

CATFISH SQUADRON

EAA CHAPTER 797



Live Oak, Florida



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Chapter 797 Meeting

August 17, 2019

The monthly meeting will be on the third Saturday of the month at the Chapter Building at 10:30 AM.

A Pancake Breakfast will be at 8:00 AM. All of our members are asked to share in the fun.



Bob Lester & Dave Poirier in "The Race"

EAA 797 Morning Fly-In Pancake Breakfast

The third Saturday of the month

August 17, 2019

8:00-10:00 AM

From the Top

Hi Everybody! Welcome Back! I've missed seeing you since June!

Time to get back into the routine. This past month, many of you were able to attend the 50th Anniversary of the Air Adventure in Oshkosh, WI. In this newsletter I expect to read some of the adventures you enjoyed or endured while you there. I enjoyed reading and looking at the photos you shared on social media. I read on the EAA. Org website how huge the attendance was. So much participation!

This month, the Board of Directors are tackling the Lease Agreement with Suwannee County Airport. We were presented with a lease and we have gone over each paragraph. We are critiquing it to fit our needs. If you are interested in reading the original, and what changes we are considering send me an email and I will gladly share it with you.

Also, the BOD discussed the kiddie cart. We are going to implement that there will be at least 3 adults, preferably 4, anytime the kiddie cart is in use. The driver, the driver lookout, a loader and someone to rotate a position. Also, we must set a weight limit. We've had a couple of broken wheels. No adults in the wagons. Yes, I remember a daddy with a little one in his lap. They can ride in the Polaris if this situation comes up again. Which reminds me, did we get any donations on new tires for the Polaris? Safety is my main concern.

The Pig Roast is October 19th. I am recommending that we meet the weekend before to get our positions assigned and get our ducks in a row. I have contacted Buddy Williams about doing the roasting. He has agreed. I am waiting for a response from the culinary department at River Oak Technical College about the

possibility of cooking the sides, drinks, dessert and serving. That would be a blessing.

We will have our Pig Roast meeting and a Wing's Over Suwannee Meeting after our Chapter meeting on the 17th. We could use your input of ideas and help us address areas that need work for the next event.

I'm looking forward to seeing you at the Pancake Breakfast. We'll be missing Dave and Ronda as they attend a reunion that weekend up north. If you are interested in helping in the kitchen, the doors will be open at 7:30AM the 17th. Let me know!
Have a great week!

*Cathy Cleveland
Chapter President*

Dates to remember:

- Aug. 17th Pancake Breakfast and meeting
- Sept. 21st Pancake breakfast and meeting
- Oct. 14th General Meeting, Looking for your future Board of directors! Step up! Pig Roast assignments.
- Oct 19th The Pig Roast!
- Nov. 11th Veterans Day and Parade, our veterans are to be celebrated! Maybe we can have cookout?
- Nov. 16th Pancake Breakfast and meeting, 2020 Chapter dues are due! Vote for your Board of Directors, including the President position.
- Dec. 7th Christmas on the Square and Parade
- Dec. 14th Chapter Christmas Brunch and Fun!
- Dec. 31st Last day for 2020 Chapter Dues

*Cathy Cleveland
Chapter 797 President*

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Tailwheels Are for Everyone

Continuing on to Oshkosh

Installment #2

The plan was, and the plan changed. Tropical storm Barry formed and threatened to flank us, possibly precluding our journey. The decision was made to leave a day earlier on Sunday, July 14, 2019.

Ed Conrad was committed to some lawn mowing on Saturday and would not be able to rally at Adel Saturday evening. Bob Lester and I prepared Saturday in Adel and bedded down for the night. Ed would join us in the a.m. Come the morning, Ed was running late and the morning fog was taking it's time to burn off. Ed was en-route as Bob and I got airborne. It would be days before we would reconvene at Brodhead's 90th Pietenpol anniversary reunion in Wisconsin.

Griffin-Spalding (6A2) ended up being our first fuel stop. We stretched our legs, topped our tanks and headed East. Barry was starting to threaten rain west of Atlanta, so we went around the East side to try and out-flank Tropical Storm Barry. As we were passing Covington Municipal (CVC) the engine gave a little hiccup. I began to pay close attention.

The temps were good, the oil pressure was holding steady and the occasional hiccup wasn't enough to register on the tach. As CVC was disappearing behind me, the hiccup became a several hundred rpm power loss that passed quickly. I got up next to Bob hoping he'd see me peel off and turned to the next airport ahead of me. Bob was flying without a radio. I entered an abbreviated pattern at Monroe-Walton County (D73) and made a steep approach, insuring that I would not come up short if the engine died. As I rolled out, I turned onto the first taxiway when the engine stalled. It would not restart when attempted.

Monroe is a drop zone. It was Sunday and packed with enthusiasts waiting for their next jump. It's a little like being amongst flying surfers. A golf cart came over and we towed the Piet to their hangar. I texted Bob to tell him where I was and what had happened. Bob had continued to Lee-Gilmer Memorial (GVL) in Gainesville, Georgia. Since Bob has flown a Corvaire far longer than myself, he headed back to me. I checked the gascolator, pulled the cowling and only found a loose nut on the condenser connection at the points ignition coil. Seeing that we may have potentially found the culprit, I took the plane around the pattern. It ran smoothly and seemed to be better. I put the cowling back on and off we went. Once airborne, the bug reappeared. I

was looking at a sea of power lines beneath me that all ran to the nearby power station as the engine coughed and gasped. I was pretty sure that my steel tube fuselage was capable of blacking out the Southeast. It ran better on the electronic module and I soldiered on, following Bob. We headed for a mountain pass.

Headed NNW at about 330° magnetic, we began passing over the Blue Ridge Mountains, topping out at about 4800 MSL. I was picking one landing site after another all the way through the pass since the engine miss was persistent. Bob was using his GPS data to select fuel stops along the way. After a brief shower in the pass, we flew on to Dallas Bay Airpark (1A0) for fuel. Dallas Bay had the narrowest runway I have ever had the pleasure to land on (3025 x 50). The fuel service was not even open on Sundays. We had lucked out and caught the employees on site. Since there was no FBO we could sleep in and they didn't want us to camp, we took back off for Cleveland Regional (RZR). We were told it was just thirty miles east. RZR didn't show up on our Garmin GPS's.

At approximately the correct location, there was a little strip about 2600 ft. long with a big yellow X at the midpoint. Since closed runways are usually marked at the end, Bob didn't notice the X until flair. I followed him in. The airport was now a car dealership. We left. Once again, I was slowly climbing with a skipping engine towards a ridge line behind Bob. Once over the ridge line, there was a huge airport facility that did not appear on our GPS. Bob turned NNE. I followed Bob. McMinn County (MMI) was the next stop along our way. 6000 feet of wide sloping runway and a pretty brick FBO was passing below us as the sun was heading for the horizon. Since Bob has no truly effective braking, he landed and gingerly worked his way down slope to the ramp. I followed him in.

I was going no further until I had answers. At any time the intermittent issue could become pervasive and we had many rolling hills ahead. We called the after-hours number on our only working cell phone as the battery died. A very helpful woman appeared and made us welcome. The planes went into the hangar, we were welcomed into the FBO, given an airport car and we were welcome to stay.

Having arrived in Athens, Tennessee, (MMI) we started the next morning off (July 15, 2019) by removing the carburetor. I had noticed that the skip seemed to be sensitive to throttle setting, that led us to the fuel system. No water or debris was found anywhere. With the carburetor reassembled, I went up for a test flight. Test flights are a new concept for me. I approached them with trepidation. Having a 6000 foot uphill runway helped. I started low, keeping the rising runway under my climbing plane for about a minute. I turned Northwest

from the runway towards open fields and circled over head climbing to pattern altitude before varying power to elicit the phenomena I was hoping would be gone. The issue remained.

Having eliminated the fuel as an issue, we began looking at ignition. We took the car to town and searched every auto parts house in town. We found a cap, rotor and plugs. The only available coils were not right. We changed what we could and went for a test flight. The trouble remained. It seemed that the problem had to be in the distributor, since that was all that was left. We went to the Swift Museum right behind the airport to break the monotony.

Tuesday morning, Bill Clapp showed up with a freshly rebuilt ball-bearing distributor in the Saberwing. After installation, he took it up for a test flight and declared it whole again. The theory is that the bushing in the original distributor had worn and was allowing the rotor to wobble. This wobble allowed the dwell and timing to wander all about. It's why the phenomena was tied to rpm. Everything was inspected since it had come apart several times.

Bob and I flew off once more into the breach. Our intended fuel stop was Bowling Green, KY (BWG).

To be concluded next month...

David Poirier



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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July Fly-Out / Event Planning

Several EAA 797 members made the annual flyout to Steinhatchee and breakfast at Fiddlers Restaurant. This year's event was July 13. Sixteen of us enjoyed the buffet, including Norman Green, Lori Parrish, Barbara and Morris Brown, Tommy and Bridgett Diedeman, Dennis Wolcott, Greg Boyette, John Fristrom, Cathy & Doug Cleveland, Lora and Richard Sipos, John Becker, and Bobbi and Allen Rice. The flying weather was perfect and, as usual, everyone enjoyed the camaraderie.

Allen Rice

We had talked about the date for WOS which is still up in the air. I have had some feed back to set the date for March 27, 28, 29th. There doesn't seem to be a conflict. We talked about counting people by handing out tickets when they entered the gates. I discussed using those tickets for raffles like they did at Cross City. It has also been suggested to print a survey card for people to fill out. If they are numbered, that could be used as a raffle ticket.

I've contacted River Oak Technical College about Volunteers. School just started, no response yet. We are contacting Civil Air Patrol to see what it would take to get them out there. Someone would have to be in charge.

As soon as the date is set, we have to contact the Helicopter rides and airplane rides and set up vendor pricing. The invites out ASAP.

We are starting to look for sponsors for WOS 2020.

Cathy Cleveland

Suwannee Valley Flying Club

We have done well enough this year flying 1481 Lima that we should be able to cover the annual inspection and insurance this year without "going in the hole". The Musketeer is currently in KMCN getting an upgrade for ADS-B and "cleaning up" some of the old avionics (remove the ADF, replace the digital OBS with one we can use).

Blue skies and tail winds.

*Secretary & Treasurer
Dave Holmes
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Awesome Growing Experience

This year I had an opportunity to attend the Pietenpol Fly-in and Oshkosh with some seasoned experts. Bill Clapp, Bob Lester and Dave Poirier.

Dave's first piece of advice was to call the YMCA and make a reservation. This was more than I could have hoped for, indoor air conditioning camping. "Glamping" as Dave calls it, with all the amenities. By that I mean indoor swimming pool, hot tub, exercise room, showers with clean towels. I found out the exercise equipment was not needed because we did a LOT of walking. The YMCA also has a snack bar that provided free coffee and a variety of healthy things to eat.

The flight up was one of the longest trips I have flown. Beautiful flying weather the entire trip. I planned on three hours legs. The first stop was just west of the Atlanta Class B air space stopping for fuel at CTJ West Georgia Regional. The next leg took me over the beautiful mountains of Tennessee and up to Bowling Green Kentucky where I spent the first night at a very nice FBO.

The second day took me over Indiana and into Illinois, where I stopped at VYS in Peru, Illinois for fuel. And making my final leg into C37, Wisconsin.

Brodhead is home to EAA Chapter 431. Located just outside of the town of Brodhead it is a very active airport, with three grass runways, more than 50 hangers and a museum that is being built.

There were 19 Pietenpol's that arrived from as far as Texas, Colorado, and yes even Florida. Much Flying was done every day, with the dawn patrol lifting off at 5:30 every morning. There was even a race where our very own 797 heros, BOB Lester and Dave Poirier won the "First Place" Trophy. Singing around the fire place at night and attending some great forums. It was a memorable time for all.

Then on to Oshkosh for a rest of the trip, up to Ripon around the Green Lake holding pattern two times, then to up to Fisk for another lap about Rush Lake to complete the final leg into Runway 36 at Whitman Field. Only to be asked to sidestep to 36R on short final and fly over the Green dot down to the Red dot for my landing on the taxiway. What a great feeling of accomplishment.

Bill Clapp had the company truck there and hauled all my gear over to the YMCA. I took in the entire week like a new sponge. Seeing the Museum, the Terminal building complete with a Tailwind hanging from the ceiling and more. Not to mention this was the 50th Anniversary. There was more than one could possibly absorb in such a short time. Air shows day and night, fireworks, forums, workshops, vendors, and lots of planes to see. War birds, old and new, vintage,

homebuilts, one of a kinds, ultralights and power chutes, even electric planes of the future and of course drones. Ending with a great 11.5 hour day flying back home. With a few hours of night flight. It was good to be back in my own bed at home.

All in all it was a priceless chance to make new memories and bond with some great people that have become my Aviation Family. I now have a new concept of just what an airplane can do, if you're willing to be open to the new growing experiences that a plane can bring.

Ed Conrad

Holmes' AirVenture Report

Ronda and I had never been to Air Adventure until this year, the 50th year in Oshkosh. Many people said they went to Oshkosh but Ronda and I have proof. Watch the AOPA Live video from 25 July and about 4 minutes into their taping we sneaked into the background.

Did we have a good time? Absolutely!! First, we drove. A 22-hour drive following our route, we stopped to see old friends on the way and our entire trip was not all expressway. We arrived on Monday afternoon, after the morning rain. Our timing was impeccable. The morning had been quite chaotic, we were told. By 2 PM "they" sort of had things figured out but there were still some logistical glitches.

We checked in Monday, got our bracelets and started getting the "lay of the land". Air Adventure is huge and quite overwhelming. The number of cars, trailers, and aircraft is hard to fathom. The impact of the show affects the tourism industry clear to Green Bay, about 60 miles away.

The second day we were much wiser and more frugal with our steps, in other words we figured out the shuttle routes and how to get around without wearing out a pair of moccasins. I thought the shuttles were much nicer than Sun'N'Fun and the only shuttle that charged was the one going to the Sea Base. We did the War Birds Tour and the Antique Airplane Tour. Both were excellent but there were many more airplanes there than one could see in a week. I did go by the Blue Barn and staked a flag on their map for 797, I was surprised no one had beat me to that task.

We stayed in Appleton, Wi. Appleton is a clean community and has a feel of "small town" America that is missing in many areas of our great country – no, I do not want to move there. We had beautiful weather for our entire stay but 6 weeks from now, they could have s#\$@, you know SNOW.

I realize I have not told you much about the actual air show, but I strongly encourage anyone who hasn't been

to go. We made a mistake and did not stay for the night air show, but we did see many of the daytime demonstrations.

Will we go back? Probably not, except if I go back as a volunteer. Why? Too many people. However; despite the huge numbers of people, everyone was courteous, kind of laid back, if the shuttle is full, oh well, the next one might have a seat.

On another note, thanks to Doug Cleveland for lending us his 172 to go retrieve Larry Presek's 182. Larry bought a beautiful airplane that really runs well and performs well. N385MA will be bouncing around 24J for a few hours before heading to its home at Ancient Oaks.

Dave Holmes

A New Family Member...

Well the helo guy finally found a 182! Truly an EAA chapter 797 team effort. N385MA is now resting comfortably in Morris' hanger for annual, but soon to be tooling around the southeast and taking up Young Eagles.

Many thanks to all who helped Crystal and I with: finding it (Alan Rice), flying it back (Dave Holmes), borrowing their 172 for the flight to Ocala (Doug and Kathy), and Morris Brown for the annual. Also appreciated all the other folks who have been on the search with me these past 2 years or so. On that note, if you see any of my signs around local airports looking for a 182, tear them down!



N385MA is a 1998 steam gage 182S. Fairly low time with original paint and interior. Looking forward to getting some transition training with Dave and then off to new adventures.

Larry Pesek

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@ Azalea Aviation OSHKOSH 2019!

Oshkosh Airventure is an adventure to say the least. We were very busy at Azalea Aviation in preparations for Oshkosh this year. Our main goals were to fly the Saberwing and our newly purchased Pietenpol to Broadhead, WI for the Pietenpol 90th anniversary and then on to Oshkosh for the 50th Anniversary there. There are plans...and there is reality. We started our treks a few days early to allow time for any unforeseen weather or issues. Sure enough we had some. Dave was flying the Piet and ended up completing his trek to Oshkosh in Tennessee due to mechanical failure...more to come from Dave on that. Bill flew the Saberwing to Brodhead and the rest of the crew arrived there in the ground vehicle.



Bill & Kyoung in the Prototype Saberwing

This year we were able to add one of our Saberwing builders, Darcy, to the crew. We spent two days at Brodhead...a fascinating location if you are into early barnstorming style aircraft and pilots. Open cockpit and taildragger airplanes everywhere! It was a real pleasure to see all those planes and meet with some fantastic

people. If you ever have a chance to stop by on the way to Oshkosh it is well worth the time.

On Saturday Bill made a presentation at the forums about how to prepare yourself and your plane for your first flight and a test flight program. It was well received and he has that information available on the website.

There are many aspects to conducting your first flight that should be considered and will help in making your first flight, and subsequent flights, a success.

Saturday afternoon Bill left in the Saberwing for Watertown WI, where the airplane would stay tied down for a couple days due to weather. We were able to meet up with some Tailwind builders that we knew there and encourage some friendships. Monday morning the Saberwing finally arrived in Oshkosh where it was on display on the flightline all week long.

Oshkosh 2019....was Impressive as always. All the planes, good people, port-a-potties, fantastic night shows with amazing fireworks, lots of walking, meeting with old friends, talking shop and hangar talking....It goes by so fast. You have to go to understand.

Sunday (a week later), Bill left Oshkosh about 930 am and landed back in Adel, GA about 4 pm. The rest of the crew had to drive the truck back home and pick up the Pietenpol on the trailer on the way. Bill had to cut the grass.....three weeks of unattended grass....5 acres of tall grass.....twice because it was so tall....did I mention the grass ?

Can't wait till next year!

Bill & Kyoung Clapp

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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