

CATFISH SQUADRON

EAA CHAPTER 797



Live Oak, Florida



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Chapter 797 Meeting: The Monthly Meeting is February 15, 2025



All Aboard!



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

From The Top

What an exciting time to be in aviation. This month is Home Builders Month and there are lots of interesting webinars on line to learn from. If you missed them, you just go to EAA.org. Go to menu, then videos. Tap on the browse bar at the top and you will discover more information than you could imagine.

I would also like to thank all those that volunteered at the "All-Aboard Event" downtown Live Oak. It was a huge success and a fun time for everyone that attended. If you haven't helped with one of our community events, please get involved and make some memories with your fellow chapter members.

Remember-One Person can make a difference and that person is YOU.

We look forward to seeing you this Saturday at our chapter meeting.

Ed Conrad
Chapter President

**EAA 797 Morning Fly-In
Pancake Breakfast
Is on February 15, 2025**



VMC Club

Greg Boyette led a discussion on complacency in the cockpit. A lively round of discussion followed his topic introduction.

A quick search of the topic brings up many sources for self examination.

“A quick glance at the dictionary reveals that it is defined as "a feeling of quiet pleasure or security, often while unaware of some potential danger, defect, or the like; self-satisfaction or smug satisfaction with an existing situation, condition, etc.””



Autopilot is Great!

One such article can be read in full @:

<https://www.aircrewacademy.com/blog/complacency-cockpit-operations/>

Editor

All Aboard!

You can NEVER have too much FUN, but we came close this year at the downtown All-Aboard Event in Live Oak. Now in its second year this event is really growing. This year we were able to treat a whopping 262 kids to a ride on our Kiddy Squadron Airplanes. It was so rewarding to witness the excitement and smiles on their little faces as they rode around. One little barefoot boy was scooped up by member and Grandmother, Gloria Nix, when he broke away from his parents and went chasing after the departing chain of airplanes. Her rescue demonstrated just how joyful these kids are to see us there.

This year with Cathy Cleveland’s involvement we make two kids very Happy by raffling off bicycles. She has truly demonstrated that, “One Person Can Make A Difference”. I encourage everyone to find your area of interest and make some memories, while sharing



Kathy Allen, Event Coordinator, pulls the winning tickets

your ideas to make your chapter better.

Special thanks to all those that came out and gave their time to make all this possible:

Cathy Cleveland
Pete Van Spronsen
Adair Van Spronsen
Robert Hallock
Cliff Biederman
Dave Poirier
Gloria Nix
Lori Aza

Ed Conrad
Carlos Perez
Matt Wagner
Judy Bowser
Janet Biederman
Don Nix
JC Aza
Sue Conrad



Dave Cleveland



Josh Osborne

Our raffle winners have some Happy kids at home. It’s really great to have the community request our presence, but it wouldn’t happen without you – our members.

Ed Conrad

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Unairworthy

Heres an archive full of great information for HomeBuilders. It’s full of mistakes you can learn from without the customary associated pain. Read and learn!



<https://www.kitplanes.com/unairworthy-archive/>

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FAA Leaving DEI Behind



Changes happened that we all saw and kinda said, “Okaaayyy”. It seems, some are going away. When I realized that NOTAM was changed to mean “Notice To Air Mission”, I wondered aloud WHY?

I was told it was to include drone activity as if the drone itself were checking the weather. This is one of those little peckish things that would seem small, but just annoyed some of us for the seemingly unimportant adjustment.

The new administration has stepped up to reverse a number of those little things to make the world feel a little more right again. We can now welcome the human touch back to the “Notice To Airmen”.

https://www.faa.gov/regulations_policies/orders_notices/index.cfm/go/document/information/document1D/1043524

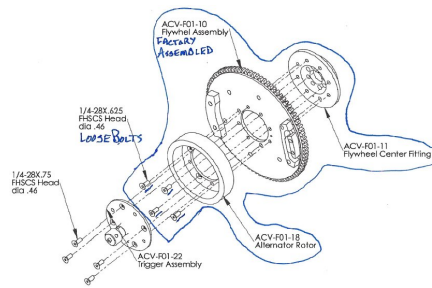
Editor

Sonex Waix Forced Landing

Recently a friend asked me if I would fly off some of the 40 hours needed for phase one testing of a Sonex Waix aircraft he had been working on in order to obtain it’s airworthiness certificate.

When I took over it had 11.8 hours on the engine. The plane was performing well for me for 5.6 hours. On my last flight, at my next to last flight pattern at Suwannee County Municipal Airport (24J), I noticed and felt that the engine RPM had dropped a couple hundred and I immediately decided it would be best to not fly anymore and get the plane on the ground.

After a smooth landing, I was rolling off the runway and intended to continue on to the taxi way when the engine died. I was unable to get the engine started again. So I pulled the plane over to the tie down area. I called my friend to let him know what had happened.



The aeroVee engine in this plane, is sold by Sonex as a kit engine that the builder/owner must assemble himself, however, the part that failed was a part of the flywheel assembly that comes pre-assembled by the Sonex manufacturer. (See Pic)



The damaged parts were shipped to Sonex, in Wisconsin, for review with hopes of them being replaced at a considerable reduction in price. We are waiting...

Al Fraser

Hangar Space

Live oak has a hangar space crunch. There are a few hangars used as storage in violation of the rental agreement that could help to alleviate the shortage.

We had 8 people that attended the county commissioners meeting. Frank Wing gave a good presentation to the county commissioners about our chapter and all we do for the community.

He addressed the hanger issue and spoke about ways to generate more revenue. I felt good about the event , the topic has surfaced and they know Chapter 797 is interested in getting involved in the community and the airport. There is more to come as we continue to grow our presence.

Ed Conrad

This situation illustrates how valuable it is for us to be known and loved in our community.

Editor

On the subject:

Shade Hangar for rent Cross City.
40x36 taxi through.
Call Bill Palmer
352 221 3301
\$200.00 Mo.

Items to Note:...

Sun & Fun is coming, be sure to get on the volunteer list with Tommy Diedeman or Pete vanSpronson. They need to know who is camping and how. Yesterday would have been nice, so if you haven't gotten with them, now is the time. We are also in need of 3 or 4 tractors to pull our trailers with which have been fitted with new axles and tires. Snf is April 1-6. tdiedeman4@yahoo.com or 386-623-3224. If no answer leave a message.

Dues are now past due. Be sure your info is updated when you pay this year.

Editor

Extreme Experimental

SR91 Aurora, does it exist? I'm going into bigfoot territory this month just to ask. Imagine a Mach 6 hypersonic fighter.



More real is the Super A10 Warthog. We simply haven't found a replacement for the role that the A10 fills. I hope we see



the Warthog flying into the next decade. It's muscular appearance and battle proven toughness gives it a presence

warranting respect from all comers.

Editor

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



Used GPS?

With GPS becoming more commonplace in aircraft of any age, used GPS units are beginning to appear. We get hooked on GPS with our iPad and Foreflight or iFly and learn to lean on them, even carry backups.

I found an iFly 720 in dash unit for a couple hundred bucks on eBay. I bought a Garmin 296 for \$180, also on eBay. They both work fine. The stratospheric prices of new units that interconnect with other instruments are keeping any recent units at fairly high cost despite being used.

Used ADSB-out seems to be holding its value.

I have had good luck buying used units, but it's definitely buyer-beware. As you build your panel, watch the market to get as recent hardware as you can justify.

Some of the pitfalls and considerations are in an AvWeb article at:

https://www.avweb.com/features/used-gps-navigators-more-gear-few-deals/?MailingID=FLY250115032&utm_campaign=avwebflash&utm_medium=newsletter&oly_enc_id=4680C7210056B6Y

*Dave Poirier
Editor*

♪26 Miles Across the Sea....♪

Bobbi and I visited grandson Tucker and his C130 unit in SoCal last weekend. His unit is finally getting a respite from fighting the wildfires out there, so it was a good time to visit. While there, we decided to fly the Comanche to Catalina Island, 26 miles off the coast of LA. It was just a 9 minute flight. During the short flight



Tucker's unit using C-130s for fire suppression.

I couldn't help but think of how fast the German Luftwaffe bombers crossed the 21 mile English Channel during the Blitz of London and how quickly the Spitfires had to get in the air to put up some semblance of a defense.

Unlike the Germans who tore through English airspace, we came in peace so we had to follow some very unique and specific rules to get through the highly congested LAX airspace. As a result, I learned 2 new aviation procedures. The first time I flew through LAX's Bravo airspace in 2017, I simply called SoCal Approach who worked me through the LA basin from San Bernardino

to Santa Monica. It was congested but basically a no-brainer with the ATC gods watching over me, only scolding me a few times when I strayed off altitude by more than 40 feet!

Nowadays, to alleviate some of the pressure on ATC with heavy coastal traffic, the FAA has devised the “LA Special Flight Rules Area”, similar to the rules when flying the Hudson River corridor along Manhattan. To keep SE/NW traffic separated in the LA Bravo, us low level GA mortals must follow the 132 deg Santa Monica VOR radial. SE traffic flies

at 3500’ while NW traffic follows the same radial at 4500’. Like the Manhattan corridor, there are 4 mandatory waypoints to report your position. Also, just like NYC, you never talk to ATC and as a bonus, you get to fly directly over LAX! Pretty cool.

The 2nd procedure (maybe just terminology) that I learned was after returning from Catalina Island, we flew into Torrance (Zamperini Field), another busy airport with 270 operations per day. After dropping off one of Tucker’s friends, we jumped back in the PA24 and took off, Tucker immediately requesting permission to make a “box turn” and exit the pattern to the north. I had never

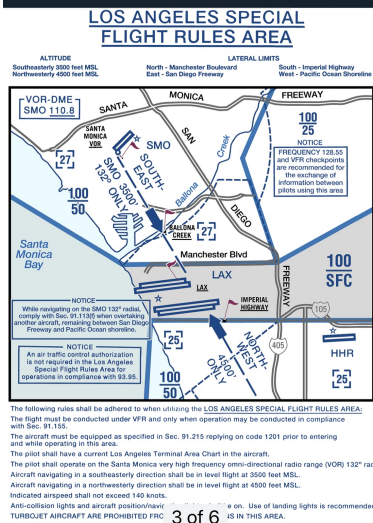
These rules allow GA to coastal transit the LA Bravo without contacting ATC.

heard the term “box turn” before but because we were so close to the Bravo “LA Special Flight Rules Area”, we had to climb to 4500’ while staying in the Torrance pattern (thus the “box turn”) before we could enter the Bravo LASFRA and track the SMO 132 VOR radial to the NW toward home at the Santa Paula airport.

Flying the LAX Bravo corridor actually turned out to be a lot of fun. I learned some new flying stuff and it was worth it.

Now if I could just get the 4 Preps’ 1957 tune out of my head.

Allen Rice



3 of 6

Young Eagles

This is Judy Bowser, the new 797 Young Eagles Coordinator.

Our First Young Eagles Rally for 2025 is scheduled for March 8, 2025, 0900-1200.

I am using the EAA Young Eagles App on the iPad to sign Young Eagles for rides, permission from parents/Guardians, and Pilot signatures, **only**, for this event. EAA Headquarters has requested this, as paper is overwhelming and, personally, I do not trust the Postal Service to get mail to the recipient..

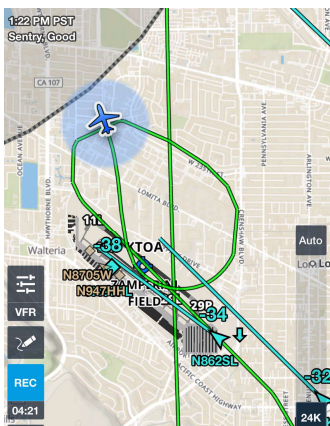
If you have not completed the Young Eagles Youth Protection Program and Background check, please do so as soon as possible, if you plan to participate in the March Rally. If you have and are current (it expires 2 years from completion) please send me your dates, to update your record. If you no longer wish to participate in these activities, please let me know, so I can remove you from our list of Volunteers.

Blue Skies and Tail Winds,

Judy Bowser
797 Young Eagles Coordinator
EAA #849039
239-898-1318

Judy sent out email requesting all YE Pilots provide the required info for YE flights. I have included a form with the newsletter to make this easier.

Editor



Executing a ‘Box Turn’ over Torrance airport to climb to 4500’ before entering the Special Flight Rules Area

EAA Chapter 797

Young Eagles Pilot Information

Pilot: _____ Phone: _____

Address: _____

EAA Member Number: _____ Member of EAA Chapter # _____

Pilot License # _____ Young Eagle Pilot # _____

BRF: Date: _____ Instructor _____

Medical: Date: _____ Examiner: _____

Aircraft: N# _____ Type: _____

Aircraft Registration Expires: (date) _____

Aircraft Annual Date: _____ Examiner: _____

Aircraft Insured By: _____ Policy # _____

Insured for \$100,000 per passenger? ___ (y/n) Pilot is current to carry Passengers? ___ (y/n)

Note: EAA Liability Insurance of \$1,000,000 per occurrence is automatically applied to qualified participants.

Signed: _____ Date: _____