

CATFISH SQUADRON

EAA CHAPTER 797



Live Oak, Florida



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Chapter 797 Meeting

Tuesday September 20th, 2011

The monthly meeting (on the 3rd Tuesday) will be held at the Suwannee County Airport at our EAA Chapter Building at approx. **7:00 PM.**

“Sheryl’s Buffet” will provide the entrée for dinner at **6:00 PM.** All of our members are asked to bring a dish to share with everyone. Last names A-L please bring a veggie or salad and M-Z please bring a dessert.



EAA 797 Fly-In Breakfast

The LAST Saturday of the month

September 24th

President’s Message

Wow! It’s September already and the cooler mornings should have everybody's plane screaming, “Take me for a ride!”

As the year winds down, I do want to remind everyone the plans for the Christmas party need to be finalized and the election of officers are soon going to be upon us.

We also have been experiencing great turnouts for our monthly breakfasts, so a big thanks needs to go out to all our volunteers.

I look forward to seeing all our members at the next meeting. Until then enjoy the great weather.....

Reid

August Meeting

- 16 members in attendance
- Treasury balance - \$8531.93
- No check has been received from Sun N Fun as yet
- The student chosen to attend Aviation Camp was not allowed to go, as the camp was filled up by the time we sent the paperwork.
- Prices need to be checked at various locations for our Christmas Party
- From now on, Sheryl's will only bring one tray of an entrée for the price of \$60

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F.Y.I.

Don Derocher has a new phone number. If you need his "Handy Man" services, please call 860 558-8872.

Don Riley has asked if anyone is interested in a trip to Cape Canaveral, which we did 5 years ago. If so, it is scheduled for Nov. 12 (Sat.) leaving at 6 AM with breakfast on the Turnpike and dinner on the way back. Let him know if you are interested.

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Places to Go in September

EAA 797 Meeting

TUESDAY Sept. 20th at EAA Chapter Building Suwannee County Airport at approx. 7:00 PM. Dinner at 6:00 PM. Members are asked to bring a dish to share. Last names A-L bring a veggie or salad and M-Z bring a dessert.

EAA 797 Fly-In Breakfast

Sept. 24th at the EAA Building at Suwannee County Airport from 8:30 AM to 10:30 AM. Menu includes eggs, sausage, pancakes, fruit, o.j. and coffee. Proceeds go to send young people to Aviation Camp.

Oct 8 Cannon Creek Airpark has a **breakfast on the 2nd Saturday of the month(8-10 AM)**. Many residents of CC come to our breakfast, we should return the favor.

Menu varies: eggs, meat, pancakes, coffee

Entertainment :Music

Aviation flea mkt tables(bring stuff)

Pastries, pastries?

Whatever you(or your club) want to sell:

Guaranteed fun: if not \$back 50:50 drawing

Check out the FSAACA website for other events - www.fsaaca.org

Also check out - www.funplacestofly.com

Cutting corners

By David Jack Kenny

From AOPA Online
Air Safety Institute

While it's possible that obsessive attention to detail can pass the point of diminishing returns (not everyone would agree), any reasonable interest in safety demands that the pilot be absolutely certain of a few essential items. Casually assuming that they ought to be OK can make life very uncomfortable if that assumption turns out to be wrong.

On the morning of Aug. 14, 2010, a Taylorcraft BC12-D crashed into the woods in southern Maine. The right wing hit a tree trunk about 50 feet above the ground, after which the nose dropped. The final impact was almost vertical; the 1946-model airplane did not have shoulder harnesses, so it's not surprising that the 68-year-old private pilot in the left seat and the 73-year-old commercial pilot in the right seat were both killed. Half a dozen witnesses who saw the Taylorcraft flying also heard the engine sputter to a stop before the airplane dropped out of sight.

The reason it stopped was not mysterious. The investigator who examined the wreckage found a grand total of four ounces of fuel on board. There was none in the tank or the fuel strainer and a quarter inch in the carburetor's float bowl; the rest was in the fuel lines, which remained unbroken. Pressure testing confirmed that the tank had not been breached, and the fuel level indicator—a cork attached to a piece of wire that could slide up and down in the fuel cap's vent tube—worked properly when tested in a bucket of water. The engine produced compression and spark in each cylinder, and all damage appeared to be the result of impact.

The left-seat pilot owned the airplane. Earlier that morning, the mechanic who had done its last annual inspection saw him pulling it out of the hangar and pointed out that the fuel indicator wire was all the way down, indicating an almost empty tank. He said that the pilot replied that "it sinks, and he knew how much fuel he had."

continued

If he ever actually unscrewed the cap and looked, no one saw him do it, and given how quickly the tank ran dry, it doesn't seem likely. After a flight of 22 miles to pick up his friend, they made one pass around the traffic pattern before heading out across the countryside. The pilot in the right seat had told his wife that they expected to be gone about two hours. The engine quit 23 minutes after takeoff.

Other details were also disquieting. The ELT was found with its arming switch turned off, possibly one reason the airplane wasn't found until 6 a.m. the following day. The mechanic recalled that when he had started its last annual inspection, there had been no ELT on board. While the ELT's track record in helping to locate accident sites isn't that impressive, turning it off could hardly be expected to help. And the investigation turned up the fact that the owner's last application for a medical certificate had been denied by the FAA, which concluded that his "cardiovascular and endocrine conditions ... posed a significant hazard to flight safety." The Taylorcraft is one of the legacy models that qualifies as a light sport aircraft, but having had his last medical application denied left him ineligible to fly as pilot in command under sport pilot rules or any others. The right-seat pilot's medical had expired five years earlier, but he'd never had an application denied, and so was qualified to be PIC of a light sport airplane. Aside from the detail of whether he was current to carry passengers (neither pilot's logbooks have been found), the accident flight itself seems to have been within the regs. But the solo hop that preceded it was plainly in violation. The owner's medical problems wound up playing no part in the accident. His willingness to ignore them, though, seems like another expression of the casual outlook that led him to take off without bothering to check his fuel supply.



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'Gucci Girls' fly Air Force tanker

By Alton K. Marsh



It took lots of arranging, since there is only one female Boeing KC-10 flight engineer in the U.S. Air Force, but for one mission an all-female crew operated an aerial refueling tanker above the Middle East. For this special event, they wore shoulder patches that said, "Gucci Girls; Unmanned KC-10 Flight."

The crew took pleasure in telling fuel-hungry combat crews they were approaching an "unmanned" refueling tanker. KC-10 pilot 1st Lt. Jen Carter said the daylong effort was more about boosting morale than setting a precedent. It took place from an undisclosed base in the Middle East. The lone U.S. Air Force flight engineer is Staff Sgt. Sarah Lockley. "Today's flight was awesome," Lockley said, noting it was the first time reservists and active duty personnel have flown on the same aircraft.

"I've been in the Air Force for six years and it's almost impossible to get an all-girl flight," said Staff Sgt. Lindy Campbell, a boom operator and flight air refueler for the 908th Expeditionary Air Refueling Squadron (EARS). "I've always wanted to do this. We work in a male-dominated career field, so when we figured it was possible to do it here, I jumped at the opportunity. It was nice to fly with my sisters."



"It is a very rare occurrence," said Lt. Col. Kenneth Moss, the 908th EARS commander. "While the number of women in the KC-10 has increased over the years, and every crew position has women represented, there is currently only one active-duty female flight engineer in KC-10, so this crew composition is extremely rare."

Moss thinks events like this can serve as an example of just how far women have come in the military as well.

"I think it's great," Moss said. "The role of women in the military has increased greatly over the years, and the presence of women in all [Air Force specialty codes] has expanded to the point that sometimes we forget how far they have had to come. However, my young daughter unintentionally reminds me every day that she needs women to look up to; she needs women to prove that nothing is impossible; she needs female role models. I think an all-female crew shows her that another potential obstacle to her dreams no longer exists."

The aircraft commander noticed the group's chemistry was different than normal as well.

"It went well today," said Capt. Lindsey Bauer, 908th EARS, KC-10 aircraft commander. "Nothing against guys, but we had a relaxing time. Having four girls in the cockpit was nice. We were all on the same level. It was a break from guys."

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