

CATFISH SQUADRON

EAA CHAPTER 797



Live Oak, Florida



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President: Dave Holmes

817-308-9752

Vice President: Morris Brown

386-963-5320

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

Secretary: Ronda Holmes

817-308-9752

Treasurer: Pete Van Spronson

813-298-4929

Web Site Editor: Timmy Lee

Newsletter Editor: David Poirier

Mailing Address: 22015 117th Dr.

386-479-4107

O'Brien, FL 32071

Web Site www.eaa797.net

Chapter 797 Meeting

February 17, 2018

The monthly meeting will be on the third Saturday of the month at the Chapter Building at 10:00 AM.

A Pancake Breakfast will be at 8:00 AM. All of our members are asked to share in the fun.



*Tom Reilly talks XP-82 renovation.
Thanks for the presentation!*

EAA 797 Morning Fly-In Pancake Breakfast

**The third Saturday of the month
February 17, 2017
8:00-10:00 AM**

From the Top

For those who missed the 20 January meeting with Tom Reilly, you missed a very informative speech. There were about 36 people who attended from our chapter, the Kitty Hawk QBs, and the Tallahassee QBs. Tom said the airplane is about ready to fly but the first flight is being close held information and open to only the investors. For a minimum \$10,000.00 investment, you could be invited to the first flight!

Tom had left his pointer flashlight at the club house. The next week I was on my way to Ohio so, I stopped in Douglas, GA to get fuel and return his light. It was a crystal clear day with a cold front coming down from the North. Consequently I had 45 knots of head wind on my trip and the normal 5 hour flight took 6.7 hours! I returned the next day, should have a good tailwind – nope, front had passed, winds out of the southwest and a head wind on the way back. Reminded me from how my father had to walk uphill to school in both directions.

I hope the weather will not keep too many of you away on 17 February when we have our next Pancake Breakfast followed by our monthly meeting. At the upcoming meeting we need to discuss the Cross City and Wings Over Suwannee preparations. Also, Allen Rice will be pitching for volunteers at Sun'N'Fun, 10-15 April.

Dave Holmes, President

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Steinhatchee Fly Out

It's been a year and a half since we last visited Steinhatchee, specifically 39FD, Ancient Oaks Airpark, but it appears to have been worth the wait.



Bobbi and Allen Rice hosted the event and provided transportation into town for breakfast at Fiddlers Restaurant.

I stole this pic from the chapter FaceBook site and I understand from it that Dave H learned to be sure not to miss the bus! Alls well that ends well, and all appear to have had a good time.

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.

Shamrock Fly-In

It's the tenth iteration of the shamrock Fly-In this year and it's a landmark year for them. They have built a new Chapter Hanger Building that they are all too happy to show off. I think we can appreciate the feeling of having your own space.

I have attended the last three years and found it to be a good time with good food and great company. It's ten bucks for adults and five for the wee ones. It's on March 17th from 11:30am – 2pm. We may want to wrap up next month's meeting quickly!



Up & Coming

Items for discussion this meeting (2/17/18):

Cross City Fly-In (3/24/18): We will be flying Young Eagles at their event and providing help on the ground as well. We have had a reciprocal arrangement with Cross City for the last several years.

Sun-N-Fun 2018 (4/8/18-4/15/18): We will be running the Flight Line Tours as usual. The crowds are expected to be larger than ever. This is a big revenue source for us and all help is appreciated. Let Allen Rice know early enough to get credentials and camping space.

Wings Over Suwannee (4/20/18 - 4/22/18): This is the third year we will be hosting the event and the public has been asking about it. Good weather will guarantee a strong turnout. Volunteers are needed to commit some of their time and help out with this event.

We have two packed up months ahead that hold the promise to reward us with revenue, exposure and accomplishment. I know I'm going to rest in June!



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Suwannee Valley Flying Club News

To One and All:

The Beechcraft Musketeer is on line, ready for flight. I have flown the airplane, it is a very nice airplane to fly, very comfortable and has very good performance (particularly if you are used to flying a Cessna 150). I hope everyone will want to check out in this airplane.

We are looking for new members. At our current rate, we are going to start sinking if we don't get

more members and more hours on the airplanes. We will soon set up another meeting.

Safe skies, smooth landings, talk to you on Guard!

Dave Holmes, President SFVC
 Suwannee Valley Flying Club
 13344 80th Terr. Live Oak, FL 32064
 817-308-9752



Newly acquired Beechcraft Musketeer

The SVFC club fee structure is:
Flying/Pilot Membership: \$200 initiation fee, \$40/month dues, \$40/hr airplane rental.*
Social Membership: \$10/month

The next SVFC meeting will be on Sat, Mar 10, 12PM.

For the latest information on the SVFC, check out Facebook/Suwannee Valley Flying Club.

*Flying/Pilot members must also belong to EAA 797 for \$15/year.

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Cross City Fly-In

The Cross City Fly-In has been scheduled for March 24, 2018. Our chapter has volunteered to help them with their event just as we did last year. There will be no aerobatic performance this year, so there will be no need for a federal presence. No closures of the airspace, a freer and more friendly atmosphere for all. Once again, it will be our first Young Eagles event for the year. I urge all volunteers to put this event on their calendar. They help us at our events and we have reciprocated in the past. Let's help make their event a success!

Dave Poirier, YE Coordinator

A Cautionary Tale

I occasionally come across events worthy of notice on FaceBook. This caught my eye from the "Bowers Fly Baby" group. Bill Hills was gracious enough to allow me to reprint. : The Editor

A Fly Baby Adventure:

The temperature hit 55-60 last weekend, enabling me to shed almost all of the cold weather gear I've put together to fly Winged Fury all winter. So I went to Gordonsville Municipal Airport (GVE), where I currently base my FB, on Saturday to attend a FAAST lecture on maintenance related accident prevention hosted by EAA Chapter 1563 and, of course, to fly in the afternoon.

Gordonsville Airport is a great little municipal airport located right at the foothills of the Blue Ridge/Shenandoah Mountains in Virginia a few miles north of Charlottesville. It's east-west 2300 by 40-foot runways, 05 and 23, show much wear, but are more than adequate for the most general aviation aircraft. Like all too many small airports, it is struggling to carry on its proud 80+ years of supporting general aviation and the joy of flying. It is anchored by a small and wonderful group of fliers and non-flyers along with the occasional onlooker. Hamburgers and hotdogs, along with other pot-luck dishes, are served nearly every weekend by the unofficial airport manager who lives with his wife and dog in a lovely apartment they built on top of one of the hangars. With no fuel on the field and relatively short runways, 23 has a 440 foot displaced threshold, there is generally little activity.

Sitting in the FAAST lecture, little did I know how prophetic the topic would be. The lecture was very good, albeit, somewhat depressing and definitely thought-provoking. It highlighted numerous aviation accidents attributable to small sequences of maintenance events that ultimately resulted in an accident, some fatal and some not. As you might expect, many examples fell into the category of "shoulda, woulda, coulda." While I didn't have a major issue, my incident later that afternoon clearly fell into that category.

After the lecture and a hearty meal and some light 'hangar flying', I went about getting ready to fly. I launched after a detailed preflight, including a check of the integrity of the pitot and static tubes protruding from the left wing (hint, hint). I had plans for a leisurely flight to the east around Lake Anna, a large recreational reservoir 10 miles to the east, followed by some meandering to the west in the Shenandoah Mountains of Virginia.

In route to Lake Anna from GVE, I did a couple of circuits around Lake Louisa (about 5 miles to the east) where one of my co-workers has a lake house and loves to guess if he's seen me in the air or not. This time he did. I went on to fly the length of Anna enjoying the 50 degrees + day when I noticed that the pitot/static tube array protruding from my left wing appeared to be sagging slightly. My first thought literally was 'well, that doesn't look right!' So I immediately decided to go to Lake Anna Airport to land and confirm that I wasn't just seeing things. Direct to Lake Anna required a 90-degree turn to the left and it was easily visible from my position over the lake, approximately 6 miles away. By the time I finished the turn and dialed in Lake Anna AWOS, the tube assembly was gone and my flight instruments were completely erratic. The airspeed indicator was reading a solid zero, except at high angles of attack. The altimeter was bouncing around, but generally reading 2400 MSL and the vertical speed indicator was oscillating all over the place.



At this point, right or wrong, I made the decision to return to GVE. The logic was that I was only going to make one landing, so I should do it at the airport I was most familiar with and, candidly, the one that was most convenient. I returned using the instrumentation provided in ForeFlight, estimating airspeed using the winds reported by the GVE's AWOS and ForeFlight's reported ground speed.

Upon arrival at GVE, the winds were reported at 12 knots gusting to 14 right down the runway so I proceeded to the left-hand pattern for runway 23. My plan was to fly the approach, estimating and calculating airspeed to be on the fast side. If it felt too fast for GVE's relatively short runway, I'd abort the landing and head to Orange County Airport with its much, much longer and wider runways.

As it turns out everything felt, looked and sounded (the wires were singing) routine. I got down to flare at the displaced threshold and everything still felt normal so I let it settle into a nice, greaser of a wheel landing. In fact, it was the best one I've made thus far! Roll out was normal, suggesting that I was pretty much on speed and proceeded to my hanger.



So why did this happen? The pitot and static tubes on my FB are (I mean were) only forced squeezed into openings for them in the wing. They get bumped often while moving around the plane. When I purchased the plane both the A&P (who did the pre-purchase and subsequent condition inspection) and I made the observation that we should come up with a more secure arrangement, but in the spirit of deferred maintenance (aka anxious to fly) and the fact that they'd been there for years, I did nothing, a key element of risk highlighted in the morning lecture! While I check them in every preflight, this time I bumped into them while removing the chocks during a solo start, one of the few times I've removed them from the front vs crawling under the wing from the back. Although I checked them again, I was probably more concerned with getting in the plane while

the engine was running and it was only secured by the tail tie-down. The check was clearly inadequate; they vibrated loose and departed the aircraft in flight. It was the string of little things the lecturer described on the way to an accident/incident. Lesson learned!

I'm now in the process of replacing it with something more secure and feeling grateful that I got comfortable enough with Winged Fury that the landing was familiar and uneventful.

Bill Hills: Gordensville Va.



Hello Fellow Chapter Members,

A New Year has begun and we are going to be busy this year. Azalea Aviation is busy finishing moulds, building up inventory, working on planes and more. We have sold our first 10 saberwing kits and the interest in our products is growing. Follow us on our website azaleaaviation.com or on Facebook to keep informed.

Last week we had our scheduled BBQ and Fly-in. Due to the weather our numbers were low but one lonely gyrocopter flew in. Several folks elected to drive in to enjoy good hot-dogs, Bulgolgi, beans and fruit salad. We will have another BBQ and Fly-in this coming March 10th.

The second weekend of March (8-10th) is also time for our **Spyder Engine Workshop**. Come and enjoy an in-depth study and hands-on experience March! We will be tearing down and rebuilding one of our Spyder Engines. The Spyder engine is a corvair conversion that is used in several different aircraft kits, as well as our Saberwing. This is a great time to learn and expand your engine knowledge as well as a time to meet new people with similar interests.

Check online at azaleaaviation.com for more information and signing up. You can also call us at

229-834-8996 if you are interested. Engine teardown is on Thursday and Rebuild Class starts early on Friday with final assembly and test running on Saturday after the BBQ and Fly-in. The Workshop costs \$50 for your workbook. Give us a call. Recomend a friend.

Bill Clapp

Rotorway Update



I have continued making good progress on the Rebuild of my Rotorway Exec. I have my blades assembled and painted. Still have to do the static balance and alignment on the blades. I've run the engine a few times w/o the main blades and it starts and runs well. Should be doing some testing with the blades on soon.

BTW, if anyone is interested there is going to be another Rotorway gathering at Canon Creek March 30th -April 1st.

Dennis Wolcott



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

