

# CATFISH SQUADRON

## EAA CHAPTER 797



Live Oak, Florida



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## Chapter 797 Meeting: January's Meeting is February 20, 2021



**Moody AFB Volunteers at Azalea Aviation**

**EAA 797 Morning Fly-In  
Pancake Breakfast  
Is from 8-10am  
On Feb. 20, 2021**

## From The Top

Dear members,

We are planning on a monthly meeting of EAA Chapter 797 at Suwannee County Airport on 20 February.

We plan to have pancakes and sausage from 8 am to 10 Am., with the chapter meeting starting at 10:30.

We have many items to discuss on the agenda.

We have the Airport Manager who will bring us up to date on the plans for 24J.

We will have a raffle, several items to be raffled, come and buy some tickets, take something home!

We try to provide a venue that supports social distancing and we encourage the wearing of masks and have masks available.

Come out - the discussion items may guide where we are going for the rest of the year.

Stay safe, see you on the 20th.

Respectfully,

*David Holmes  
Vice President  
EAA Chapter 797*

*Remember to pay your dues for 2021. (\$15)  
There is a membership form on page 5 of the  
January newsletter. Back newsletters can be found  
on the chapter website.*

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## Young Eagle News

We have a YE Rally scheduled for the Dixie County High School Aerospace program, on Saturday March 13th.

The rally will be conducted for approximately 15-20 students at the Cross City Airport (CTY). The Cross City FBO is allowing us to use one of their planning rooms for registration and certificate printing.

If you would like to volunteer for ( pilot or ground) please contact me at [phancock54@gmail.com](mailto:phancock54@gmail.com).

*Phil Hancock*  
Ch 797 Young Eagles Coordinator

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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*

## Joe's Tri-Pacer

Member Joe Arbie's Tri-Pacer is still for sale. Details: (386) 984-5654



## Where's Randa?

Hi! I'd love to write a little something for your newsletter.

Today, Emmonak Alaska is having a snow hurricane. Yesterday was clear and 10 sm and I flew 5 hours. I had between 18 and 25 kt xwinds all day. I memorize where each drift has formed and where the icy patches are the worse and land in the best place.

Yesterday the wind chill was -36 F and each time I climbed the ladder to fuel I thought of Florida. I wrap my oil rags around the fuel nozzle handle to help my hands not freeze through my (very thick) winter gloves.

I use a wool blanket in the nose of my plane plus the engine blanket. At night the plane is plugged in and a small heater (buddy heater) I place under the cowling. I always do a feel test in the morning without a glove to ensure it is warm enough for starting. I've been lucky this winter to have a hangar to be in at night and boy that makes preflight in the dark morning so much better.

Today I'll spend inside tidying up the inside of my plane that gets everything you can imagine spilled in the back (and then frozen solid).

*To Clark Dechant:* I wonder if this boring representation of cold weather ops sounds familiar to you. I know you've "been there, done that".

*Randa Johnston*

## Azalea Aviation in 2021

It is good to know that regardless of the stresses that life gives me, that a 20 minute flight in a Pietenpol can make me feel alive! This is one of the reasons I love aviation. It is full of learning, challenges, failures, successes, great highs and feelings of accomplishment. This is something that we need to be passing on to others in our lives. It is another reason I love aviation. The opportunities are there to be a teacher if you look.

At Azalea Aviation we do many things in the realm of teaching aviation. For example, we are currently teaching a Saberwing builder how to build his Saberwing in our builder assist program. We are teaching another Saberwing builder how to fly his recently finished airplane. Transition training from a Cessna 150 to a Saberwing is a bit of a jump and requires some dedication to learning. Our business is also involved in teaching a high school student through a Work Study program how to become a useful member in society. We also are helping a group of Moody Air Force personnel learn more about aviation and maintenance. These are just a few of the ways that teaching is a central part of our mission.

Pictured (On first page) are a few of the Moody Air Force guys/gals that show up every couple weeks to spend a few hours in Volunteer capacity to gain some valuable learning that will enhance their A&P experience. Many military personnel work around military aircraft all day but have little knowledge about General Aviation and the broad knowledge base required to perform standard maintenance on certified aircraft. Many are trained in very specific fields such as Hydraulics, or Sheet metal, but those skills don't translate to becoming a capable mechanic away from the base. We are working with these "students" to fill some of the gaps in their learning experience. Right now they are working on rebuilding our Cessna 150 that was damaged in a tornado last year as well as a Cessna 140A that requires a full rebuild. Pulling engines apart, stripping paint, removing electrical systems and preparing parts are just some of the jobs they are performing. We thank these soldiers for their dedication and time.

Our EAA Chapter is also a teaching and learning center for those around us. If we look carefully there are many opportunities to become involved in the lives of others who would like to learn or improve their skills in aviation. There are many arenas in which to choose...From basic maintenance, flying clubs, Young Eagles, airfield repairs, hangar painting and more. The question is.... Who are you teaching today?

*Bill Clapp*

Engine Workshop-March 11-13, 2021

Our Spyder Engine Workshops are an opportunity for anybody who would like to learn more about Corvair Conversions and how we build our Spyder Engines. Contact us 229-834-8996 or send email to [mail@azaleaaviation.com](mailto:mail@azaleaaviation.com) about availability and schedule



Azalea's Spyder Engine

## Creighton Island

The following dates are scheduled for fly-in at Creighton Island, Georgia.

Feb 21-24

Mar 14-17

These are the only dates available due to scheduled hunts on the island now through March. Beyond March 17th, there are no scheduled hunts or fly-ins.

*Eric Davis, RAF Ambassador*  
*Recreational Aviation Foundation*  
404-423-3842

[edavis@theraf.org](mailto:edavis@theraf.org) | [TheRAF.org](http://TheRAF.org)

## Varga Panel, Part II



Before

As promised from last month's documentation the panel is now complete, and if I do say so myself, it looks good.

Due to the maintenance factor of the Varga design, all instrument connections can be accessed through the side panel. All of the electrical systems are accessible via the side panel. I test flew the aircraft and it seems that everything works as expected. As with the smart phone, the AV30C and the newly installed EMS is a lot smarter than its operator. A major suggestion for any one installing or having it installed: All the programming should be done on the ground, watch videos of the product and study the operating menu. The biggest problem is, the AV30C does so many things and provides so much information thus you spend too much time looking at the new gadget, instead of flying the aircraft. Remember Aviate, Navigate and Communicate.



After

The AV30C is a mini EFIS. Aside from the price point, I believe it has its market share ahead of it. Some uniqueness of the AV30C, although permissible for certified aircraft it has to be locked in either of two modes the Artificial Indicator or Directional Compass. Also, the STC states emphatically that all the instruments must remain in their original location.....Well off to the next project.

*Pete vanSpronson*



## VMC Club

We'll try this again...

At the next meeting, hopefully the February get together, the VMC portion will have a "WHAT WOULD YOU DO?" Video titled "VFR Flight Into IMC Over JFK".

The February "Question of the Month" points out that there may be factors in addition to wind direction, when selecting a runway for takeoff.

Attention! Free 6 months EAA membership for potential new members! Tell your non-EAA friends the time to us join is now! Here is good information from Radek Wyrzykowski, EAA Manager of Flight Proficiency.

There is now a Chapter Complimentary Trial Membership Program.

The Program consists of:

1. Six months complimentary membership in EAA Chapter 797.
2. The potential member receives all EAA Membership benefits.
3. This allows potential members to "get to know you" and experience membership in EAA Chapter 797 before they commit to paying member dues.

If you have someone interested in this program, send them to me and I will see that they get into the program. Which brings me to the next topic, namely we have a new member in 797. Actually, Jerry Cornwell is rejoining 797 after many years. Jerry had a 22 year career in the US Air Force maintaining fighters and instructing mechanics.

Since retiring, he has built four Experimental aircraft: a self designed ultra light sport, a Boredom Fighter, An RV-8 and a Bearhawk LSA. At this time he is working mostly maintaining other people's aircraft. Jerry has been recognized by the FAA with the FAA Charles Taylor Award. He tells me his current goal is to promote the aviation career of his 14 year old grandson, James.

*Clark Dechant*

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## 797 Founder Recently Passes

Over the past 8 years, I have been privileged to have a friendship with Dan Barnes and so it is with a heavy heart that I am reporting on his recent passing. Dan was one of our chapter's original founders who contributed more than anyone else to our chapter.



Dan was a WWII veteran who after the war, bought a J3 Cub with his brother and started learning to fly while based in Middleburg, FL. He lacked only his cross country to complete his private ticket when they had to sell it. After son Terry started flying in 1970 while attending University of Florida and son Charlie began his flying career while in high school in 1971, Dan got back into flying and bought his Cessna 120 that Charlie has to this day. Shortly after that, Dan bought a Stinson 108-1 and then the C172 that son Earl now owns.



Dan was a long time member of FSAACA, and it was his idea to build the Antique and Classic (Vintage clubhouse) at Sun N Fun.

Charlie says that Dan drew up the building plans and pounded a lot of nails into that building.

While working for NASA and living in Titusville, Dan established a Boy Scout Explorer post with an aviation focus. He organized several Explorer flights to the Naval Air Museum in Pensacola.

In 1988 Dan decided that our chapter needed an annual fundraiser and established Flight Line Tours at Sun N Fun. He designed the four tour buggies and organized the work parties to build them. Dan's first prototype buggy is known as Little Toot and currently resides in the clubhouse while the other three bigger buggies are stored at Sun N Fun and are still making money for the chapter.

While living part time in Alaska, Dan got his seaplane rating and flew back and forth several times to Florida in his C172. At the age of 71, he flew Terry's Super Cub on straight floats from Alaska to Florida solo, landing at Governor Hill Lake near Cross City where son Terry lived.

In 1990 Dan decided that the original 797 clubhouse shack was inadequate for the growing chapter so he organized a tear down party to demolish it and soon started construction on our current building which he designed. That's Dan's old C10 pickup in the picture

Dan had 6 kids, 13 grandchildren, and 7 great grandchildren. His beloved wife Fran passed in 2015. Thank you to Charlie Barnes for all the background on his dad.

*Allen Rice*



## Tie Fighter

I have read many posts on the web site from members and on MMAIL who are thinking about owning their own aircraft and looking for ways to offset the cost of ownership. I have heard many reasons for and against ownership. Why buy an aircraft? It's cheaper to rent and you do not have all the hassle with maintenance, fuel and insurance. Well, here is a little story that I think explains it all as to why I own my own airplane.

It was a beautiful Saturday morning. No winds and the temperature was just right. So instead of mowing the lawn like my wife had planned for me, I decided to go to the airport and take the Sport out for a run. She yells back at me, "WELL IF YOU GO, TAKE YOUR SON WITH YOU." So I ask my son. Want to go flying with dad? In which he says Yea, Can I take my light saber?

You see, my 9 year son thinks he is a Jedi Knight and that our Sport is his personal X-Wing fighter. He is only 4'5 and has to sit on a pillow in order to see over the glare shield and he always carries his light saber just in case we land on a strange planet in which there might be trouble or civil un-rest. Always prepared this one is. So away we go.

### THERE I WAS....

We were straight and level at around 6,000ft and I let him take the controls of the X-Wing to do some turns to the left and right. Joshua Approach called and said there was traffic at our 2 o'clock 2 miles opposite direction and my son said to me "Look over there dad, Tie fighter coming right at us". I told him to steer clear of the Tie Fighter because our lasers were out for repair and we were un-armed. No reason to provoke a fight.

So even though he is having a blast, I am starting to get a little bored and thought, "Let's go do a practice approach on the ILS". So I called Joshua Approach, requested the ILS 25 Approach to Palmdale Full Approach and off we went. I maneuvered the X-Wing to the VOR and started the turn outbound to the outer marker. Now my son is just really enjoying this. At the outer marker, the blue light started to flash and you could hear the BEEP in the headset. My Son jumps in and said "That Tie Fighter has locked on to us" I said "That's

Right" and I started my evasive maneuver on the procedure turn.

My Son is listening to the exchange between me and the controller and wants to chime in on the conversion. I said to my son, "Just hang on; I will give you a chance". I never should have said that because now he is all excited to talk on the radio. As I start to turn inbound on the turn, the Approach control said "Contact tower when established on the localizer". So I told my young Padawan Learner "OK, when this needle gets here on the dial, push the radio button and tell the tower that 93 Romeo is inbound on the localizer".

Now imagine this, I am giving basic instrument instruction to a 9 year old, I cannot get adults to say this during training. So before I can give him something simpler to say he keys the mike and says "REBEL BASE, THIS IS RED 5. WE ARE STARTING OUR ATTACK RUN ON THE DEATH STAR".

### Good God.

Now this post 9/11 and before I can key my mike and say anything, the tower jumps on and says "RED 5, YOU'RE CLEARED FOR THE APPROACH TO THE DEATH STAR. REPORT HITS AWAY"

Now I am waiting for the tower to add "And tell your dad to call this number" But I hear nothing else. So we continue the approach. Now my son is in heaven. This is real life stuff to him and he is doing everything I tell him to do as far as tracking the needle. As we approach the outer marker inbound, the light starts to flash and there is that tone again. "Dad, the Death Star has a lock on us". Yes Son, you keep on the approach, I will worry about the guns.

Everything is going great and now we are approaching the middle marker. My son has noticed the GPS has a red line with an airplane on it and it ends at the Death Star. So he asks me "IS THAT A TARGETING COMPUTER DAD?" Well of course it is, and it shows us where we are to the target. So now he hears Obewan tell him to USE THE FORCE SCOTT and he turns the GPS OFF. Tells me he is OK and does not need the targeting computer because he is using the FORCE.

Now the middle marker light flashes and the tone comes on. I apply full power and the airplane,,X-Wing,, Starts a climb. I start the turn to the missed

approach path when my son keys the mike and says "HITS AWAY". The tower answers back with "GOOD JOB RED 5, CONTACT REBEL APPROACH ON 126.1"

We go back to Mojave SPACEPORT, and I decide that the X-Wing needs a bath. So out comes all the cleaning stuff and we spend the rest of the day washing and waxing the turbo jets and laser pods.

So you see. This is why I own my own aircraft. You cannot beat this kind of quality time with your kids. And there is no way you can put a price on that.

Jeff Bryant  
Southwest Regional Director  
Beech Aero Club  
1975 X-Wing Fighter Model B-19  
N6993R

*Shared By,  
Bob Jaeger*

## Suwannee Valley Flying Club

The Suwannee Valley Flying Club is still alive and well. We have a couple of new members, but we have room for more. Two of our members have purchased airplanes and I doubt they will keep their SVFC membership active.

There is a \$200.00 sunk cost, initiation fee, and the dues are \$90.00 a month which includes one hour of flying time. I think it is about the least expensive way to fly in northern Florida!



The airplane is a Beechcraft Musketeer, it has an 800+ pound useful load and cruises about 125 mph.

Blue skies and tail winds,  
*Dave Holmes*

## In Brief..

Here's a short video shared by Ed Conrad.

<https://youtu.be/KvKGMtccM5E>

## 100LL Substitute ??

The EAA Continues to search for ways to replace 100LL to reduce harmful aircraft emissions.

"In the report, *Options for Reducing Lead Emissions from Piston-Engine Aircraft*, the NAS notes the environmental and health implications of lead use, but also recognizes the complex marketplace, technological, and economic barriers to a "drop-in" solution. "

"The National Academy of Science research group reiterated what EAA has been saying for many years – that working toward a viable fleet-wide replacement for 100 low-lead fuel is the only complete solution, but that despite concerted effort, formidable technological barriers have prevented success thus far," said Sean Elliott, EAA's vice president of advocacy and safety. "It is our hope that this study will assist Congress, the FAA, and other government agencies in better understanding the challenges we face in eliminating lead from aviation fuel and encourage them to dedicate the resources necessary to help make that outcome a reality."

For more information, read the full article @

<https://eaa.org/eaa/news-and-publications/eaa-news-and-aviation-news/news/1-14-2021-nas-report-confirms-100ll-unleaded-replacement-complexities>

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)



