

# CATFISH SQUADRON

## EAA CHAPTER 797



Live Oak, Florida



**\*VOLUME 20 \* NUMBER 06\***

**June 2020**

**President: Pete vanSpronsen**  
813-298-4929

**Vice President: Allen Rice**  
561-289-6365

**EAA Mailing Address: 13344 80 Terrace Live Oak, FL 32060**

**Secretary: Greg Boyette**  
817-752-8984

**Treasurer: Tommy Diedeman**  
386-623-3224

**Web Site Editor: Larry Pesek**  
**Newsletter Editor: David Poirier**

**Mailing Address: 22015 117<sup>th</sup> Dr.**  
386-479-4107 O'Brien, FL 32071

**Web: <https://chapters.eaa.org/ea797>**

## Chapter 797 Meeting

**June 20, 2020**

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.

## EAA 797 Morning Fly-In



The Ramp, What it's All About

## Pancake Breakfast

The third Saturday of the month

**June 20, 2020**

**8:00-10:00 AM**

## The Bottom Line

Well its June and we had what a beautiful day for a picnic. Our outing was greeted with great weather many flying in and renewing great friendships. We also had several guests fly-in from the Tampa Bay area EAA chapters.

I trust that you had a wonderful opportunity as we socialized and enjoyed the company of our brothers and sisters. Although no business was formally discussed we did however have small informal open discussions about the future of our chapter. The common concern is our ability to keep everyone safe as we proceed with our mandate. We tried our best at social distancing and kept contact to the very minimum. I want to thank all of you who helped with the cleanup, many thanks.,

We will start having our meetings in June (please wear PPE and also social distance should be adhered to as practical as possible.) We will open the club house and hangar for maximum ventilation. We will discuss our revised schedule for the remainder of the year will include more speakers, workshops demonstrations and "what not to do". Our top priority however will be the rescheduling of Wings over Suwannee planned for October.

Our esteemed member Clyde Pendergraff will present information regarding the wonderful world of riveting. Clyde is a experienced RV builder and also with composite VariEze aircraft. We will have a demonstration regarding riveting and basic metal work. Due to social distancing we will not do hands

on work rather give individual tip, (If you will wear the mask).

Also as a reminder we should take advantage after having been granted a tax exempt status from the IRS as a 501c3 charitable organization, and plan for chargeable introduction flights.

Respectfully submitted,  
*Pete vanSpronsen*

PS: If you have not renewed your membership please do so: At \$1.25 a month, how can you go wrong.

**Live Oak**  
PEST CONTROL, INC.

A locally owned company serving you since 1972

Jeffrey D. Lee  
Entomologist  
E-mail: [jefflee@liveoakpest.com](mailto:jefflee@liveoakpest.com)

386-362-3887  
call us toll-free  
1-800-771-3887

17856 US HWY 129 South  
McALPIN, FL 32062-2561

**Naylor's**  
Instrument  
Service, Inc.

4323 N.W. 6th St. Suite 5  
Gainesville, FL 32609  
352-374-8160  
Fax 352-374-8210  
Toll Free 877-374-8160  
Web Address  
[naylorinstrument.com](http://naylorinstrument.com)

ALTIMETERS • GYROS • PRESSURE INSTRUMENTS  
METER MOVEMENTS • TURN COORDINATORS • TACHOMETERS  
AIRPATH COMPASS • TEMPERATURE INSTRUMENTS

SCOTT A. MILLER OR WRAY L. HOPPING JR.  
OWNERS  
FAA Cert #NYJR148L

## VMC Club

Radek Wyrzykowski and his crew at EAA have produced several new "What Would You Do?" episodes. The next time we get together we will have more actual flight situations to discuss.

It is the individual contribution of each of you: student pilot, rusty pilot, glider pilot, retired airline pilot, CFI, or experimental pilot, which make our

VMC meetings so interesting. Talking about your own experiences as it applies to the VMC problem presented is a big help to others. You are helping others in becoming a better pilot. Keep it up!,

Randa Johnston is presently flying for Grant Aviation in Alaska. She is based in Anchorage, but has spent most of the virus shut-down time in the Bethel area. This is because of the mandatory quarantine time required each time she re-enters Anchorage. She has been flying passengers and supplies to the many native villages in the vicinity of Bethel. Up to this point, she has been operating either the Cessna C-207 or the GA8 Airvan. Just now, she is in Anchorage.



Grant Aviation Caravan

Great News! Randa just did complete Caravan ground school. Now her flight training in the Caravan will begin.

*Clark Dechant*  
*CFII 1633231*  
*Exp. 8/21*

**PHILIP A. CARNEVALE MD**  
[pcarnevalemd@hotmail.com](mailto:pcarnevalemd@hotmail.com)  
CERTIFIED SENIOR AEROMEDICAL EXAMINER  
ALL CLASSES OF FAA FLIGHT MEDICALS AND DOT EXAMS

<b>Lake City Gateway Airport</b> 3526 East HWY 90 LakeCity, FL 32055 Office: 386-755-3535 FAX 386-719-9788	<b>Parthenon Medical Center</b> 5105 Bowden Road Jacksonville, FL 32216 Office: 904-374-0260 FAX 904-619-5463
--	---

## Still, Safe at Holmes

I hope everyone feels comfortable with resuming our chapter meetings. We will follow county guidelines as closely as possible and I hope everyone in attendance will cooperate.

Wearing a mask is a pain, sometimes a little uncomfortable or warm but, did you ever think you would walk into a bank with a mask on and demand money!!

Here a few other daily things that have changed:

– New monthly budget: Gas \$0; Entertainment \$0; Clothes \$0; Groceries \$2,799.

– Breaking News: Wearing a mask inside your home is now highly recommended. Not so much to stop COVID-19, but to stop eating.

– When this quarantine is over, let's not tell certain people.

– I stepped on my scale this morning. It said: "Please practice social distancing. Only one person at a time on scale."

– Not to brag, but I haven't been late to anything in over 6 weeks.

– They can open things up next month, but I'm staying in until July to see what happens to the rest of you first!

– The spread of Covid-19 is based on two things:  
1. How dense the population is.  
2. How dense the population is.

– People keep asking: "Is coronavirus REALLY all that serious?" Well, the churches and casinos are closed. When heaven and hell agree on the same thing it's probably pretty serious.

– Never in a million years could I have imagined I would go up to a bank teller wearing a mask and ask for money!

– Coronavirus has made us start acting like our dogs. We wander around the house looking for food. We get told "No" if we get too close to

strangers. And we get really excited about going for walks and car rides!

– The dumbest thing I've bought so far is a 2020 planner.

We are coming out of the quarantine in phases. I personally think, if there is not a severe second wave, we will be able to pull off the Wings Over Suwannee in late October. I hope all of you are planning to attend and volunteer in whatever capacity.

See you at the airport.

*Dave Holmes*

## 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*

---

### Suwannee Aero LLC

**AIRCRAFT MAINTENANCE, REPAIR  
AND INSPECTIONS**



**Doug Libby**

(386) 776-2780

(386) 314-5891 cell

[LibbyABD@aol.com](mailto:LibbyABD@aol.com)

A&P IA 19432 161<sup>st</sup> Court

O'Brien, FL 32071

Suwannee Belle Airpark (9FL0)

## Hull Insurance - Sticker Shock

Has anybody else experienced it this year? Just got my first renewal from AOPA Assured Partners who evidently search for the lowest rate. I've been reading the articles over the past year about coming rate increases but didn't expect such a whopper. My quote last year was \$897 which I thought was reasonable I guess but went up to \$1510 this year!! This when the car insurance companies are giving refunds. Any comments welcome, maybe some sympathy?

*Larry Pesek, the helo guy*

# 1100 Miles @ 50 Mph

...continued

I got onto the Zenith Builder's group with a few pics asking for suggestions and such the next day. I knew that the rubbery material used to clamp the main gear spreader had seen improvements since the Zenith 701 in question had been built back in 2015. I got various answers about an Orange set now available from Zenith, recommendations to use recycled radial tire sidewalls, an idea to use a piece of radiator hose over the bottom clamp (this actually sounds like a good idea) and one gentleman who had a piece of mystery material large enough for two sets that I could have for the taking. I like free. I offered to pay shipping and asked that he send it two-day via UPS to expedite the repair process. I had two weather windows of a day or longer approaching and wanted to try and utilize the first for repairs and the next for ferry to O'Brien. This was the plan. It was Saturday night.

Through the power of a FaceBook user group, I had in just a few hours gotten a myriad of ideas, actual drawings to guide me in the repair process and a free piece of material. Most responses were helpful and encouraging. Curt Thompson was the Zenith builder who not only sent me the material free by second day air, but he refused compensation for postage asking that I pay-it-forward. I cannot say enough about the good souls you find among the minefield in FaceBook world. The piece of material arrived on Wed. In five days, I had parts in my hand and another weather window coming on Friday to do repairs.

Fellow EAA Chapter 797 member Joe Arbie and I packed up my trusty Suzuki XL7 with tools, parts and lunch. With Covid-19 locking down the state, we had to be prepared to fend for ourselves in the unfamiliar Tampa area. I made the obligatory phone call to Butch so he could line up the hangar lady for another meet-up. They arrived soon after us and Joe and I got to work. I was "project manager" for the day and all eyes were on me like I were some kind of expert in all things experimental. I will admit to feeling the lens of the microscope upon me. We pulled the cowling so I could tighten down the #4 valve cover and Joe could be tasked with replacing the charge cable with a realistic wire gauge and, Molex connector I had prepared the night before

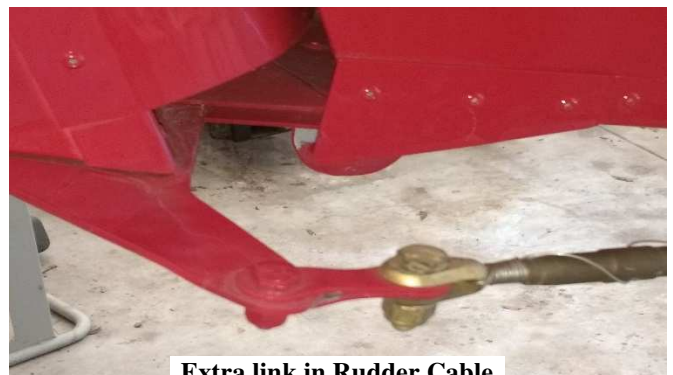
with color coded eyelets. The valve cover screw was double duty-ing as a mounting bolt for the composite cooling plenum. The composite had compressed over time causing the leak. I put a narrow wooden shipping crate on top of a ladder and we slipped it under the wing to raise the left gear off the floor. The Zenith 701 is a small and light aircraft making this an easier job than it might be on a larger plane.



**Cutting the Landing Gear Material**

There was a bench vise mounted on the counter, so I clamped my portable band saw in it by the handle. I then cut the yellow semi-translucent gear block material into the appropriate shapes needed. It was a simple matter to get the new blocks into place and clamped down, locking the gear into place. Joe serviced the pitot cover and started removing the rear access cover under the tail affectionately known as the "hell-hole" to many Zenith builders as I moved onto the right main gear.

With the plane solidly on the gear, we began to discover those items others see as acceptable methods that would make some of us cringe when seen. Power tools had been used to remove/replace the hell-hole hatch, cross threading the screws into the nut plates. The ELT was rattling around loose in the belly of the plane long enough to make wear marks on the housing from the cross members. The rudder was off center by about 15 degrees left with the cables rattling around loose on the floor of the rear fuselage.



**Extra link in Rudder Cable**

Large air bubbles in the brake hoses were apparent where the dual puck cross-over was installed at the top of the system instead of the bottom where air could be purged. The cross-over tube was a large loop that rubbed on the tire, so it had a zip tie holding it clear. I got silver snow in the gas at the sump. There was aluminum dust that hadn't been cleaned out from the tank assembly before they were sealed into the wings.



The control stick would not reach the right stop limiting me to about  $\frac{3}{4}$  right aileron. Combined with the left offset in the rudder and left torque, this plane would turn left really well...

Seems that the tight right stick is a known geometry issue with the Zenith 701 elevator cables. The elevator bellcrank is mounted on the rear of the control stick assembly. The assembly is not mounted in perfect alignment with the centerline of the plane. As you move the stick left and right, the elevator bellcrank moves slightly fore and aft riding along on the assembly. This caused the elevator cables to tighten up, preventing the full right stick. I loosened up the down elevator cable a few turns and there was a bungee on the cable pulling sideways, keeping the cables apart and slack free. Now it hits the stops both ways. I replaced the ELT into its cradle (yes, it was there, unused). I safety wired the elevator cable turnbuckle, took a few pictures and sealed up the hell-hole. Next, I tightened up the rudder cable turnbuckles removing most of the slack.

Joe was a constant source of encouragement. He had faith in me, and that buoyed me enough to feel a little more confident. He said that he didn't do much, but he was there for me. When we had an item checked off the list, Joe would ask; "What's next?" Sometimes a little push is all you need. The

little plane was now wheeled out of the hangar and taxied over to get fueled up. The Jabiru 2200 started easily and seemed eager to please. The wind had been up to 15 knots earlier, but it was now a leisurely 5-7 straight down the runway. If you've been following along, you will understand the trepidation that accompanied my first flight. I actually was going to taxi a bit, but it just felt right. The little STOL accelerated smartly under 85 hp and it wasn't hard to hold the crooked rudder straight, so off I went. I made two circuits of the pattern and landed. I got out, I shook off the woolies and handed Joe my phone for some video/pictures. I took off for another two circuits including a pass down the field and set her down for the day. We had just under four hours before sunset and the plan was to have a whole day for my flight home, so we piled back into the mighty Suzuki and drove home.

A couple days later there was another weather window. Ed Conrad flew me down to Airport Manatee for the ferry flight to O'Brien. After a thorough preflight and all fluids were checked, I loaded up my tool bag, a couple quarts of oil and launched for home. I stayed at about 2500 feet around the east side of Tampa under their airspace. I had plotted a course over-flying airports every 15 to 25 miles to a fuel stop at Marion County. The throttle wouldn't stay where you left it. It was a dual throttle setup with bellcranks at the firewall and a single cable to the carb from the center of a torque rod. I couldn't let go of the throttle without it creeping up or down whenever it wanted. Ed was wondering where I was. He was already at Marion County and texting me. I was two-handing the controls, so he got a brief "at Inverness" text as it passed below me. I arrived at Marion County and Ed was nowhere to be seen. Yep, he was en-route to Inverness. After fueling up we left Marion County and headed to O'Brien. Ed had now found me on his ADS-B and took a few turns around me to get some pictures before heading for home himself. I arrived at home in N5611B feeling very accomplished, but there was work ahead.

I removed a one inch link on the right rudder cable and the cables turned out to be the perfect length, I created a drag device on the throttle cable to allow hands off operation. I installed a fuel filter to catch the silver snow prevalent in the fuel system and I flew to Adel and back to get more comfortable.

In Adel, a new issue arose. The left “mag” failed at the mag check. No cause could be found. I flew it home. I cycled the mags in the air several times on the way home over airports I was passing, but the issue had vanished. At home, I found no problem. The mag issue vanished with no reason for it ever found. I tied down the plane in my hangar the same night that the C-150 at Adel was tossed over by a storm. I planned my trip to Texas. Two days later, the weather broke.

..to be continued..

*David Poirier*  
*Editor*

## YE Rally

The July 25th AFJROTC YE Rally is still on. As of today we have 10 cadets signed up for the event. The kids are being bused down from Valdosta and we’ll meet at the EAA hangar. These kids are competing for USAF scholarships to obtain their private pilot’s rating. The event is planned for 8 am. We’ll have a quick Pilots briefing and hopefully begin the flights by 8:30.

If you can volunteer, pilot or ground support, please contact me at [hndccks3@aol.com](mailto:hndccks3@aol.com). My cell is: 386-288-3026.

*Thanks*  
*Phil Hancock*  
*Ch 797 YE Coordinator*

**Bill & Kyoung Clapp**  
AzaleaAviation.com

**Azalea**  
**Aviation, LLC**

*Saberwing Aircraft & Spyder Engines*

Phone: 229-834-8996      Monthly Barbeques  
E-mail: [mail@azaleaaviation.com](mailto:mail@azaleaaviation.com)      & More  
170 Airport Road / Adel, Georgia 31620  
Repairs, Annuals, Flight Training  
C-150 Rental, Prop Balancing

## Long Cross Country

On Monday June 8th I was able to fly my first long cross country after the avionics upgrade to my Grumman Tiger. The flight was from 24J to KLAJ with a fuel stop at KMNV near Knoxville TN. I’m happy to report that everything worked great, and having a functioning autopilot was nice particularly during the IMC portion of the trip. We flew up there to pick up Pam's sister for a short visit. We made our way home the next day through KCRW and KDYB Summerville S.C. dodging the thunderstorms.

Utilizing ADSB weather and vectors from ATC facilities thunderstorm avoidance worked pretty well. While it’s impractical for a light GA airplane, onboard wx radar would be nice. We had to wait it out on the ground in Summerville because the line of storms were too dense to get through. The folks at the FBO there are very nice and loaned us a crew car to go to a local restaurant. If anyone is ever there Oscars is a great place to eat.

We departed KDYB after a 2 hour delay which allowed for some openings in the line of storms. Just as we pushed the airplane in the hangar heavy rain started in Live Oak. Another :15 minutes and we may have been diverting.

Quest Avionics in Ocala did the install. Paul Nehring is the general manager there and was very good to work with. The entire process took about six months from initial estimates to completion. It was in the shop for the entire month of March.

*Phil Hancock*  
*Ch 797 YE Coordinator.*

## 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.com](mailto:dave@davesflyin.com)

