

# CATFISH SQUADRON

## EAA CHAPTER 797



Live Oak, Florida



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## Chapter 797 Meeting:

**December's Meeting is @ 10am  
December 19, 2020**



**Never stop halfway...**

**EAA 797 Morning Fly-In  
Pancake Breakfast  
Is Cancelled**

Christmas Brunch is cancelled  
Meeting Only on Sat Morning

## The Bottom Line

What a year, I'm sure 2021 will be our year of opportunity and prosperity. We had a great November meeting! Again our pancake breakfast was well attended and the social interaction was exceptional. A great big "thank you" to Doug Cleveland and crew for taking charge of our pancake breakfast .

We elected Christina Bedenbaugh for President, Dave Holmes as Vice President, Greg Boyette for Secretary and Tommy Diedeman as Treasurer to serve in those offices for 2021.

Having this new leadership will bring in new ideas and maintain the past traditions. I want thank you in advance for your commitment to our wonderful EAA chapter 797 "Go Catfish Squadron".

Please join us next month and welcome our new President. I wish each and everyone the happiest of the holiday season.

It has been an honor and pleasure to serve as president for 2020. I pledge my support to our new President Christina Bedenbaugh as I hope all of you will also.

With warm salutations and respectfully submitted,

*Chapter 797 President  
Pete vanSpronsen*

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## Rich Sipos' Aerial Shot

1960 Grumman G-164 Ag Cat – Trainer: Flown by Richard Sipos w/ CFI John Becker over the Steinhatchee River. Photo was taken by Bobbi Rice with Allen Rice flying the camera plane.



## 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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## Joe's Tri-Pacer

Member Joe Arbie's Tri-Pacer is still for sale. Details: (386) 984-5654



## Fly-In Event at FL10

The 4th Annual Little River fly-in was held on Saturday December 5th and we were once again blessed with some beautiful weather this year.

Attended by 107 people and 37 airplanes, the event was

dubbed a big success. Lots of food for all, and many great memories were made by the hard

working members of the community that are always welcoming and friendly to everyone who visits.

There were a few firsts this year for all to see. We had a helicopter and a twin engine King Air that



dropped in for lunch. Each gathering a group of curious visitors. Everyone that flew in had experienced a great day to fly, and a fun time was

had by all.

Already looking forward to see you all next year.



Your Little River Friends.

*Ed Conrad*



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**In Brief:**

This Christmas, remember to spread the love of flying with the next group of pilots.

They are the ones who will keep the skies free for future generations.

Tina and I found this cool little rocker at a flea market.



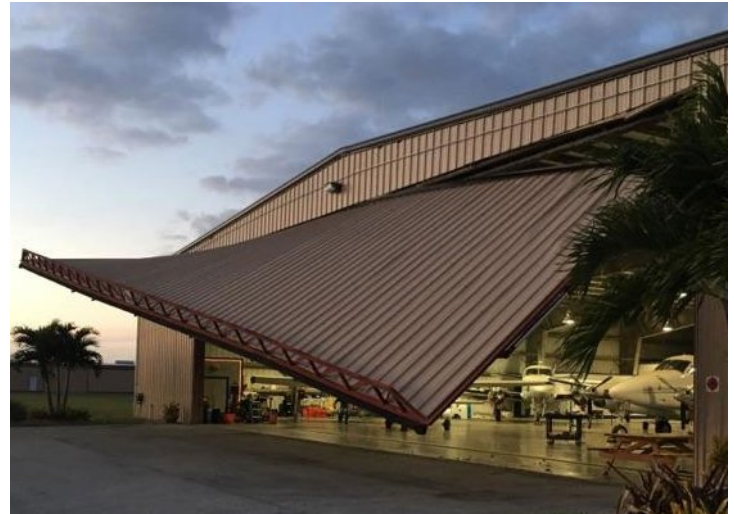
**Hangar Door Safety**

I recently was inconvenienced by an uncooperative hangar door. Twice - at two different hangars!

This led me to think about how neglected our hangars are. It's easy to get complacent and ignore the grease and oil that they need for safe operation. Hangar doors are large, heavy assemblies requiring more than a few horsepower to operate. Those geared electric motors are as unforgiving to impediments as the door's momentum can also be.

Winter is an ideal time to get up on a ladder (safely..) and inspect the grease points and cables that you depend upon to do the door opening work for you.

After talking to other pilots, I learned that these events are more common than I knew.



This is a hydraulic ram failure on a hydraulically operated door. Notice how the 1000+ pound door has warped from the unequal support. I had the same thing happen from two different cable hoisted folding doors. In both cases, I was fortunate to get the door back into place without major damage or injury. One was caused by a worn pulley allowing the cable to jump to the pulley axle, cutting through the soft bolt. The other was caused by inoperable safety features that should have been corrected long ago. In both cases, the door was left hanging dangerously from too few cables for the weight.



This rolling door section dropped off the track. Severe storms can cause even heavy doors to lift off the track and fall onto your aircraft. In your storm prep, a couple of chains at the top can save you from real heartbreak if the storm should derail your door. Notice the compression of this car's suspension; imagine getting caught under the falling door.

AviationPros.com has a brief article on the features you want to see in hangar doors.

- Safety Sensors
- Safety Switches
- Safety in Strength
- Safety Rating

Reading through some of the safety features in this article link might help you identify ways to improve your door's safety and operability.

<https://www.aviationpros.com/home/article/12376398/open-doors-top-4-safety-features-to-look-for-on-hangar-doors>

Here's a link to an incident illustrating the real dangers of jury-rigging these very heavy doors with powerful motors operating them:

[https://www.osha.gov/pls/imis/accidentsearch.accident\\_detail?id=200102754](https://www.osha.gov/pls/imis/accidentsearch.accident_detail?id=200102754)

Consider taking some time this winter to service that long ignored door you so casually operate. As the photo on page one shows, a little hangar rash is a cheap escape for complacency.

*Editor*

## My CFI Helicopter Add-on

I have wanted to get a Helicopter CFI for a long time. While I have a Commercial Airplane and CFI, I only had a Private Helicopter. I started in June working on my commercial helicopter training.

The closest school I could find was University Air in Gainesville, flying a Robinson R44. I got my private helicopter in an R22 in South Florida in the 90's so it was not too much of a change. All of my other ratings

were obtained in the 70's and a lot has changed with the FAA since then. I traveled to Gainesville a couple of times a week



over the summer and I received my Commercial Helicopter Add-on on September 7th.

Then I started on the Helicopter CFI Add-on. This was a lot of work. My last CFI check ride was a reinstatement in 1991, the original was in 1975. Like I said, a lot has changed with the FAA and there is the SFAR 73 on Robinson Helicopters that did not exist when I flew the R22. I took my check ride on December 8th and now have a helicopter CFI rating.

*Dennis Wolcot*

PS: We finally got Skip's helicopter flying again. After waiting on parts and Skip being out of town during the summer, it is flying again. Still have a few minor things to work on but it is always nice to see one back in the air.



## Tommy's Getting Going

Tommy and Bridgett Diedeman flew their Piper Arrow to Lexington Kentucky over the Thanksgiving holiday to see

Bridgett's brother and his family. The 485nm trip was the farthest the two have ever traveled in a GA aircraft. With a stop at the western Carolina airport for gas climbing out over the mountains to get to Lexington was a new and exciting experience.

*Cannon Creek (15FL) to Waycross (KAYS) to West Carolina Reg, over the "chia-pet mountains" (KRHP), to Blue Grass*





*Airport (KLEX) in Lexington KY. Your first real cross country flights that take you to new and fascinating places to see the wonder in the eyes of the grounders cements in your heart the words of DaVinci. "Once you have tasted the taste of sky, you will forever look up"*

*Editor*

## **Dave Holmes**

The election is over, the votes have been counted, it is time to get behind our new President in January! This is true at many levels, one being the EAA Chapter 797 level! When I left the Presidency, I had about the same feeling that Pete expressed at the November meeting, if we cannot get individuals to participate, it might be time to dissolve the chapter.

It would be a shame to do so. The Catfish squadron has a long history and has been quite active in the past. From comments on the national EAA level, there are several chapters that are closing. Covid-19 was the crushing blow to most units that are barely staying afloat.

Somehow, I hope that we will renew some interest. Our chapter has become more involved in community affairs than most chapters and I hope we will help the STEM program over at Cross City High School and potentially spark some interest in the Suwannee County schools.

We have cancelled the Christmas gathering and, personally I think, that was the right thing to do. Ronda and I did not go to the Cannon Creek holiday party for the same reason – big numbers of people are just not safe at this time.

There are some plans already in the mix for 2021 and hopefully some of you will feel it is time to get involved.

We currently have a proposed date of 15 May 2021 for the Wings Over Suwannee Fly-In.

Fly-Ins are starting to be revived and more airplanes are flying. As Social Flight brings up more activities, we will try to get the information out to the membership.

Sun'N'Fun – hope it happens, hope you will help us with the shuttle at SNF (if it happens). So, my emphasis is we have had a long year in 2020, let's make 2021 better. I know many of you are concerned with social distancing and we try hard to provide an atmosphere that promotes social distancing (sorry, a few forget or whatever and there are some "violations"). We have a new chapter president, and she can use your support. Hope to see ya'll soon.

*Dave Holmes*

## **Suwannee Valley Flying Club**

As we come up on the end of another year, the Suwannee Valley Flying Club is still alive and well. We have a couple of new members, but we have room for more. Two of our members have purchased airplanes and I doubt they will keep their SVFC membership active.

There is a \$200.00 sunk cost, initiation fee, and the dues are \$90.00 a month which includes one hour of flying time. I think it is about the less expensive way to fly in northern Florida!

The airplane is a Beechcraft Musketeer, it has an 800+ pound useful load and cruises at about 125 mph.

Blue skies and tail winds,

*Dave Holmes*

## Conrad to JAX

I called Dave Holmes to make sure the plane was available. Lucky me it was, so I put my name down. Shortly after I received a call from Greg Boyett, saying he wanted to use the plane in the early morning. I didn't need it until 10 am so I said sure thing. So he used the Musketeer in the morning, running a little late, he called me to give me a heads up. No problem, I still had time to spare. He arrived back at Cannon Creek about 10:30, quickly topped off the fuel tanks and I was off to my first trip to Jacksonville International Airport.



After doing two landings at LCQ, the tower handed me off to Jax center. I quickly called up Jax center on the radio for flight following, and things were going well. As I got within 20 miles of Jax I picked up the ATIS for Jax and quickly got back on frequency for center. We only have one radio in the Musketeer. I then was passed off from center to Jax approach. But when I tried to dial in the frequency, the radio would not give me the last digit, 9. Every time I tried to dial up the 9, it would jump from 5 to 6 to 7 to 8, but would then jump to 0. Not allowing me to choose a 9. I could pick any number but not the 9. After I had tried numerous times panic began to set in. What should I do now?? Do I just keep going? I tried one last time, but still no 9. Unable to consult my trusted sources, I knew I was on my own and something had to be done, and quick. The pressure was building. What is going happen now? I began processing things. I knew I was unable to comply with the new frequency I had been

assigned. What to do now?? I thought it best to come clean, so I called back to center and confessed that I was unable to dial in that frequency. To my surprise they actually understood and quickly gave me a different frequency. When I dialed up the NEW frequency and they answered, finally I was able to have a sigh of relief. I was going to be OK. I was passed to the tower and cleared to land. With a nice stiff crosswind I did as they requested. Straight in on RWY 8. Wind from the south at 15 knots I was relieved to finally be on the ground and stopped, after a terrible time of keeping the plane aligned with the runway. Zigzagging back and forth several times. I called ground and did the taxi up to Sheltair for fuel and pick up my passenger. Back at Cannon Creek the wind still strong from the south I had to use RWY 18. I call it the sidewalk. But much to my pleasure all was well and the landing was much easier.

Norman Green was waiting for my return so he could use the plane for the third pilot of the day. All in all it was a huge memory maker for me. I had gone out of my comfort zone and returned safely to learn again another day. I realized what a wonderful experience I had, to be able to learn and share in a flying club with such wonderful friends.

If you don't have a plane of your own, the Suwannee Valley Flying Club is a great place to keep your skills current. As pilots I realize we all have a License To Learn.

*Ed Conrad*

## Tailwind

I'm sure that I missed something or someone and I welcome healthy criticism. You can send comments, questions, ideas or articles to:

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