

# CATFISH SQUADRON

## EAA CHAPTER 797

Live Oak, Florida



\*VOLUME 24 \* NUMBER 12\*

December 2024

**President: Edgar Conrad**  
386-984-0740

**Vice President: Tommy Dierman**  
386-623-3224

**Secretary: Norma Bolyard**  
352-316-5759

**Treasurer: Pete vanSpronson**  
813-298-4929

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

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

**Tool Crib -- Doug Cleveland (H) 386-842-2543**

EAA Ch. 797 Mailing Address: 13344 80 Terrace Live Oak, FL 32060

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

## Chapter 797 Meeting: The Monthly Meeting is Forgone for the holiday



**EAA 797 Morning Fly-In  
& Christmas Party  
Is on December 21, 2023  
@ 11:30 am**

## From The Top

How quickly another year has already passed into the history book of our lives. It has been a wonderful experience for me to make so many New friends and priceless memories with each of you this year.

I search for the word to describe how thankful I am to have been given this opportunity to serve you. So many of you have given so much time and effort to make all this happen. From those that work in the kitchen for our monthly breakfasts, the huge efforts that go into Sun & Fun, the four Little Airplane events, our Veterans Day parade. There have been over 320 hrs put in on the 797 Flyer. All this could not have happened had you not taken the time to GIVE. Let us all take a moment to reflect on these moments we have shared and give thanks at our Christmas Party on Saturday. Hope to see you there.

Much Respect,

*Ed Conrad  
Chapter President*

## 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

Dave Poirier preceded the November monthly meeting with a safety themed VMC discussion.

This month's discussion was Personal recurrency.

The recent spate of collisions and near misses in the vicinity of airports raises the question of complacency and what we do personally to see and avoid.

I thank the members that engaged and shared their personal minimums, and processes they use to keep themselves vigilant

*Editor*

## Kit Aircraft May Have Saved General Aviation

In the seventies, general aviation suffered from runway litigation, and product liability began to strangle the profitability of small aircraft production. Regulations run amuck put a damper on the entire industry. Although the choice of kit aircraft exemplified for this article seem odd (not RVs or Zeniths), homebuilt aircraft built outstripped certified aircraft of similar purpose four to one.

Follow this link for the whole story:

[https://simpleflying.com/general-aviation-industry-kit-aircraft/?fbclid=IwY2xjawHLuYVleHRuA2FibQIxMQABHU972UT5vjt9m-kEiqd3IEN5Oo4RsXCEudvuhF9Q8f3WZGL6bVdYK6t2Hw\\_aem\\_YELDvvQK-iYORvoh4F-AA](https://simpleflying.com/general-aviation-industry-kit-aircraft/?fbclid=IwY2xjawHLuYVleHRuA2FibQIxMQABHU972UT5vjt9m-kEiqd3IEN5Oo4RsXCEudvuhF9Q8f3WZGL6bVdYK6t2Hw_aem_YELDvvQK-iYORvoh4F-AA)

Lake City Gateway Airport  
3526 East HWY 90  
Lake City, FL 32055  
Office: 386-755-3535  
Fax 904-212-2026

Parthenon Medical Center  
5105 Bowden Road  
Jacksonville, FL 32216  
Office 904-374-0260  
Fax 904-212-2026

**PHILIP A. CARNEVALE MD**  
CERTIFIED SENIOR AEROMEDICAL EXAMINER  
ALL CLASSES of FAA FLIGHT MEDICAL and DOT EXAMS

813-220-2228 pcarnevalemd@hotmail.com

## B17 Crash in Texas: NTSB report Available

*"The National Transportation Safety Board determines that the probable cause of the accident was the air boss's and air show event organizer's lack of an adequate, prebriefed aircraft separation plan for the air show performance, relying instead on the air boss's real-time deconfliction directives and the see-and-avoid strategy for collision avoidance, which allowed for the loss of separation between the Boeing B-17G and the Bell P-63F airplanes. Also causal was the diminished ability of the accident pilots to see and avoid the other aircraft due to flight*



*path geometry, out-the-window view obscuration by aircraft structures, attention demands associated with the air show performance, and the inherent limitations of human performance that can make it difficult to see another aircraft. Contributing to the accident were the lack of Federal Aviation Administration (FAA) guidance for air bosses and air show event organizers on developing plans and performing risk assessments that ensure the separation of aircraft that are not part of an approved maneuvers package and the lack of FAA requirements and guidance for recurrent evaluations of air bosses and direct surveillance of their performance."*

Whole report is at:

<https://www.nts.gov/investigations/Pages/CEN23MA034.aspx>

**Suwannee Aero LLC**  
AIRCRAFT MAINTENANCE, REPAIR  
AND INSPECTIONS

**Doug Libby**

(386) 776-2780 A&P IA 19432 161st Court  
(386) 314-5891 cell O'Brien, FL 32071  
LibbyABD@aol.com Suwannee Belle Airpark (9FL0)

## Extreme Experimental

The space shuttle you haven't been hearing about: Sierra Space's Dream Chaser "Tenacity".



With a name that harkens to the SciFi show "The Expanse", *Tenacity* is the first Dream Chaser from Sierra Space Corporation to begin its uncrewed career competing for orbital duties for hire. It is scheduled to make its first foray into space as a resupply version docking with the ISS. After the series of failures by Boeing to even get its own pilots back safely, this is an audacious and daring reach. Future Dream Chasers will have seats for crewed flight. Currently, *Tenacity* is scheduled to fly in June, 2025. Glide tests have been done all the way to landing.

For more info:

<https://www.youtube.com/watch?v=jVI XI09-AYw>



*Editor*

Bill & Kyoung Clapp  
AzaleaAviation.com



Saberwing Aircraft & Spyder Engines

Phone: 229-834-8996

Email: mail@azaleaaviation.com

1301 W Rountree St/Quitman GA31643

## Medical Rules Reinterpreted

The following is cut from a FaceBook posting, so *do your own research*. I have seen multiple news items about this topic, causing my alarm. Ask your examiner long before you need a medical what you need to have prepared for any changes from your previous medical.

"Beginning January 1, if your FAA medical exam is deferred to the FAA for further review, and you DO NOT HAVE ALL of the supporting documentation submitted to the FAA for review, your application will be DENIED!"

Previously, the FAA would ask you to send in information for review. Now they will deny your medical certificate. This is a clear indicator that the FAA would like you to prepare for your medical certificate like any other check ride.

A denial will cause loss of Light Sport and Basic Med eligibility. If you are denied, the FAA will provide some information should you want to request reconsideration."

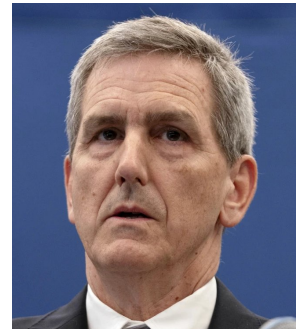
Loss of medical *may* force you to re-qualify for a third class to get back to a Basic Med certificate. Seems to be just another way the government is using regulation and the changing enforcement thereof to make citizen's lives more difficult.

*Editor*

Then suddenly:

## FAA Head Resigns

"Federal Aviation Administration chief Mike Whitaker, who has overseen the agency's response to significant safety issues at Boeing since a mid-air emergency in January, will step down when President-elect Donald Trump takes office next month."



There was a lot of concern about Whitaker's background and its' application to the job when he was appointed to the office.

<https://www.reuters.com/business/aerospace-defense/faa-administrator-whitaker-step-down-jan-20-2024-12-12/>



## What About Bob?

Chapter 797 member Robert Lester had a mishap on Runway 09/27 at Little River International Airport. (FL10)



Bob is undeterred but not undented. He's as sore as can be, but has begun recovery in both body and plane. He has procured a donor aircraft to bring old paint back from the grave. In no time at all Patina



will be restored. Our chapter barnstormer will be terrifying cow pastures once again

*Editor*

## Rockets Over Live Oak



EAA 797 was invited out to Friendship Baptist Church to add to their home-schooler's science fair.

It was fun for all and a chance to promote aviation careers. We had a number of Chapter members participate and they fed us!



We had kids making rockets and launching them with our air pump launchers. It's great to see the kids figure it out and start experimenting to learn how high they can go before the rocket disintegrates on the pad from over pressure.

William and Norma gave a brief presentation to encourage aspiring pilots and others considering careers in aviation.

## Touch A Truck

Chapter 797 is becoming a staple in the community. In our third appearance at the SVEC (Suwannee Valley Electric Cooperative) annual event, *Sparky* hopped aboard our very busy Kiddie Plane Ride.



The usual suspects turned out to provide a great and fun experience for the town's kids. If you're not making time to be part of these events, you're missing out. Prevent FOMO by volunteering.

*Editor*



## Heritage Park

Rounding up Chapter 797's seasonal appearances for 2024 was another invitation to participate in the Heritage Park annual event that attracts everyone. Santa was there with the missus.



We lost a ride segment on Hwy90 en route, but it was recovered and will be repaired. Thanks to all the volunteers that make these events work for our chapter and the community at large.



*Editor*

## Don't have a Tool? Make a Tool

When you ain't got the money for tools, make 'em. This is a punch we made for perforating the foam core we use in Azalea Aviation's kits. The supplier would charge us outrageously to punch the core in a manner incompatible with our process, so we made one.



Sure, it wasn't without bugs, but we tinkered with it until it was right. Allen Rice made a trammel jig for checking wing planform for square. Next Newsletter will have the complete article. This month has been busy!

*Editor*

## 797 Flyer

Just wanted to let you builders know that since we started on June 8, we passed a 6 month construction milestone yesterday with over 320 build hours in the 797 Flyer builder's log. If anyone got pictures during the workshop yesterday, please forward them to me for the logbook.

*Thanks, Allen Rice*

## 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

