

CATFISH SQUADRON

EAA CHAPTER 797



Live Oak, Florida



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June 2017

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Chapter 797 Meeting

Saturday June, 24th

The monthly meeting will be held at the Suwannee County Airport at our EAA Chapter Building at approx. **10:30AM**. Pot Luck Brunch will be at 10:00AM. All of our members are asked to bring a dish to share.



EAA 797 Morning Fly-In

The LAST Saturday of the month

June 24, 2017

8:00-10:00 AM

From the Top

Recently I flew with Kaleb, a grandson of Jeremy and Shelia Williams. Kaleb is 15 years old. I asked him if he would be interested in the Sun'N'Fun Summer Camp at Lakeland. After Sun'N'Fun, David Brown presented the summer camp program and that we are looking for prospective individuals to go. Kaleb is an excellent choice as he has interest in aviation and has displayed excellent flying abilities. Therefore, I ordered a package and hopefully we will be sponsoring him in the 17 to 21 July session. Thanks for your support.

On another subject, for those who fly cross country and obtain weather briefings, the area forecast, FA, is going away. Starting in July, there will be a three month overlap of using the FA and using more up-to-date digital and graphic materials for briefing. As you remember from your last weather course, an area forecast, FA, covers a broad area and is not very precise. For the most part, the change will be transparent.

Dave Holmes

Submissions

When I send out a call for news, I never really know what I'm going to get. I did have a few notices for errors that need correction. I hope y'all enjoy what I manage to get out monthly.

A friend from the Corvair powered aircraft world sent me his update:



“Lately I have been working on the brake system on my tandem Wagabond project, "Wagzilla" It is basically a modified cub system. Mostly it involves laying out and making the steel mounting plates for the Scott master cylinders under the pilot's seat and the mounting plates for the heel brake pedals near the firewall, for the pilot. These are connected by a 1/8 inch steel rod.”

Gary Richmond, Vienna, Missouri

Gary's a hefty guy and he's laid out his interior to fit him. There's a single front seat and a bench seat in the back. It's kind'a like a Dyke Delta, but a bit slower.

The Cross City Crew showed some gratitude for our help with their event with some gratuitous head wear. (See Photo) I was gifted one of these smart looking caps for my help as were several other 797 members. Jeff Carey dropped in at my shop in O'Brien to bring it by. An interesting thing to notice about Jeff is that he doesn't fly. I especially appreciate someone who supports and volunteers just because he knows it's worthwhile. Thanks Jeff!

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Completion

Larry Bothof is approaching first flight. His *Saberwing* is the first Customer-Built *Saberwing* kit made from Chapter 797 club member Bill Clapp's company Azalea Aviation LLC. Y'all might know Larry because he frequently flies Young Eagles for our YE events in his Mooney.

Larry brought his plane down to Azalea's shop for the canopy fitting and final assembly. Larry is a perfect test case for Bill's product because he had never worked with composite materials and actually doubted that he could. Since Larry lives nearby he was able to get a little more assistance than might be typically available, but that has allowed Azalea Aviation to refine the product and associated processes.



Larry's plane arrives at the company.

Larry is hoping for a signoff this Friday, June 23, 2017. Good luck and blue skies, Larry!

When the *Saberwing* was first introduced, it was offered to just a few people that were seen as serious and competent builders. The second completion will likely be on the west coast. Dave Goodman is another motivated guy who is building his *Saberwing* in Washington state.

Bill has also torn down the prototype and rebuilt new wings from the kit components to better represent the final kit form. In just a few short weeks Bill has completely built both wings from actual kit components. He has a lot of confidence in the product with Oshkosh in the windshield and two planes to prepare for a big public reveal.



Fitting the top skin to the Prototype's spars.

With the crew working on the LSA *Saberwing*, Larry showing off the first Customer-Built *Saberwing* and Bill's prototype passing 200 hours, Oshkosh could be a watershed event. This chapter member makes me look slow. Good luck Bill!

Another Completion

Paul Mitchell joined our chapter a little while ago and he promises to bring some activity to our little group. I met him at the WOS event where he squeaked in to the airfield on the outskirts of his flight test area. He was one of the few to partake of the grass strip. He hails from Suwannee Belle. In the spirit of keeping himself busy, he has finished up another project.

"Some years back I had off field event with my then Subaru powered Murphy Rebel. It required a lot of repair time & effort.

To "replace" my flyer I was told by a girlfriend of a plane 'just like mine" (a Zenair CH701). The only similarity was they were both aluminum with wings. Turns out I knew the woman settling the estate but not her builder father. I helped out by buying the whole shebang & what the heck, I needed something else to do while waiting for the insurance company to settle on the Rebel.

The CH701 built very quick and easy. The engine was another story. A one liner, literally, said 'Bob ran the engine today.....'. THAT should have been a clue but sometimes in the Florida heat my brain-housing-group can get affected by the density

altitude. I got the airplane & engine ready for flight, called the DAR, paid a LARGE amount of money for the paperwork to be blessed and started the flight test program, while fixing one oil leak after another for about 2 hrs of flight time.

About the same time I settled on the Rebel, bought another Rebel kit for spare parts and took to rebuilding the Rebel. The CH701 went to the back of the hanger until it got the VW tore down and resealed in March of this year.

The 701 is a HOOT to fly. Short field is an understatement. It's got about 28 of the 40 hr Phase 1 time flown off and I have decided to sell it ASAP because I need the room in my hanger for 2 large 4 ft X 16 ft tables to build the Amphibious Floats for my Rebel.

(I JUST got the Float Kit in 1998, what's the hurry, right?)



Its going to the first \$15,500 that shows up at my door. Paul 954-699-7778"

Paul Mitchell



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Young Eagles Report

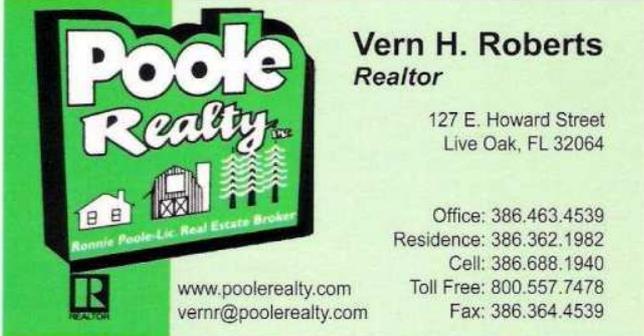
WOS was a huge success for our Young Eagles Program, but it also demonstrated the limitations of the program as it is currently. We have gotten started as little more than a carnival ride, but we can do so much more. There is certainly a place for the style of program we used at WOS because it was one of the draws for the event, but a second more serious configuration aimed at keeping at the truly interested participants engaged may also have a home here at Chapter 797. The “Fly Kids” approach is great outreach and brings them in, but a “Teach Kids” program with rewards of “Field Trips”, instruction, and consistent interaction has a better potential for seeing a child grow into a pilot.

I will be recruiting some people to commit to regular meetings to brainstorm the program development. This is Chapter 797’s program and I earnestly urge members to be involved in shaping the direction it moves into.

Dave Poirier

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.



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Suwannee Valley Flying Club News



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



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Social Membership: \$10/month

The next SVFC meeting will immediately follow the EAA 797 meeting on Sat, May 24, 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.

Kiddie Plane Construction

I have gotten far enough along to do a construction article on my Kiddie Plane Project.

I want firstly thank the guys who created the Frame/Barrel “short kit” that forms the consistent size/format for all of the resultant iterations.



I began by getting the barrel on straight. This may seem obvious, but you have to use a level across the compartment opening or it just won't look right. Since I am making a Wittman Tailwind to mimic my project at home, I added some tubing framework to mimic the windshield frame. This will have the additional advantage of giving a nice handhold for entering and exiting the ride. Since the barrel has “ridges” on it, I added some tubing spacers between the barrel and the frame to compensate for the gaps.

Be sure to use a primer on your wood parts. I used “Killz” to seal the grain and some body filler to smooth out any surface imperfections. Then I added another coat of “Killz” over everything.



I laid a 2x4 under the wings to get things aligned before drilling the holes for the Wing Strut Bolts. The Wing Struts are $\frac{3}{4}$ ” electrical conduit and the rear barrel stabilizers are from $\frac{1}{2}$ ” electrical conduit. The real trick is to crush the ends flat in alignment with each other, then bend them before removing them from the vice.

Color is important in a kids toy. Simple, bold, contrasting colors with a minimum of detail works incredibly well. I got the unique opportunity to test my planned color scheme on this project. I like it!





I went with a green frame to represent the grass below and used a heavy oil based paint to create a durable and long lasting finish. By now, all

your holes should be drilled and ready for assembly.



At this point, I have the basic ride assembled and I get to feel some accomplishment. I have yet to add a cowling, propeller, joy stick, cockpit edge and seat. I hope to have it completed in time for next month's newsletter.

For the keen eye, my Tailwind is a W-8 with a W-10 tailgroup. I have remained faithful to this combination in the "Mini T-Wind". Maybe I can get Chuck from *WhataGraphics* to make a couple of vinyl appliques to put my Corvair Power label and such on it. I know, I said to keep it simple and stocky. I'll sleep on it....

Maybe a lightning bolt....

David Poirier

Corvair Fly-In

The weekend of Sept 9th will see a first known gathering of expressly Corvair powered aircraft. Cook County Airport (15J) will have camping, flight events and a little bit of history at what is believed to be the first ever Corvair Fly-In.

The event is in the planning stages for now, but mark your calendar and check "Social Flight" for details as they emerge

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

