

# CATFISH SQUADRON

## EAA CHAPTER 797



Live Oak, Florida



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## Chapter 797 Meeting

**November 16, 2019**

The monthly meeting will be on the third Saturday of the month at the Chapter Building at 10:30 AM.

A Pancake Breakfast will be at 8:00 AM. All of our members are asked to share in the fun.



*Alex Melia – Strictly Commercial*

## **EAA 797 Morning Fly-In Pancake Breakfast**

The third Saturday of the month  
**November 16, 2019**  
**8:00-10:00 AM**

## **From the Top**

Good Day to you, I hope you are getting off to a good start. Looks like the weather has cleared up and the temperatures have finally dropped. Time for Fly-ins! It has been and will continue to be a busy time for our Chapter.

First off, I want to thank all the volunteers and participants, for all your contributions to our Annual Pig Roast this past month. You all did a fantastic job of helping us get prepared on Friday and serving on Saturday. While the weather was a huge factor and it always will be, we were still able to enjoy a successful barbecue and the Young Eagles program. I want to thank those brave souls that flew in with those lingering low clouds.

The Halloween Candy Carnival was a blast. There was a whole lot of kids! Allen, Bobbi, Ed and I, were able to prop up our Chapter's tent with the Wings Over Suwannee banner and hand out massive amounts of candy and our Young Eagles flyers. Ed was able to get out there with the parents and talk up Young Eagles and next years event.

Thank goodness for the tent! A hard rain showed up at 8 o'clock that evening and anybody that could fit under that tent did! Talk about a captive audience!

On the Agenda, our next Pancake Breakfast is Saturday Nov. 16<sup>th</sup>. We are looking for new recruits to train in the kitchen, some of the present crew would like to take a break. I will be posting on social media and emails to get the word out for a

breakfast fly in. If we have good weather, I want to be ready for a big crowd with your help. This is a good source of income for the chapter.

When you come for breakfast, hopefully you will notice we have a new display put up on the West wall, of our T/shirts and hats that are for sale. We can thank Pam Hancock for taking an idea and implementing it. We are also looking for a nice used glass display case with at least one shelf for the donated model airplanes to keep them safe from damage. If you come across one let me know. On Nov. 14<sup>th</sup> the Board of Directors will be meeting at the clubhouse at 9:00 AM. Our treasurer has suggested that it is time to audit the books among the "things to do list".

AT our Nov. 16<sup>th</sup> meeting, we have the task of nominating our future Board of Directors. We need two officers replaced that I know of. The President and Vice President. There are a couple of positions opened to be on the BOD without having to be an Officer. We are looking for people to guide us into 2020. I hope you will give it some thought and step up for the challenge. We are also looking for a Young Eagles Coordinator for 2020 also. Wings Over Suwannee meeting will follow our Chapter meeting. You will be electing a chairperson to run the meetings and assigning jobs, and a budget director who will approve expenditures. Any takers? This is not the responsibility of the President. We also must decide on what we want to charge vendors and approve a flyer.

So, on our agenda for December, we have the Christmas on the Square for the 6<sup>th</sup> during the evening and all day on the 7<sup>th</sup>. We will be taking our tent and will need a chairperson and volunteers to help man it. We will be promoting the Young Eagles and Wings Over Suwannee handing out flyers.

December 14<sup>th</sup> is our Christmas Party Brunch! I am looking for a committee to decorate the club house. If you are cleaning out any of your decorations that you do not use anymore, consider donating to the clubhouse. Now then for the Christmas brunch part, I will be preparing a sign-up list of who plans to come. Once we get a count of people, we will be able to figure out how many we will feed. It is my thought to have everyone to sign up to bring a breakfast casserole, potatoes casserole, bacon, sausage, OJ, turkey, ham,

bread, fruit and desserts for our Brunch Buffet. You get the idea.

We will have a White Elephant gift exchange that has been fun the past few years. Participants bring a wrapped gift of no more than \$15.00. We will have a boys table and a girls table. We all get the chance to pick a gift, and then possibly have stolen from you after you have fallen in love with it. It's a good time for all. I'm kind of on the lookout for some entertainment. Got any ideas?

On Saturday Dec. 21, Heritage Park has asked us to bring the kiddie ride to their Christmas event from 10 AM to 2 PM. I told them if we can find 4 or 5 volunteers, trucks and trailers, we would be glad to do it. Are you interested? I know it can be a very busy time of year for us.

Our last Pancake Breakfast and meeting of 2019 will be held on Dec. 21<sup>st</sup>. We should be installing our New Board of Directors.

*Cathy Cleveland  
Chapter President*

Dates to remember:

- Nov. 16<sup>th</sup> Pancake Breakfast and meeting, 2020 Chapter dues are due! Vote for your Board of Directors, including the President position.
- Dec. 6<sup>th</sup> & 7<sup>th</sup> Christmas on the Square and Parade
- Dec. 14<sup>th</sup> Chapter Christmas Brunch and Fun!
- Dec 21<sup>st</sup> heritage Park
- Dec. 31<sup>st</sup> Last day for 2020 Chapter Dues

*Cathy Cleveland  
Chapter 797 President*



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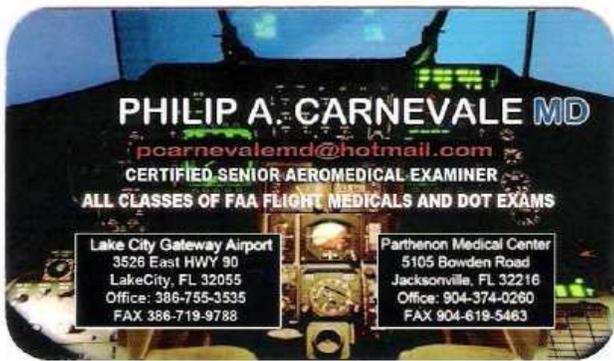
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## Suwannee Valley Flying Club

The Suwannee Valley Flying Club is looking for members. We had eight, two people just vanished, have not paid dues since last March, one individual moved to Chicago to fly with ATP (I tried to talk him out of it, but . . . ) So, we are down to five members including Frank (grounded until 2020), and me. Just having members that pay dues is good, but we need to have the airplane fly to stimulate the revenue. The airplane is hangered at Cannon Creek and access is very easy. So, if you are looking for an inexpensive way to fly, the Suwannee Valley Flying Club might be the ticket for you.

If anyone wants to join the Suwannee Valley Flying Club contact me at 817-308-9752 or [oneyholmes@yahoo.com](mailto:oneyholmes@yahoo.com).



## 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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## Hang'In With Ed Conrad

Nothing like a Stagger Wing & Live Cajun Music w/ our SEAFOOD FEAST!! In Perry (40J).



Then, On to Steinhatchee (39FD) (by the Gulf!) & then, a HORSE & AVIATION Airpark: "Flying Harness" (37FL).



Finally back to FD71 (home) what a day. Started running under low ceilings, ended the day in our great sunny FL heat!!

*Dr Lee Woodriff*



## David Holmes, Reporting In...

I have been a fortunate individual over the years. I have never had a back problem until after I was 73 years old. So, not having had any pain like that before, when the doctor put me on muscle relaxers, I wasn't smart enough to quit swimming in the swim spa. I actually thought I was helping my situation.

Well, after 3 weeks, I went back to the doctor and then took me off the muscle relaxer and we set up a physical therapy appointment for my back. By the time the appointment was to happen, my shoulders were extremely sore and the right shoulder felt like I had a knife in whenever I move my arm a little too much.

Had an MRI, slight rotator cuff tear. We are hoping to fix this with therapy but it is going slow. I cancelled the back appointment but my leg muscles are still screwed up. The bottom line, I have grounded myself (the last flight I flew in a Cessna 150, I had a hard time getting out). I hope it won't be any more than 4 weeks, therapy so far has not changed anything!

I should make the next 797 meeting this coming Saturday, 16 November, and we hope to see as many of you as possible there.

*Dave Holmes*



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## Azalea Aviation Happenings

It is amazing how time flies by...and the older you get the faster it goes. Winter is here again and I can feel the cold air around the corner...not sure I'm ready for it. Our fall was very short but maybe because we were very busy.

Over the last few weeks we finished a customer's Zenith 750 Cruiser with one of our 120HP Spyder Engine packages. He brought us the near-finished airplane and we helped him with final engine and firewall forward installation as well as avionics installation and calibration. Once the airplane was signed off by the FAA we proceeded to work through the Phase 1 flight test program and transition training for the owner. He just left for his home in Texas with his beautiful airplane.



**Dave Tillema after first flight**

After a year and a half of on and off again work we also were able to complete our Saberwing LSA Prototype. It received its airworthiness certificate on the 4<sup>th</sup>. We will start testing and flying the airplane over the next few weeks gathering data about its performance and specifications. More updates on N100SW will be coming soon.



**Saberwing LSA**

Every year we have at least two Spyder Engine Workshops where we teach attendees about Corvair Conversions and build an engine together. We had seven people show up for the Workshop this past week and spent many hours working on the engine, Q&A sessions, progressing through the Workbook and finishing the engine build. Saturday morning we finished the class with a successful test run of the engine on our dynamometer... just in time to clean up for the BBQ and Fly-In!

We had cut back on our monthly BBQs to just having them about four times a year due to our schedule and the main runway being closed for extensions. Even though only the short runway was open we had a nice BBQ and FLY-IN on Saturday. Typically a few people show up early for donuts and coffee but starting at 10:30 or so the skies opened up and airplanes started falling. We had about 25 aircraft show up for this event. It was a great time of fellowship, great food (Smokin' Pig BBQ) and flying. It just doesn't get much better than this. It is always a good feeling to have so many people show up to spend time with you. I always feel energized until they all return home with full bellies...and then I get home to collapse being so tired after a very busy week.

Of course it isn't over yet. Now we are preparing to show our aircraft and products at the Deland Aircraft Showcase this Thursday the 14 thru Sat the 16<sup>th</sup>. On top of being tired we have a show to do....I really need a break ☺

Maybe when the cold sets in I can grab some hot chocolate, my fuzzy slippers and a good book.....ZZZZZZ.

*Bill Clapp*



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## Of Pilotage:

Back to school: aviation-style

I did my first lesson with Dave Holmes on January 14, 2015. I still remember timidly dialing his phone number from the business card I found at Lake City Gateway Airport. I received my Private that May and for four years, I just flew recreationally. It wasn't until late last year after talking to some good friends (who are airline pilots) about maybe stepping foot into aviation as a career.



Alex in his element

I was hesitant as I am blind in my right eye, but with help from Dr. Carnivale, I was able to receive my Second Class Medical and a SODA (Statement of Demonstrated Ability) for monocular vision.

I worked first on my Instrument Rating. I finished that with Dave's help on June 17th. The instrument rating is by far the most needed ticket for ANY pilot. Just a few weeks ago we flew up to Tennessee where we found some layered overcast layers over Atlanta. For a solid 35 minutes, I was in the soup. My first time getting solid actual time since my ticket. It's quite scary when your senses start to take over but I just remember Dave saying "fly the plane". Doing my instrument scan is all that is needed.

I then knocked out my tailwheel on July 1st. Onto commercial after that, it was tricky nailing those

power-off 180s in a slippery Mooney, but I passed with guidance from our own Dave Holmes again on October 1st. Make no mistake, for someone 28 years old, was (and still am) eating Ramen noodles. Pulling extra overtime from work was the boost needed to do training in my plane, but for my next foray, multi-engine add-on, I had to pull a loan.

Flying something with two engines is quite fun but the bookwork needed to sit down and study is always a hassle. But I think with some blind luck and perseverance, I might be able to find a nice career somewhere and get paid to fly instead of paying to fly. But in the meantime, I will still enjoy my Saturdays seeing all of our wonderful chapter members and have even more fun flying Young Eagles.

*-Alex Melia*

## About the Big Piet & Engine

As a follow-up to my engine out adventure, I've assembled a little bit of Post-Mortem to chronicle the aftermath.

The Big Piet was built by Barry Davis of Carrollton Ga. BP003 was the third of five "Big Piets" built by a group of builders who took an assembly line approach to their joint projects. The Big Piet is a steel tube variant stretched a little here and there for the comfort of the "mature" pilot. Barry's Big Piet was purchased by Bill Clapp of Azalea Aviation, LLC.

The engine of the Big Piet was built with the aid of the FlyCorvaair manual with a few caveats. The charging system used a one-wire alternator perched above the rear of the engine belted off the vibration damper. The intake tubes were crafted from recycled stainless elbows and handrails, bolted to the heads. They fabricated their own conversion parts at many points of the engine. An MA3-SPA carb hung below with a Cessna 150 airbox. There was no fifth bearing installed. The heads were 110 HP heads and it measured up to about 2700 cc. The plan was to convert the engine into a Spyder Engine from Azalea Aviation with the crank mounted generator and fifth bearing assembly at a later date and use the plane as a flying demonstrator.

With the Pietenpol Reunion coming up fast and the plane running so well, it was decided to not upset the apple cart so close to a cross country journey. There were 80 trouble free hours on the engine/airframe when it was time to head north for Brodhead.

Post-mortem inspection found that the Skull Cap spinner had departed the aircraft and passed through the propeller arc. This was a Piper-Cub style spinner with a central screw mounting. It was on the aircraft when purchased and no-one stopped to consider how the reverse rotation would affect the right hand threaded center screw.



**Broken Crank**

The crankshaft was broken between number 5 & 6 cylinders. Metal was liberated from the Aluminum camshaft gear and had built up on the crankshaft gear. The number six connecting rod was bent a few degrees and had to be replaced. The case was replaced due to the damage to the fourth bearing seat from the wobbling crankshaft nub. The distributor was an original housing with a bushing bearing surface. The tachometer was electronic with a tooth-counting sensor adjacent to the forward ring gear. The broken crank had allowed the ring gear to wobble enough to destroy the sensor.



**Cam Gear Shredded**

The pistons and cylinders were scavenged and installed into a new block with a new camshaft. The original heads were reinstalled. The lifters were disassembled, cleaned and returned to service. The original rods were used except for number six... An Azalea Aviation rear accessory housing, fifth bearing assembly and rear starter were used to reduce the parts count and simplify the conversion. This will require relocating

the oil cooler and some redesign of the cowling. The distributor has been replaced with a ball bearing unit. The newly rebuilt engine can be seen running on Azalea's Facebook page or on the Corvair Pilot Facebook group.

When I pancaked the plane into the ground fully stalled, the gear splayed outward by deforming the lower longerons inward. This collapsing structure effectively cushioned the impact, insulating me from the sudden stop. Had there been a passenger, their legroom would have been reduced.



Pietenpol landed - Gear Up...

The front section of fuselage has now been stripped, rebuilt and is currently almost ready for fabric again. There seems to be remarkably little damage outside of the lower fuselage longerons and landing gear. Every part will be inspected, wing access panels will be borescoped to insure no hidden damage is in the structure. The opportunity will be taken to upgrade some minor details. She will fly again sooner, rather than later.

*Dave Poirier*

**And here's one for the real adventurous:**

[https://theraf.org/inspire\\_events/creighton-island-fly-in-georgia/](https://theraf.org/inspire_events/creighton-island-fly-in-georgia/)



## ParaPlanes @ 24J

I stopped by 24J after the FAA Wright Brothers award ceremony at Little River. (FL10) It was thrilling to see over 18 PPG's in the air at one time. This was a first time event and had over 90 registered pilots sign in. The excitement that in the air was accelerating and the enthusiasm was felt by everyone that attended. These folks know how to have fun. One wheel hover boards, electric bikes, kiting practice was fun to watch. But when the wind calmed everyone was in the air.

*Ed Conrad*



Photo from Cathy Cleveland

Doug and I flew to Adel, GA for Azalea Aviation's BBQ. We met several nice people. Always great to see Bill and Kyoung Clapp. They are some very busy people! They are on their way to Deland Show next weekend.

*Cathy Cleveland*

<https://www.sportaviationshowcase.com/>

## 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)



It looks like I am actually out of space this month, there were so many more pics and events to keep up with. But don't stop with the articles, There is always next issue...