

CATFISH SQUADRON

EAA CHAPTER 797



Live Oak, Florida



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Chapter 797 Meeting: The Monthly Meeting is October 16, 2021



Once a Young Eagle, now flying Young Eagles.

**EAA 797 Morning Fly-In
Pancake Breakfast
Is on October 16, 2021**

From The Top

Hello everyone,

I wanted to send out a huge thank you to all that made WOS, education day, and the October 2nd Young Eagles event a success!! We had an abundant number of volunteers come to help. Things would not have gone as smoothly without everyone's help! It is greatly appreciated!! Also, Dave Holmes did an amazing job leading the organization of WOS and applying for the grant!! Thank you to Phil and Pam Hancock as well for leading the YE events!

We have many things to discuss at this upcoming meeting: nominations for officers, Veteran's Day parade, lunch after the parade. We also need to start planning for the Christmas party. It will be here before we know it.

I am on call this coming weekend for work and may or may not be at the meeting. Thank you to Dave Holmes for volunteering to run the meeting in the event that I get called into work and for heading up the breakfast crew this month!!

Hope to see everyone Saturday!

*Christine Bedenbaugh
President, Chapter 797*

Know when to Land

Headed off to the Thomasville Fly-In Saturday. An 80 mile jaunt. I had the mixture and throttle dialed in for about 2980rpm cruise.

About halfway there, I noticed a new vibration that was coming and going. I could feel it more than hear it. A low frequency drumming sound. A quick scan of the instruments reveals a 150rpm drop. The engine was at 2810rpm. Working the mixture and throttle got me back to 2900, but the temps were climbing. I couldn't get to the 3000 that wide open would typically see in cruise. The vibration steadied out to a continuous drum and I was forced by temperature to back out to about 2800.

Still 25 miles from destination @ 2100 feet, Quitman GA was 7.5 miles north and I was losing about 100/min keeping the nose down for cooling. I deviated to Quitman. Arrived at 1600 feet over the airport and kept the rpm over 2400. Not knowing what was wrong, I embraced the possibility that any changes could make the situation worse. I made a very high and fast approach in a hard slip with full flaps. The draggy nature of the Zenith 750 is what made it possible to come in real hot and cut power over a 5000 foot runway and still turn off 3/4 the way down. I taxied to a tie down area and took a sigh of relief.

I did a run up before shut down and the vibration was there. I couldn't get within 100rpm of the pre take off rpm.

Always take small failures seriously. This is one reason for choosing a six cylinder engine. You can lose a jug and still make power.



Bob Lester came by and I hitched a ride home in his Stinson Voyager. Thanks Bob!

Update: Pulled the heads and found a blown head gasket. Looks like an original head, maybe we'll deck it and raise the compression a little.

Safely down is the best result. Here's a picture of the blown gasket. We're going to test the stud



strength to insure the studs near the leak aren't stretching or pulling.

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

Joe's Tri-Pacer

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

Details: (386) 984-5654



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Young Eagle News

On October 2nd we had a great group of volunteers meet at the clubhouse to conduct our final young eagle rally of 2021. We had approximately 55 kids register at the yeday.org website and we flew 40 kids. Judging from the enthusiasm of the kids and parents I would say the rally was a huge success. Our ground volunteers were Christina Bedenbaugh, Cathy Cleveland, Amrat Chugani, Ed Conrad, Bridgette Diedeman, Pam Hancock, Ronda Holmes, Sally Huggins, Carrie Johnston, Curtis McClung, Larry Pesek, Jake Roth, and Jeff Russell.



Our volunteer pilot group included Brad Bedenbaugh, Greg Boyette, Tommy Diedeman, Norman Green, Phil Hancock, Dave Holmes, Randa Johnston, and Dennis Wolcott.



It was nice to have our membership support the Ch 797 young eagle program in such a big way. It's especially beneficial to have the ground support to allow us to conduct a

safe rally. Most young eagles and their parents are unfamiliar with airplanes and the hazards associated with ground operations. So having enough volunteers in yellow safety vest to insure the kids and their parents are safe on the ramp is critical.

We also received great support from Bill Harden and Dave Wells of the Suwannee County Airport. Bill allowed us to have access to our clubhouse via the back gate which kept the parents off of the main airport and taxiways. They also loaned us the white fencing that helped us to direct both vehicle and foot traffic. We even had an advisory added to the AWOS broadcast alerting pilots of our young eagle flights.

A big thank you goes out to all of our pilots that have supported our Young Eagle flying throughout

2021. Several of our pilots flew in all 5 YE rallies. In addition to the pilots that flew in our most recent event. I would also like to acknowledge Allen Rice, John Becker, Mark Johnson, Larry Pesek, Ron Koblitz of the Jax Navy Flying Club. Navy club pilots included Adam Guarino, Derek Schanze, Jake Eckmann, and Greg Matyas who all flew in at least one of our YE Rallies.

Randa Johnston emailed me informing me that she would be home from Alaska and wanted to help out with our YE rally. (See cover picture, Ed) She was able to procure a Cessna 172 to fly. It was nice to have someone who had actually begun her flying career as a young eagle to be flying young eagles at our rally. Randa is a great example of what the EAA Young Eagle program is attempting to achieve. She's also a great role model for all the young girls that we are trying to attract to aviation careers.

*Thanks, Phil Hancock
Ch 797 YE Coordinator*

An advertisement for Philip A. Carnevale MD. The background is a photograph of a blue and white fighter jet in flight. Text on the left: Lake City Gateway Airport, 3526 East HWY 90, Lake City, FL 32055, Office: 386-755-3535, Fax 904-212-2026. Text on the right: Parthenon Medical Center, 5105 Bowden Road, Jacksonville, FL 32216, Office 904-374-0260, Fax 904-212-2026. Center text: PHILIP A. CARNEVALE MD, CERTIFIED SENIOR AEROMEDICAL EXAMINER, ALL CLASSES of FAA FLIGHT MEDICAL and DOT EXAMS. Bottom text: 813-220-2228, pcarnevalemd@hotmail.com

In Brief...

I have seen a few articles lately targeting GA as a threat to local neighborhoods. One headline specifically mentions the school several blocks away from a crash site as if it were threatened. The other one I saw was about a crash at ArkanSTOL. The article mentions other crashes in the Ozark mountains as if they were related to the inherently risky flying a STOL competition requires to be competitive.

The danger I see is the propensity for the press to up the drama and create uproar over exaggerated dangers. Remember, Santa Clara lost 100LL over exaggerated claims.

Editor



AirVenture 2021

In the August newsletter I wrote about the Fisk arrival and getting to Oshkosh. In this article I'll write about what the experience was like. In a word I would describe it as fun and well worth the effort and expense to get there.

As I previously reported, we arrived on Saturday afternoon and decided to check into our lodging at The University of Wisconsin Oshkosh first. After exploring the city a little we found a nice restaurant and had an early dinner. The show really doesn't begin until Monday so we didn't go back to the airport until Sunday.

We spent about 4 hours Sunday exploring the EAA Museum. Admission to the museum is included in the main ticket price and is well worth the visit.

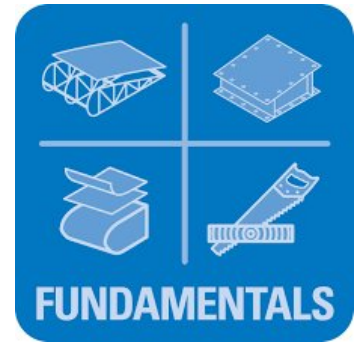


The only problem is one could probably spend 4 days in there and still not see everything. One of the highlights for me, as a big fan of the writer Ernie Gann, was seeing his chicken coop writing office displayed in the museum.

The rest of Sunday afternoon was spent walking around the grounds just getting the feel for the area (it's huge) and looking at a lot of beautiful airplanes. It sounds a little corny, but like many others, we sat for a while in our portable lawn chairs watching different airplanes attempting to land on their assigned spots.

On Monday we awoke early had breakfast and boarded the city shuttle bus for the 20 minute ride back out to Wittman field. The first workshop that Callie and I attended was a class on TIG welding

put on by Lincoln Electric. After about an hour lecture consisting of the basic chemistry of the Nobel Gases and the advantages and disadvantages of each, we were given some practical training.



While the class was fun and informative Callie and I both agreed it is unlikely that we'll be doing any welding on an airplane that we would be flying in.

In the afternoon we attended a class on airplane refurbishment. Basically, this was put on by a company that specialized in completely restoring your 45 year old airplane to factory new. It was interesting but it would entail writing them a pretty large check when the airplane was complete. One aspect that would be nice is how they custom design the pilot seat for the owner/pilot.

Tuesday was spent in two Grumman specific forums that was put on by the Grumman Owners and Pilot Association (GOPA). Both of them were very informative covering issues (like the recent AD on all the 2 place aircraft and the 4 place Grumman American Traveler). This AD had to do with de-lamination of the horizontal stab. There was also a recent Service Bulletin for the other 4 place models that mostly required an inspection of the horizontal stab. I guess the whole point of this is that if you need information on an entire range of subjects regarding your particular airplane or avionics this is the place to get them answered.

On Wednesday we attended an in depth demonstration, put on by Lycoming covering the complete dis-assembly of one of their 4 cylinder engines. It was very informative and the two guys doing it probably could do it blindfolded. I learned I'm probably not going to be tearing my down anytime soon.

It may seem like all we did was attend classes and forums but actually that was a small part of our activities. Most of our day was spent walking around the grounds looking at different displays and airplanes. With over



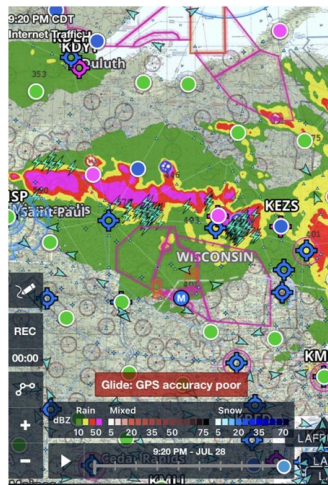
10'000 aircraft in attendance one could see an example of just about anything.

One of the big disappointments for me was the cancellation of the Wednesday evening airshow. A major line of weather (A Derecho) was forecasted to arrive around 11 pm bringing high winds (70 mph) and large hail. I can tell you there were a lot of concerned aircraft owners that night. Quite a few of the war birds and classics flew out. I spoke to a guy in the dorms that had just finished a \$1.5 million dollar renovation on an airplane he owned that managed to find a hangar at Fond du Lac. I thought briefly about leaving but in the end decided to stay and hope for the best.

Thankfully the National Weather Service forecasted Derecho did not bring its most severe weather to Oshkosh. Some of the areas to the NW and SE of us were hit pretty hard but we were spared the hail and high winds. The night airshow was rescheduled for Thursday evening but Callie and I had to depart Thursday morning.

On Thursday morning we had an early breakfast and boarded the Shuttle Bus for one last ride to the airport. I received the mandatory departure briefing from a volunteer in one of the strategically located booths and got ready to depart just as the field went IFR. For the next hour the ceiling fluctuated between 900 broken and 900 overcast. Finally at 10 am we had a ceiling of 1200 broken. I started up and was number 3 for take off when I reached runway 27 for departure. Eight hours and 30 minutes later, Including a fuel stop in Tullahoma TN (KTHA), we were pushing the Tiger into the hangar at 24J. The trip home was completely uneventful except for a few thunderstorms we had to dodge as we neared Valdosta.

Well I guess the question is would we go again. Well all I can say is on Monday October 4th I made room reservations for AirVenture 2022. I have a buddy that is retiring from American Airlines on July 12, 2022 and has always wanted to attend Oshkosh so we're going to fly the Tiger up again



next year. Besides as a relatively new EAA member I have a lot of catching up to do.

*Phil Hancock
Ch 797 YE Coordinator*

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Pesek Adventures:

Crystal and I enjoyed introducing her cousin and husband to GA flying this past month on two separate trips. Took advantage of the improved weather to visit St. Augustine (KSGJ) and Jekyll Island (09J). I was very careful of weather and trip length as they have never flown GA before and were a bit anxious but both trips turned out great.

St. Augustine was fun, but you have to arrange travel from airport about 4 miles south to historic area or beaches. We decided on Uber each way at about \$13 per trip for all 4 of us. Walking the fort and historic area was a great way to spend a few hours.

Crystal and I have been to Jekyll Island once already and really love it. I bet most of you have been there but if not, plan a trip. Can't beat parking your plane and grabbing one of their FREE! bikes for a few hours. They only have about 5 or 6 and it's first come, first serve but can't beat free.

The historic area is only a few minute bike ride down wide paths, then a few minutes more to restaurants and fantastic beach with great beach houses. Great history and scenery. Red Bug Carts will also rent a golf cart for the day if desired.

Anybody have an idea for an airport trip to a walkable or bikeable location? Cedar Key is on our list of course, just haven't made it yet

One more trip: Pesek's flew over to Dog Island on Sunday. It's near Carrabelle, just east of St.

George Island. Very rustic, no facilities whatsoever, but just a 100 yard walk to a beautiful beach. Great place to pickup shells. The \$10 landing fee dropbox is to help with mowing (which hadn't been done for awhile). Recommend calling the number listed in AirNav for runway condition.

Larry & Crystal Pesek

Going Home

In 1956 Elvis Presley sang "Hound Dog" on the Milton Berle Show and scandalized the audience with his hip wiggles; Dwight D. Eisenhower signed the Federal-Aid Highway Act, creating the Interstate Highway System; videotape was invented; the SS Andrea Doria sunk in heavy fog off Nantucket; the NY Yankees beat the Brooklyn Dodgers 4-3 in the World Series; I was 7 years old, got my polio shot and my first airplane ride!

Last month, Bobbi and I packed 4 days of clothing into the RV9 and we took off heading north toward Pennsylvania for a 9 day vacation. After fuel stops in Darlington, SC and Leonardtown, MD, and 5.9 hours flight time, we arrived in north Philadelphia at Wings Field (KLOM).

For me, Wings Field is the Holy Grail. Founded in 1930 at an abandoned dairy farm, by a bunch of rich Philadelphia sportsman, not only is Wings Field where the AOPA was founded and where major air tours were held, but it is where my dad gave me and my 2 brothers our first airplane ride in 1956. Dad got his license in 1955 at Wings Field and at the end of that year bought a new Cessna 172. A beautiful, brand new straight tail 172! One of his first flights in his new airplane was to scare the beejesus out of us boys! Neither my mother nor the 3 girls in our family ever set foot in dad's plane after they heard about our ride.

Bobbi and I are now on final for runway 24 and I can see that Wings has changed quite a bit over the past 65 years.

Gone are the old stone and wooden hangars and mechanics shed built in 1930 that I



remembered in 1956. Replacing them are 2nd and 3rd generation metal hangars and offices. The 2nd generation hangars have seen better days and need a major renovation, some with peeled up metal roofs and rusted siding.

Fortunately, the majestic, old Philadelphia Aviation Country Club is still standing, now converted to offices. The original dairy farmer's house, built around 1760 is still there and in good shape, sheltering a very understanding couple who apparently don't mind airplane noise. But there's an eerie feeling and sound on the field as we park the RV and tie it down.

The hairs on the back of my neck are standing out now and a shiver goes down my spine as I look around at the newer buildings and paved tarmac. There's nothing going on, a Cessna 182 is parked up the hill and a Cirrus is tied down beyond that. Perhaps 12 other planes are tied down on the field. Now I can hear a faint, low droning sound but I see no props spinning anywhere on the field. Suddenly a cold wind comes out of nowhere on my right in the direction of the runway. It takes a few seconds until I finally recognize the purr of a Continental 0-300 but I don't see anything as the sound approaches. As I turn to face the runway following the slow engine droning, I think I see it, a very faint, wispy, almost transparent, yes ghostly image of an old 172 slowly making its way at about 400 ft altitude down the runway. The weather was CAVU.

I couldn't believe what I was seeing so I yelled over to Bobbi and asked if she saw it. "Saw what? I'm under this wing tying your airplane down, I couldn't see anything", she said. "Well, did you hear an airplane flying down the runway?", I said. "This is an airport, there are airplane noises all the time, I don't know", she replied. I must be going crazy or maybe I'm a little tired after flying 765 miles. I shrugged it off, vowing not to tell my daughter about my sighting as it will surely be added to her list of reasons for committing me to an old folks home.

We hauled our limited baggage up to the FBO and met the pleasant attendant who promised to take care of everything and gives us the courtesy car for the usual 2 hours. Bobbi is starving and giving me her dagger eyes so we find the closest restaurant in Plymouth Meeting, PA. After a hearty lunch my lovely wife returned to normal, and I wasn't afraid

to get in the car with her, so we set out to explore my old neighborhood that I hadn't seen in 50 years. We found the old house (looking a little run down), my old 1780's



stone elementary school with the bell tower (repurposed to an office building), and even the old general store where my dad would stop on Wednesdays after work to pick up a bag full of toys for us kids. The next day we toured Philadelphia and walked 6 miles. Philly is a delightful city for its history and culture. Kind of a miniature New York City.

My mom and us 6 kids lost dad in 1958 when sadly, he had just a year and a half to enjoy his new airplane. I'll always be grateful to him for giving me the best gift I have ever received, that one ride in his 172. I don't think that I'll ever forget this recent September day at Wings Field. I know for sure that Dad was welcoming me back home.

Allen Rice

Recognition Warranted

Wings Over Suwannee 2021 is behind us! The weather in the morning was less than we had hoped for, but the afternoon did see some airplanes and Greg Boyette took about 13 people for a helicopter ride. We started planning for this event in 2019, pre-Covid. We were about ready to go in early 2020 but the pandemic did in all of our planning. After postponing twice, we finally got the fly-in done. I want to thank the following volunteers, it was great to have so many people volunteer:

Christina Bedenbaugh
Tommy Diedeman
Curtis McClung
Mike McGinity
Cathy Cleveland
Phil Hancock
Allen Rice
Clark DeChant
Terry Martin

Brad Bedenbaugh
Bridgette Diedeman
Traci McClung
Karen McGinity
Doug Cleveland
Pam Hancock
Bobbi Rice
Dave Poirier
Kathy Spegal

Norm Poindexter
Morris Brown on Friday
Norman Green
Alex Melia

Dennis Wolcott
Ed Conrad
Lori Parrish
Carrie Johnston

Nonmembers of Chapter 797:

Randy Brown Thad Davis (Ronda's son)
Jim Brewster & 27 Jr ROTC from Valdosta

I was humbled by the amount of help we had. I do not know who will be lucky enough to head up the next Wings Over Suwannee, but I hope they are as fortunate as we were this year.

Veteran's Day is coming, and we are planning to be in the parade on 11 November. I think we will be pulling the shuttle in the hangar and if we can get the Kiddie Squadron down there, we can follow the shuttle (we did that a few years ago). Sure would like to see the shuttle seats full of our members, particularly those who are Veterans.

October 16 is the next chapter meeting. We will be doing pancakes from 8 am to 10 am, meeting to follow. This meeting is important as we should at least nominate, if not vote in, people for President, Vice President, Treasurer, and Secretary. Come on out, get involved.

Dave Holmes

Ah, but what would we do if nobody stepped up as the Captain? Thanks Dave, you too, are recognized.

Editor

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



Suwannee Valley Flying Club.
RIP – 13 August 2021
Sincerely,

Dave Holmes, Secretary/Treasurer,
Suwannee Valley Flying Club
817-308-9752