

CATFISH SQUADRON

EAA CHAPTER 797



Live Oak, Florida



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May 2021

President: Christine Bedenbaugh

386-365-7538

Vice President: David Holmes

817-308-9752

EAA Ch. 797 Mailing Address: 13344 80 Terrace Live Oak, FL 32060

Secretary: Greg Boyette

817-752-8984

Treasurer: Tommy Diedeman

386-623-3224

Web Site Editor: Larry Pesek

Newsletter Editor: David Poirier

Mailing Address: 22015 117th Dr.

386-479-4107

O'Brien, FL 32071

Web: <https://chapters.eaa.org/ea797>

Chapter 797 Meeting: March's Meeting is May 15, 2021



Mountains in the clouds...

**EAA 797 Morning Fly-In
Pancake Breakfast
Is from 8-10am
On May 15, 2021**

From The Top

Hello everybody,

Hope all is well with everyone Thank you to all who volunteered at Sun N Fun!! We had a good turnout. A special thanks to Allen and Bobbi Rice for organizing the volunteers and running Flightline Tours. Thanks also to those who volunteered at the Cross City Fly-In. There was a good turnout at Cross City as well. Not as much air traffic due to very gusty winds. There were a few who braved the bumpy air. It seems people are ready to get out of their houses and do things. An additional huge thank you to Ed Conrad for getting the kiddie-cars down to Cross City and back!!

This meeting our primary focus will be Wings Over Suwannee, proposed date is September 18th, and upcoming Young Eagles events (June 5th in Cross City, June 19th after monthly meeting, and July 31st). We will also have a raffle. I look forward to seeing everyone at the meeting.

*Christina Bedenbaugh
EAA Chapter 797 President*

*Remember to pay your dues for 2021. (\$15)
There is a membership form on page 5 of the
January newsletter. Back newsletters can be found
on the chapter website.*

Young Eagle News

We currently have 3 upcoming Young Eagle Rallies. On June 5th we'll have a rally in Cross City. I currently have 4 kids that have pre-registered but I'm hopeful as we get a little closer there will be more interest. I'm sure there will be a few walk ups as well. I've scheduled the event from 8:30 am until 12:30 pm.

Our second event is for the Troop 51 Boy Scout Aviation Merit Badge candidates from the Tallahassee area. Their scout leader has informed me that we can expect 8-10 kids. This rally is scheduled for June 19th at 10:00 am. This event coincides with our monthly Fly In and Pancake breakfast. My hope is to have a few pilots breakaway from the meeting for the flights. Harald Aagaard (fellow pilot with Larry Pesek at Air Methods) is the Troop leader. Some flexibility will be required because part of the morning will be spent showing them the helicopter and the Air Methods operation.



Cadets from Lowndes AFJROTC Program

The third rally is for the Lowndes High School AFJROTC cadets. This rally is scheduled on July 31 at 8:00 am. We flew Young Eagles from this organization last year. As a whole the group did very well. Of the 12 cadets we flew 10 went on to complete their FAA ground school through Embry-Riddle Aeronautical University. Five of the cadets were also selected by the Air Force for all expenses paid flight training scholarships to obtain their

private pilot certificates. I'm sure the group this year will be just as motivated. Their leader Pete Dominicus, says we can expect 10-15 participants.

We can always use pilots and ground volunteers. Please email or call if you can help out. If you haven't volunteered in a while it might be necessary to update your youth protection documentation and pilot information form.

*Phil Hancock
Ch 797 YE Coordinator*

<mailto:phancock54@gmail.com>

Naylor's Instrument Service, Inc.
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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

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Jeffrey D. Lee
Entomologist
E-mail: jefflee@liveoakpest.com

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Joe's Tri-Pacer

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

Details: (386) 984-5654



Kiddy Planes to Cross City

Chapter 797 took the Kiddy Airplanes to the Cross City Fly-in and they were a great success again this year. Many members from the chapter were there to support the event.

Although the wind was extremely strong the turnout was great, with over 3,000 people attending. There were 94 vendors with lots to see and plenty of food to eat. The Coast Guard did a fly by with a C-130 and a helicopter in formation. A pair of 300 Extras also did a very nice air show act. The Army was there with a Chinook and was open for walk-throughs.

The model planes did several demonstration flights, and with the car show, mud trucks and motorcycles there was a lot to see. Several chapter members braved the strong winds to show their planes. All in all everyone that attended had a good time and the Little Airplanes were a huge success with the kids as always. Thank you to all the chapter members that helped make this event a success.

Ed Conrad



Kiddie Rides @ Cross City

Suwannee Aero LLC

AIRCRAFT MAINTENANCE, REPAIR
AND INSPECTIONS



Doug Libby

(386) 776-2780

A&P IA

19432 161st Court

(386) 314-5891 cell

O'Brien, FL 32071

LibbyABD@aol.com

Suwannee Belle Airpark (9FL0)

Suwannee Valley Flying Club

The Suwannee Valley Flying Club is still alive and well. We have a couple of new members, but we have room for more. Two of our members have purchased airplanes and I doubt they will keep their SVFC membership active.

There is a \$200.00 sunk cost, initiation fee, and the dues are \$90.00 a month which includes one



hour of flying time. I think it is about the least expensive way to fly in northern Florida!

The airplane is a Beechcraft Musketeer, it has an 800+ pound useful load and cruises about 125 mph.

Blue skies and tail winds,
Dave Holmes

Bill & Kyoung Clapp
AzaleaAviation.com

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In Brief..

ADS-B-Out is a real handy thing to have, but the penalty for any privacy can get pricey. Martha Lunken pulled a stunt by flying under a bridge, but that's not what got her license revoked. Her transponder crapped out. When returning to her home airport, the tower noted her transponder off. "I know what I did in that cockpit and I did not turn it off," she said. But, that won't save you.

You are guilty until proven innocent. Kind'a gives me pause...

Editor

Holmes on Deck

Things are opening up more as noted by Sun'N'Fun and the Cross City fly-in.

On May 3rd, we had four airplanes on an impromptu fly-out to Jekyll Island, 09J. Jekyll Island is open! We were able to secure two big carts and go for lunch, but we got a warning shot that the Red Buggies might not be available through the summer. Call ahead! We had 11 people which makes for a crowd at any restaurant and has a negative effect on service but all in all we had a good time. Now that things are opening up, I will try to find places to fly, and I am always open to suggestions.



We have delayed Wings Over Suwannee until the Fall, but we need to start spooling up and get some organization going. If anyone has an idea that might fit into the event, bring it up, if you fear being "volunteered", write it down, sign anonymous, and get it to Christina Bedenbaugh or myself.

We had a fantastic Sun'N'Fun but I am sure there will be others to fill in the details. Cross City, in my opinion (which add to \$1.00 will get you a cup of coffee) was also a success. We still need to be careful, but we are also getting back to living again.

Dave Holmes

Cross City Event

Despite a very blustery day and a forecast calling for worse, the 6th Cross City Airport Expo was a success. Weather limited the aircraft count but record numbers of show cars, vendors, and public attendance helped make up for missing 2020.

As always Chapter 797 was there helping to do whatever needed doing. Some demonstrated their gusty, crosswind technique on arrival. While those with lighter planes showed off critical piloting judgment by driving over to help. Ed Conrad and others proved the all weather capability of the Kiddy Squadron the entire day. As always while recruiting Young Eagles Phil Hancock made a very positive impression for aviation. There's just not room to list all who came over, to all of you THANK YOU for helping make this show possible, again.

The show opened with a fly over during the National Anthem by a Coast Guard C-130 and a MH-60 Jayhawk helicopter. Covid restrictions kept them landing but every year the Clearwater station does all it can for us.

Thanks to the Florida National Guard in Jacksonville for sending a CH-47 Chinook for display. Flown by a very personable crew that left all wondering who were those masked men.



Chapter 797 planes in the Lineup

The always popular "Huey" was cancelled a couple days before by FOAA due to the forecast. While disappointing it proved to be the right decision since there were tornado watches all day in its flight path between its home and here.

Again this year Max Flight brought their R-44 from Kissimmee and made 69 flights carrying passengers and 1 candy drop for the kids. A Stearman from Tampa sold rides until they decided it was just too uncomfortable for passengers.

Only about 25 planes ventured out but several were quite interesting. Around 95 vehicles of all types made up the cruise-in and just over 90 vendors comprised the business expo. The crowd was estimated between 3500 and 3800.

Dana Sheffield

Sun-&Fun Volunteers

2021 Sun N Fun a Success

We didn't quite know what to expect from Sun N Fun after last year was cancelled due to Covid, but according to Sun N Fun officials 2021 turned out to be a record year in attendance and income. According to EAA 797's Flight Line Tours chairman, Allen Rice, revenue was down slightly but still a huge boost to the chapter coffers.

For us, the big story was our volunteer staff. As you might imagine, running tours for a week is a big undertaking. Fortunately our EAA 797 members and others from the Lakeland community filled out our 49 volunteer staff positions. At the end of the week our volunteers logged 550 hours.

Of course we didn't work all the time. After hours we were treated to delicious campground dinners by Bobbi Rice, Jolynn Negley, and Neil Negley. Every night there was a different dish and lots of camaraderie around the campsite.

Come to the next chapter meeting to get more details about Sun N Fun 2021.

Allen Rice

Allen Rice can be reached Via: (561) 289-6365

Or:

alrice352@gmail.com

Editor

Flying in to Sun & Fun

Sun & Fun 2021 was my first experience at flying into a major event. I have no ADS-B and the 2021 NOTAM was 24 pages long and full of words I infrequently use.

I read all the pertinent info and then again, and then again. Every time I read the NOTAM, I found another thing I missed. The information is very dense, with each sentence chock full of useful info.

I made a cheat sheet with runways, frequencies and even printed a satellite view off Google Earth and highlighted the approach path.

I got a fortunate tailwind that stretched my partial tanks to Inverness, FL. Not knowing if I would be held holding, I topped off, prepared for the worst. Wait! DOH! I forgot to print a sign. You need to display a sign for the grounds people to route you once down. The staff at Inverness were happy to call up Google Docs and print me a sign, "GAP", General Aviation Parking.

Off to Sun & Fun! Almost... I was so nervous that I flooded the engine! As the voltage dropped, I shut it all

down and fretted. Twenty minutes later, I cautiously retrieved and cleared the rich condition.

The entry through the "goal posts" was a westward heading through two smokestacks at the north end of Lake Parker. I purposely approached wide to the east and was established on a due west heading as I came up on the stacks. I had listened to the recording on approach and switched frequencies as instructed. Suddenly a voice barked, "Silver High Wing, Rock Your Wings!" I obliged with a crisp, if not exaggerated, wing wag. I was instructed to continue west, no hold for me. Almost simultaneously, a white Cessna 150 shot across my path not 100 feet affront. My first thought was "Ed?" This incident was not lost on the ground observer. "White High Wing, rock your wings!" came over the radio. I craned my neck to see the Cessna, now behind my left flank, rock his wings. "Good rock, follow the silver high wing in" came the command.

Despite being relieved that he was going to be back there somewhere, I kept him in sight. He was a bit faster and then banked right back across my bow, heading north to I-4. Since I was following orders, I was on a west heading to intersect I-4. You guessed it, I was on another collision course with the wild 150. He pulled ahead and ended up getting some distance due to my pedaling as fast as I could.

I made the turn between the two water towers and took aim on the control tower as I switched to the final frequency. Dropping to TPA, the tower says for the "silver plane" to make a right turn and make traffic close to the tower for mid field insertion. (Did he just say to buzz the tower?) I banked around the tower, waved to the windows, and set up for 090L. "Yeah, we see ya.." came over the radio. I was setting down short and added power to float in ground effect to the big dot on the runway. "Good stretch, enjoy the show" was my last communication with the tower. As I taxied along behind the Cessna, I heard the tower request an audience with N#such&such. I kind' a wonder if that was the Cessna.

Displaying my sign, I was routed to a parking spot. I pulled out my anchors and took a look around. All that nervous energy wasted.

These guys are real good. They route so many people safely without a single call back. They

have a positive vibe and make you relax. My hat is off to them



Editor



VMC Club

The VMC meeting in May will, you guessed it, be the April material not presented in April because of the SnF conflict.

The VFR question of the month:

“When receiving any clearance from Air traffic Control (ATC), IFR or VFR, what part do you have to read back? What part should you read back? Does any regulation govern it?”

VMC: Video from the “What Would You Do?” series:

The VMC Video is titled “The Engine Skipped Just One Beat.”

I thought SnF was especially good this year. The numbers of visitors were record setting and the attitude of everyone I met, vendors and the public, was friendly and optimistic, in spite of Covid19.

At SnF I “spoke” with Robert Jex, FAA. Actually, I left a message and he sent me an Email. No face to face encounters with the FAA for the time being.

The FAA is encouraging anyone fulfilling the requirements and the interest to be aware of the following awards. In EAA 797 we have a large number of very senior, well experienced pilots and mechanics. The FAA has an ongoing program to honor such people who meet certain requirements. If you want to determine if you are eligible for the Wright Brothers Master Pilot Award or the Charles Taylor Master Mechanic Award, I encourage you to contact Robert Jex for further details. He will give you information that will enable you to begin the process. His email is: robert.jex@faa.gov. You may also get information about the requirements on the FAA website.

Randa Johnston took time off from Grant Aviation, Anchorage, to volunteer at SnF. She worked mainly behind the counter at the Vintage Aircraft Building. I hope each of you had a chance to visit with her and hear some of her Alaskan Adventures.

Right after SnF ended Randa did something that may well change her life. Shortly after her time at SnF, went to Adventure Sea Planes at Lake Pierce where she earned her Single Engine Sea Rating! Now she can call

herself a full fledged Alaskan Pilot! She highly recommends the Adventure Sea Planes training.

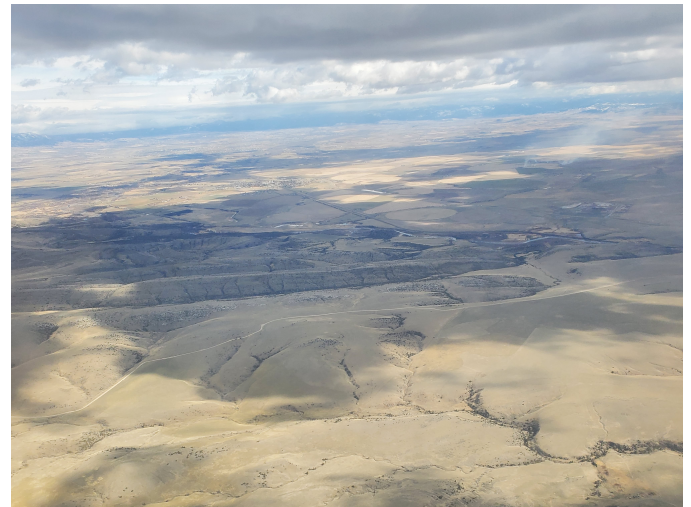
Short note from Randa just received: “Back to flying in Western Alaska. The Melt is in full swing. There are swans and geese everywhere. Every flight is a game of “Dodge the Bird!” “

See you at breakfast at 24J on the 15th.

Clark DeChant

Dr Lee..

Chiming in from the Midwest, Dr lee Woodruff has shared with us some mountain flying pictures. See Page one and below:



Open House @ F95

Calhoun County Airport is having a Grand Opening on Sat, May 15 and inviting y’all to camp overnight from Fri, May 14. I may be a little late Saturday...

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

