

CATFISH SQUADRON

EAA CHAPTER 797



Live Oak, Florida



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Chapter 797 Meeting

September 21, 2019

The monthly meeting will be on the third Saturday of the month at the Chapter Building at 10:30 AM.

A Pancake Breakfast will be at 8:00 AM. All of our members are asked to share in the fun.



Paul Michel's Murphy on Floats

EAA 797 Morning Fly-In Pancake Breakfast

**The third Saturday of the month
September 21, 2019
8:00-10:00 AM**

From the Top

Wow what a month this has been! Hurricane Dorian was just so devastating. Bless all the souls that were lost to the wind and water. God care for those that lost their families, friends, pets and homes. Give them the strength and courage to recover and rebuild their lives.

I'm looking forward to our next meeting! We have a guest! Alton Williams, one of the founding fathers of our Chapter is popping in. He is listed as a Charter member of our chapter back in 1983. 36 years ago, this month. Looking forward to hearing about some of our chapter's history. He is also the father of our past Live Oak Police Chief, Buddy Williams. Buddy is now working for the Suwannee County Sheriff's Office. He will be doing the pork again at our Pig Roast in October. I would love to see a large attendance from our members at this meeting.

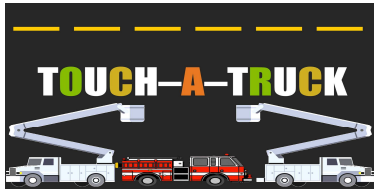
Speaking of Charter members, Orin "Bud" Bennett passed away in Jan. of 2018. His wife is now at Dowling Park. Their family has donated to the chapter several die-cast model airplanes with some advertising on them. I need your help on how to display them. I will set them up on a table at our next meeting.

One of our members, Gerry Chauncey recently passed away. I'll be honest in saying that I'm not sure that I knew him. I see on our website that he and his wife had a 1973 Cessna 172 back in 2010 and used to live in Steinhatchee. I want to thank Allen Rice and Bob Jaegar for flying the missing man formation at his funeral.

Suwannee Valley Electric is having a function for children from 9-12 on Oct. 12th. They have invited us to participate. We can take the kiddie ride down as long as we have 3 to 4 volunteers. Also, they are looking for displays. Maybe Powered Paragliders, Ultralights,

Helicopters might be an option. Anyone willing to do a display, or maybe a flyover? Let me know.

From their Facebook page:



“Don’t miss this FREE family event hosted by Suwannee Valley Electric Cooperative! Children and adults of all ages are invited to come explore and touch various trucks, emergency vehicles and heavy machinery at SVEC’s Main Office located at 11340 100th Street in Live Oak. Vehicle drivers and operators will be on hand to show you their vehicles and answer any questions.

There will be a bounce house, face painting, and more!”

The Board of Directors agreed upon a new Lease Agreement with Suwannee County Airport. For the next 5 years the Chapter will be paying \$100.00 a month. The following 5 years the lease will go up 3% each year. So, we are set for the next 10 years.

A reminder that the Pig Roast is October 19th. I need help!!!

We will be having our Events meeting after our Chapter meeting Saturday.

Have a good week!

*Cathy Cleveland
Chapter President*

Dates to remember:

- Sept. 21st Pancake breakfast and meeting
- Oct. 14th General Meeting, Looking for your future Board of directors! Step up! Pig Roast assignments.
- Oct 19th The Pig Roast!
- Nov. 11th Veterans Day and Parade, our veterans are to be celebrated! Maybe we can have cookout?
- Nov. 16th Pancake Breakfast and meeting, 2020 Chapter dues are due! Vote for your Board of Directors, including the President position.
- Dec. 7th Christmas on the Square and Parade
- Dec. 14th Chapter Christmas Brunch and Fun!
- Dec. 31st Last day for 2020 Chapter Dues

*Cathy Cleveland
Chapter 797 President*

The logo for Naylor's Instrument Service, Inc. features a circular emblem with a landscape scene. To the right of the emblem is the company name 'Naylor's Instrument Service, Inc.' in a serif font. Further right is the address '4323 N.W. 6th St. Suite 5 Gainesville, FL 32609' and phone numbers '352-374-8160' and 'Fax 352-374-8210'. Below the address is 'Toll Free 877-374-8160' and 'Web Address naylorinstrument.com'. At the bottom, it lists 'ALTIMETERS • GYROS • PRESSURE INSTRUMENTS', 'METER MOVEMENTS • TURN COORDINATORS • TACHOMETERS', and 'AIRPATH COMPASS • TEMPERATURE INSTRUMENTS'. The owners are listed as 'SCOTT A. MILLER OR WRAY L. HOPPING JR.' and the FAA Cert # is 'NYJR148L'.

Tailwheels Are for Everyone

Continuing on to Oshkosh

Conclusion:

Leaving McMinn county, the Appalachian Mountains yielded to the rolling Tennessee foothills. The Cumberland River wound through them like a snake in a garden. Level fields became more and more infrequent as the mountainsides were now employed as undulating hayfields. Bob slowly outdistanced me.

The Culver prop at 66/30 was not a good match for the airframe to begin with and it seemed that the engine wasn't as powerful as it should be. It is possible that the ignition timing wasn't spot-on with our field repair. Bob was getting lost in the distant ground clutter. I could only keep him in sight by staying low enough to keep him above the horizon and in my field of view. The GPS would show me airports passing a few miles away on this side, and then that side. Most were visible from my perch. Crossville passed off my right (CSV), then Upper Cumberland (SRB) passed on my left, Schiff (TN80) passed by on my right looking a whole lot more friendly than Holder's short strip (4TN6) under me. It's easy to feel a false sense of security when airports are in sight. I remained vigilant, but emergency landing sites were becoming less friendly with the rolling terrain. I tended to wander a little this way and that to keep the passing airports artificially closer. With Jackson County (1A7) passing by my left side, Bob was getting ever more distant.

I was passing 1A7 to my left at 3500' MSL when I felt a brief vibration. Since the Big Piet was a steel tube fuselage, it was like sitting on a palm sander. After a few moments, the vibration returned and stayed. I turned to 1A7. At the moment, I felt it was wiser to turn unnecessarily than to continue passing 1A7. Partway through the turn, a section of prop departed with a distinct wooden "tank" sound and life got interesting real fast. It appears now that the skull cap spinner had

departed and gone through the prop. The ensuing shake was threatening to separate the engine from the mount as new bulges appeared in the cowling from the thrashing. I immediately cut power to idle, set up best glide and locked onto 1A7. I was turning into an 8mph headwind.

I watched the runway above the cowling to insure it wasn't rising. At 65mph the Piet was at best glide. The instruments were a blur due to vibration and the pitot tube was gyrating in circles out at the strut junction. I reevaluated.

Looking over the side, confirmed the bleak landscape below. I couldn't see behind me without losing my best glide trim and I wasn't going to turn for the sake of prospecting. The small smattering of undulating fields along the river didn't bode well. The runway remained above the cowling as I sat at best glide. We had a fanciful mechanical airspeed gauge mounted to the spreaders on my left. That ridiculous decoration was the only instrument clearly giving me data. Passing approximately 1500agl, I reevaluated.

I added a touch of power in an attempt to stretch my glide. Since it was an early FlyCorvaair-styled conversion, there was no fifth bearing on the Corvaair. The prop had gone so far out of balance that it had broken the crank. I didn't know the crank was broken and that the prop was useless until later. What I knew was that adding any power increased the shaking to dangerous levels. If I lost that 200+ pounds of nose weight, I would be in deeper trouble. Passing 1000agl, I reevaluated.

The road across the river was a little closer. It was two lanes with a turning lane in the center. It beckoned. I could see the shadows of the poles on both sides of the road and the faint shadows of what appeared to be criss-crossing wires. I stayed on course. I was now securely below the hilltops and I noticed my ground speed was ebbing. The valley was acting like a wind tunnel. I would find out later that the wind on the runway was an over twenty mph head wind. The runway began to rise above the cowling. Still at best glide, the 1000 feet of grass in front of the runway was becoming the target.

At about 500agl, I saw the fence. The TSA had put a fence across the extended overrun to make us all secure just six months ago. It became clear that reaching the grass would involve passing through the top half of the ten foot fence. I reevaluated.

Striking the fence in the air would surely put me on my back. Seeing that I would make it across the river, I pulled back and slowed the plane. Then stuck the stick into my gut and pancaked the plane above the river bank splitting the gear and sliding up to the fence. I reevaluated.

No blood, no pain. I was ok. Not one bruise or scratch. I shut down everything I could and got out. I hadn't even walked 100 feet before EMS, Police and more poured in. Seemed like I had called ahead. Actually, I had gotten so low that a resident had reported a plane in the river to 911 before I was even down.



Lots to learn here:

1. I should have shut off the fuel over the river. The gear collapse buckled the rod that operates the fuel shut off. I was fortunate that the gascolator survived and no fuel leak occurred.
2. I was uncomfortably low over unfamiliar hillsides because I was trying to keep Bob above the horizon, and in view. I should have flown my own way, 500 more feet would have made a difference.
3. There were only 65 to 70 seconds from failure to touchdown.
4. Make your decision and commit to it. Total focus on the goal can win over indecision. Bad choices will appeal to your panic. Many squirrels have died from indecision.
5. When the options are practically gone, the aircraft becomes expendable. Land as level and softly as you can regardless of the terrain.
6. "I've cheated death. I've tricked my way out of death... and patted myself on the back for my ingenuity. I know nothing", Captain James T. Kirk, *The Wrath of Kahn*. I know what he meant. Thank you lord, for the grace of the day.

David Poirier

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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

The VMC Club will begin normal operations at the September meeting. After being shut down by Radek Wyrzykowski the EAA VMC Planner, in order to have the time to work on Oshkosh 2019.

There is a new series of videos and questions which have been slightly revamped in order to encourage greater participation by all attending. Remember, this is not a classroom. Each of you have unique experiences which may help other pilots who encounter a similar situation but unique to them. Get involved in the discussion if you possibly can!

Clark Dechant

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Triple Tree Fly-in Report

I was late getting out this month, but really wanted to get to the Triple Tree Fly-in again this year. I managed to finally clear my schedule late Saturday afternoon. (9/7/19 – Editor) Throwing all my camping gear and overnight baggage in the plane, I departed Little River for my first fuel stop. 24J. It was business as usual and I was off once again in no time.

It's a 2:20 minute flight from 24J leaving me safely at SC00 but with limited fuel. DNL Daniel Field just outside the Augusta Ga airspace has full service fuel for only \$3.99 a gallon and what a great place to visit. Newly paved ramp area, excellent service and a beautiful FBO with friendly people.

I arrived at my destination about 6:30 pm in time to get

parked, tie down and set up my tent. Dinner at the camp sight was routine and I meet several nice people that looked at my plane and we reminisced about learning to fly in a Cessna 152. That night was a Karaoke around the fire with a strange looking box shaped drone lighting up the sky as it flew around the area.



Lakeside at Triple Tree

Sunday morning was a great breakfast with prime seating to watch all the plane departing. The turn out this year was light due to the timing of the pesky hurricane scare. But I will definitely go back next year.

Ed Conrad

A Deviation...

I stopped in at Little River (FL10) Airport to attend a good old fashioned Control Line fly-in.



Bob Lester and Dave Poirier flew the big planes to see the little ones.

When looking for fun places to fly, don't overlook side events occurring at airports. They can be interesting and fun.



There was quite a mix of designs to be seen. I was transported back in time to the days when I flew Control Line planes as a youngster.

I still have some of my old .049 engines and planes...

Editor

Rebel on Floats

I got an email from Sandra McKenzie:

Paul Michel flew his Murphy Rebel on floats for the first time last Friday at Suwannee Belle Airport. He built the floats from a kit from the Murphy Aircraft Company. It was a perfect take-off and an equally great landing even though it was Friday the 13th.



Which was quickly followed by one from Paul Michel:

N616PM a Murphy Rebel flew on floats for the first time Friday the 13th of Sept.

I got off the sod runway in about 500 ft. Landed in just under 700 ft. Was kind of warm at 90-95 F. Fairly uneventful except for the third landing, not putting in a notch of flaps and finding out what's been mentioned on the builders group that that'll cause a REALLY positive contact between the runway and

nosewheels. I never used flaps while on wheels. Gonna be using them for sure on the floats.

Slow flight didn't change much. Still totally controllable at stupidly slow speeds (with VG's). Lost about 5-8 MPH in cruise both with and without reflex.

150 HP Lycoming with 74-54 prop. Cruise @ 2430 was 90 MPH and with reflex about 95 MPH. My chase plane buddy was Jerry Cornwell in his Bearhawk.

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



Trusts

I happened to learn of new programs that allow you to donate to the EAA while keeping an income from your retirement dollars. Chapters can also benefit. See:

<https://eaa.myplannedgift.org/charitable-remainder-trusts>

Secret Santa

A little something extra from Special Ed...

<https://youtu.be/18GSHK8ViN4>

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