

# 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: Norma Bolyard**

352-316-5759

**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 June 17, 2023



James Richardson, Guest Speaker

**EAA 797 Morning Fly-In  
Pancake Breakfast  
Is on June 17, 2023**

## From The Top

I would like to thank everyone who comes out and supports this great organization whether it's coming to the meetings or our social gathering where last month we had 44 members and friends show up. We hope to continue this monthly get together in the future.

Come join us this month as we have another guest speaker lined up. If we are going to have an event of our own this year someone needs to step up and start getting things planned.

*Tommy Diedeman, President*

*Email: [eaachapter7974u@gmail.com](mailto:eaachapter7974u@gmail.com)*

*Phone# 386-623-3224*

## 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 preceded the May monthly meeting with a safety filled VMC discussion.

How we respond to the presence of conflicting traffic in the pattern was explored. Some members liked direct castigation, and others a gentler approach.

I will share some insight to how easily deadly misunderstandings can occur. I listened to the Current AWOS (120.775) as I approached Cross City airport. I then switched back to CTAF (122.8). I called out at 5 miles and again turning final.

I was on short final when I saw the C172 on the opposite end of runway 22. I again called out short final, runway 22. I watched for movement and prepared to shift right and go around if the plane began to roll. But, with no radio call, I assumed he was warming up. After all, I had made all my radio calls. I turned off at the first taxiway and began the long taxi back to the ramp. The C172 then started his roll as I crossed 13/31.

It seemed odd to me that the C172 had entered 04 despite my radio calls. I called for a radio check without answer, but that's not unusual on a Saturday with the airport personnel edging the grass. I was receiving AWOS just fine.

On the return flight to my untowered airport, I followed protocol and made all my calls in the blind, but I was guarded. I confirmed my concerns a few weeks later that the radio was not properly transmitting. Flying among non-towered airports, it can be deceiving to have a radio that receives but doesn't put out well.

I've wondered if that C172 made no calls because he was irked by my silence.

**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 904-374-0260  
Fax 904-212-2026

**PHILIP A. CARNEVALE MD**  
CERTIFIED SENIOR AEROMEDICAL EXAMINER  
ALL CLASSES of FAA FLIGHT MEDICAL and DOT EXAMS

813-220-2228    pcarnevalemd@hotmail.com

We should never assume that the other pilots are rude uncaring people. I once asked a Ch797 pilot if he was making his calls after he landed under radio silence, he said he was. Upon checking, he found his microphone plug partially inserted. He was hearing fine without any idea that nobody was hearing him. I had heard the clicking of the microphone switch as he flew the pattern.

Second point of VMC Club was, most Mid-Air accidents are in the pattern...

Keep your head on a swivel, don't add to the statistics.

*Editor*

## Guest Speaker

James Richardson from Richardson's Paint gave a presentation on paints and recent advancements.

Tidbits that I gleaned:

- ✈ Color scanning tech for matching paint colors to your current project has come a long way.
- ✈ The computer can predict paint fade to even better match the color.
- ✈ They can put your color paint in a spray can for touch ups or small repairs.
- ✈ Even two part paint can be put into a spray can!
- ✈ Ceramic coatings are better than waxing for paint exposed to the elements.
- ✈ Kleen Strip has been reformulated, again. It's a better stripper, again.

Thanks, James!

*Editor*

## Pot Luck

This month I would like to invite everyone to our new monthly social get together. I have had a few members that have said they couldn't make it on Tuesday so this month I would like to have a "POTLUCK" Thursday.

Bring your favorite dish and come out next Thursday June 22nd at 6:30 I can't wait to try all the great dishes that I'm sure y'all can come up with. I'll even bring a big cake or something for dessert.

*Tommy Diedeman  
Chapter 797 President*

## Air Race Volunteers Needed

Last Call...

Here is an opportunity to have some fun. On June 22 officials 2023 Ladies Air Race Classic is scheduled to arrive at KCTY.

They will need a few volunteers to help with all the tasks known and unknown on that day. Our next meeting is only a few days before the event, so be sure to get hold of Allen Rice early enough to be of service.

*Editor*

## Young Eagles

On 10 June, we flew 34 Young Eagles. Thank you; Tommy Diedeman, Norman Green. Greg Boyette, Brad Bedenbaugh, and Larry Pesek for flying the kids but even more so, thank you Sally Boyette, Christina Bedenbaugh, Norma Bolyard, Pete vanSpronsen, and Ronda Holmes for making the flights happen.

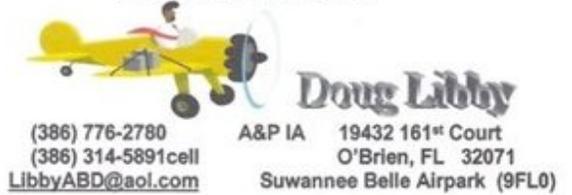
We have a Young Eagle Private event planned for 29 July but we will not have another "rally" until the fall, probably October. It is rewarding to see some of these kids "light up". I want to think it is from the flight experience and not the cookies and candy we offer them while they are waiting for their ride. The last couple of Young Eagle Rallies, I have noticed more 16 and 17 year olds participating and asking about flying careers - just an observation. I hope more of you will help us in the fall, help us escort the kids out to the airplane or other venues.

Joe Arby's airplane was in the hangar undergoing some major maintenance, it would have been educational to the kids (and the parents) as to what was being repaired and just in general, what makes the machine fly (in addition to money).

So, thanks again to all who helped and hope we can do even better next time.

*Dave Holmes, Young Eagles Coordinator*

**Suwannee Aero LLC**  
**AIRCRAFT MAINTENANCE, REPAIR**  
**AND INSPECTIONS**



## Taco Tuesday

We had a great social gathering last month on Taco Tuesday. At least 44 people came out. Mr. Holmes was our drink maker. >>>

We hope to continue having a get together for our members and friends at least once a month in the future.



*Tommy Diederman*

## Dana Update

I had a Great talk with Dana Sheffield:

We have been connected for years through racing and aviation so we always have a LOT to talk about! He has cool stories about his days at Flying 10 when he and his Dad lived there.

His vision has not improved much if any. Not ready to get out too much yet. There are a couple other issues and that makes him feel better to be at home for now.

In my opinion, he is one of the best volunteers that local aviation and car clubs can have and by far just a Great person and Great friend! He REALLY likes to hear from his friends so if you get a chance, give him a call.

BTW...what a fun time last night at Taco Tuesday! Thanks for the fellowship and the food that was provided. Proud to be a part of the best EAA Chapter around!

*Mike McGinty*

## Unintentional Afterburner

*A heads up!*

While doing my Cozy's condition inspection I found a fuel stain on the hose coming out of the Lycoming fuel pump. I ran the electric pump and fuel was leaking. When I gently checked to see if the hose was tight, it broke in half.

It appears it was brazed together and that joint had failed more than half way around.

The part is this one



supplied by Aircraft Spruce and other outlets: <https://www.aircraftspruce.com/catalog/eppages/lycomingfitting00783.php> It isn't cheap, but interestingly it says: "Not FAA approved": go figure.

My fuel pressure sender was cantilevered off of the fitting, which I know isn't good. I replaced the cracked fitting with a one piece, steel, not brazed together one. I found [this fitting](#) to mount the sender remotely next to my fuel filter and clamped to the firewall. There was a big loop in the 20" flexible fuel line but I think it may have been clamped too closely and rigidly to the engine mount.



This problem is a scary one and I am lucky to find it before I had the engine quit and maybe a fire. If you have the same ACS adaptor, check it carefully and frequently, or better yet, toss it. About a half dozen builders and owners on the canard forum were installing them or had already been flying with them and all said they were getting rid of them.

*Del Schier  
Cozy IV N197DL  
Cannon Creek Airpark 15FL*

## In Brief...

Thomas Burnett forwarded a link for some info on a Historic woman pilot in a nod to the upcoming racers..

[encyclopedia.thefreedictionary.com/Jackie%20Cochran](https://encyclopedia.thefreedictionary.com/Jackie%20Cochrane)

## Ooohh Baby...



“The four-cylinder, clean-sheet design features an inverted-V engine block, turbocharging and supercharging, mechanical fuel injection, liquid

cooling, direct drive and, according to the company, “40 percent fewer moving parts than other engines in its category.” It is capable of burning Jet-A and sustainable aviation jet fuels.”

For the whole story:

<https://www.avweb.com/ownership/engines/deltahawk-dhk180-receives-faa-certification/?MailingID=1351>

## Other Fuel Supply News

I have been following the push towards new 100LL alternatives in earlier newsletters. It seems that I am not the only one calling for a graduated rollout of the proposed fuels.



“We want to test the fuels.” “We have tested nothing to date,” said Textron CEO Ron Draper.

The push from the ecological warrior minds is hard and fast to eliminate 100LL, but industry hasn't been given the time and materials to test the myriad of fuel system components spanning decades of technology variances.

The whole article:

<https://www.avweb.com/aviation-news/unleaded-fuel-initiatives-still-much-to-do/?MailingID=1376>

On other fuel fronts, there is a move to certify UL91 to get into the unleaded realm even faster.

*Lirio Liu, the head of certification for the FAA, said the agency plans to issue the blanket approval as part of the initiative to get rid of lead in avgas. “We expect approximately about 68 percent of the general aviation fleet will be able to use the UL91.”*



68 percent is a good start, but how will we find that our pump, tank bladder, carburetor seals, etc, are simply not in the 68%? The possibility of industry wide failures endangering the lives of GA pilots is very real when a headlong plunge is advocated for the sake of “doing something” to get something done. The experimental field of GA is potentially more susceptible to conflicts due to our nature to mix and match components from flea markets and emerging markets alike.

This article: <https://www.avweb.com/aviation-news/faa-to-approve-use-of-91ul-fuel-in-two-thirds-of-piston-fleet/?MailingID=1376>

*Editor*

## As You CFIT...

One of the “hot topics” these days is controlled flight into terrain (CFIT). The definition of such an event includes flying an airplane with no known maintenance issues into the ground. Who would do that? Oddly enough, almost anyone! Steve Fossitt was a highly experienced pilot, flew around the world, touched outer space, and died in a CFIT! Flying a light aircraft on the leeward side of the mountain, and probably did not compensate for potential downdrafts he might encounter. That is one way to end up in the CFIT statistics.

A few years back, a prominent businessman in Texas bought a Cessna 310. He had not flown a multi-engine airplane in many years. He got the minimum hours for insurance from a local instructor (not me) with the warning from the instructor that he really needs more than the 5 hours

the insurance company required. Well, Mr. businessman did not heed the warning and the next weekend loaded his family of 4, his best friend, best friends girlfriend, and her son into the 310 to go to Ruidoso, NM, field elevation 6,814 feet. NOTE: This was a six seat 310!

When he got to KSRR, he hadn’t considered his higher TAS radius and overshot the runway, he made an S back to the runway but found himself high and fast on final – perfect time to go-around!, but remember he did not heed the warning about his experience, so why would he go-around? Instead, he did one of the other common ways to become part of the CFIT statistics, he attempted to force the landing! It was long, fast and ended up off the end of the runway – no survivors.

So, those were examples of CFIT that involved mountainous terrain, we don’t need to worry about that in northern Florida, after all, the highest terrain around here is the land fill! Oh yes, but it is “hot” and going to get hotter! Two things that might affect, takeoff performance: One is runway length, not from 24J, KLCQ, or KGNV but what about some of the short strips we fly out of? The Trails, Ancient Oaks, Little River, O’Brien, Suwannee Bell, and many others that are more than 2,000 feet, but have trees and/or power lines and grass surfaces. Second, when it gets over 30<sup>0</sup> C, it might be time to recalculate how much runway you need to takeoff and to land. For sure, us flatlanders have to check the performance carefully if you are headed to northern Georgia, South Carolina, North Carolina, or any place where the terrain is considered “mountainous”. Regulation 91.103 says the pilot in command will for any flight, know the runway lengths at airports of intended use, and the following takeoff and landing distance information:

- (1) For civil aircraft for which an approved Airplane or Rotorcraft Flight Manual containing takeoff and landing distance data is required, the takeoff and landing distance data contained therein; and
- (2) For civil aircraft other than those specified in [paragraph \(b\)\(1\)](#) of this section, other reliable information appropriate to the aircraft, relating to aircraft performance under expected values of airport elevation and runway slope, aircraft gross weight, and wind and temperature.

In another example of CFIT, Ronda and I checked out an aircraft at the El Toro Flying Club. Four young Marines had rented the 172 RG parked next to us. They were on their way to Lake Tahoe for a day of snow skiing. Before taking off from Truckee, filled the tanks to make it back to El Toro – never made it. They did not check their performance at 6,600 feet. Sad, but they're another statistic.



There are many ways to screw up a flight and ruin your day, please, take the time to figure out your performance, review your route and do not add to the CFIT statistics.

*Dave Holmes, CFII/MEI*

*BOLDMETHOD has a number of good reading titles that can open your eyes or simply reinforce your experience. Here's an article to start you off:*

<https://www.boldmethod.com/learn-to-fly/maneuvers/pilot-misses-a-circling-approach-restriction-note-near-cfit-incident/>

*Editor*

## FAA Site Maintenance

As if the FAA sites being hacked weren't troubling enough, now we have more hoops to jump through. Maybe it'll mean our data is more secure on the government website.

Bottom line: if you haven't logged in at FAA safety website be sure to read Notice 13031 before the frustration gets you. Click here:

<https://www.faa.gov/spans/noticeView.aspx?id=13031>

## New Florida EAA Chapter

Good afternoon,

EAA Chapter 1349 is a new chapter located in North Florida at the Cuyler Field Air Park (FD27)

We are reaching out to some of the local chapters in our area to invite you to our next chapter meeting on Saturday, June 17th 9 a.m. to 11 a.m.

We are still a provisional chapter -- awaiting paperwork from the State -- but can host EAA meetings. Any help or support you can give us while we get up and running is greatly appreciated.

Please follow us on Facebook!

Thank you,

*Jen Santorelly, Treasurer*  
386-690-8557

## 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)



**Bill & Kyoung Clapp**  
AzaleaAviation.com



**Saberwing Aircraft & Spyder Engines**

Phone: 229-834-8996

Email: [mail@azaleaaviation.com](mailto:mail@azaleaaviation.com)

1301 W Rountree St/Quitman GA31643