

CATFISH SQUADRON

EAA CHAPTER 797



Live Oak, Florida



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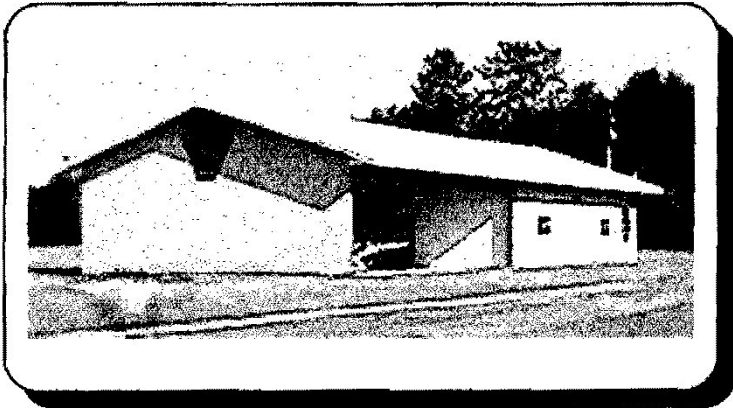
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Chapter 797 Meeting: The Monthly Meeting is January 21, 2023



Allen Rice found an old newsletter with this image of the clubhouse.

EAA 797 Morning Fly-In Pancake Breakfast Is on Jan 21, 2023

From The Top

I hope your new year has gotten off to a great start, As we begin the 2023 year I hope we all can strive to make Chapter 797 the best it can be.

Please remember that dues are due again and so far even though everything has gone up such as insurance, electric, etc, we are trying to keep the price at \$15.00 per person. I hope to see you at our 1st meeting of the year on January 21, come out and make a difference in 2023

Tommy Diedeman, President
Email: eaachapter7974u@gmail.com
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EAA Chapter 797 board members go to boot camp:

On January 14, 2023 our 797 Secretary and President attended an officer's boot camp hosted by the national EAA at Orlando executive airport, We hope not only to improve ourselves as club officers but also bring home ideas and projects that we can implement through our organization.

Tommy Diedeman

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

Last month Greg Boyette put on an interesting presentation on the leading causes of general aviation crashes / off airport landings.

“Nearly eight out of 10 general aviation accidents are pilot-related. Loss of control in flight, controlled flight into terrain, fuel mismanagement, unintended flight into instrument meteorological conditions, midair collisions, low-altitude operations, and several other leading causes of general aviation accidents can be traced back to the pilot.”

This quote from a 3/22 AOPA article seems to agree with Greg that fuel starvation and weather are leading causes because weather is often the pressure leading to the other bad decisions.

Proficiency & Practice are one route to reducing your likelihood of becoming a statistic. Before leaving for Oshkosh, I had done an afternoon of simulated engine out exercises. When I lost the engine over the Tennessee foothills, this practice was invaluable.

The whole AOPA article is @:
<https://www.aopa.org/news-and-media/all-news/2022/march/18/3-root-causes-of-ga-airplane-accidents#:~:text=Loss%20of%20control%20in%20flight,traced%20back%20to%20the%20pilot.>

Editor

An advertisement for Philip A. Carnevale MD, a Certified Senior Aeromedical Examiner. The ad features a background image of a blue and white aircraft flying over a landscape. Text boxes provide contact information for two locations: Lake City Gateway Airport and Parthenon Medical Center. The central text identifies the doctor and his qualifications, and a bottom box provides a phone number and email address.

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

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Boot Camp Details

The leadership boot camp went well. The EAA brought in three representatives from Oshkosh headquarters bringing updated information, not only about the Young Eagles program, but generally how to grow and maintain our membership. That had a lot to do with keeping an active chapter, doing events together, social get-togethers, like fly outs, lunch or dinner. When there is not a meeting, VMC/IMC club, workshop projects and many more ideas. It was a great experience and it also checks off one box for the 797 Chapter towards getting our award statistics at the end of the year

I want to thank EAA Chapter 74 for hosting the event at Orlando Executive Airport, they did an outstanding job.

Tommy Diedeman

Old Newsletter

Here's the text that accompanied the lithograph style image on the old newsletter Allen Rice found to share with us.

EAA Chapter 797
Live Oak, Florida

EAA Chapter 797 in Live Oak, Florida has been operating the Flight Line Tours at Sun 'n Fun since 1988. It was the brain-child of Dan Barnes and Don Bossuyt. They had a number of ideas for some form of Flight Line Sightseeing. After a false start with a cut down school bus, the concept of a tractor drawn wagon based on the sightseeing operation of a large nursery near here was born.

They traveled to Lakeland and discussed the project with Billy Henderson, who gave them the go-ahead. It became a project that involved the whole chapter. We had designated work days to build the trailer. Everyone did something --welding, woodworking, painting, etc. It would move from home to home and the host would prepare lunch for the workers. Another trailer was added for the following year, then two more were completed. The biggest problem is finding the necessary tractors and transporting them to Lakeland from here. The growth in numbers and enthusiasm of our chapter is due in large part to having a project like this that requires a lot of dedication and activity to maintain. Virtually everyone in our chapter who can get away from their jobs or other obligations is at Sun 'n Fun every year to put in their time for Sun 'n Fun, for the Chapter, and for the people that we see year after and year and the new people who depend on us for getting out to see the airplanes.

In September of 1990, the old building which We had been using for our meetings at Suwannee County Airport was taken down to make room for airport improvements. We began to talk about the possibility of constructing a new building on the airport. Our Sun 'n Fun Project made it a real possibility. We charge \$2.00 to take the sightseeing ride. Each year we make a substantial donation back to Sun 'n Fun and we had a lot of expense in building and keeping up the wagons and getting and transporting the tractors. But we decided that with frugal planning, some additional fund raising activities, \$100 donations from many of our members, and doing most of the work ourselves, we would be able to build a new "Clubhouse" for our Chapter. It has been a lot of work-more than even the pessimists among us could imagine. In 1996, only a few weeks before the Fly-In, Billy Henderson called with a proposal. Would it be possible for our chapter to take on yet another project at Sun 'n Fun? They found themselves without a group to operate the Convention Campground and they would be willing to make a donation to the chapter just as they had been doing with non-aviation service clubs who had done the job. After a brief hesitation to decide whether we would have the manpower to do both we called Billy back with an enthusiastic "Yes". Our building is now completed except for finishing the kitchen. It

has a large meeting area, a kitchen (because we have a "home cooked" dinner before every meeting), two restrooms and a hangar for our chapter airplane, a Piper J4 Cub. Our Chapter roster currently lists 143 members. If you want your chapter to grow, we have a couple of suggestions: (1) Take on a really big project that is personally rewarding to your members and (2) Serve really good food before your meetings!

It's so cool to revisit the history of our chapter. So glad they abandoned the school bus idea. Imagine trying to keep those running today...

Kitchen Aides needed.

If anyone is interested in working in the kitchen Saturday, let Cathy know!

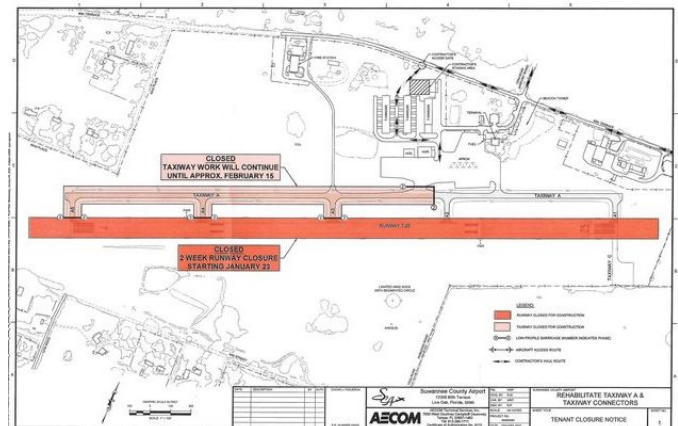
You can reach her through email, eaachapter797@gmail.com or cell phone 386-205-3190.

We are willing to train alternate recruits!

Cathy

Airport Runway Closure

The airport upgrades management prophesized have come to fruition. The runway will be closed for two weeks from Jan 23 for culvert work on the taxiways too close to the runway for safety. The south west taxiway will also be closed encompassing the last three access taxiways. So, once the runway is open, there will be taxi back requirements for awhile.



Editor

The 7oh1

I took possession of my light sport aircraft, as it was delivered to me at the airport. There is always something un-nerving buying something sight unseen. This project had been started several years ago, never completed, never registered and never flown.

The engine, not my favorite, is an Australian Jabiru 2200, 80 horsepower 4 stroke aircraft engine.

Although this is one of the more unattractive aircraft, it is a STOL and its capabilities seem to me as the main attraction.



The first order of business was to take a complete inventory of the project. There were several pieces and parts missing and I have to consider starting the fabrication process. I'll be drilling out some rivets to check the airworthiness of the wings internal structure. The fuselage seems to have reasonable quality work, as the rivets seemed properly applied. The engine was not as fortunate.

After installing the propeller I pulled the engine through, the engine stopped and I could not turn the engine any further. After using the scope I discovered an object in the number three cylinder. After several attempts to remove the object through the spark plug hole, I had to remove the cylinder head and discovered a screw in the cylinder chamber.

A piece of advice: One really needs a maintenance manual for disassembly, which makes things a little easier. The mix of standard and metric use of fasteners is infuriating.

The order of business: After repairing and completing the build, I need to attach the wings and check for proper rigging, assemble the control surfaces and check for proper travel. Check and re check all connecting points. Have a second pair of eyes go over the aircraft. Then conduct a conditional inspection. Oil, fuel and battery and start the engine. We'll see.....

Pete vanSpronson

Give Props to Sensenich

The wood prop on my 2009 Cubcrafters SportCub S2 had 550 hours on it, and needed a checkup at the Sensenich shop in Plant City. I took it to the shop last week, and got an interesting tour of the whole manufacturing process.

Starting with birch boards which get glued together and clamped, the wood is cured and then CNC milled. Many of the steps are done by hand, just like the old days. There is a 3-minute video of the whole process on YouTube.

Side note: the Sensenich shop is in FL because so many of their wood props were sold to airboats.

*Billy Tyndall
N831TY*

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



Nearly Collided

JFK had two flights #3828 and #1328 get mixed up in the static-y radio calls and both started rolling at the same time on converging runways.

I was once requested to report entering the pattern on the crosswind leg. There was a Bonanza accelerating on the runway and would likely climb into our path. Simply reporting as ordered brought the conflict to light and the tower instructed the bonanza to make shallow ascent for crossing traffic at their 10 o'clock. They then confirmed us in sight and the conflict was avoided. Everybody in the situation needs to see and avoid. The tower can miss something as easily as you can.

See how easily this can happen at:

<https://www.avweb.com/aviation-news/close-call-on-runway-at-jfk/?MailingID=1177>