, and Dana Sheffield. They provided invaluable assistance ensuring the success of our YE Rally.

I would like to give a special shoutout to Stan McClain and Dixie Aviation Services for being so hospitable. Stan graciously allowed us to utilize the main part of the FBO as our command center which aided greatly in conducting the rally.

Your Chapter 797 volunteers flew 14 young eagles and one eagle making the rally a success. All of the volunteers and participants seemed to have a good time. If you would like to volunteer for

future events please contact me and we'll get all the required paperwork completed.

It's fun and rewarding to help influence the next generation of aviation enthusiasts.

*Phil Hancock*  
Ch 797 YE Coordinator  
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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*

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## Joe's Tri-Pacer

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

Details: (386) 984-5654



## Where's Randa?

When the pilot house runs out of heating oil...in the middle of the night...in January.

When the temperatures get down to the -30's to the -40's...keeping pipes warm, becomes the number 1 concern. In western Alaska, it can take weeks to even months to get something shipped out to remote villages. Therefore, when something breaks, you have to figure out a way to fix it yourself with whatever you have or can find. Surprisingly, and, to the relief of everyone working at the Emmonak base, this winter has been relatively uneventful...Up until last shift that is. With spring just around the corner, we are almost to the final stretch of winter. The days are getting longer and with the increase daylight comes a boost in morale.

It was around halfway through our 17 day shift that we finally got a break in the winter weather and began to chip away at the mountains of mail and freight that had been piling up during the string of blizzards we had been experiencing. A 14 hour duty day feels twice as long when it is cold and windy.

That night we got done flying around 2030 and were tucked in and heading home about 2130. Not bad timing considering the extra work that goes into securing 4 aircraft for a cold night. We like to tidy up the night before so we can hit the ground running first thing the next morning, and forgetting something like plugging in the plane, usually means a several hour delay the next day.

That night, my shower was cold, but I didn't think too much about it, as it is never truly hot, and I was exhausted. I think we had moved around 25,000 lbs that day. Waking up the next morning, we all knew what happened. The Pilot housing had run out of heating oil in the night, and burned up the motor on the boiler. It was cold. Very cold. We turned on all of the space heaters and headed to work. Heat or no heat, we had schedules to keep. That was a rough day. The station manager worked all day and into the evening to find a replacement part before the

pipes froze, and we wound up with neither neat, nor water. We flew all day wondering if we would be spending that night on the hangar floor, for, it was simply too cold to sleep without heat.

Our station manager is tough as nails, born and raised in Emmonak, He has worked at the company longer than anyone else at that base. As a native, he has learned the value of resourcefulness. Natives have what they make and keep what they fix. Just as we were getting in from our last flights, our Manager had the boiler running again. The pipes were saved this time! It was a close call and we all learned our lesson about checking up on the heating oil religiously. Things can go from bad to worse so quickly in winter time. If just one thing goes wrong, it can snowball into catastrophe, grinding the whole operation to a halt.

It's just another day, and another adventure flying in western Alaska. It sure is cold, but it ain't boring.

Clark, this was a day that was a bit warmer, around 5 to 10F. Lucky. If it had been colder, those pipes likely wouldn't have survived that long. Until next time. I am leaving in the morning for my next shift and I am sure to have some more cold weather misadventures.

Talk to you later,

*Randa Johnston*

## Creighton Ed-land

*I have posted notices about RAF events in the area several times in the past. Chapter member Ed Conrad got a little curious and went to one.*

*Editor*

Wow!! Another month has passed and it's time for some flying news. I just got home from my second trip with RAF "Recreational Aircraft Foundation". I flew back to "Creighton Island" a 2800' grass strip, about 20 mi. North of St Simons Island on the coast of Georgia. It's a great place to visit with three very nice cabins, complete with a shower house.





The island is 3 miles long and about 3/4 mi wide, and is owned by Frank Williams. In addition to hosting the RAF, he opens the island to Boy Scout Troops, hunters, and church groups as well. It is only accessible by boat or plane.

RAF is making improvements each visit. About nine planes arrived this time and we cleared some trees & brush to open up around the cabin area to allow more of a breeze from the ocean. We put the wind generator tower up and did a tune up & oil change in the old Toyota truck used on the island.



Great memories and friendships were made.

It's like going back into history 80 years. It's a beautiful island to explore and there is much to explore. The airport is not on the sectional yet, but the island

is home to some wild pigs, deer, and of course donkeys.

Check out the web site, but if you desire to visit outside of a scheduled event contact Frank Williams for permission prior to arrival. 912-269-5194. Frank grew up in the area, worked as a local



police officer, volunteer fire department and often responds to EMS calls in the area. Hope to see you at one of the upcoming events.

*Ed Conrad*

[TheRAF.org](http://TheRAF.org)

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## Suwannee Valley Flying Club

The Suwannee Valley Flying Club is still alive and well. We have a couple of new members, but we have room for more. Two of our members have purchased airplanes and I doubt they will keep their SVFC membership active.

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*

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## In Brief..

FAA Regulation: Part 0, Section 000 (a) 1 (c)

Section I: No pilot or pilots, or person or persons acting on the direction or suggestion or supervision of a pilot or pilot may try, or attempt to try or make, or make attempt to try to comprehend or understand any or all, in whole or in part of the herein mentioned, Aviation Regulations, except as authorized by the administrator or an agent appointed by, or inspected by the Administrator.

Section II: If a pilot, or group of associate pilots becomes aware of, or realized, or detects, or discovers, or finds that he or she, or they, are or have been beginning to understand the Aviation Regulations, they must immediately, within three (3) days notify, in writing, the Administrator.

Section III: Upon receipt of the above-mentioned notice of impending comprehension, the Administrator shall immediately rewrite the Aviation Regulations in such a manner as to eliminate any further comprehension hazards.

Section IV: The Administrator may, at his or her discretion, require the offending pilot or pilots to attend remedial instruction in Aviation Regulations until such time that the pilot is too confused to be capable of understanding anything.

*Satire...*

## In Review

So there I was, minding my own business, 1000 feet over the field, taking my BFR (Biannual Flight Review- which Lody-dody everybody reminded me was now just called a 'Flight Review' -but when you ask for one, they say 'you want a BFR?'. . . but I digress.)

So there I was, 99 mph and 999 feet on the downwind when the guy in the cheap seat looks at me and says, 'things are going really well.' (He seemed surprised)

We were just at mid-field and there was a 10-12 knot tailwind as I got ready for my turn to base and then final for landing.

'So,' he says, 'I'm gonna humble that ego a bit.'

Then he TURNED OFF MY FREAKIN' ENGINE! (OK, so he pulled it to idle)

I had not considered a power off landing and didn't get it right away. So I throttled back up.

He slapped my hand a turned it back off and said, 'My throttle.'

Bastard! We shoulda talked about this first. Been a long time since I did that.

I had plenty of speed and 4000 feet of runway to work with, so I trimmed for 'best glide' and told him I was going to come in HOT and not drop flaps till I was sure I had the runway made. He says 'just make a normal approach and you'll be fine.'

I had intended to turn early and touch down mid field, as the last two times I did landing the wind was kicking up a lot and while not more than about 4-5 knots cross wind, it was clearly 12-15 headwind on landing/. But he is the expert.

I do my normal turn and point out we are not going to make the tarmac, but will set down 50 feet short in the grass. He says, 'Nah, it just looks like it.' He's the expert.

I'm doing a solid 72 knots on final approach, 500 feet a minute descent rate, no flaps . . .and I see a trainee starts rolling forward from the run-up area toward the numbers and I know my CFI (Certified Flight instructor) can't see it from the right-hand seat, so I point it out and he grabs the mic.

We pick up a bit of turbulence, and I'm busy for a moment watching this jerk \*who better not freakin' cause a runway incursion incident\*, and just trying to stay on target and over the centerline when I notice it: The ELEPHANT ON THE WING!

No way am I making the runway; I'm going to come down in the grass just at the very edge. Actually, the way that plane floats I know we are still OK and will touch down on the numbers -but it will be because I flair and hit ground effect, not because the base-to-final went perfectly.

Anyway, he looks at it and says, 'I'll give you just a kiss of throttle,' which he does for about 3 second and back to low idle.

It's just enough for me to know I'll flair over the numbers and not the grass, so I throw in 10, then immediately 20 degrees of flaps.

-It was like throwing out a parachute! The nose wanted to dance upward and I had to fight it a but she started shedding speed like an Indy car going into turn one!

I flared a tiny bit early and we were still over 60knots so I put in the OMG level of flaps. I don't know how much that it is, but BOY HOWDY! If I thought I had thrown out a drag chute before, this was a whole other level.

Like a boat anchor!

I had to cram the nose down and then pop it back up a bit to keep us level at about 5 feet up and just kinda wait for the speed to bleed off and. . . we settled in.

A cross wind gust hit us just as I was about to set down and I had to waggle the wings and dance on the rudder, but we touched down \*mostly straight and at just sub 50 knots. How much below that speed? I have no freakin' idea. I was too busy to look.

I taxied us back and he said, 'Great job, I thought you were going to need at least a couple hours to be ready. I'll sign you off now.' I was more stressed than I thought I was as there was sweat on me when I tied-down that hadn't been there before.

But hey, it's done!

*Thomas Dye*

## Holmes on Deck

Dear Catfish Squadron;

This month's chapter meeting will probably be short. After pancakes, Clark will have a VMC video and we will go into the meeting.

We are looking for volunteers to help with the B-17, unfortunately, EAA in Oshkosh has given us little to go on as to what they want.

There will be no April chapter meeting as we will be involved with SNF the third weekend and we usually volunteer to help at the Cross City Fly-in which is the fourth weekend of April. So, I hope you can make it to this month's meeting.

The next EAA Chapter 797 meeting will be 15 May 2021. Come out, have pancakes at Suwannee County, lunch Cannon Creek (see attached flyer). There also is a fly-in in Gainesville this weekend.

Activities are starting to pick up, I hope ya'll will join in.

See you Saturday

*Dave Holmes*

## Cross City Event

Hey There Catfish Squadron, Hope everyone is doing well and healthy. After a wait and see pause the Cross City Airport Expo is going ahead for April 24, 2021 as planned. We've been meeting and decided today to go ahead. We watched the outcome of a couple local events, the last being this weekend's Fiddler Crab Festival. They had 5000 people turn out and 140 of 150 registered vendors came. The other 10 blamed the miserable rain all weekend. Not a record but not bad.

We reached out to most of our participants right after we cancelled 2020's event. Many sponsors and a few vendors told us keep the money and sign them up for next year. The vendors have been slow to respond but it's picking up, Carol had good interest last weekend at the festival.

Stan has us in line with different military bases if they get clearance for the Covid, that's still pretty iffy. The Civil Air Patrol has the same problem. Good chance they're not going to make it.

Our usual Air Boss is confirmed, as are the Max Flight helicopters that sold rides the last 4 years. FOAA is coming with their Huey, they raised their ride price from \$50 to \$65. Hopefully it won't deter many, they sold 200 rides in 2019. Stan has a Stearman and Bulldog lined up to sell rides also. We're working live music like before, and are hoping for a good car show as usual, and of course the remote control planes the crowd loves. There's a good chance it will be smaller this time for obvious reasons, we going to do the best we can.

Of course we'd love to see everyone from the Catfish squadron. You all have been a big part of our success in so many ways. We realize it's the Saturday after Sun-N- Fun, we're kinda stuck, we planned it several years ago to coincide with Dixie County's 100th anniversary.

We wanted to let you know as soon as we were sure and today's it. I'm planning on being there Saturday for pancakes.

*See you then,  
Dana Sheffield*



## YE in CROSS CITY

I want to extend a very special **THANK YOU** for all who generously made 14 Young Eagles and 1 Eagle Flight possible at Cross City on March 13th. The potential pilots are part of Michele Burke's aviation program at Dixie County High School and couldn't have had a better experience.

Phil and Pam Hancock with Greg Boyette organized a smooth operation. Rhonda Holmes provided the rest of the ground crew for husband Dave and 4 other pilots, Allen Rice, Tommy Diedeman, Norman Green and Mark Johnson, great job guys. Also, Greg Boyette provided a special ride for a special young aviatrix. Finally thanks to Stan McClain at Dixie Aviation for all his help from the FBO.

I know it's a week after Sun-N-Fun but Saturday, April 24th is the Cross City Airport Expo, the "Back from Covid" edition. The Catfish Squadron has been a big part of our success over the last 5 events and we're looking forward to seeing all who can make it back. So many unique people with so many unique aircraft have to make special show.

Scheduled are most of the things that it's known for a wide variety of aircraft, custom car show, business, crafts, and plenty of food vendors. Comfortable domestic helicopter rides for \$25 in an R-44. Or the yeehaaa ride in a restored UH-1 Huey, combat inspired, doors open, tree top high, tactical landing and more for \$65 per seatbelt, seat included. A 1941 Stearman is scheduled as well as things that are in the works still.

Load the family and friends in the planes and the hot rods, bring money for fun and food with our vendors because admission is FREE. More info is available on our Facebook page.

Hope to see you there,

*The Cross City Airport Expo Group*



## Azalea Aviation Happenings: Spyder Engine Workshop

It has been another month with very busy days for us. However, the past week was exciting and very rewarding to me and a group of men – and one woman – who participated in our Spyder Engine Workshop. We began our Workshop on Thursday by running our shop's 100HP engine on the dynamometer before lunch and then once it cooled down proceeding to tear it down. With 9 pairs of hands available and quite a bit of coffee and donuts, it was apart in short order. By the end of the day we had most of the parts laid out on the table and ready for the next phase.

Friday morning we arrived early to prepare the coffee and donuts for everyone. Today is the most focused day where the "students" get a bit of an introduction to using tools properly, documenting actions, using appropriate materials and methods and so on. We hand out a Workbook that contains many of the details and points that we use during the engine build. So, step by step we begin to put the engine back together, paying attention to the details and processes that ensure a proper assembly. Lunch break consisted of a quick drive to "Sweet T's" BBQ for some great fellowship and food. Returning to the engine was a bit of a slow start due to stuffed bellies but eventually the work began to flow again. By evening time we had the engine back on the Dynamometer with just some final tasks to be completed.

Saturday began in an interesting way this time for us. At the request of all our participants we started with a short Bible study. Typically we have a Fly-In or BBQ on these days but due to the changes this year we had more time on our hands for something different and inspirational. Once more coffee was consumed and we worked at finishing up the engine. We pre-oiled the engine, installed and timed the distributor, torqued the prop, and then set up the dynamometer outside. Once the battery was connected and everybody cleared the area, the engine roared to life. We ran the engine for a few minutes – checked for leaks – and then ran it again to check torque and static RPM.

Cleanup is a good time to fellowship and begins the goodbyes that come too soon. We have had three days to fellowship with people from all over

the States and pass along some knowledge and engine building/maintenance techniques. Soon, everybody is back on the road headed for home...many going back to begin tearing down and engine of their own or more confident in their abilities.

.....  
These Workshops are a lot of work and time intensive...may I say slightly stressful...for me. But in the scope of all that I do it is one of the most rewarding. I truly enjoy seeing to spark of comprehension as it lights someone's eyes, or seeing the thrill in a smile when the engine fires up. The myriad of questions about engines, flying, and more abound and light of the atmosphere for all the participants. It is exciting.....and after a long nap and maybe a few months of work....I will get to do another Workshop with more people filled with eager anticipation of something new to learn.

*Bill Clapp*

## Sun-&Fun Volunteers

Allen Rice is heading up our volunteer efforts at S&F 2021. If you are Volunteering, be sure to contact Allen Rice and insure that all your arrangements are made and he can schedule your involvement.

The campsites are free to volunteers once you have volunteered for a year. So, if you need to bunk with someone for this event, now is a good time to start those arrangements.

From the Board meeting minutes, I surmise that we have been asked to assist in the logistical handling of the B-17's activities on 3/26-28 by our neighbors at Chapter 977. Be sure to read the board meeting minutes and the last meeting minutes that will be emailed separately for more detail.

Sun & Fun is typically among our biggest revenue sources supporting our club building and all of our activities. It is beneficial for all members to help out and insure we have a successful showing. Our professional can-do attitude keeps us in good stead, ensuring our future as well as Sun & Fun's.

Allen Rice can be reached Via: (561) 289-6365

Or:

[alrice352@gmail.com](mailto:alrice352@gmail.com)

*Editor*

## Shamrock Fly-In

Yay! With Covid on the decline some events are starting to happen again.

Chapter 977 has had a great annual event of food, planes, food, people, food, cars, more food and of course, hangar flying. (Did I forget to mention there was food?)

This is an annual rain-or-shine event, so drive in if you can't get your wings out. It's right after our Saturday meeting on March 20, 2021 @ 11:30am. I will forward the flyer as a separate email.

Happy St. Patrick's Day!

*Editor*

## Sump That Tank!

Did a preflight for the second run on my Titan Tornado S. First flight was near disaster as CHT went to red line within seconds of clearing the trees. Dropping throttle to near idle allowed enough wiggle room to make it over the freeway and limp around the pattern to land.



Somehow, I missed that there was supposed to be baffling INSIDE the supplied airducts. (it was not listed in the plans)

Second flight attempt (baffles installed) showed that that CHT's were in great shape, need tuning, but good. . . . but aircraft suffered a power loss just after rotation on a 1200 foot field. 2750RPM to 2450RPM without throttle movement AND seconds after #3EGT maxed out passing redline before throttle could be pulled. as throttle was pulled back to about 90% engine surged with power and started picking up RPM, and EGT dropped instantly to normal. I suspect a carburation problem here. Power loss in not consistent though. 20 hops to ground effect; Power loss is often, but not every single time. Weird. Will advise.

*Kevin Dye*

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)

