

# CATFISH SQUADRON

## EAA CHAPTER 797



Live Oak, Florida



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## Chapter 797 Meeting

### All Chapter Meetings

are suspended until further notice  
The Pancake Breakfast is also suspended  
Until further notice.



Some Members ran off to Jekyll Island for some social distance, on March 14, I didn't even get a T-Shirt...

## EAA 797 Morning Fly-In

### Pancake Breakfast

And Monthly meetings  
Are suspended.

## *The Bottom Line*

What a month of March. It has always been said the storms of March bring spring flowers let's look at the events in his manner. We were planning a workshop for our April meeting however I have asked our presenter to postpone at this time.

Several positive points to note. We have been granted a tax exempt status from the IRS as a 501c3 charitable organization, allowing us to receive donations and issue letters of tax deductibility as value to those donors. It also allows us to conduct charity flights using these flights for a two-fold purpose. First, we introduce the public to aviation by offering a chargeable introduction flights. The pilot can be legally reimbursed, some limitation do apply. Second, the Chapter can use this as a fund raising mechanism.

***“Wings Over Suwannee”*** has not dissipated. It has just being planned to move to October. By then Dave Holmes and the gang will place in motion an even greater event.

***“Flight Line Tours”*** will be a part of the postponed Sun n Fun 2021. With Allen at the helm things are always headed in the right direction.

I want to give a shout out to Cathy Cleveland, Tommy Diedman, Dave Holmes, Allen Rice, Curtis McClung and Greg Boyette as they have assisted me in countless ways to navigate in this fast paced & changing environment

As once was said, “this too shall pass”

*On a more personal note*

It,s been to long since we had the pleasure of each other's company. I trust each and every one of us is safe and feeling like there will be a better tomorrow. Since the best guidelines so far is to maintain social distancing I regretfully announce to you the cancelation our planned April meeting. I personally feel under house arrest and awaiting for my pardon. Having said that, I have a lot to be thankful for. Optimism states that adverse events and actions are just opportunities to shine. There are not a lot of heros when events are routine. Well enough of that.

During Easter observance I believe taking care of one's loved ones, friends and even total strangers is the best example of our resolve as human beings. I wish the best for each and every one of you and never, I mean never hesitate to reach out to your brothers and sisters of our organization for assistance we will **HELP**.

With blessings to all and respectfully submitted,

*Chapter 797 President  
Pete vanSpronsen*

PS: If you have not renewed your membership please do so; at \$1.25 a month you can't go wrong.

## VMC Club

The VMC club is meeting in conjunction with our regularly scheduled meeting times. You can earn wings perks by attendance.

Unfortunately, the Covid-19 pandemic has meetings on hold. So, keep your ear to the ground (or the air..) for future meetings of the VMC Club.

*Editor*



## 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

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Da' CORONA can't get to us @ 1000' UP!!

...Keep your Hopes.....UP..!!!

*Dr Lee Woodruff*

## Chapter Website Hosting Change....

The EAA has ended its arrangement with [Webs.com](http://Webs.com) to host individual chapter websites on 31 Mar and their new partner is Sitecore, a company that EAA currently uses for their main website. Hope the transition to the new host won't be too painful. The new chapter website address is:

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

It will most likely have a little different look. See Larry Pesek or Allen Rice or any of the officers if you have some suggestions or would like to see some content added.

*Larry Pesek*  
Web Editor

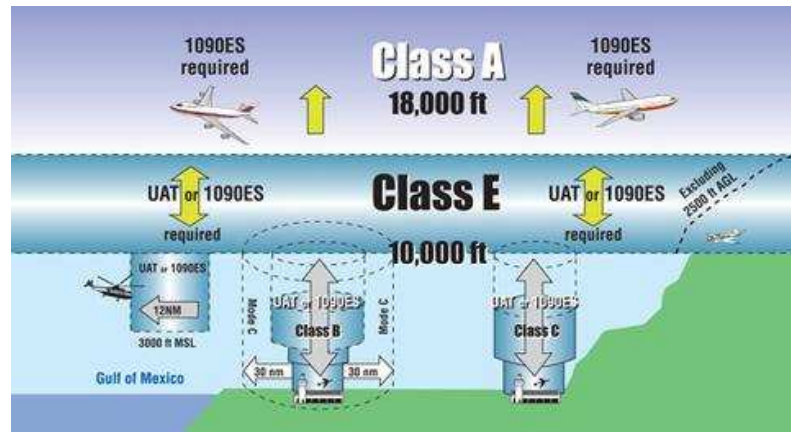
*Thanks to Larry for getting us migrated to the new site. Now that the new site is up and running, the stationary has changed... -Editor-*

## ADS-B Considerations

I have recommended and installed a number of the uAvionix wing tip and tailBeacon ADS-B units in local aircraft and everyone has been satisfied with the units. If you have an reliable transponder that you are happy with this seems like a good

solution; you comply with having the ADS-B out and if you have Stratus or something similar you also have the ADS-B in; which is helpful, but too many rely on the screen and don't obey the first rule of flying, "look out the window and watch for traffic".

The aerial advertising company I work for installed 30 of the Appareo transponders with the Stratus in our banner planes. Now our pilots can jump in any of these stripped down 180 HP Supercubs with an ipad and Foreflight and have all they need to fly in any of our venues with all the information available to any pilot.



I installed the same Appareo unit in my Mooney seeing as I had an old Narco transponder that wasn't much good for more than a wheel chock; as they are not hardly repairable. For the price of a new transponder I have an ADS-B system with WiFi to my ipad. Personally I think this is the best bet for the money if you don't have modern transponder and need ADS-B.

*Thanks*  
*Doug Libby*

Larry Pesek sent me an email blurb..

I have an appointment with Paul at Quest Avionics in Ocala for a certified ADSB receiver installation next few days. Hope the weather allows delivery. Will let the club know how it goes.

Does anyone have a suggestion for corrosion prevention? I would like to get my 182 applied with ACF-50 or similar. Along those lines, is there any interest in the club purchasing the applicator for the tool crib?

*Larry the helo guy....*



## Member's Pober Pixie

Nothing real exciting in Hanger 7 Live Oak Florida, but I thought I would send a picture of the latest acquisition. I purchased this Pober Pixie in North Carolina the first of December. I basically bought it for the Cont 85 engine to go in our Wag Aero Cub project. It was licensed in 1992 by the original builder. He started the project when he was 68. He finished it when he was 72 and flew it until he was 82. That is encouraging to us old guys.



It went thru several owners before winding up in NC. The old guy that was flying it there kept it at his "private airstrip". I would not have flown it out of that place if he had given it to me. It was about 1200 feet long with big trees all around, NC red clay, a big dip, and not one level spot anywhere. I took the wings off and trailered it home.

My wife, daughters and I social distanced all the way to the airport two weeks ago. We installed the wings, etc, so I could run it up. Everything checked out good and I did a few taxi tests. The last annual was April of 2019 and it seems like a pretty good little airplane. We may go ahead for now and have it licensed and fly it for awhile.

*Best wishes to all.  
Curtis & Traci McClung*

## 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)



I have had my first run-in with required ADS-B out. It is noteworthy that it is only four months into the new ADS-B requirements to enter a Mode-C veil and I have already found myself working around it.



I took a task on to move a newly purchased experimental up from the Tampa Int'l Mode-C airspace. There is a plethora of smaller airports scattered all about under Tampa's airspace. The subject aircraft is equipped with the uAvionix tailBeacon tail mounted ADS-B transmitter. The good news is that the aircraft is outfitted to fly out legally, the bad news is that I am very rusty dealing with complicated airspace.

I tapped Ed Conrad to help me out with a ride down to the plane. I had to find someone with an ADS-B out installation to get me into the airport. I paid attention to Ed's radio calls and procedures to get reassured that I was up to the task. We got there and were unable to bring the plane out that day for other reasons, but the ADS-B requirements were obviously something to contend with. I have other friends without ADS-B in their planes and that fact limited my choices.

The experience has me reconsidering the need for an ADS-B out solution in my Tailwind build.

*Editor*

## Joe's Tri-Pacer

Member Joe Arbie's Tri-Pacer is still for sale.

See the last newsletter for details. Or call him:

386 984-5654

