

CATFISH SQUADRON

EAA CHAPTER 797



Live Oak, Florida



*VOLUME 19 * NUMBER 07*

July 2019

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Chapter 797 Meeting

No Meeting in July

A Pancake Breakfast will be at 8:00 AM at the next meeting in August.



All of our members are asked to share in the fun.

EAA 797 Morning Fly-In Pancake Breakfast

The third Saturday of the month
August 17, 2019
8:00-10:00 AM

From the Top

It's a good day today! I continue to wake up on the right side of the dirt, and if you are reading this, so did you!

I hope you had a pleasant Independence Day celebration.

I just want to inform and remind the members that there is NO Pancake Breakfast or Meeting in July. It's time for a break, a vacation, it's time for Oshkosh July 22nd. I wish that I could attend this year, the 50th celebration for the Air Adventure. I will try to plan it for next year. Some of you that have experienced The Oshkosh Air Adventure could certainly help with the details.

Unfortunately, not much is happening in the area these days. Doug and I haven't been out flying. As you well know it has been terribly hot to do much of that.

We are still planning to do the Fly-Out or drive into Ancient Oaks Airport 39FD or 2200 Bell Drive in Steinhatchee on July 13th for a breakfast at Fiddler's in town. We must be there by 8:30 AM to catch a ride into town if you land at 39FD. Sounds like a plan to me! Please let Allen know if you think you are going. We will also have a short meeting at Allen and Bobbi's hanger after breakfast about the Pig Roast and maybe some WOS.

We have a new young member that joined us last month. His name is Jacob Roth. He desires to learn how to fly. Norman Green brought him to my attention. My hope is to help find some financial support and teaching him some of the ropes through

our Chapter. I hope you all will meet and greet Jacob at our next Pancake Breakfast and get to know him.

At our last meeting I mentioned that EAA Chapter members are supposed to be members of the EAA National Organization. I am reminding you that there is a 6-month trial membership if you have never joined before. I am attaching a form in the newsletter. If you are interested in the trial, you can email it back to me at eaachapter797@gmail.com.

*Cathy Cleveland
Chapter 797 President*

Azalea Aviation Happenings

Oshkosh is here... Azalea Aviation will be headed to Oshkosh this year and plans to be there for the whole show. Bill will be flying the Saberwing up while Dave plans to fly the Big Piet to Brodhead for the Pietenpol gathering on the weekend prior and then up to Oshkosh for the week. We plan to leave out on the 17th but the other guys will be manning the shop if you need any help. I'll have the phone with me if you need. We plan to be parked in front of the Homebuilt Headquarter area on the flight line at Oshkosh. We don't have any kind of display or booth there. Just sitting and talking to folks...enjoying aviation in its' pure form. If you make it up there, come by as sit for a spell with us.

Summer Flying, Another month of heat passes by....slowly....it seems. It is a real learning curve for new pilots when they find out that their airplane does not perform as well as expected. The class room lessons about density altitude, humidity and temperature finally start to make practical sense...a sense you are become aware of as you pick up your feet as you fly over the trees at the end of the runway. As the summer has progressed I have found that I am spending a bit of my time with pilots going over the effects of density altitude on their flying.

What does the heat affect? You lose a lot of performance on the airplane in the heat. Lets review some of these.

- 1) The wing will not perform as efficiently as before due to the air molecules being less dense. The airplane will need a higher angle of attack to provide the same lift as before...of more speed.
- 2) The engine will not have as much power for the same reasons. The engine may lose a considerable amount of power due to heat. Do your density altitude computations and check your performance charts to see how much performance you lose. The air is thinner and also will not cool your cylinders and oil cooler as well so the effects of heat are felt throughout the engine. You will have to monitor your gauges more closely as you climb out...perhaps reduce your climb out angle to improve cooling efficiency to the engine.
- 3) The Propeller will also lose efficiency as it is an airfoil and depend on lift to create the forward momentum. Not only have you lost RPM but the prop does less with the power.

So, now the airplane engine does not run as efficiently, wing not climb as well, and prop working harder...but you are sweating and its running down your face and getting in your eyes and your back is soaked....Sounds like fun doesn't it?

With these thoughts in mind you need to be thinking through your decision making as you fly this summer. Go through your performance calculations – especially in certified aircraft. For the experimental guys that may not have performance figures use your experience and consider margins of safety in your flying. You can test and work your way up in weight and monitor temperatures to come up with your own calculations to create a performance chart for yourself. There are many variables to be considering when you do this. As you fly cross country check out your arrival airports for ATIS information so you can determine if you can take off again...

Again, be smart. Use your head. Know your equipment. Know your limits. Test with margins. Understand the risks. Fly with confidence that you have considered the options.

If you want more information about summer flying please feel free to contact us. We are here to help you be as safe as possible and enjoy aviation. Fly Safe – Be Cool.

Bill and Kyoung Clapp

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.



Steinhatchee Fly In July 13

Allen Rice has announced our annual fly in to Steinhatchee for July 13. Put 39FD (Ancient Oaks on the chart) into your GPS and plan to arrive at 8:30AM at Allen & Bobbi's place. Frequency is 122.9. Look for runway 18/36. The golf cart to lead you to parking. Allen and his team will haul us down to Fiddlers Restaurant for breakfast. The food is always yummy! Hope you can make it.

Allen Rice



Tailwheels are for everyone

Back in May of 2019, our company acquired a Pietenpol Aircamper. They had been working on this acquisition for some time. The intent is to have a company demonstrator to marshal our Corvair

conversion on a flying test bed. Having Corvair conversions on our Saberwing, LSA and a Pietenpol will demonstrate the range of applications suited to the concept. In May, it became a reality.

Suddenly I needed to "get my ducks in a row" if I am to be part of this new, on-going public interaction. I needed a Tailwheel Endorsement. Because the budget is always a consideration for us living on aviation salaries, I turned to the community to marshal resources to the problem. EAA chapter 797 member Morris Brown allowed us to rent his 1946 Aeronca Chief for the job. This was pursued because it is a yoke controlled side-by-side seating conventional gear aircraft. I felt that I might be able to learn better with an instructor next to me and the yoke was an old friend from almost all of my previous experience. The Chief is also an older aircraft with it's mighty C-85 making a good comparison to the Piet I needed to get accustomed to.

Chapter 797 member David "Clark" Dechant was kind enough to arrange for the aircraft and make himself available in reasonably short order to provide instruction. Clark flies a Stearman Biplane regularly, making him an experienced "Stick & Rudder" kind of guy. We began by taxiing in circles and long "S" turns down Little River's grass runway 27/09. It wasn't long before the tailwheel was demanding my respect.

Suffice to say that instruction went forward reasonably uneventfully with the occasional white knuckles and extended pucker factor punctuating the repetition of land, taxi, take-off, rinse, repeat. In seven days we had flown over nine hours with more time in discussion, correction, and the YouTube videos. Don't underestimate the little gems you can gleam from watching videos of various aircraft and pilots doing what you are attempting.

Once my endorsement was in hand, the work began. I now had two and one half weeks to get reasonably proficient in a Peitenpol open cockpit parasol before leaving for Oshkosh Wisconsin. The following Friday I was solo'ing around the pattern in the Piet. Monday I was practicing cross wind pattern work on a 1200' section of grass at Adel Airport. Tuesday, I plan a short cross country to Fitzgerald Georgia at full fuel as an exercise. Then practice flights loaded with my gear, etc. The ducks are getting in a row...

What I have learned most of all is how getting the endorsement raised my skills in all arenas. I can remember being labeled a nose-dragger pilot, tri-cycle pilot, etc. The truth is that I now can relate to some of those monikers, without the derogatory connotations. To tame the tailwheel, I have been forced to up my game. My tri-gear cross wind landings will be a little more on point now because I have elevated my attention to detail. I seriously advise y'all to consider the endorsement if you haven't. Stretch your skills.

Ed Conrad has joined up with Bob Lester and I as we plan our slow journey to Airventure 2019. The plan is to leave on Monday, July 15. There is a Pietenpol gala at Brodhead starting July 18. Then a rally point at Watertown on Saturday to ready up for the push into Oshkosh on Sunday morning the 21st. I hereby solicit prayers for our safe journey and return, and of course all the rest of us making the pilgrimage.

David Poirier, Editor

Membership Reminder

A common question from Chapter Leaders:

Q: "Do our members have to be Members of EAA National?"

A: Yes. The annual Charter Agreement your chapter renews with EAA National each year stipulates that all members be members of the national organization. Further all members holding office in the chapter must be 18 years of age.

See the back page for a Free Trial Membership Application

*Cathy Cleveland
Chapter 797 President*



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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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Chapter Complimentary Trial Membership Data Capture Form

RECRUITER Information

FIRST NAME: _____ LAST NAME: _____

EAA#: _____

EMAIL: (to receive confirmation) _____

CHAPTER TYPE: (circle one) [EAA] [VINTAGE] [WARBIRDS] [IAC] CHAPTER#: _____

NEW MEMBER Information

FIRST NAME: _____ LAST NAME: _____

ADDRESS LINE 1: _____

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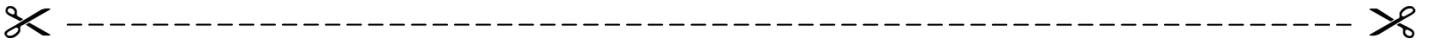
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This form does not need to be returned to Headquarters.

Simply goto:

www.eaa.org/chaptertrial

and submit the information.



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