

CATFISH SQUADRON

EAA CHAPTER 797

Live Oak, Florida



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Chapter 797 Meeting: The Monthly Meeting is March 15, 2025



Ed's 150

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

From The Top

Here we are in the middle of March already and Sun & Fun is only weeks away.

There is so much happening at your chapter. We have WiFi in the club house- complete with a long awaited Flight Simulator, a TV with internet capability, and an airplane build that is growing legs and sprouting wings.

New planes are being added to our family, annuals are being completed and we even have a new born certificated one as well. So come out and join us at this weeks pancake breakfast and catch up on the growth. And be sure to contact Tommy & Pete for your spot to join in on all the fun at this years Sun and Fun Event.

Looking forward to see you there as we make more memories together.

*Ed Conrad
Chapter President*

**EAA 797 Morning Fly-In
Pancake Breakfast
Is on March 15, 2025**



VMC Club

Don Johnson led a discussion on checklists in the cockpit. A lively round of discussion followed his topic introduction.

A quick search of the topic brings up many sources for self examination.

I know of a pilot that breezed through his checklist because he felt “hurried” by another aircraft awaiting departure after him. He missed something.

His canopy was a forward hinged style and he had missed the main latch at the rear. The smaller side catches held the canopy well enough through takeoff and flight, but landing approach changes the plane’s attitude and with it the air pressure upon the canopy.

Passing through the last few dozen feet of altitude, the canopy sucked open just seconds to touchdown. This likely changed the elevator effectiveness just as he was suddenly distracted by the canopy popping up, and he hit hard: short of the runway. The end of the runway had a sharp edge (Like a curb) that folded all the gear back and split the belly open.

He was lucky and walked away to spend a month or so in a brace.

Don’t allow distractions to vary your process, the other guy can wait.

Another example can be found at:

<https://www.boldmethod.com/learn-to-fly/human-factors/how-a-missed-checklist-item-led-to-a-class-b-airspace-violation/>

Editor

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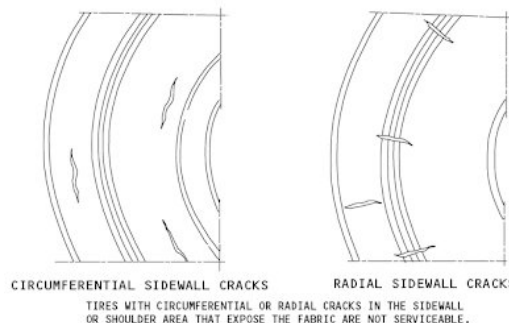
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Keeping up with Ed

Keeping up with the fast pace of the aviation events is a challenging task, and being an airplane owner it is no exception. We love to fly, but too often life gets in the way and we drift away.

This spring has bought new hope for me as I have found my old Cessna friend safely tucked away awaiting my return. Yes, the annual inspection is almost complete and soon my by-annual will be documented as well.

So keep you eyes to the sky’s as I shall be back in the air soon, visiting all my friends at little grass strips in our area. Hope to see you soon. Fly safe.

Ed Conrad

PANCAKE BREAKFAST
Fly-in or Drive in
Suwannee County Airport, 24J

Pancakes
Scrambled Eggs
Sausage
Bacon
Orange Juice
Apple Juice
Coffee

Monthly 8:00 to 10:00 3rd Saturday
Breakfast is \$10.00

Drone search & Rescue

Dave Hegesworth gave a fascinating presentation about the state of drone use in his experience at February's meeting.

We've been told that drones will be delivering our mail, our packages and even driverless drone taxis delivering us to our destinations.

We've been told we will be happy expectant consumers when the drones start appearing in our neighborhoods. However; we see the weaponized drones in the Ukrainian war footage and other curious drone videos on YouTube, and the reality is far removed from idle curiosity.

Drones appearing in some eastern shoreline areas gave rise to fear, and raised the real possibility that we will not readily welcome an airspace peppered with possible threats to both people and airplanes.

Take heart! Dave gave us a truly good side of drones to consider. He demonstrated the software used to perform search & rescue with modern drone technology and high resolution cameras. Drones are used to fly close knit patterns and images are examined with diligent software that finds the needle in the forest. Drones are also used as radio repeaters extending the range of rescuer's handheld communications. Drones also perform "overwatch" functions observing and recording search and rescue operations.

Dave showed us the good and beneficial side of drone technology. Thanks, Dave!

Editor

Sun & Fun 2025

Hello EAA 797 and Sun n Fun family,

I am sure that you all are aware that Sun n Fun is fast approaching.



This year dates are April 1-6 and we will need all hands on deck. At this current time we are still in need of 3 tractors and information for anyone who is planning on working with us this year. I am presently trying to get away from using this email address, so please feel free to email me

at tdiedeman@yahoo.com or call me at (386) 623-3224.

For those of you who don't know I took a new job a couple months ago working with DOC and this year I am putting my wife, Bridgett, as co-chair. She will be taking over my duties on the days that I will not be able to be there. It will be greatly appreciated that those of you who have worked at SNF in the past could show up and help everything run smoothly as possible in my absence.

We look forward to seeing and hearing from you soon.

Thank you, Tommy and Bridgett

Bridgettdiedeman@gmail.com (386) 623-3870

Vanity Plate

Florida is putting out a new vanity plate and the airport manager has asked us to consider



sporting one on our

ride. I will attach an additional PDF to your newsletter email that details the concept.

Editor

Extreme Experimental

The X-37B space plane has wrapped up another extended mission. The X-37B was a



project begun by the Air Force, but was moved to the newly formed Space Force. It is designed to fly both autonomously or crewed.

This last flight was launched on a SpaceX rocket, demonstrating flexibility in launch methodology. We will be the first country to have the ability to launch a military platoon into orbit to attack enemy orbiting platforms. MoonRaker stuff.

The X-37B has shown itself to be extremely successful. See Below:

<https://executivegov.com/2025/03/ussf-space-plane-7th-mission-demo/>

Editor

SWR Testing

Del Schier has put together an in-depth look at SWR testing and how it can improve the performance all of our communications and navigational equipment.

Being an extremely technical and in-depth dive into the subject, I have elected to add it as a PDF you can print and add to your shop resources. Look for the PDF with NANO in the name...

Editor

Young Eagles

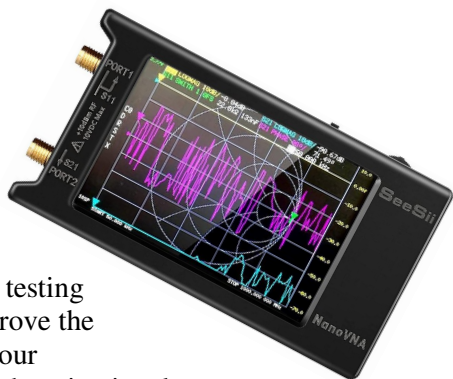
Unfortunately, our Young Eagles Rally on March 8, was cancelled due to weather. The weather looked great the night before, but the system moved faster than predicted and by the time I got to the airport, it looked yucky! But, it may have been a blessing, as we are now trying to update our program to the digital age.

Headquarters has made a new website for Coordinators to use, which is slick. We, as coordinators, just need ground crew and pilots to help by answering an email, adding them to the system. No more paper. It can get lost before and during mailing. It requires postage from the chapter. It causes delays for Chapter credit for having a rally. It requires many more signatures from pilots.

We are now using iPads with a special app from EAA just for the Young Eagles program. It requires only one signature from pilots for that rally. No more signing every waiver! It eliminates the two page waiver for parents to sign. They just click that they understand the waiver and sign. That simple!

Those are the positives.

The negatives are, no more walk in's. Everyone who wants to participate as a Young Eagle, must have their parent or legal guardian register them online. I have heard there are people who have trouble registering online. Hopefully, that issue has been resolved with the newer software program which was introduced last year. If not, the



Coordinator's phone number is on the website, and will be happy walk them through the process. So, if you are even considering ever helping with a Young Eagles Rally, let me know and I will send you an email, through the system, to add your information. There is a new email address for our Young Eagles Program. It is:

YoungEagles797@gmail.com

We will be trying for our Rain Date, March 22, 0900-1200. As I will be going north to sell my PA home, Stephanie Speer will be taking my place as coordinator. Please sign up to help her.

A special thank you to those who came to the Rally, not getting the message it was cancelled at the last minute. They are: Dave Holmes, Billy Ellege, Sally Boyette, Ed Conrad, Cathy Cleveland, and Phil Biederman. If I forgot anyone, or misspelled your name, I apologize. Forgive this old lady, please.

*Blue Skies,
Judy Bowser*

Young Eagles Coordinator 797

WiFi & More

EAA chapter 797 now has WiFi available in the clubhouse. To log on...

Network: EAA_797
Password: Chapter797

With Internet connectivity, comes the new Simulator set up. Don Johnson will be giving a talk at the March meeting on the Simulator

Editor

Choking up on the Bat, Can Leave You Short



Reading 16MΩ indicating a short between cable core and ground. Notice my 2nd finger simultaneously touching the probe and ground connector.

I'm not referring to your physical stature, but rather an electrical continuity issue that can drive you crazy.

Yesterday I was fabricating some VHF and transponder antenna cables for some new

avionics in the RV. After soldering a right angle TNC connector to my RG400 cable (the good stuff), I broke out my trusty ohm meter to test for continuity. To my surprise Otto the ohm meter said I had a fault, actually a short between the center core wire and ground. Now I'm not an electrical genius, but even I know that grounding out the signal traveling along the antenna cable will negatively affect radio reception and transmission.

A visual inspection of the solder connection under bright lights and magnifier didn't reveal any obvious shorting problem. Hmmmm.... So, I checked Otto to see if he's lying, but no, he checks out trustworthy. Time to go snipe hunting. I first checked to ensure that I'm not inadvertently grounding my red lead while it is contacting the center conductor of the TNC connector. Well, it turns out that I wasn't touching the red lead to ground, but alas, in an effort to better control the contact, I was gripping the metal part of the probe while my fingers were contacting ground. See the above picture.

When I held the probe by the plastic handle, voila! Otto testified that there was no short, indicating no continuity or "O.L." on my meter. Just to confirm my suspensions, I grabbed the probe by the metal section and again my meter indicated continuity to ground, a short! I finally realized that the false short was caused by Otto's small ohm-testing electrical current passing through my skin to ground!

So next time that you're testing for shorts or continuity, ensure that you're gripping your ohm meter probes by their insulated plastic handles and that you're not choking up on the probe. After all, this ain't baseball. Speaking of baseball, my hero Yogi Berra once said, "You can observe a lot just by watching". Words to live by.

-Allen Rice

This must be radio week. Remember to look at the attached article on SWR testing.

Editor



Gripping insulated handle w/o touching metal probe results in no short circuit indication.

100LL – Some Perspective

Over the years, I've tried to stay on top of the push to replace 100LL with an unleaded substitute. The non flying public (Including congressmen) leads much of the push, and largely due to misconceptions.



I was shown this article by Ed that gives a brief history and overview of the auto transition from leaded to unleaded and how it's very different from the aviation fuel situation. Tap the link below:

<https://generalaviationnews.com/2025/03/07/comment-on-misconceptions-about-unleaded-avgas/>

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



Misfueling Dangers

The presence of new fuel grades in the field has raised the specter of a greater potential for misfueling. You may not initially realize your favorite stop has made a change. More info can be found at:

https://www.avweb.com/aviation-news/misfueling-fears-leads-aopa-to-caution-pilots/?MailingID=FLY241126018&utm_campaign=avwebflash&utm_medium=newsletter&oly_enc_id=4680C7210056B6Y



https://www.avweb.com/aviation-news/misfueling-fears-leads-aopa-to-caution-pilots/?MailingID=FLY241126018&utm_campaign=avwebflash&utm_medium=newsletter&oly_enc_id=4680C7210056B6Y