

CATFISH SQUADRON

EAA CHAPTER 797



Live Oak, Florida



*VOLUME 23 * NUMBER 08*

August 2023

President: Tommy Diedeman

386-623-3224

Vice President: Christina Bedenbaugh

386-365-5816

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

Secretary: Norma Bolyard

352-316-5759

Treasurer: Pete vanSpronson

813-298-4929

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: The Monthly Meeting is August 19, 2023



Ken Alsop

**EAA 797 Morning Fly-In
Pancake Breakfast
Is on August 19, 2023**

From The Top

Hope to see You all at the meeting. Please keep Kenny Alsop's family in your thoughts and prayers.

Try and stay as cool as you possibly because it's definitely been a hot month...

Tommy Diedeman, President

Email: eaachapter7974u@gmail.com

Phone# 386-623-3224

Hot and humid brings the poor performance envelope into play. Remember to keep Density Altitude in your preflight preparations this time of year.

Editor

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 July monthly meeting with a safety filled VMC discussion.

Topics discussed:

- ✈️ Greg had an emergency landing in his Helicopter. Details to follow..
- ✈️ Know the height of obstructions. The icon on the chart is only part of the story. Read the height, understand the height (AGL vs MSL). Know the min height to clear all obstacles on your route.
- ✈️ Hypoxia, know the signs.
- ✈️ The importance of radio communications.

The summer heat is here, its climate change you better notice because it comes around annually.



has a good preflight primer to get you reacquainted with the dangers of short grass strips and the summer heat. Follow this link:

<https://www.boldmethod.com/learn-to-fly/performance/density-altitude-what-it-is/>

Editor

Ken Alsop

Some of you may not know that our member, Ken Alsop passed away Friday, August 3rd, 2023. He was involved in a fatal crash of an ultralight at Little River Airpark. He was a well-respected and accomplished AI mechanic and a beloved friend to many. Little River Airpark and our members have lost a fine man and friend.

We send our prayers to Flo and Ken's family. There will be a Celebration of Life gathering of friends and Family, August 26th at 1:00 pm at the Little River Clubhouse. Feel free to join us as we honor a true airman.

Cathy C

I have only been able to get a few details by word of mouth, so take this with a grain of salt:

I am told that Ken was out in a Kolb ultralight and found the trees west of Runway 18/36 at his home airport of Little River. The plane was entangled and had pitch-poled inverted. Ken was found on the ground under the plane.

Being inverted, there was no fuel in the tank. The question of fuel exhaustion or contamination will likely never be answered, but the engine ran well when retrieved and tested.

He was a person larger than life who will be missed for his smile and expertise.

Editor

More info on Fuel Substitutes

Select Number:

GL13122855

Description:

Chris D'Acosta, Swift Fuels CEO, will discuss current and future Swift Fuels plans for the transition to an unleaded fuel for piston aircraft. Chris will share what's happening with their high-octane 100R unleaded avgas product and their premium UL94 unleaded avgas.

To view further details and registration information for this webinar, [click here](#).

The sponsor for this seminar is: **FAASTeam**

The following credit(s) are available for the WINGS/AMT Programs:

Basic Knowledge 3 - 1 Credit

AMT: 1.00

Bill & Kyoung Clapp

AzaleaAviation.com



Saberwing Aircraft & Spyder Engines

Phone: 229-834-8996

Email: mail@azaleaaviation.com

1301 W Rountree St/Quitman GA31643

Ding-Ding! Order up!

National Aviation Week starts August 19th, the same day as our next Pancake Breakfast.

Let's Celebrate! You will be able to order fresh scrambled eggs with your pancake order during this breakfast. We have had a few requests and we thought we would see how well it is received. See you there!



Cathy C

Serious Experimental

I came across this magazine article and was drawn in to read it again. With two 130Hp 914s Rotax engines, this is the *DoubleEnder*.

This flying incarnation of Dr Doolittle's PushMe-PullYou, was in the Feb 2014 edition of Sport Aviation. Since we're all members here, you can read back issues on the EAA website.

That's some serious visibility for finding a hole to drop into. I see this level of fabrication and it revs me right back up. There are some seriously talented people in our hobby.

Get to it, build sump-en!



Editor

Taco Tuesday Strikes Again

I had a great time at our last Taco Tuesday dinner. I turned into a social butterfly visiting several tables of our members and guests.

We had plenty of delicious food to make tacos and taco salads, and some really awesome desserts. Dave Holmes brought us virgin Margaritas.

It is really worth the effort to bring in a dish of a Mexican recipe and enjoy everyone's company.

Like Tommy said earlier, thank you for the help in cleaning up afterwards. It's a big job!

I hope you can join us for the next Taco Tuesday or Pot Luck dinner.

Cathy Cleveland

Guest Speaker



Ed Bunnell was our guest speaker for the June 2023 meeting.

He presented the long term plans for Lake City's airport improvements and expansions.

I'm almost worried that they'll be too successful and we'll lose some of the friendly atmosphere we've

gotten accustomed to at Lake City. But, then again, a growing, bustling airport is an anchor setting firm the need for all the smaller airports all around the area. It'll be an excuse to shake off some complacency and sharpen my radio and pattern skills.

He answered any question tossed on the floor and was quick to assuage concerns about GA having a vibrant and continued presence at Lake City Gateway Airport. It's good to know that aviation has a long term home in Columbia/Suwannee County.

Editor

More on Best Practices

I couldn't help but stop to read this article. Van's aircraft had an outside vendor take some of the load off them by outsourcing some manufacturing.

This comes right into the world of unintended consequences on the road paved with good intentions. Best practices are recommended because of their long term of historical reliability. The vendor saw no reason why drilling holes with lasers over the punch method wouldn't work. The heat from the process embrittles the aluminum and the hole edges split when dimpled for flush riveting.

I realized that the same effect could occur from dull drill bits. Full circle, back to best practices. The air drill and appropriate bit, sharpened, will make holes quickly enough to avoid embrittlement from cutting heat.

Vans has learned an expensive lesson and is making their customers whole. (Pun intended)

https://www.flyingmag.com/vans-updates-list-of-rv-parts-reportedly-forming-cracks/?utm_content=259060091&utm_medium=social&utm_source=facebook&hss_channel=fbp-331681751313

Editor

Dropping In



Tommy and Bridgett Diedeman goes diving... Sky diving that is.

It has been a long time dream of Bridgett's to go skydiving, her dad was in the army/airborne when he was in WWII, so Saturday we decided to take the plunge, along with Dana Sheffield and 10 others at the Cross City



Airport. Thanks to the Central Florida Skydiving bunch for bringing us back to earth the smooth way.

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



To Eat an Elephant

General Aviation News has been keeping us up on the complex process of the 100LL replacement candidates.

One of the biggest questions has been; "what is taking so long?" Ben Visser has put out an article that seeks to answer part of the question.

I realize that a number of us fly certificated aircraft in addition to our projects, but we are an EAA chapter and this is your newsletter. So, I tend to pay attention to the experimental side. So this caught my eye: "*This could be a problem for a large section of the general aviation fleet, as Jack Pelton, chairman of the Experimental Aircraft Association (EAA), pointed out that experimental aircraft cannot use an STC-approved fuel.*"

Not to mention the cost of an STC for those in Certified planes. For the whole article:

<https://generalaviationnews.com/2023/07/26/the-elephant-in-the-room-2/>

Editor

To round out your Saturday..



3rd Saturday every month @ 5pm
Free - Donations Accepted

FL09
4000 ft Grass
Runway 12/30
CTAF 122.900



Suwannee Aero LLC
**AIRCRAFT MAINTENANCE, REPAIR
 AND INSPECTIONS**



Doug Libby

(386) 776-2780 A&P IA 19432 161st Court
 (386) 314-5891cell O'Brien, FL 32071
 LibbyABD@aol.com Suwannee Belle Airpark (9FL0)

Alexa, Preflight Me

The ways we get our required weather briefing has changed through the years. I came across my old DUATs password and remembered this article by Jill Tallman.

I have seen rumblings of possible failures of GPS systems and we have all seen the whole ATC system compromised by a single improper update. What to do if it all crashes?

I have my moving map that can act like a current chart on my iPad. I also carry charts when traveling cross country, away from my familiar area. I once had the GPS receiver up and die on an uncomfortably overcast day. I had gotten up on top of the broken clouds returning from Fitzgerald Muni (FZG) to Adel (Cook Co, 15J) when I realized that my iPad wasn't receiving GPS data from my *Dual* GPS receiver. The *Dual* device was inside the headrest behind me. I was unable to re-establish the GPS data and had to figure out my heading. I had no good view of the ground through the broken layer. I'd like to say the compass was spinning like a dynamo, but the truth is that I hadn't paid enough attention to my course to fly the reverse by it.

I felt secure in the knowledge that the real tall tower north of Adel was somewhere to the west of me as I scouted out a good sized hole and descended back below the 1200' broken layer. There was a water tower ahead, so I descended lower and read off Willacoochee from the open cockpit of the Pietenpol. The whole thing felt very reminiscent of the Golden Age of flying.



My chart showed Adel to be just south of a westerly heading, and into the descending sun I flew. When Douglas passed to the south, I knew I was on track and the tires squealed happily when touching down @ 15J. (happy tires are like puppies)

Electronics will not always be there for us and it is a wise man who remembers the manual methods of navigation and reading the weather. This article reminds us of the need for more than good toys. We are aviators and aviating is a skill.

Editor

<https://www.aopa.org/news-and-media/all-news/2019/november/flight-training-magazine/weather-alex>



Lake City Gateway Airport
 3526 East HWY 90
 Lake City, FL 32055
 Office: 386-755-3535
 Fax 904-212-2026

Parthenon Medical Center
 5105 Bowden Road
 Jacksonville, FL 32216
 Office 904-374-0260
 Fax 904-212-2026

PHILIP A. CARNEVALE MD
 CERTIFIED SENIOR AEROMEDICAL EXAMINER
 ALL CLASSES of FAA FLIGHT MEDICAL and DOT EXAMS

813-220-2228 pcarnevalemd@hotmail.com

LTC (RET) P "PACMAN" CARNEVALE
 CERTIFIED FLIGHT AND INSTRUMENT INSTRUCTOR (CFII-SEL+S)
 CERTIFIED MULTI-ENGINE FLIGHT INSTRUCTOR (CFII-ME)
 CERTIFIED GROUND INSTRUCTOR

813-220-2228 pcarnevalemd@hotmail.com