

# CATFISH SQUADRON

## EAA CHAPTER 797



Live Oak, Florida



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## Chapter 797 Meeting: The Monthly Meeting is April 22, 2023



Mike Ange Talking CAP

## EAA 797 Morning Fly-In Pancake Breakfast

## From The Top

Sun n fun was a success, in my humble opinion. It was very humbling to me, watching how we all came together as a team and got the job done.

I personally want to thank everyone who helped out, especially my wife Bridgett Diedeman, for being one of the driving factors keeping everything running smoothly.

I will give a full update at the meeting on Saturday and turn in the money collected, I learned a lot and look forward to the challenges of 2024

*Tommy Diedeman, President*  
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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*



## VMC Club

Greg Boyette preceded the March monthly meeting with a safety filled VMC discussion.

The recent collision of a Piper J3 on floats and a Piper Cherokee over Lake Hartridge in Winter Haven was discussed. Since the March meeting, more information has been released.

It appears that the Cherokee was operating in the left hand pattern for runway 29. The J3 was approaching to land on Lake Jessie where the seaplane base is. If the J3 was using a right hand approach to Lake Jesse and the winds were favorable for the Cherokee to be using runway 29, they could meet head-on over Lake Hartridge. Possibly both turning into each other in normal approach operations negating the warning you might get from seeing a plane on a steady line closing on your heading.

Both aircraft were conducting training operations which only contributes to the distraction from other traffic since both aircraft were on base for their respective landings. I can see a scenario developing of two complacent pilots knowing nobody was in their pattern because one was the only floatplane in the lake pattern and the other was the only landplane in the airport pattern.

It's also possible that the J3 was on CTAF 123.05 and the Cherokee was on 119.9 with Tampa Approach practicing radio work. We'll know more as the FAA and NTSB release more data.

*Editor*

## Civil Air Patrol Visits

Michael Ange from the Civil Air Patrol was our guest speaker for the March meeting.

It seems that the CAP is being reconstituted and may not be a part of the military resources in the near future. Towards that end, Mike put out the call for volunteers to help with the new CAP squadron in Branford, Fl. They want to base out of 24J and build a good relationship with Chapter 797.



A CAP event was held the following day @24J.

I hope we can find members that have the

time to extend this avenue for youth into aviation a helping hand.

This event on March 19<sup>th</sup> was an educational event at which the cadets can qualify for a more in depth educational program leading to a pilot's license.

*Editor*

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## Taco Tuesday

Taco Tuesday started as a regular group that met in Lake City, but Tommy Diedeman wants to get some social event style happenings to get us all more socially connected.

So, April 11 was Taco Tuesday at 24J. From the photos on Facebook, it appears that about 20 people made it into a successful event.

Be looking for more social events in the future.

*Editor*

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## Sun-N Fun 2023

2023 is 25% done – how are the New Year’s resolutions going? One of mine was to be available for EAA and car club activities. EAA I am doing pretty good, car club, I have only made 1 of 4 meetings!

Something I did this year was spend the whole week at Sun’N’Fun (in the past I have gone home on Wednesday). The experience was enlightening, and I plan to spend the week next year provided if we are still doing the Flightline Tours. We do have repairs that need to be done and upgrades plus we need a better solution for our tractor situation.

For those who have not gone to SNF, we have three wagons like the one in the EAA hangar, except, they are much larger and heavy. We pull the wagons with tractors, usually! SNF has rented tractors to us in the past, but they ran out this year and we had to supply our own.



Thanks to Judy Bowser, we had a nice Kubota, thanks to Lori Parrish we had a real-nice John Deere, and Phillip Bell let us use a 1957 Ford N that was a little less than desirable (some people don’t like the smell of smoking exhaust). So, next year we need to find “a fix” for our tractor problem. Tommy used his Dodge pickup, which worked but the vehicle needs to be capable of towing 7,500 pounds!

Other than the tractor problem, SNF was great – a little warm, but no rain, only one windy and overcast day to slow the airshow down. The Blue Angels were great, and the other demonstrations were fantastic. Only one small glitch that I know of; one morning the Aero Shell T-6 formation had a left main landing gear collapse on landing which

tied up the runway for about an hour. The Saturday night airshow/fireworks were phenomenal! The best fireworks display I have ever seen, the “wall of fire” was close to being scary, you need to be there to feel the rush of heat and we were not that close!

*Dave Holmes*

## Young Eagles

SNF is over and we are on to other things. Cross City’s fly-in is on 15 April. We plan on having the kiddie squadron at KCTY and I will have the 10X10 tent set up and taking registrations for Young Eagle flights scheduled for 29 April at Suwannee County Airport (24J). We already have 21 registered as of 10 April. I do not intend to plan another Young Eagles Rally until late September, so, if you are interested in flying or being part of the ground crew (and we need people to help with the ground activities) sign up to assist with the 29 April Rally.

*“Join us on May 15 - 20 for the inaugural EAA Learn to Fly Week! Expert flight Instructors and representatives from aviation organizations will present free an interactive webinars to help jumpstart your flight training journey. Topics covered include how to get started in flight training, tips for saving time and money in flight training, preparing for the FAA written exam, examiner tips for passing the check ride, and much more!”*

*This six-day event concludes with chapter hosted Flying Start events on May 20, 2023. These events welcome, encourage, and educate aspiring pilots to a flight training pathway at their local airport. Flying Start events are capped with the FREE introductory Eagle Flight!”*

EAA is promoting Learn to Fly week, 15 – 20 May: We had already planned the Young Eagles Rally on 29 April when this notice came out. I do have Eagle Flight forms and will fly anyone interested in doing an Eagle Flight. Please go to [eaa.org](http://eaa.org) to learn more about their “Learn to Fly”



events. There are five days of webinars that you might be interested in watching.

Hope to see you on 22 April for our monthly meeting if I don't see you at Cross City on the 15<sup>th</sup>.

*Dave Holmes, Young Eagles Coordinator*

## Ingenuity Has Anniversary

When you receive this newsletter, the first experimental aircraft to ever attempt powered flight in the Martian atmosphere, or any other planet than Earth in this solar system, will have passed two years of flights.

On April 19, 2021, *Ingenuity* made its first historic hop on Mars. It was to have a short life testing the Martian air to gather data for future flying drones sent to Mars, but it just keeps working. When the rover *Perseverance* set out to explore the Jezero Crater, *Ingenuity* was tasked to tag along and record *Perseverance's* progress.



The *Ingenuity* log book has recorded 89 minutes of flight time and over 7 miles of ground covered. I wonder who gets that time in their logbook? NASA has a habit of landing probes on Mars and into deep space that just keep on going like the *Energizer Bunny*. Great Job Guys!

*Editor*

## Feedback

LOVE THE USE OF THE CLUBHOUSE!!!  
Great time for Karen and I. Karen and I were thinking maybe from time to time do a different theme. Along with Tacos, maybe have a pizza night, BBQ, Italian, Spanish or just plain ole Kuntry Kookin'. Possibly incorporate a movie night too. It was a lot of fun and thanks for the invite.

*Mike McGinty*

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## Cross City Fly-In

It's just a few days after the 2023 Cross City Airport Expo and we're still assessing how it was. We do know as always Chapter 797 was there helping in every way possible. Indeed for making it possible. Whether bringing, escorting or parking aircraft, you're such wonderful ambassadors for aviation from the Kiddie Squadron and Young Eagles to educating and entertaining all ages.

Someone who was probably in his mid twenties told me they had never seen a plane up close and was amazed and thankful for the chance.

Fog at other places made a slow start but by the time the skydiver landed with the flag escorted by three others trailing smoke during opening ceremonies at 10am the ramp was filling with interesting planes.

A spectator favorite, skillful flying by R/C pilots helped entertain during pauses in activity. Weather and maintenance issues kept the Lima Lima and Red Star teams smaller than hoped but the crowd was treated to some very good formation flying. Special thanks to them for including the missing man formation to honor life-long pilot Mike McCaskill and one of the original team who started the Cross City fly-in back in 2015.

Aircraft rides that have become a big part of the event were limited due to an R-44 canceling four days earlier, despite great effort it was too late for a replacement. The line formed to ride in a Stearman which had ignition problems after one flight. Arriving 2 ½ hours late due to weather FOAA's UH-1 Huey did thrill 100 people to a ride in the tough old Vietnam veteran.



At last beautiful weather welcomed the crowd to explore the 93 vendors that made up the business expo with a wide variety of displays. Again the automotive cruise-in had vehicles ranging from a 1895 horse drawn hearse to 2017 Ferrari. In between were several Model A's, classics, hot rods and customs, an 8' tall swamp buggy and a kid friendly fire truck just to name a few.

Of course everything didn't go as planned but thanks to many friends such as the Catfish Squadron helping out we managed to fool'em into thinking it was a success.

We can't say thanks enough for helping all these years, The Cross City Crew.

## B17 Fleet May Be Grounded

In April of 2021, some issues were found in the wing spars of the EAA's own B17, *Aluminum Overcast*. It is now expected that an AD will ground the other eight airworthy B17s known to exist.

I stood so close to the runway that a B17's wing tip passed over my head at Oshkosh. I will always remember the leisurely wave from the cockpit as it rumbled past. I hope the future holds more experiences like this for others, as it is engraved into my memory.

*Editor*

## 24J Shut Down for a moment..

Due to the ongoing pavement improvements at Suwannee County Airport, the runway is shut down this week (4/17-21). We are not positive that it will be open for the Saturday meeting and Pancake Breakfast on 4/22/23.

So it is a prudent idea to fly in early in case you gotta go home and drive in. Be sure you have fuel to divert, and try to call ahead if you can. The phone numbers at the top of the newsletter may be of help.

*Editor*

## Air Race Pilots Needed..

Here is an opportunity to have some fun. On April 26 officials from the 2023 Ladies Air Race Classic will be at KCTY getting ready for the June race. They need a few pilots to fly a test approach at 200-400 ft. along the left side of runway 13 to help their timers get some experience and work out any glitches. I was going to land and get lunch either in KCTY or X60 (Williston) afterwards.

I have attached the procedures. If this sounds like a good excuse to go burn some dinosaurs, let me know.

*Allen Rice*

*See the back page for details:*

*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)





## Flyby Instructions

<b>Airport:</b>	<b>Cross City Airport (KCTY), Cross City, FL</b>	Elev. 42' MSL
<b>Arrival:</b>	Call Cross City traffic on 122.8	
Announce Intentions:	If you plan to continue to next stop, say: <b>Classic Racer # ____ X miles out, flyby to continue.</b> If you plan to land after flyby, say: <b>Classic Racer # ____ X miles out, flyby to land.</b>	
Initial Call:	10 miles	
Second Call:	5 miles	
Final Call:	Approaching flyby (less than 2 miles), say: <b>Classic Racer # ____ Approaching flyby Rwy 13.</b>	
<b>Make Arrival Flyby:</b>	At a minimum of 1 mile out, line up on flyby course, wings level (may still be descending to flyby altitude). Fly from northwest to southeast, to the <b>LEFT</b> of and parallel to <b>Runway 13</b> . Cross timing line at <b>242 - 442' MSL</b> (200 - 400' AGL). CAUTION: FLY CLOSE TO RUNWAY AS BRIEFED. DO NOT OVERFLY PRISON ON ARPT PROPERTY EAST OF RWY INTERSECTION.	
Timing Line:	Midfield, abeam the parallel taxiway for Rwy 04-22.	
<b>Dual Flyby:</b>	Overtaking airplane must pass to the <b>LEFT</b> of airplane being overtaken.	
<b>After Crossing Timing Line:</b>	Continue flying straight the full length of the runway before making any turns; may start to climb.	
If Landing:	Turn <b>LEFT</b> . Climb to traffic pattern altitude, <b>1,042 MSL</b> , or appropriate altitude to maneuver for safe entry into traffic pattern for runway in use. Announce intentions and position on downwind, base, and final. AVOID interference with other traffic. Keep radio calls brief.	
If Continuing:	Continue straight out to continue on course.	
<b>In Event of Radio Failure:</b>	Rock wings and flash landing light to alert other traffic and timers. BE ALERT – DENSE TRAFFIC. Fly timing line and continue as described in "If Landing" section. Use caution—other traffic may not understand that you are NORDO. (Recommend carrying hand held radio as standby.)	
<b>Departure:</b>	Call Cross City traffic on 122.8.	
Announce Intentions:	When taxiing for takeoff, say: <b>Classic Racer # ____ Taxiing for departure flyby.</b> Take-off using local procedures. Give right-of-way to Racers approaching flyby. Enter the flow of flyby traffic at a sufficient distance to allow <b>two</b> radio calls before making flyby.	
Initial call:	3-5 miles out, say: <b>Classic Racer # ____ X miles out for departure flyby.</b>	
Final call:	Approaching flyby (less than 2 miles), say: <b>Classic Racer # ____ Approaching departure flyby.</b>	
<b>Make Departure Flyby:</b>	At a minimum of 1 mile out, line up on flyby course, wings level. Make flyby same as <b>Make Arrival Flyby</b> .	
<b>Frequency Information:</b>	ASOS/AWOS: <u>120.77</u> Unicom/CTAF: <u>122.8</u> Approach: <u>Jackson Ctr 127.8</u> FSS: <u>Gainesville 122.45 or 122.5</u> 800-WX-BRIEF / 800-992-7433	
<b>Special Instructions:</b>	<b>Turn on Beacons, Strobes, and Landing Light (if possible)</b> FAA Flight Plans are optional, but recommended. Racers are responsible for opening and closing all FAA Flight Plans.	ARC Official times: ARC Sunrise: EDT 06:31 UTC 10:31 ARC Sunset: EDT 20:30 UTC 00:30

Approved:

Clint Beardchamp 1-9-23  
Airport Manager/Director Date