

# CATFISH SQUADRON

## EAA CHAPTER 797

Live Oak, Florida



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## Chapter 797 Meeting: The Monthly Meeting is November 18, 2023



Veterans' Day Parade

## EAA 797 Morning Fly-In Pancake Breakfast Is on November 18, 2023

## From The Top

I just wanted to thank all of you who came out, volunteered and participated in our BBQ event on November 4th and our Veterans Day parade celebration this past Saturday.

Both events went well and were positive for our club and our community.

Please come and join us this Saturday for the meeting, as we start preparation for our Christmas party and future events

*Tommy Diedeman, President*  
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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

Greg Boyette preceded the October monthly meeting with a safety filled VMC discussion.

This month in discussion was ADS-B out and whether or not it was worth the money for the GA pilot.

The recent spate of collisions and near misses in the vicinity of airports raises the question of complacency and our tendency to lean on technology over the tedious task of see and avoid.

We are brought back to the reality of not depending upon the tower for separation guarantees. Scan, Scan, Scan. The recent incidents of GPS spoofing that has caused commercial airliners to be miles off course reiterates the need for good old pilotage as backup for the tech.

An article about GPS spoofing can be found @:

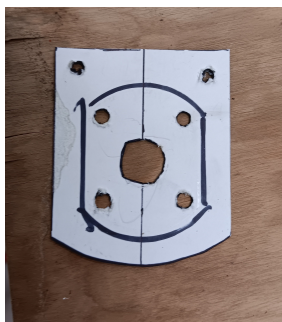
<https://www.okta.com/identity-101/gps-spoofing/>

*Editor*

## Gascolator ReMount

I am currently working on a Fly Baby return to flight project. The gascolator was hung in a soft aluminum handmade hanger. The fuel line pipe nipple was loosely rattling about in an oversized firewall opening and the side holes the bowl clamp went through were wallowed out. All these misalignments added up to a difficult bowl change, a lack of safety. Wanting a more readily serviceable, yet solid mounting, I began researching how others have done it.

I came across the Aeronca gascolator strap method and set my sights on that design. First was cleanup. I made a cover plate for the old opening and bought a firewall mount from Wicks. Once the mount was securely on the Firewall, I made a cardboard template for the new support strap.



I made some bending jaws from angle stock and wrapped them with a towel to get a softer, rounder radius to my bends. I used a nibbler to rough out the



shape and sanded to the lines. With an oblong opening to clearance the primer line, it all went together strong, like bull.

A few more details and I'll be hanging the engine back onto the firewall.

Now, the gascolator is solidly mounted while retaining access to the bowl and the retainer strap.

*Editor*



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## Watching the Push For Fuel Substitutes

In early 2022, I began a series of articles chronicling the advance of unleaded fuel substitutes seeking to supplant 100LL in general aviation. For well over a decade, 100LL substitutes have been in development. But more recently, the Fun Police posing as people speaking for all of us, have been pushing exaggerated concentration numbers, weighted polls and fear mongering to jam their agenda down our throats.

Lead is included into our fuel to suppress detonation while allowing us to run higher octane fuel. Dual sparkplugs in a hemispherical combustion chamber is prone to detonation with little provocation. Methyl tert-butyl ether was once tried as a lead substitute for auto fuels. You may remember the gas pumps placards saying “Now with MTBE”. MTBE was replacing lead as a knock suppressive due to lead’s carcinogenic propensity. MTBE was quickly found to be even more carcinogenic than lead and the standard was suddenly reverted back to leaded gas and unleaded gas at the pumps.

This rush to market of MTBE is a cautionary tale of an inadequately vetted fuel formula that could have had disastrous effects on public health if weren’t caught in a timely fashion. Similarly, bending to the vociferous demands of the fearful loudmouths has the potential of kneecapping the whole industry of General Aviation if 100LL is banned without a fully vetted substitute. Shouting that they’ve had 15 years to get this done is a little like saying you don’t need 30 rounds to hunt a Deer. Petty exclamations that don’t address the topic usefully and doing something solely for the sake of “doing something” is still doing the wrong thing.

There are videos on U-Tube that dispel the idea that lead is needed to prevent damage to valve seats. There are studies that shout about the large



percentage of airborne lead that is attributable to GA. But, 78% is a small number when you realize that airborne lead has been reduced to less than 10% of what it was before leaded fuels were reduced in US consumption. Yes, that 78% is a small piece when considering that it’s a percentage of an already shrinking exposure. And, we’re not in a fishbowl. Leaded fuel is still used in China, India, Korea and other third world countries whose trade winds bring their pollution here like the Pacific currents bringing Asian sea dumping to our west coast. Knee capping American GA will hurt the American lifestyle and economy more than the change would accomplish.

In the October ’22 newsletter, I cited the *WV vs EPA* Supreme Court case that elucidated the overreach of the EPA that could cause greater harm to the national or local economy than their mandates could cite as gains. Having a precedent as an umbrella for protection is as good as an umbrella in hail. The current political atmosphere of activism bends to whoever is louder over who is right.

The first real field trial to yield quantifiable data has finally come in. UND went with the green alternative and made Swift Fuel’s UL94 their new primary fuel. With 100LL out of the picture, engine conditions related to fuel, are solely the purview of the UL94.

The news isn’t good. Valve seat recession was supposed to be nothing to worry about, but it only took four months to convince the school to



revert back to 100LL out of an abundance of caution and concern for the long term health of their Lycoming engines and safety of their student pilots. Many instances of diminishing valve tappet clearance brought the potential for burned valves into focus. This is the exact industry impact addressed in *WV vs EPA* mirroring the physician’s creed of “first, do no harm”.

*Editor*

## Serious Experimental

“Kazakhstan has put up more than a hundred Soviet-made fighter jets and bombers, which are no longer in service, along with their aviation engines for sale.”



Apparently, such a gas guzzling cast iron anchor of a Cold War Era manned missile can't be reconciled with new environmentally sound military objectives: “evaluated assets are no longer fit for use due to moral obsolescence, and it is not economically feasible to modernize them.”

But, if you have more money than the carbon offsets demand, here's Johnny!

<https://defence-blog.com/kazakhstan-puts-100-soviet-era-combat-aircraft-up-for-sale/>

*Editor*

## Ding-Ding! Order up!

The monthly Pancake breakfast will precede the monthly meeting.

As a side note, Cathy will be stepping aside as the organizer for our monthly breakfast and would love the opportunity to introduce another to the privilege.



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## Bar-B-Qued Wings Over...

Despite there being disagreements on exactly what to call it and even if to have it, Chapter 797 has hosted Sam St John's barbeque at the airport.

Young Eagles were flown, corn was roasted and barbeque was enjoyed by the few dozen who flew in and the hundred or so that drove in.

With a restrained advertising budget to keep the crowd manageable, and so much done at the last minute that Tommy seemed to spin on one heel at times, 2023 did not get past us without a Chapter 797 event at the airport.

All in all, a fun day of aviat'in was had by all. Thanks to all that persevered and made it a successful endeavor.



*Editor*

## New Slate of Officers

President: Ed Conrad  
Vice Pres: Tommy Deideman  
Secretary: Norma Bolyard  
Treasurer: Pete vanSpronson

Ms. Bolyard will also be taking on the role of your newsletter editor at the beginning of the new year so remember to send her all your ideas and stories for the newsletter.

I would like to personally thank Mr. Dave Poirier for doing such a great job over the last several years as he has decided to step away from this position.

We will also be looking for someone to take over the Pancake breakfast duties before each meeting.

Mrs. Cathy Cleveland has done an excellent job at keeping this going for a long time but has informed me it's time for someone else to step up and give her a break. Please let us know if you are able to help out.

## Upcoming Dates:

November 18th. Regular Meeting :: Touch a Truck at Suwannee electric after the meeting, a couple volunteers needed.

December 16th: Christmas Party at the Clubhouse @ 11:30am.

Please make sure to put these events on your calendar

*Tommy Deideman*

*Christmas on the square for 12/1-3?*

*Editor*



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## Seasoned Backup

A few years back, I was doing a little cross country flying in the Pietenpol prior to striking out for Oshkosh. We had chunky skies that day which meant finding holes to go up on top and slipping back down through holes to get back under the broken deck.

I stopped @ Fitzgerald Ga for a fuel stop and climbed back on top to head back to Adel. Once I was settled in and ready to navigate, I discovered that my GPS receiver had quit and I had no modern navigation aids to guide me.

I set the sun off the leading edge of my right wing and flew for just under a half-hour before finding a hole and heading back under. Back under the 2000' broken ceiling, there was a water tower in the

distance. "Willacoochie" was emblazoned upon the tower in big black letters. I pulled out a chart (in an open cockpit) and found that I needed a substantial westward correction. Like a 1920's pilot, I flew from small town water tower to small town water tower. Adel came up in my sights as expected.

I bring this story up because of the recently illustrated vulnerabilities of our typically reliable modern navigation aids. The military has also come to grips with the need for a "magnetic navigation" backup augmented with "signals of opportunity".

"Magnetic navigation — or MagNav — offers the promise of an alternative means of precise global navigation, should a GPS signal become unavailable." Vertical Magazine has an interesting article about how the military is taking "I Follow Roads" into high tech reliability. See more @:

[https://verticalmag.com/news/how-magnetic-navigation-could-provide-a-backup-to-gps/?fbclid=IwAR2qqyLv86A9SfqhMGxFtK7\\_PYtIaLBNcOkTOGKG3BkVdPWZaJmeNv9kijo](https://verticalmag.com/news/how-magnetic-navigation-could-provide-a-backup-to-gps/?fbclid=IwAR2qqyLv86A9SfqhMGxFtK7_PYtIaLBNcOkTOGKG3BkVdPWZaJmeNv9kijo)

*Editor*

## A LITTLE FLY IN VACATION!

It is so nice to have a Gorgeous Bride who loves some of the same things I do. Given that, we spent 12 days on the road on our yearly Fly In vacation.

We departed HatchBend on a Wednesday morning, starting our trek to Woodruff, S.C. for the Triple Tree Fly In. We had camping chairs and table and a 10x10 pop up canopy to make life more bearable since we planned on being there five days. I had already bought daily passes, meal tickets and even rented a golf cart this time.

We meandered through parts of Georgia and South Carolina until we reached our VRBO destination which was a mere 15 minutes from Triple Tree.

The next morning we arrived at Triple Tree and picked up our credentials and the much



needed golf cart. We found us a nice tree beside the runway and set up our "day camp". I turned on my handheld and Karen and I sat for at least two hours at our "day camp" listening to the tower and arrivals talking to one another and watching the arrivals touch down in front of us and the planes in the fly-by pattern. We believe we had one of the best seats in the house!

We decided to head across the field and look at planes and ended up seeing lots of people we knew including some of our Swift family. We took a lot of pictures and drooled over a lot of the Gorgeous birds in attendance. Not sure exactly how many planes and campers there were but it was a Great turn out.

If you have never been to Triple Tree, you might want to go to the next one! The people, volunteers, the airplanes and the food was outstanding.

We left Woodruff S.C. on Sunday and headed for a short visit with Karens parents in Blairsville, Ga. and then on to our hotel in Athens, Tn. Karen and I usually try to get there a couple days prior to the Swift Nationals Flyin to help set up.

We are Blessed to be part of the Swift family as one of my Dads airplanes is the original Johnson Rocket 125 which is considered the prototype for the Globe Swift. Our family donated it to the Swift museum in '09 after Dad had passed. The founder of the Swift Museum, Charlie Nelson approached me in '07 asking if we would be willing to donate the Rocket. It finally took its rightful place in the Swift museum in '09! She sure looks pretty with her bright orange and blue paint sitting with all of the polished Swifts!



The Fly In was not as big as usual due to some not being able to make it due to weather in other parts of the country. All in all it was a good turnout, made some money for the museum and the Swift parts dept, and one of our volunteers who unfortunately was out of the country working and couldn't be there, won the Grand Prize drawing of \$25,000!

If you are ever flying or driving near Athens, Tn., stop in at McMinn Co. airport(MMI) and check out the museum. Tell Scott and Sue that I sent you! The airport also has a Great FBO with a lounge in case you need to stay over night. Next years Swift Nationals will be at Fredricksburg, Tx. We already have our reservations for May '24 at the Hangar Hotel which you can actually taxi up to the hotel!

*Mike McGinty*

## Van's "Recovery Plan"

We might all remember the issues Van's ran into while outsourcing some of their production requirements. It's a stern reminder of the narrow balance aviation companies maintain even when they appear to be titans of the market.



"Van's current challenges result from "a combination of significant events over a relatively short period of time [that have] increased costs, doubled normal inventory levels, slowed deliveries, and strained our cash flow to the breaking point," the company says. It cites increases in manufacturing still evident from the COVID slowdown and quality control issues."

More @:

<https://www.avweb.com/aviation-news/cash-strapped-vans-announces-recovery-plan/>

## 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

