

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.
O'Brien, FL 32071

Web Site www.eaa797.net

Chapter 797 Meeting

June 16, 2018

The monthly meeting will be on the third Saturday of the month at the Chapter Building at 10:30 AM.

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



Dave Holmes & Ronnie Bennet

EAA 797 Morning Fly-In Pancake Breakfast

The third Saturday of the month

June 16, 2018

8:00-10:00 AM

From the Top

I am sure most of you are as busy as I have been this past six months and sometimes we don't have time to reflect on where we are or where we are going!

Ronnie Bennet is set to go to Sun'N'Fun camp in July. We formed a committee to research what we could possibly do better. Many members in the chapter seem to think our money would be better spent if we sponsored an individual or two to accomplish their private pilot license. The feeling we do not see the rewards of going to the SNF camp.

We are considering sponsoring an individual to use the Suwannee Valley Flying Club assets to obtain a license. This is more costly than the SNF camp. The aircraft alone for a 40 hour program would cost \$2,000.00. Materials and the cost of the ground test and flight test would easily push the total over \$3,000.00 – and that would be with all instruction at pro bono. I do have two candidates for this program, but I think it is a bigger gamble than the SNF camp.

Here is why I think that: As an active (too active most of the time) flight instructor I see many individuals come in the door, about 20% of those who take the first flight actually complete and surprisingly, I have several individuals who have completed all the training but never take the tests!! Consequently, the statistical odds are against seeing

the return on investment should we sponsor some individual for flight training.

The SNF Campers in the past have not necessarily reported back to the chapter. I have asked Ronnie to report back to us in August. I have found several individuals that actually got the aviation interest off the ground by way of the SNF camp. One of my students now, Glenn Perry, went to camp 12 years ago, He is finally completing his private pilot license. I think Tucker Rice went through the camp, and there are many others.

Glenn felt the camp was well worth the time spent (he probably didn't know how much it cost). So, my point is, the SNF camp is established, it has been helpful to some and the cost is way less than trying to get someone to private pilot. Oh yes, one concept was getting the individual through solo – that is even worse, at least half of those who start and don't complete do compete up to solo, once they solo, it is as though their "bucket list" is fulfilled.

We will discuss this topic at the 16 June meeting. This summer we will not miss a meeting in July as we have moved the meeting up to the third Saturday of the month and should not be a conflict for those going to OshKosh.

Sixteen June is also our next pancake breakfast. Come on out early and join in on the activity, bring a dish for the brunch and chapter meeting that follows.

See you then

Dave Holmes, President

Addendum: I did have a discussion with Carrie Johnston's mother about Carrie's possible participation in the 2018 S+F Camp. They will look at possible participation next year.

Editor

Suwannee Aero LLC

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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)

Completion!!

My Rotorway Helicopter project is completed and flying. In March there was a "Rotorway Gathering" at Canon Creek Airpark and I was able to get my helicopter blades tracked and balanced and got a few hours with an instructor to get myself current.

Since then I have fine tuned the balance in flight and made a few small improvements. I wanted to get it flying before I started making some changes. I made several improvements to the panel layout and changed radios to one that I can control from the grip. I have made several trips to Suwannee County Airport including the Wings Over Suwannee Fly In and am getting comfortable in this ship.

I originally got my helicopter rating in a Robinson R22 then built a single seat Mini 500 helicopter kit in the 90's. even though the Mini 500 got a bad reputation, I put over 200 hrs. on my Mini 500 before selling it. I have over 30 hrs. on the Rotorway now.

If any of you are interested in helicopters, there should be another "Gathering" at Canon Creek in the fall. I'll let you know the dates when it is set.

Dennis Wolcott



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.



**Naylor's
Instrument
Service, Inc.**

4323 N.W. 6th St. Suite 5
Gainesville, FL 32609
352-374-8160
Fax 352-374-8210
Toll Free 877-374-8160
Web Address
naylorinstrument.com

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Saberwing Upgrade

Chapter member Larry Bothof is the first builder to complete his Saberwing kit aircraft from Chapter 797 member Bill Clapp's company, Azalea Aviation. He recently expanded his wing tanks to 23 gallons a side and is now changing the engine to an XIO360. Of course I had to ask why...



The new engine is hung.

"I am changing the engine for a couple reasons.

First I need more hp to get over the Tetons with high density altitude.

Second there has been a lot of interest in Lycoming applications for the Saberwing and I would like to test one and see how well the plane performs.

The engine is from JB aircraft Engines. XIO360-M1B RT 180hp

Update: Larry has hung the new engine on his firewall. The XIO360 is about sixty pounds heavier than the Corvair conversion engine it replaced.

The XIO360 is also a couple inches wider than the Corvair engine.

The extra weight is easily being compensated by the removal of the 14 gallon header tank behind the firewall. The header tank space will likely house a luggage compartment in the future.

The extra width is requiring a bit more surgery and bodywork. As you can see, expanding the cowl is being investigated as a simple solution.



Ordinarily, there would be concerns about the airframe being robust enough for nearly twice the horsepower. Larry happens to be the benefactor of being a bit of a test case. His wings are overbuilt because they were the first set built from our molds at Azalea Aviation. We found that we could reduce weight in subsequent parts without compromising safety for our target market of 100Hp-120Hp engines. It pays to be in close contact with the designer and have access to the technical personnel.

Stay Tuned...

Editor

Member Intro

I started flying in 1995 and purchased my first airplane (Grumman Yankee) shortly afterwards. I was based at Plant City Airport while my wife and I were living in Lakeland. I later purchased a Grumman Traveler and then a Grumman Tiger.

My wife and I were founding members of EAA Chapter 1178 in Plant City where I served as President for a time. We have volunteered at Sun n Fun for 23 years serving as campground host in the beginning and later working in commercial exhibits.

I later acquired my instrument rating and after selling my Tiger had a fractional ownership for a few years in another Grumman Traveler. I retired in 2015 and moving from Lakeland to Fort White I have been looking into getting back into flying again and joining another EAA Chapter. My wife and I have enjoyed flights from Texas to the Bahamas and look forward to being with your chapter.

I have flown over 100 Young Eagles and I used to do Angel Flights.

I have often thought about building something and if I did I would lean toward a Sonex.

Don Nix



Up & Coming

Some of us have decided to meet monthly to brainstorm next year's WOS 2019. We hope that these meetings will give us the opportunity to begin capitol improvements that will improve the overall experience. These meetings are tentatively scheduled for the Fridays before the monthly chapter meeting beginning on June 15.



Suwannee Valley Flying Club News

To One and All:

We had a meeting on 19 May and there was not even members to objectively discussion the future of the SVFC.

The Musketeer has already "migrated" back to Cannon Creek where it is frequently flown. The Cessna will be leaving 24J some time later this month to make room for the EAA chapter's project aircraft.

If you are interested in the future of our flying club please attend our club meeting following the EAA Chapter 797 meeting on 16 June in the EAA Clubhouse, probably will start about 11:30 or so.

Hope to see you at this meeting.

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

SVFC club fee structure is:

Flying/Pilot Membership: \$200 initiation fee, \$40/month dues, \$40/hr airplane rental.*

Social Membership: \$10/month

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.



VMC Club

At our next EAA 797 monthly meeting, on June 16, at about 0900, just after breakfast, will be the first get together of a new EAA gathering, the VMC Club. Not to worry. There is absolutely no cost.

Any person there for the breakfast is more than welcome to participate in the VMC Club. Active pilots, Student pilots, Visiting pilots, Non-pilots, Rusty pilots, and Co-pilots will all be welcome.

The focus will be “Hangar Talk” to discuss past events or even current events from a point of education and safety improvement.

There will be shown a short video describing an actual aviation situation. After a hangar flying session of discussing the situation and the possible outcomes, the EAA “Right Answer” will be available.

As noted above, this is “Meeting Number One”. The scheduling is something of an experiment. I would appreciate input from those attending if anyone can offer criticism which will improve the VMC meeting.

*Clark Dechant
EAA 797 VMC Coordinator*

Azalea Fly-Ins @ 15J

Now that our meetings and Pancake Breakfasts are on the third Saturday of the month, the second Saturday becomes more open. Remember that Chapter 797’s Bill & Kyoung Clapp have a monthly Fly-In on the second Saturdays.

“We had another great Fly-In BBQ ! Several new arrivals came in. Larry and Cheryl cooked up delicious ribs and chicken. Come next month for something special ... I heard Italian is on the menu.

Thanks to those that came!”

Excerpt from Facebook



Portion of the group from 15J Fly-In

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

