

CATFISH SQUADRON

EAA CHAPTER 797



Live Oak, Florida



*VOLUME 18 * NUMBER 10*

October 2018

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Chapter 797 Meeting

October 20, 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.



Pig Roast Flyers

EAA 797 Morning Fly-In Pancake Breakfast

The third Saturday of the month
October 20, 2018
8:00-10:00 AM

From the Top

If you missed the "Pig Roast", you missed a great event. Cathy Cleveland put together a fantastic venue that went very well. We ran out of food! I was hoping for 200, Cathy had the more realistic number of 150. We probably served about 150 but we ran out of meat at 142! Thanks to Cathy and those who helped her make this event a success and profitable for our chapter.

The rest of the year rounds out with our October meeting featuring the VMC club put on by Clark DeChant and a visit from the Moody AFB Safety Office. I hope all y'all can make that meeting.

Then in November, Chief William's father will be our guest speaker and we will have elections for the 2019 officers. We need to elect a new President and Secretary, I have not polled Vice President Morris Brown or the Treasurer Pete VanSpronson but I think both of them will stay on.

December is the Christmas Party. At the October meeting I will bring up the party planning and looking for someone who will make sure things are ready.

We will have pancakes on 20 October from 0800 to 1000 before our meeting. The pancakes have not



brought in a big revenue, but we have always made a profit. I suggest we do pancakes this month and November and skip December due to holiday conflicts. I also suggest that we start doing pancakes quarterly, i.e., January, April, July, October. We have some dedicated folks who work hard at putting on the pancakes, but I was hoping for more participation than we have had and the same people month after month is wearing thin.

Wings Over Suwannee planning is picking up steam. This month, at Dave Poirier's suggestion, we increased the meetings to every two weeks. On 5 October we had a very productive meeting despite there only being five of us there. We are looking for sponsors and volunteers. Following the WOS meeting, Cathy Cleveland and I went to the Chamber of Commerce and were given some good ideas for our event. While there, the Chamber Director did mention that Christmas On the Square will be a two-day event this year. I asked about three-day schedule that has been imposed on us over the past two years – there is no mandatory three days, so 2019 Wings Over Suwannee will be 29 and 30 March 2019.

The WOS Committee will meet again on 19 October, 2 November, 16 November, 30 November, and 14 December. We will take a break until 4 January, then resume the biweekly meetings.

We are planning on Huey rides, fixed wing airplane rides, Young Eagles, Kiddie Squadron, more vendors, a breakfast (need someone to head up the breakfast effort), and whatever someone suggests. If you have an idea that you think would enhance the event, come to one of our meetings – **YOU WILL NOT AUTOMATICALLY BE TIED TO A COMMITMENT!** If you can't make one of the meetings, send me an email at oneyholmes@yahoo.com or call (817) 308-9752. All ideas are welcome.

When we were at the Chamber, I made a flippant remark concerning funnel cakes. The Chamber Director mentioned that is one of the biggest money makers going – if we had someone who knows how to make funnel cakes or is willing to learn the technique, it might be a good idea for future events, such as a Young Eagles Day.

The meetings are mostly brain storming sessions from 10:00 am to noon on the above-mentioned Fridays. WOS is in its third year and we hope to

make this event grow into one of the top fly-in events in Northern Florida.

While at the Chamber, we discussed having a booth at Christmas on the Square to promote our chapter, the airport and WOS. When the time comes, it would be good to have volunteers for two-hour shifts. When you see it advertised, considered helping by manning or womanning the booth!

One last thing before I sign off. I did not find a group to help assemble the Double Eagle, it will be going back to Joel Doroshenko, the person who contributed it to the club, I thought it was a “worthy” project but . . .

See you on the twentieth
Dave Holmes, President

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Change is Inevitable

Clark Dechant has brought to my attention a noteworthy Advisory Circular for your perusal:

90-66B - Non-Towered Airport Flight Operations

- 1) https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1032988

This is an update to 90-66A from 1993. Because the nature of GA has changed greatly since 1993, (GPS, Light Sport, PPC, Etc) it is a good idea to be familiar with changes in the FAA's recommendations for best practices.

Thanks Clark

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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Bob's Awesome Adventure

Part Two...

My return flight in the Pietenpol from Brodhead WI was done in two stages. Stage one was to take me to visit and old friend in southern IL.

After gassing up at the Brodhead gas pumps, I headed south over some of the most beautiful country in the USA. 2.2 hrs later I was gassing up at Paxton IL.

From there I continued south for about 30 min and was blocked by a large group of rain showers. My phone showed me that there was no way around them so I backtracked to Champaign IL.

Upon arrival there I found a very large rain storm over the entire city. Lucky for me a stiff wind was coming out of the North and it was pushing this storm South. I maneuvered around to the North side of the storm then followed it to the airport. Upon landing I was able to put the Pietenpol in a hangar, wait two hours for a taxi to show up, and a ride to a hotel.

Day one of my ride home was over. Because of bad weather I got a late start and an early finish. Total flight time this day 3.3hrs.

In my next installment I will fill you in on the goings on in Clarksville IN and my buddy Chris Fowler.

Happy trails
Bob Lester



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Up & Coming

As Dave Holmes brought up earlier, WOS 2019 is coming. We instituted a decentralized management team for 2018 that allowed everyone to take on only as much responsibility as they were comfortable with. It was great to see new people take up responsibilities they had never thought to undertake before. When they stumbled, they were encouraged and supported and we all rose to put together a truly great event. I encourage more members to be willing to pick a piece that they can tackle. More hands make light work.

The meetings are the first & third Fridays of the month with exceptions noted in Dave Holmes' column. Sadly, I will miss a couple due to obligations, but if you come on Nov. 2, I'll be there.

Editor



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Suwannee Valley Flying Club News

It still feels like summer but our flying at SVFC has started to pick up like Fall has arrived. We flew over 17 hours in September and the activity in October has started out even stronger than September.



We have been fortunate with needing very little maintenance on the Musketeer. We had a cowling latch break that was fixed in a few days. We do need to change some hoses and the owner is looking at replacing some of the navigation instrumentation. Keep up the flying, fly safe and fly often! The more you fly the cheaper the per hour cost.

Dave Holmes, President SVFC
817-308-9752

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

Thanks for your participation each month as we discuss the Monthly Question as well as the video: "What Would You Do?" Whenever one of you begins with : "You know, something very similar to that happened to me. This is what happened..." is often how safety lessons come alive. Pilots listening may have fewer hours than you or may not have experience in a particular aircraft discussed. Join in and you will be helping another pilot.

We will discuss September's question and answer Question:

At the non-towered airport, when remaining in the traffic pattern, when should a pilot turn to crosswind? Are straight-in (long final) landings permitted?

Answer:

Airplanes remaining in the traffic pattern should not commence a turn to the crosswind leg until beyond the departure end of the runway and within 300 feet below traffic pattern altitude. Pilots should make the turn to the downwind leg at the traffic pattern altitude.

The question for October is: What is the proper way to depart the traffic pattern? Can you depart straight out, or do you have to turn? If you are turning, are you going to follow the traffic pattern (i.e., the cross wind leg)? When should you start your turn?

The October video "What Would You Do?" titled "A Sudden Trap" will start off the discussion.

Clark Dechant
EAA 797 VMC Coordinator

Possible LSA Expansion

There have been a number of news articles alluding to the possible expansion of the Light Sport Aircraft (LSA) rules to larger, faster aircraft up to four seats. Some of the proposals put the Skylark, Piper 140 and Skyhawk within



reach of LSA pilots.

The lackluster manner in which General Aviation (GA) embraced the LSA category has the FAA reconsidering the limitations written in. LSA was supposed to revitalize GA and encourage a whole new generation of pilots. Although a whole host of slick new designs appeared on the scene, new pilot engagement hasn't been as expected. This fact is evidenced by major manufacturers that paraded out new designs pandering to this expected new wave of pilots that simply weren't there.



The Cessna 162 Skycatcher was one such victim of the faltering interest in a US production LSA in 2015. The Pipersport didn't make it past 2011 and

the Cirrus SRS was shelved in 2009. The SRS debacle is most noteworthy to me because of the commitment Cirrus had already made to a full pilot education and certification program stretching from cradle to grave and their dedication to the Ballistic Recover System (BRS) utilized across their entire product line. Europe has seemingly embraced the LSA category of aircraft with open arms, but US manufacturers never waded deeply into that market.

For those of us working in the industry, this possibility is good news.

Aviation Week has printed one such article : <http://aviationweek.com/awinbizav/change-ahead-lsa-aircraft-rules>

Editor

Azalea Aviation Happenings...

It has been a crazy few weeks with much happening at Cook County Airport.



We continue finishing up our LSA Saberwing build. It is at about 90% completion and we plan to start

bodywork and paint soon. Most of the panel is installed and works and the interior is coming along. Normal work has slowed down our progress but we hope to fly before the end of the year. It is the first finished Saberwing that will also be a tricycle gear and have a max gross weight of 1350 lbs – until LSA rules change. Those dual iFly 740b's promise to make for a light workload.

We also had our first Customer Assist customer start building his Saberwing at our facility. Darcy is from Texas and works for American Airlines as a dispatcher. He has put about three week of work into his build and can now sit in it and make airplane noises. He plans to fly his Saberwing to Oshkosh next year. Follow his progress on our Facebook pages.



Our Monthly BBQ and Fly-in for October 13 will be postponed due to the Thomasville Fly-in this year. We are planning to attend there and encourage all our EAA members to show up as well. It is a great time and you can expect a lot of aircraft to show up.

November 8-10th 2018 will also be another one of our Spyder Engine Workshops where we introduce people to our Spyder engines and build one from scratch through to running on the dynamometer. It is a good time for learning and being involved in aviation. We finish on Saturday with one of our famous BBQs and Fly-ins for all to enjoy. The normal fee for the Workshop is \$50 and well worth the education you receive. Contact us if you are interested. mail@azaleaaviation.com

Ready for more crazy weeks to come....
Bill and Kyoung Clapp and the Crew....

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

