

CATFISH SQUADRON

EAA CHAPTER 797



Live Oak, Florida



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Sept/Oct 2017

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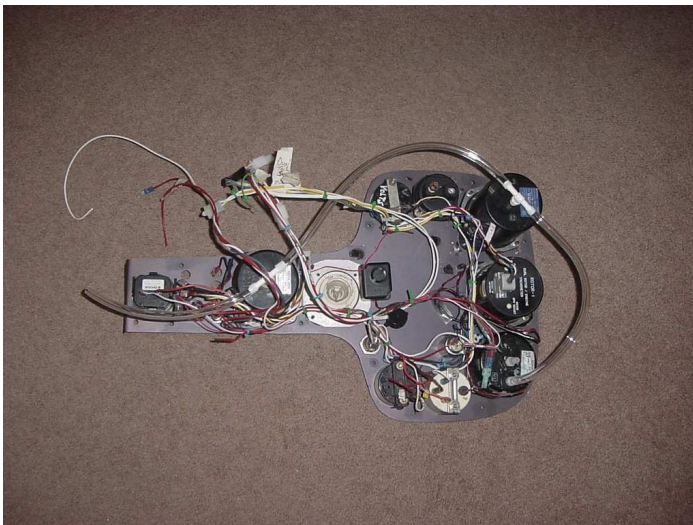
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Chapter 797 Meeting

Saturday October, 28th

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.



Dennis' heli panel.

EAA 797 Morning Fly-In

The LAST Saturday of the month

October 28, 2017

8:00-10:00 AM

From the Top

Life has been busy thanks to Harvey and Irma, and I'm not sure where Maria is going. We were here last year for Matthew but that wasn't much more than a west Texas wind event by the time it got to Lake City, now we feel we have lived through a hurricane!

Thank you, Allen for organizing a fly-out for last weekend. We have not done well on getting organized events off the ground.

Sorry I was unable to attend the 26 August Chapter meeting and Shaun Freeman was busy leaving Ronda and Dan holding the "bag". I attended a FAA Safety Team meeting necessary to become a FAAS Team representative.

On 9 September, we had pancakes. Every month we keep "improving" on batter and we have added bacon, as requested. Therefore, we're going to up the fee to \$5.00, that will also make it easier on the money collector. We really need more help. Even if you don't like pancakes or can't eat pancakes for other reasons, come on out and give us a hand. This was an excellent Allen Rice idea and it is making money for the chapter. Next chance to join in on this fun, 12 October.

When I knew I wouldn't make the August Chapter meeting, I asked Ronda to make two requests:

1. Need someone to take on the Fall bar-b-que;
2. Need someone to take care of organizing a spaghetti dinner.

No response. Dave and Ronda are too busy to chair these events, if someone else can do it, great, if not, it ain't gonna happen.

On the agenda for 30 September: the initial planning for a Christmas party – be thinking of a date, and what should we plan for a menu.

Cross City has requested our assistance again for their March 2018 fly-in, I mention this as Dave Poirier will be asking for volunteers to help with Young Eagles.

The 797 roster numbers 91 paid members, that's pretty good, hopefully we'll see more of ya'll at the October 28 meeting and/or pancakes on 11 November, blue skies, tail winds, and smooth landings.

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.

Injuries & Condolences

The past month or so has been hard on our membership:

Robert Culp broke a hip and has had a hip replacement as a result. He is starting his Physical Therapy (PT), but we all know it's a long road of recovery for those of us later in life.

I was burned in a case of foolishness on my part on Sept 22. I have skin grafts on both calves and fresh skin on my left arm as well as the donor site where my grafts were harvested. I have healed well in the past month. I have been kept company by friends and family. I thank you all.

Dusti Mclusky (Bob Lester's co-pilot) slowed down for traffic, but the van behind her didn't. Her car was totaled and thrust into the car ahead of her.

In the week or so since, her injuries have become more apparent. She is now embroiled in the carousel of doctors, lawyers and insurance men that ensues after such events.

Editor

“Long time EAA 797 member Dee Riley passed away Oct 22. We could always count on Dee and Don to bring the most delicious covered dishes to our meetings. Bobbi and I will miss her sense of humor and contributions to our chapter.

Long time EAA 797 member Jim Griffin died recently after suffering a stroke. Jim was a member of EAA 797 who, in recent years, occasionally attended our meetings but never missed a Christmas party.”

Allen Rice

I'm sure that our prayers are appreciated by all of our afflicted members. If you are in a position to reach out to these individuals and families, I can tell you all that I have been humbled by the generous gifts both monetary and social that I have received.

I would like to expressly thank the club for the generous donation graced upon my wife and I. That gift, among others, has made our trials easier to bear.

Editor

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Chopper Update

Dennis has made some progress on his Rotorway Exec 90.



“I’ve been working away on the helicopter. The tail boom is finished and mounted. The trail rotor system has been rebuilt and installed. The engine and drive system have been reinstalled. I have been working on the wiring and instrument panel. The instruments were rearranged and a lot of the wiring has been replaced and plugs installed to make future maintenance easier. I’ll be applying the final (hopefully) paint on the repaired body panels soon.”

Dennis Wolcott

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Recognizing the Beauty in a Toad

Since we all belong to an EAA chapter I’ll assume that we all love airplanes. I’ll also assume that most of us either enjoy flying airplanes or working on them or both. As a result, many of us keep our eyes open for good airplane deals. This is a story of a sad little Wag Aero Super Cub and someone who has lusted for one (me).

The story begins in 2004 when one of my neighbors bought the Cub and brought it to his hangar in Steinhatchee’s Ancient Oaks Airpark. The sad little red & white airplane hadn’t been

flown in a few years prior to its arrival and had spent several seasons outdoors. Lots of dirt, leaves, debris, faded paint, cracked windows, and haphazard fabric repairs brought many derisive comments from all those who looked upon her. Nevertheless, the owner faithfully performed annual inspections on the homely girl but never flew her for the next 12 years.

In 2016 the old girl’s owner died and the executor was faced with selling both the hangar and the Super Cub. Several potential buyers looked at the forlorn little plane and, unable to get past the cosmetics, declared it a piece of junk and un-airworthy. One aircraft dealer even declared that the executor should pay him to take it away!

Finally, I got the estate executor to let me in the hangar and make a close inspection. After digging through dirt and leaves, poking, prodding, inspecting logbooks, and compression testing, what I found was a gem in the rough of a Super Cub. Yes, it looks like crap, but there is no rust, the compressions are all 79/80, and the engine only has 110 hrs. since major overhaul. The best part: it’s an experimental so I can do all the work myself. I only have to hire an A&P for the condition inspection! I made an embarrassingly low offer and he accepted!

After dragging the PA-18 home, Morris Brown came over and we both did a thorough inspection. Morris declared that once we replaced the rudder cables, she would be airworthy. After two hours replacing rudder cables, bleeding brakes, checking the control system for cracks, and ensuring good fuel flow, the homely little toad was ready for flight. Holy warts!

Declaring confidence in his inspection and since I don’t have my tailwheel endorsement, Morris agreed to do the first flight in 13 years on the rag wing. After cranking up the 135hp O-290 D2, the runup sounded good so down the grass strip she bounded and into the blue sky she flew.



After a few turns around the pattern and some full stop landings, Morris' only squawk was about a slight acceleration when pulling back on the throttle. Upon landing we determined that the primer was leaking and bungees needed replacing.

Since the Cub's rebirth, we have put 25 hours on her without incident. Yeah, she still looks like a mess, but she's solid and we're having fun. Before too long, we plan a full ground-up restoration with a 160 hp O-320 upgrade transforming her from a toad to a grizzly. So when you look at an airplane to buy, look past the cosmetics and into her heart and soul for her real possibilities.

By the way, it was the best \$1500.00 I ever spent.

Allen Rice

Epilog



Remember those turnbuckles? Here's a still from Allen's Facebook post demonstrating the stripped condition of one.

"This turnbuckle looked OK from the outside. Fortunately it was just on the Cub's brake cable which I don't use much anyway. Imagine if it was on the rudder!"

Allen Rice



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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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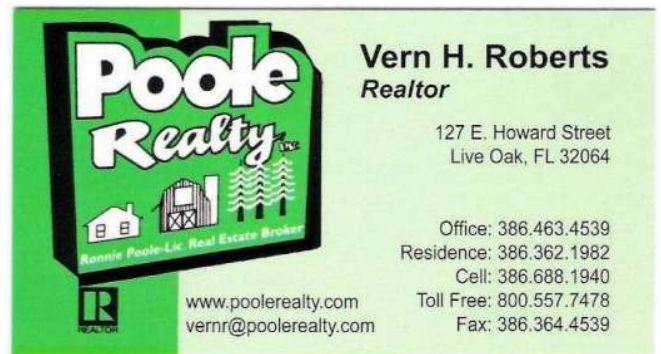
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Flapjacks!

I'm not sure that they weren't named after screw-jack flap mechanisms, but they sure taste better! We had another pancake breakfast on Sept 9 and Oct 14, the weather was as good as the fixins. There will be another breakfast on Nov 11, 2017 with more pancakes.



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WOS Meeting

Friday, November 3rd will be the first meeting to begin preparing for the 2018 *Wings Over Suwannee* event. We will be meeting in the airport office boardroom at 10am.

As an organization, we have faltered in the inception of the 2018 event. Members have been slow to step forward and get the ball rolling. Speaking with Nate Smith has alerted me to the expectations of the community. He has been getting calls from multiple directions from people who want information about the event they assume is coming up.

I urge members to step up and attend the meeting. If we are going to do this, time is going to get short faster than we realize.

10am on November 3rd, in the boardroom.

Editor



Suwannee Valley Flying Club News



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 immediately follow the EAA 797 meeting on Sat, Oct 28, 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.

Events

There is a lot going on in the next few weeks. Socialflight.com has the full list. Here are a few that concern us:

Nov 4:

- Deland Sport Aviation Showcase Nov. 2-4 at DED

Nov 11:

- BarBeQue at 15J ending the engine workshop at Azalea Aviation from November 9-11
- Monthly Pancake breakfast at 24J
- Williston Pig Roast at X60

So many choices! Have fun!

Tailwind

My injury caused me to miss an issue, so this is the combined Sept/Oct Issue. Since the November meeting will be one week early, I would appreciate submissions in the next two weeks for the November issue.

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

