

# CATFISH SQUADRON

## EAA CHAPTER 797



Live Oak, Florida



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## Chapter 797 Meeting: The Monthly Meeting is July 16, 2022



Pete & Clyde give a riveting demo

**EAA 797 Morning Fly-In  
Pancake Breakfast  
Is on July 16, 2022**

## From The Top

I want to give a shout out and big thank you to our members Pete and Clyde for doing the pull rivet workshop at our last meeting. We have guests speakers lined up for the next two months, these people are giving their time, knowledge and experience to you our members, I would like to encourage you to show your support for them and come see what they have to say.

*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. 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

Last month Greg Boyette put on an interesting presentation on the importance of preparedness for changing circumstance.

The in-flight control failure was discussed as the minor hiccup that might let you feel secure enough to continue on. Complacency can make you smug enough to minimize the risk in your mind when you are looking at your destination in Foreflight. Also discussed was the nomenclature of the side slip vs the forward slip.

The session reminded me of noticing a drop of rpm en-route to the Thomasville fly-in in 2021. I was cruising at 2950, but I noticed the rpm was 2810. I had lost almost 150rpm. I checked oil pressure, temps, etc but it all was fine. So I tried to readjust my engine controls. The best I could get was 2900. (Preflight static run up hits almost 3100) Even at 2900, the CHTs were climbing. I had to roll back to 2800 and lower the nose to keep the temps down. I was now stable, but losing 100/fpm. I deviated to Quitman as it was passing east of me. It turned out to be a blown head gasket. Don't ignore the little failures.

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*

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## Members in Absentia

James Culp is still in Physical Therapy.

David Clarke Has reappeared at the WOS meeting looking generally fit.

Bob Bowser has been diagnosed with cancer and I urge you all to keep these members in your thoughts and prayers if you are unable to visit.

*Editor*

## LSRM-A Progress Report:

Anybody tired of hearing about Larry's Light Sport Repairman



Maintenance-Airplane (LSRM-A) certificate progress? I should be wrapping up next month so bear with me. The course from Blue Ridge Community College has been all online so far but I'm looking forward to the 1 week in-person lab in August in VA. I've finished the Rules & Regulations and almost done with Airframe/Electrical.

That leaves the Engine/Props and Misc Courses then the lab. FAA requires 120 hours of instruction and I'm on track to exceed that. Expect a lot of reading if you plan to enroll. I got the military discount tuition of \$900 or so plus a little bit for books. Regular tuition would run about \$2000 I think. OK, got to get back to the books! But first, who knows the difference between what type of aircraft you can fly with a Light Sport certificate and what type of aircraft a person with a Light Sport Repairman Maintenance-Airplane can maintain? (Not what I thought when I enrolled in the course).

*Larry Pesek*

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## ArkanSTOL Crash

Tom Dafoe was regarded by his associates to be a competent pilot, even more than just competent. He was a star attraction at STOL competitions flying a pretty stock C140 and giving the more purpose built aircraft a run for their money. Tom was a reliable friend, husband and father. He was the guy that made you want to be a little better because he made you notice something in yourself that could be better.

On May 20, 2022, Tom showed his humanity. Trying to stay behind a much slower Zenith 701, the Cessna 140 was out of its league. As the right wing fell, he appeared to add opposite bank and fully stalled that wing, rotating the C140 into a sudden spin to the ground.

I've waited for the FAA to come out with a statement because I didn't want to be wrong. Tom has paid the price to remind us all that flight aerodynamics have hard and fast limits.

Tom's death has sparked discussion from both the pro-STOL and anti-STOL camps. There's talk of having the FAA oversee STOL competitions with all that entails: ramp checks, approvals, fees and more. I hope they go the LSA route, let the participants make the boundaries while the FAA is in an advisory and standardization role.

<https://www.avweb.com/aviation-news/stol-pilot-warned-to-lower-your-nose-before-crash/>

*Editor*

## Electric Plane Crash in UK

A Piper Malibu crashed during flight testing. The crash illustrates the inherent dangers to experimentation in new fields of study.

A decision to switch off the batteries and test the hydrogen fuel cells in mid flight (something that will have to be possible if their concept is to work) revealed an unforeseen problem. The windmilling prop turned the motor into a generator that overloaded the circuitry and tossed them into a failsafe that locked them out of juice.

When you're testing your experimental, be careful. You never know how newly combined systems will interact and put you into a cornfield.

<https://flyer.co.uk/ad-hoc-changes-to-flight-test-plan-contribute-to-zeroavia-electric-piper-crash/>



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## Oshkosh Notam – In Brief

When you go looking this year, (EAA.Org) be aware that there is an "FAA Notice" in place of the NOTAM. However, the link that gets you there is labeled "NOTAM". Go figger.

It comes with warnings of other changes, so be sure to get it with ample time to study up on the arrival procedures.

Norm Poindexter has his thumb out for a ride to Oshkosh, says he'll share the cost. He didn't say anything about the return trip, so....

Seriously, if you've got an empty seat, he'd love to fill it.

*Editor*



## Safe Harbor



Photo by Robert Hallock

## Young Eagles

July 30th from 9 AM to noon, we will be flying Young Eagles at 24J. We have several people to fly from the JrROTC in Valdosta, Georgia. This YE event is important because these people will help us with the Wings Over Suwannee in October.

If you are not up to date with the Child protection program, take 15 minutes to get up to date and come help us with these kids.

I have also had several other inquiries about the event, I am hoping we have a good turn-out. Blue skies and tail winds,

*Dave Holmes*

## Wheeler

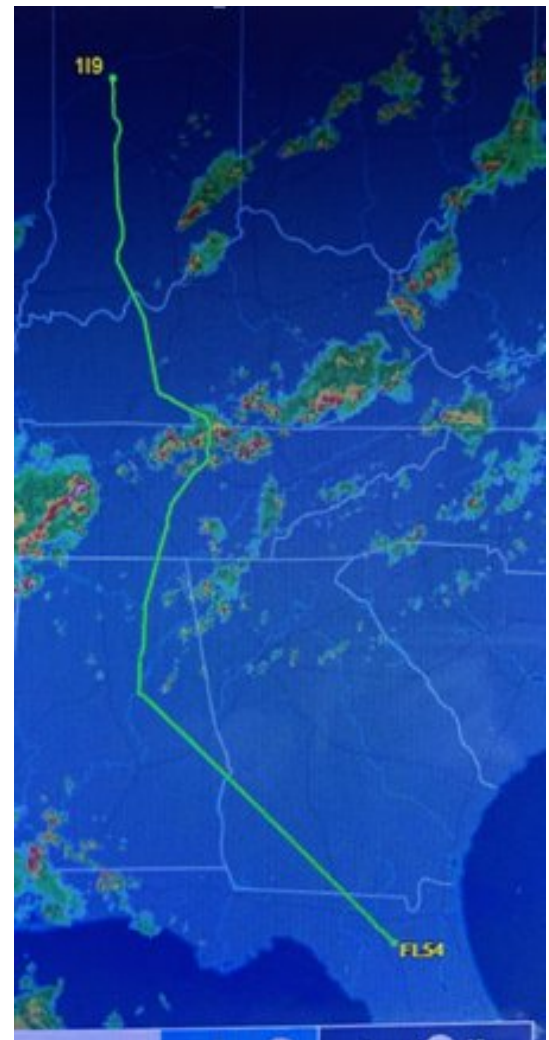
It's Hot, it's sticky, it's July! I don't complain about the Hot, you don't have to shovel HOT! I did get out of HOT for a day this past month. I have been training Gary in his Wheeler Express 2000, at Flying Tiger (FL54). It is sort of a home-built Cirrus and has about the same performance. Gary, the builder and owner, has had his hands full trying to get a license in this high-performance airplane, which he will do someday soon. In the meantime, he was supposed to have his check ride so as to fly



back to Lafayette, Indiana. It didn't happen. Gary's wife needed to get back to Indiana and the summer house. Gary's next idea was to have his neighbor, a seasoned pilot and familiar with the Wheeler Express, fly him and his wife to Indiana, and Gary and his

neighbor would fly back the next day so we could resume his training. Two days before the planned departure, the neighbor tested positive for Covid – plan scratched.

For a couple of reasons, Gary's wife needed to get back to Indiana and Dave had an open Sunday. So, on 26 June, I flew with Gary and his wife, and dog, to



Indiana in the Wheeler Express. The flight was 4+ hours as planned. The trip north went pretty much as planned, stopped in Smithville, TN for fuel and made Lafayette (actually Delphi) Indiana a little after noon.

The return was much more interesting! From north of Smithville, TN down to the Florida border, we dodged some big thunderstorm build-ups and deviated as far west as Montgomery, AL. The 4+ hour return flight took 6 hours.

The airplane is a VFR platform, however; it has some nice avionics that helped. Both Memphis and Atlanta Centers were very helpful and gave us continuous suggestions to get us through this mess I think Gary was amazed that we got back without putting one drop of rain on the aircraft! It looks like, from the picture, that we could have done better on avoiding the weather, but it is harder to find those bigger holes when it looks like God is about to have you for lunch!!

All in all, it was a long day, we learned a little bit about weather avoidance, and how ATC can help you when you get in a tight spot. The 1-800 weather brief we got early in the morning did not indicate it would be as widespread as it was, but . . .

*Dave Holmes*

## 777 Clipped @ JFK

*With the VFR Club discussion being about good judgment over possible damage, I couldn't resist clipping this story out of AvWeb... Editor*

An ITA Airways A330 apparently grazed an Air France Boeing 777 at JFK earlier this month and then carried on with its flight to Rome. [According to Simpleflying](#), the ITA crew was warned the collision had taken place by ATC but dismissed it and kept climbing over the Atlantic. The Air France crew definitely felt the collision and got on the radio to ATC. "There was an Alitalia (the ITA plane was still in its old livery) passing behind us that hit

our aircraft," an Air France pilot said. "It's so you can tell them not to take off."



There was apparently some confusion in the cab and by the time controllers got hold of the ITA crew they were already climbing out. "Another aircraft on the ground currently, Air France said you hit them or something of that nature while you were taxiing," the controller said. "Did you experience any damage to the aircraft? And ITA pilot replied "Negative, sir." On arrival in Rome, the ground crew spotted damage to the wing but the A330 was back in service two days later. The Air France 777 is still at JFK.

*"It's so you can tell them not to take off"*

*I can just see the pilots doing the cost/advantage calculation vs the value of your life. I mean, we're already airborne, so WTH! Let's go for it! Makes you wanna fly ITA, eh? 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)

