

CATFISH SQUADRON

EAA CHAPTER 797



Live Oak, Florida



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Chapter 797 Meeting: The August Meeting is Aug 21, 2021 @ 10:30 AM



Antique cigarette lighter, gift from a friend.

EAA 797 Morning Fly-In Pancake Breakfast Is from 8-10am On August 21, 2021

From The Top

Greetings everyone,

I look forward to seeing you at the next meeting. We will be discussing Wings Over Suwannee, we only have a month to go. Come and hear the latest info. We will need as many volunteers as we can get. The more we have, the more smoothly it will run. Hope everyone is doing well and staying safe. See you Saturday. ☺

*Christina Bedenbaugh
EAA Chapter 797 President*

Calling all volunteers. At the last meeting no one volunteered for the breakfast crew for our upcoming meeting on 8/21/21. If you are able to help please let me know. Unfortunately, if we are unable to get enough volunteers, we will have to cancel the pancake breakfast.

*Thanks,
Christina Bedenbaugh
EAA Chapter 797 President*

I realize that volunteers have been found for this Breakfast, but the sentiment is real. There will be a breakfast on another Saturday and volunteers will be needed. I can relate to the same old faces doing the same jobs for the benefit of all. Consider arriving a little early to see if you're needed or email ahead. Primary contact info is up top, in the masthead.

Editor

First Time to Oshkosh

After the events of 2020 I decided I was going to make an all out effort to attend my first AirVenture. Although, my daughter Callie doesn't like airplanes or flying as much as I do, she graciously agreed to take some of her very valuable personal days from work and join me on the trip.

It obviously takes a little planning for a trip like this. There are aircraft considerations for example. My annual is due in July so I had to insure that was scheduled far enough in advance to be completed before the last week of July, which is when AirVenture was scheduled this year. Since I hadn't been before I really didn't have an idea of how big the thing is. Also decisions had to be made on things like accommodations, camping, hotel or Airbnb? We finally chose the dorms at the University of Wisconsin Oshkosh. Initially we could not get a reservation for an air conditioned room but I was put on a waiting list and one became available. I will say that having AC is well worth the extra money. Not much to say about the dorms. They are adequate and comfortable enough and certainly nicer than a lot of places I slept in the Marine Corps.

Transportation was convenient. I bought two weekly passes for the shuttle buses that are run by the city of Oshkosh. We never had to wait more than 15 minutes for a bus. Unless you're interested in exploring the surrounding area or you land at one of the nearby airports a rental car is not necessary in my opinion.

In terms of planning for the actual flying into Oshkosh during AirVenture there are many resources that can help, beginning with talking to our members that have actually done it a few times. Of course, there's the 32 page NOTAM and yes I did read it all, but there are sections that don't apply to the average pilot flying in there. Also the EAA put on a webinar a couple of weeks before the event that was pretty helpful and informative. They did make changes from previous years. The biggest change was the addition of 3 new starting points on the FISK arrival. The points are Endeavor Bridge, Puckaway Lake, and Green Lake. We had to start at Endeavor Bridge which is approximately 50 nm from KOSH. More about that later.

Now for the fun stuff the actual flying to Oshkosh. We departed 24J at 8:30 on Friday July 23rd. We made fuel stops at KTHA near Nashville and then KLAJ to spend the night with my sister in law in Lafayette IN. Even with our fuel stop we made it to KLAJ at approximately 3:45 pm. Although I flew up on IFR flight plans the weather was mostly good. We had to deviate a little going into Lafayette due to building

cumulus clouds and had some actual IMC conditions getting below a cloud layer.

After a nice dinner and good nights sleep we departed for Oshkosh on Saturday morning at 10:00 am. I had planned for a fuel stop at KBUU, Burlington WI. Fuel is cheaper there and I wanted to have plenty for contingencies and for being able to depart without fueling in KOSH. It was marginal VFR on departure from KLAJ but began to improve as we approached Gary IN. That was nice, because one of the highlights for me on the flight up, was flying the VFR corridor beneath the Chicago Class B along the shoreline of Lake Michigan. When Midway (KMDW) is landing on 22L the airliners will cross the coast at 3,000' so the VFR aircraft transiting along the coast have to be 2,000' or below. It makes for a great view of the Chicago skyline.

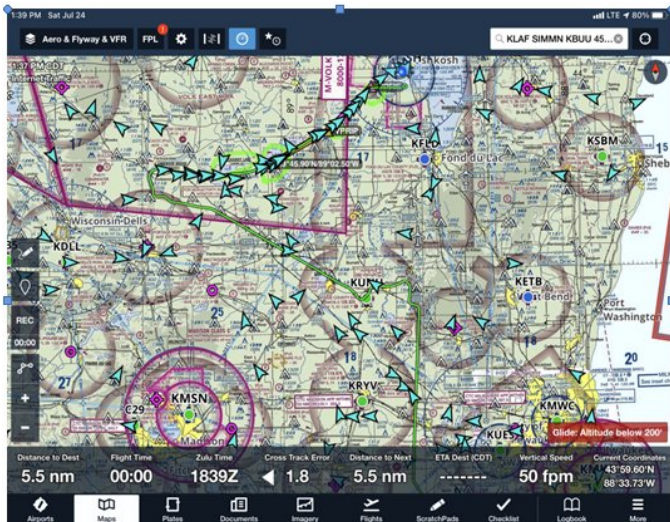


After refueling at KBUU we were airborne for what we thought would be our final leg of the day into KOSH. We picked up the ATIS for arrival to learn the transition point and weather, but as soon as we tuned into OSH approach we learned that all the holding points were full and that they were not accepting new arrivals. I decided rather than fly around in circles I would land at Dodge County (KUNU). Callie and I thought that we would have a nice leisurely lunch and wait for the text notification that OSH was accepting arrivals again. What we didn't know was that we had landed at the airport staging point for 150-200 Cessnas of all types that were planning on a mass arrival. I spoke with the person running the airport and she said once they began their departures at 2 pm no other types would be allowed to depart. We also learned that their departures wouldn't be complete until 4:30.

Not wanting to wait around that long we decided to try again immediately. We jumped back into the Tiger and was airborne at 12:30. We proceeded straight to Endeavor Bridge and learned from ATIS and approach that there was no holding so we found the airplane in front of us and got 1/2 mile in trail at 1800' and 90 kts and followed him. I will admit to cheating a little because I engaged the autopilot in altitude hold so that I could concentrate on maintaining 90 kts and looking outside for traffic. I had also programmed the VFR waypoints into the GPS but some of them you can't just go direct to because the ground track is not correct.

Basically it's a VFR looking out the window for traffic and checkpoints operation. One half mile before Fisk, we were asked for the wing rock and assigned runway 36L. We flew over Fisk Ave which is a perfect left base for the runway. Tower told us when to turn final, assigned us the yellow dot and cleared us to land. We were on the ground at KOSH at 1:19 which was a lot better than waiting around until 5 or 6 pm. Taxiing to parking is basically clear onto the grass as soon as possible and show your parking sign and follow the directions of the flagmen.

Here is a screen shot of the route I flew and the traffic on the Fisk arrival.



I was too busy to take it all in while airborne, but it basically looks exactly the same as when we were flying it with regards to the amount of traffic. I like to call it controlled chaos, but it works pretty well if everyone follows the NOTAM guidance.

Since this article has become longer than I intended, next month I will write about the events and things to do at AirVenture.



Phil Hancock

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

Dana from Cross City

Hey There All: Welcome home those who went to Oshkosh hope it was great. Sorry I didn't do the zoom call again on the 4th. I am just wondering if there were any notable changes.

I've been promoting September 18th with re-dated flyers from last year, the free ad in Cruise News and such. I'm getting ready to send out e-mails, letters, updated notices, to individuals and clubs. I'm just making sure of what to say. The last info I got was Dave's July 21st minutes.

I know Allen is stuck in his house until the water goes down. Cross City Airport is 80% under water and had big storms again tonight. The NE end of 4-22 has about 14" to 16" of water, parts of the ramp has 6" to 7". The SE 2000' of 31-13 you can see just about an inch of the lights sticking out.

Back to WOS:

Last I knew Luther was coming for rides in his 170. Tallahassee helicopter was in question, Greg was maybe going to fly his. Since then I found Tallahassee is having a fly-in/car show the same day, you all probably knew already.

We had a few vendors, education day was still on, camping and corn roast was on.

What do we think about Covid?

I noticed the Facebook page hasn't been updated to September 18th.

Basically I need info for the car show people about what we're planning. I have the schedule Dave sent with the July 21st minutes. Thanks for tolerating my being a Danasaur with the computer.

Take Care, Dana Sheffield

I will tack the WOS minutes onto the Newsletter Email as an attachment.

Editor

Joe's Tri-Pacer

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

Details: (386) 984-5654



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Young Eagle News

On July 31 we had a good group of volunteers meet at the Ch 797 hangar/clubhouse to fly 12 cadets from the Lowndes High School AFJROTC program. Pete Dominicus always brings highly motivated and excited kids to participate in our young eagle program. Last year 5 of his cadets were selected to participate in the USAF funded private pilot training scholarship program. We're hoping for a similar outcome this year.

Without hardworking volunteers the Ch 797 young eagle program would not be possible. Our ground volunteers included Christina Bedenbaugh, Sally Huggins (who took many nice photos) and Pam Hancock. The pilots were: Allan Rice, Brad Bedenbaugh, Tommy Diedeman, Larry Pesek, Greg Boyette (flew one YE in the Bumblebee), and Norman Green.

Ron Koblitz also came to help with the flying in the Navy Jax Flying Club Cessna 172. Jake Eckmann and Greg Matyas participated in their first young eagle rally. I would like to pass along a special thanks to them for flying from NAS Jax to support our young eagle efforts.



Phil Hancock
Ch 797 YE Coordinator
<mailto:phancock54@gmail.com>

Suwannee Valley Flying Club

In November 2017, we started the Suwannee Valley Flying Club at 24J in Live Oak, Florida. Later that year, Frank Ahern obtained the Musketeer. For a short time we had the Cessna 150 and Musketeer. In 2018, I paid for the insurance as the club had very little funds. Late 2018, we had gotten rid of the Cessna (low activity) and moved the Musketeer to Frank's hangar at Cannon Creek. I tried to entice people to fly the airplane by including one hour flying time in the monthly dues. Advertising efforts and incentives did not work to up our ridership. We have had several join, paid \$200.00 but very little activity from them after that. The plane needed to fly to meet the bills.

In 2020, Greg Boyette revitalized his instructor certificate and has had several students train in the Musketeer. Our breakeven has been 10 hours a month. We have had just enough to cover the maintenance that is the club's responsibility and last year the insurance. The insurance is due again and runs out on 13 August 2021. With a heavy heart and weight off my shoulders, as of 13 August, we will dissolve the Suwannee Valley Flying Club. We provided the cheapest way to fly a four place aircraft in all of Florida but we couldn't get people to fly it often enough to make it feasible.

If you have fuel cans in Frank's hangar, please pick them up before the 31 August 2021.

I think Frank and Greg are looking into insurance for the airplane and it may be available for rent at a later date.

I am sorry we have had to cease operations but it was not economically feasible to continue.

Blue skies and tail winds,

Dave Holmes

Bill & Kyoung Clapp
AzaleaAviation.com



Azalea Aviation, LLC
Saberwing Aircraft & Spyder Engines

Phone: 229-834-8996 Monthly Barbeques
E-mail: mail@azaleaaviation.com & More
170 Airport Road / Adel, Georgia 31620
Repairs, Annuals, Flight Training
C-150 Rental, Prop Balancing

Larry's panel upgrade...

Well I'm trying to generate some panel envy here...not really. Actually helped ensure my kids independence by spending their inheritance on a GTN-750xi (GPS), 2 G5's (HSI/attitude indicator combos), and an engine analyzer plus a whole lot of labor.

A few notes about the decision, I'd be happy to discuss with anyone. I chose Garmin over Avidyne mainly due to my familiarity with the G1000H I use in the helicopter. I got a good look at all the hardware at SunNFun.

For me, it's all about display size so I worked all the way up to the -750 and happy so far. The functionality is a fair amount different from the G1000 series so I'm not so sure Garmin over Avidyne was really warranted.

I chose Sarasota Avionics because I wanted a big shop for this project and they beat GulfCoast by a bit. Also, I was impressed with their customer service and offer to ferry the plane. Sarasota Avionics was just a tad over their rough estimate on time and I had to fork out a few hundred extra \$\$ for a bad EGT probe (original equipment) but pleased overall. They also stood by their word at Sun N Fun to retain the original CDI with glideslope even though it wasn't specified in the write up and evidently cost them some additional man hours. Oil changes are easier with those vacuum pumps out of the way.



She went right into annual after the install and then torrential rains at Ancient Oaks, so looking forward to some nice autumn flying weather with the new glass.

Larry Pesek, N385MA

In Brief...

This is the last monthly meeting before WOS 2021. If you can help or just want to be informed, see ya Saturday.

The wet weather has inundated multiple airports in Florida. Be sure to check your NOTAMs for runway closures that could surprise you with poor fuel options.

Editor

Dave Sailing In

I Pull the knob and with a loud crack, the tow rope separates from the glider. The tow plane turns left and the glider turns right, free to soar with the raptors.

I started pursuing a glider rating. If you are already a pilot, the glider rating is just a few flights away and compared to other flying is a cheap way to get another rating and it could fulfil your need for a flight review. I have been gliding at the Rose City Soaring Club in Quitman, Georgia but there are others, such as Herlong Airpark near Jacksonville. At Quitman we only fly on Saturdays, maybe Sunday, so it truly is a "sport flying". I think the time I have in a glider (7 dual flights, 6 solo flights) has already had an influence on my fixed wing powered flying. I hope to finish this training before the end of August if God doesn't interfere with some nasty weather.

This is not meant to be an advertisement for Rose City or any other soaring club but, if you are looking for a great way to get in the air at a reasonable price without a medical, give glider flying a try. Most flights are about 15 minutes long, unless you are lucky enough to find some good thermal activity!

Blue Skies, tail winds and now good thermals,

Dave Holmes

In the Inbox

I would like to say Thanks! to the Chapter, to Pete as the FAA representative, to all the Chapter member and my family for sharing in the Wright Brothers Master Pilot Award. Thanks!

Curtis McClung

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

