

CATFISH SQUADRON

EAA CHAPTER 797



Live Oak, Florida



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Chapter 797 Meeting: The Monthly Meeting is November 20, 2021



Members Ed Conrad & Bill Clapp at the showcase.

**EAA 797 Morning Fly-In
Pancake Breakfast
Is on November 20, 2021**

From The Cutting Room Floor...

Hello everyone,

The third Saturday of the month is fast approaching and I'm looking forward to the pancakes.

This meeting will include the election for 2022 leadership/board members. So come out and vote. The willingness of the membership to fill the necessary seats that insure the future of Chapter 797 is what has sustained us through the decades.

Chapter 797 blossomed in Live Oak as a membership of camaraderie that built our meeting space and has grown in recent years into a member of the community. I am proud to hear someone talk about the things we do in the Winn Dixie or other public space. It's great to know that we have touched the community in positive ways that peak curiosities and encourage their participation.

Continue to forward your aviation experiences to me for all to share here, in *your* newsletter.

Remember, it's never too early to get your 2022 dues in...

David Poirier
Editor



VMC Club

Editor: It appears that the VMC Club notices were accidentally sent to an email address that I rarely check up on. I have inserted both, the October entry and then the November entry.

Please ensure that all newsletter entries are sent to the email address on the masthead:

Dave@davesflyin.com .

Editor

October:

Saturday morning with thick fog at FL10. The trip to the Thomasville Fly In will be delayed, if not cancelled. I have no excuse now but to work on the VMC portion of the 797 Newsletter... The monthly discussion points of Radek Wyrzkowski is interesting, but the explanation this month is short. There will be the opportunity to discuss other aviation topics. How about, "Techniques For Off Airport Landing." I am certain the conversation will be lively.

This month, the "What Would You Do?" video is about W&B problems, and it's a good one! Nearly everyone who is a pilot has C-150 time, so there should be lots of discussion after the short video. If anything similar to this has happened to you, please contribute to the discussion. We have many pilots with less experience than you. They can learn from you.

At the last Wings Over Suwannee, just a few weeks ago, I was standing next to a person who was admiring the work of Ed Conrad and his Rocket Project. Several groups of students were having a great time building and launching air powered rockets. The man next to me mentioned that he would like to build one for his kids since he "probably has enough PVC pieces to build a couple of those." At that I told him I had copies of the plan and I promised would get one to him. Now, several weeks later, I cannot remember who it was I was promised the set of instructions, in order to give him the plans.

So, if you read this and remember our conversation, see me. I have several copies for you as well as for any else wanting a copy. An even easier way is simply to go to the EAA website and make your own copies. Just Google "EAA Bicycle Pump Air Pressure Rockets". A complete set of plans is six pages long, but with lots of How To pictures!

Randa Johnston was visiting her family in O'Brien for the 90th birthday celebration of her grandmother. Randa will be leaving in a very short time to return to Alaska. However, next month, she will be back to Suwannee County for her own wedding!

When I last saw her, on Monday, she had three large books tucked under her arm, Each one was about the De Havilland Beaver, the DHC2. She will be checked out in the aircraft next spring, as soon as the Break Up in Alaska and the Beaver is back on floats. Best of flying to Randa! And a very happy marriage! Congratulations!

November:

November will be a very special month for several 797 members as well as fellow pilots! On November 6, Ralph Sparks of Flying Little River was married to Alexandra. On November 13 Randa Johnston was married to Joshua. Last, Greg Boyette will be married to Sally on November 20

Best of flying to Randa! And a very happy marriage! Congratulations! Best wishes also for Ralph and Greg and of course, their spouses.

Clark Dechant

Know when to Land.. cont'd

As a follow-up to my testy landing last month, I thought I'd catch y'all up on the developments.

In recap: I noticed a loss of power and made the decision to land at Quitman Airport as a cautious response to what turned out to be a burned head gasket.

This particular 100 hp Corvaire conversion has a history. About 62 hours since new, the gasket blew out on the oil filter and the oil was efficiently

pumped overboard. The owner, John Clark, immediately firewalled the throttle and started climbing when the alarms went off. Once he felt he had Moultrie Airport made, he throttled back and the engine promptly seized. An uneventful dead stick landing was made. Tearing down the engine revealed that the rod had seized in the piston on cylinder #5. The wristpin was the only bearing point that had seized. The crankshaft was cleaned up with emery cloth, a new piston/rod/cylinder were installed at #5 and new bearings went all around.

Fast forward to hour # 196. Bill Clapp decked the heads and replaced a couple of exhaust valves. He took .030 off to boost the Compression Ratio a touch. Replacing the .010 head gaskets with .020 gaskets yielding about .020 drop in head height.



When we attempted to install the rebuilt heads, a head stud began pulling out of the case.

Guess where the pulled stud is? Cylinder Five. It seems that the cylinder that seized is now the same one that pulled a stud and burned the gasket.

Now, a case saver threaded inset will be field fitted and we hope it all torques up again. We'll keep y'all posted!

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

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In Brief...

Here's a few pictures of members who visited the Williston Pig Roast;



Ok, I admit it, I'm partial to the airplanes..

Glad to see so many chapter members attending and just plain having fun.

Editor

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Field Repair

It's not often that a minor mishap ends well in aviation, but the Williston Pig Roast saw one such rare occasion.

Chapter 797 member Bob Lester had all the stars line up and rain misfortune upon him as the event was winding down. Seems that Bob's brakes have developed a leak and Murphy decided to empty the calipers on a gusty crosswind taxiway. Once the tail was coming around, Bob and Dusti were along for the ride.

A pretty little cub was kind enough to stop Bob from enduring any real harm. Bob had killed the engine as he realized he couldn't stop the turn into parked aircraft and the Cub only suffered some mostly superficial scrapes. After the initial tempers abated, cooler heads prevailed and it appeared that the two parties were parting friends. The cub headed off into the skies, but the story was just getting started. Bob had a hole in his wing.



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One rib was punched in a little and the leading edge was pushed into the void. Fortunately for Bob, the field was awash in talented and generous people.

An on-site A&P provided an aluminum scrap, Gorilla Tape and some fasteners. Another man had tools and supplies in his van. Bill Clapp is a wiz with some drywall screws and duct tape, so Bob was patched up in no time.



It is so nice to see your faith in human nature get renewed in a situation that begins so contentiously. Many hands made light work, the repairs to the cub will be worked out

by gentlemen in a civil way and everybody was able to refocus on the next issue: getting the piet home safely.



Dusti hopped into the 180 with Bill and I for the ride home. We got to Bob's hangar a few minutes before him as Dusti paced, and the few minutes seemed endless. Bob was along shortly and all was well with the world again. It looks like Bob is well on his way to installing a landing light.

I know that my write-up sounds a bit cavalier, because I wanted it to. Our modern social media society ramps up enough drama, and perhaps there is room for a little levity in the face of dismay. Bob's field repair was approached seriously and multiple eyes were applied to inspect the process. In Bob's typical Captain Morgan manner, he's got another story to tell.

Editor

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Creighton Island Events

This past weekend we had great weather and a solid showing by our CI diehards. Yours truly was joined by RAF State Liason Kevin Barry and Ambassador Lou Furlong. This was our first return visit to the island since the spring.

The team was able to mow the runway parking areas, which had become overgrown with palm and pine saplings making way for additional aircraft. We also performed some additional clearing of the understory east of the bunkhouses in addition to beating back the saplings that had started growing again following our initial work in this area last year. This affords a great sunrise view toward Sapelo Island and ensures we'll have some much needed offshore airflow during the summer months. We're being careful to only remove pines and palms, sparing the Live Oaks and any trees that have grown up along the marsh edge so as to not create an erosion problem.

We also designated an area for the installation of an RAF fire ring, which we hope to procure and install upon our return in December.

On the subject of mowing, we're in need of pilots who are willing to share this duty with those of us that have been doing this work on an irregular basis. As such, we're always playing catch up when we're able to visit. The time commitment would be 4-6 hours per visit and if we have enough volunteers we could spread out the effort such that one person might only need to mow once every 3-4 months throughout the year. For safety reasons, we'd want a minimum of two volunteers at a time. Please email me if this is something you'd like to do. We'll plan a time to meet there and provide instructions and information on where to find and operate the equipment.

Looking forward to the next visit, December 3-5, we are working on a number of recreational options for everyone.

For those interested in precision rifle shooting, there will be an option to sign up for Saturday target practice on the two mile range on the east side of the island. There will be an expert marksman on site, providing paid instruction and equipment resources on the .50 caliber. The airfield will be NOTAM'ed as closed during this Saturday activity on the [airfield.guide](#) and aerial spotters will be

stationed in the 100' fire tower, monitoring ADS-B traffic and 122.9 for the presence of any aircraft within a 3 mile radius and below 2500' AGL. They will be in contact with the rifle range and all firing activities will be suspended if any aircraft enter the protected area.

Alternatively, there is an option for a local fishing trip. The boat is capable of carrying 6-8 people and will pick up at the Creighton Island dock Saturday morning. The captain will take you to some well known fishing spots within the protected areas along the Intracoastal Waterway. Expect the trip to be 4-6 hours in duration with drop-off back at Creighton.

There is limited availability for each of these activities, so this will be first come, first serve. If all slots are taken when I hear from you, I'll put you on the waiting list for an opening. I'm awaiting more details on each activity, including pricing, but wanted to get these options out to the group sooner rather than later. So, if you have questions let me know and I will try and get answers to each.

Mark your calendar for the following weekends in the coming months. As we get closer to each, we'll announce plans specific to each weekend.

Dec. 3-5
Jan. 21-23
Feb. 18-20
Mar. 25-27

Thanks,

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Deland Showcase

Since the 2020 Deland Sport Aviation Showcase was in January of this same year, The event feels like the airshow season opener.



It was only appropriate that the Showcase became the first public viewing of the Azalea Aviation Saberwing Tri Gear, LSA version. Chapter 797 member, Bill Clapp, has been tweaking this iteration of the Saberwing series for awhile.



The plane was greeted by very interested parties despite the visually low turnout. The people who did come were serious in their focus. If the Showcase wants the general public to come, there is going to need to be some kind of draw. The “industry focus” feel of the event seems to mostly appeal to established aviators. LSA was intended to be a category that ushered in new pilots with easier certifications and more relaxed physical requirements. If the USA is going to see LSA actually draw in the new, young pilots, it seems to be missing the “hook”.

I roped Ed Conrad into sharing his experience there:

It was beautiful day Friday when I took off from Little River, but as I approached Palatka, the clouds began to build. As I turned and headed south to DeLand it was 90% covered and I chose to drop under it. Although things were clear at 1,000 ft, it was concerning.

I arrived at the show and landed safely. Ground parked me a cross from Showcase center and a cart was provided to transport us across the runway.

Attendance was light because of the conditions. Many vendors were giving demo rides, but they were short, low-level rides.

It was nice to see old friend and see the new things. There was an electric airplane, gyros, small sea planes. Revo Evolution showed their new model, as well as our friends from Saberwing.

Ground fog kept me from departing until noon on Saturday, but it was a smooth flight back home.

Ed Conrad

You can find more info on the Deland Showcase at: <https://www.sportaviationshowcase.com/>

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



Short Final

<https://airfactsjournal.com/2021/11/theres-a-reason-we-use-checklists/?fbclid=IwAR1b6YbBYTwbEBhwDq9kAYyeTO06jklpvg0r585sj4x-XqQSPXUuyChylFc>