

CATFISH SQUADRON

EAA CHAPTER 797



Live Oak, Florida



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Chapter 797 Meeting: The Monthly Meeting is May 20, 2023



Larry Pesek Lecturing on Airspace

**EAA 797 Morning Fly-In
Pancake Breakfast
Is on April 22, 2023**

From The Top

Come out and join us this month, as we will have a guest speaker Mr. James Richardson of Richards paint to give us advice on painting your airplane.

We also are starting to plan our Wing Over Suwannee event for this year which will be somewhat different than normal.

Please keep our Cross City liaison Mr. Dana Sheffield in your thoughts as he recovers from a medical issue ,

Thank you, Tommy Diedeman

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 April monthly meeting with a safety filled VMC discussion.

The effects of a wind milling prop were discussed.

“The answer is complicatedly simple: it depends. It is clear that it depends on the pitch and length of the propeller, and it is probably independent of the wind velocity. A crossover point was discovered where the drag forces for the windmilling and stationary states were the same. This crossover point is also dependent on the pitch, the length, and probably independent of the wind velocity”

This was the conclusion of a wind tunnel study. In the PDF reached by this link:

<https://www.bing.com/ck/a?!&&p=16ad6d3b51ea551fjmltdHM9MTY4NDE5NTIwMCZpZ3VpZD0zODQ5YTgzMi0xOGNhLTY3NTgtMzlhOS1iOGFjMTIINjY2ZTMmaW5zaWQ9NTQ5MA&ptn=3&hsh=3&fclid=3849a932-18ca-6758-39a9-b8ac19e666e3&psq=windmilling+propeller+vs+feathered+propeller&u=a1aHR0cHM6Ly9wZXRlcjIwMDAuY28udWsvYXZpYXRpb24vbWlzYy9wcm9wLnBkZg&ntb=1>

If you don't want to get that technical, try it. Go up to a safe altitude and see if your sink rate is different at best glide in both conditions. Lower sink rate = longer glide distance.

The other subject we bandied about was what constitutes a no-go if the engine stumbles at run-up.

Many experiences were shared prompting me to research a little and found a reasonable checklist for making that decision at Plane & Pilot:

[The Go/No-Go Decision - Plane & Pilot Magazine \(planeandpilotmag.com\)](http://www.planeandpilotmag.com)

Editor

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How are airport codes decided?

I enjoyed the article in the 27 April 2023 General Aviation News concerning the naming or codes given to airports. The article did leave me with a few questions.

How do “they” decide to change an airport’s code? In recent years Cross City, Florida changed to KCTY, Perry/Foley, Florida changed from 40J to KFPY and there are many others. As a flight instructor I can easily tell if a student has an out-of-date chart by looking for KFPY or the latest change, tower frequency at Valdosta, Ga. “They” changed Cross City and Perry/Foley but not Suwannee County, 24J. Why? 24J is just as busy as the other two airports.

Where did the number designations come from? We have several ##J, FD##, ##F, Ohio has several I##. No matter what part of the country one flies in, there are “numbered” airports, private and public.

The naming of intersections is another mystery, similar to the naming of airports. The CARRA intersection in eastern Florida corresponds with the town of Carraway, just west of Palatka, Florida. Around Orlando, one can find some Disney’s characters including Buggz, Grnch, and Goofy. Years ago, we had some new approaches into Dyess AFB. One of the intersections was Edott, which most people called E-dot. It actually was name for one of our commanders, Ed Ott.

With the GPS and the array of fixes added to the charts, one has to wonder – “how did they come up with that?” The IAF for the ILS into Fort Smith, Arkansas is UVUZU, and once you figure out how to say that, then report the final approach fix, IXASY.

Some of the T route fixes such as JJMPZ – they must just draw letters out of hat for those fixes.

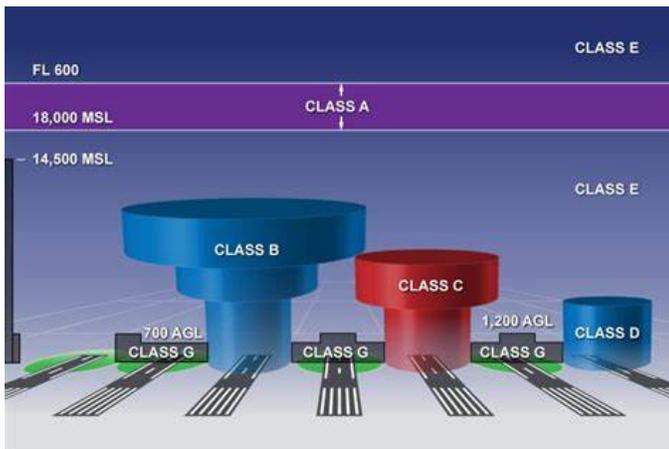
Back to the airport, when filing VFR or IFR flight plans, beware of the spelling and cross check the heading and distance to see if they make sense. Filing from I23 in Ohio to 15FL in Florida is not the same as I23 to 15F, Haskel, TX! KFYV will get you to Fayetteville, Arkansas, but KFYM will get you to Fayetteville, Tennessee – slight alteration to one’s plans!

Another that would be easier to catch, if you typed PKMJ into your flight plan instead of KMPJ, the distance should give you a clue that something isn't right and you're not going to Arkansas but the Marshall Islands – might check your tanks to see if you have enough fuel for that flight!

Dave B. Holmes, CFII/MEI

Airspace Presentation

Larry Pesek gave a presentation on airspace review at the April meeting to get us all up to speed on the things we've forgotten



A rousing question and answer session cleared up all our grey areas. What I found particularly interesting was the differences in the VFR minimums between the Class G and Class E airspace. ADS-B will rat you out if you are off by so much as a hundred feet...

Thank you Larry, we need to refresh the mind once in a while.

Editor

More from Larry...

“How shall I run my aircraft out of fuel?, let me count the ways...”

1. Distractions and complacency. Probably top the list like the recent off airport landing of a Diamond DA20 whose instructor and student both thought the other checked fuel on preflight. Or the owner who recently ran out of fuel at 7500' over an airport with

his gauges showing ¼ tank. Gotta love those Cessna gauges!

2. Nefarious intentions. Our base mechanic relayed a fatal accident caused by a rag-plugged fuel system. Technically fuel starvation vs. exhaustion, the rag was leftover by some no-goods using it to whiff the 100LL. Makes me think about using evidence tape on fuel caps at remote locations.

3. Blame it on the metric system. Remember the early 80's Canadian 767 that glided to a safe landing after flameout at 41,000'? Fuel quantity gages placarded out of service was OK but not screwing up the gallons to kilograms math required for input to the totalizer. Left with only 45% of required fuel.

4. Use the right dipstick, dipstick! Here's a variation on the above that happened to one of our Coast Guard C130's when I was stationed at Clearwater. C130 fuel quantity gages problematic and placarded out of service. Ground crew uses the wrong side of the calibrated wooden dip gage for the wing tank getting filled. Flameout on #3!

5. Take a very, very long fuel sample. Well this one happened to me the other week. Caught a flight as soon as I clocked in so rushed the preflight and left the external fuel filter sample valve partly open (OK, the spring was worn so not ALL my fault). Fuel won't leak there unless the boost pumps on and main fuel open which luckily the medcrew noticed after I started. Made me think of getting distracted during a hard to reach/non-observable sump drain which sticks open. Every heard of someone taking off like that?

6. Get hijacked. OKAY, probably rare but an amazing story. Ethiopian Airlines Flight 961, ditched off Madagascar after numerous warnings from the captain to the hijackers. Touted as the first partially survivable ditching of a wide body jet. I use this as an example during our annual medcrew egress training because many of the 125 (out of 175 total) who perished were trapped inside when they inflated life preservers before exit. While I said this is probably rare, it wasn't for Captain Leul Abate who had been hijacked on 2 previous occasions! Well those are some of my favorites, I'm sure you have yours.

Larry Pesek

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

Trevor Jacob Guilty

Trevor Jacob has admitted to his foolishness. The pilot/YouTuber feigned an in air emergency worthy of a bailout. How fortunate that he had a parachute on at the time his perfectly flying plane became a glider over that long, straight, flat, dry river bed while all his cameras were on. (look closely in the video, beautiful emergency strip straight down)

It's so sad that media fever has infected a pilot. It makes us all look bad.

[YouTuber Trevor Jacob admits to crashing plane for views - BBC News](#)

Editor



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Flown West



Don Riley passed in Dec '22. He will be missed by us all

[Donald Riley Obituary \(2022\) - Lake City, FL - Lake City Reporter \(legacy.com\)](#)

Air Race Volunteers Needed

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 Dana Scheffield or Allen Rice early enough to be of service.

Editor

Young Eagles

We flew 29 individuals on 29 April thanks to: Tommy Diedeman, Norm Green, Brad Bedenbaugh, Steve Kaurich, Jake Roth, Jake Eckman, Derek Schante, Chris Billings, Pete vanSpronsen, Greg Boyette, Sally Boyette, Christina Bedenbaugh, Ronda Holmes, Cathy Cleveland, Norma Bolyard, all of whom make it happen. We had seven airplanes and several ground volunteers. Please update your child protection through EAA and join us on 10 June. We hope to ride at least 60 kids that day, so, put it on your calendar.

Dave Holmes, Young Eagles Coordinator



Airport Terminal Re-Opened

On April 27, 2023, the Suwannee County Municipal Airport held a formal ribbon cutting ceremony to re-open the terminal building after extensive rehabilitation.

The Chamber of Commerce and other agencies have demonstrated their allegiance to the airport and insured its continued existence in a time where we've seen numerous airport closures for cursory reasoning. Chapter 797 has played a role in clarifying the airport's importance to the community and I thank you all for the years of dedication you have demonstrated.



Thanks to all who work for the future of General Aviation.

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

