



THE TAILDRAGGER

JULY 2024

LAKE PALESTINE EAA CHAPTER 972

Presidents Corner.

Well, another month has passed, and we had a good Fly in and Gumbo. Again, my thanks to all who helped. Thanks to Robbie who hosted our first VMC Club meeting. I'm sure he will be sharing more about this in the future.

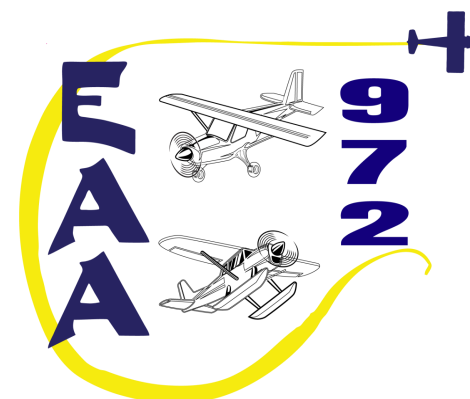
This month is going to be a busy time for the chapter as we have a Lakeside Gumbo planned for the 6th July and a chapter fly out to Mineola to visit the Royal Flying Circus on the 13th. And of course Airventure at the end of the month.

We are planning a Board of Directors Meeting for August to review our chapter initiatives, and assist us in developing our future direction. All prior officers of the chapter are invited to participate as board members. The goal is to outline a 5 year plan to present to the membership in September for review and comment. Probably will be attached to the September Newsletter.

Next month, look for the introduction and links to an EAA Chapter 972 online store for EAA Chapter 972 logo merchandise. Initially we will be offering hats, polos, tees, drinkware and other items. The Chapter will earn 20% of all sales through the store. Please direct any questions, comments or suggestions to me.

That is all I have for now. Blue

Skys & Fair Wind.



Lake Palestine Tx

Thursday, June 13, 2024

EAA 972 Meeting

Meeting started at 6:34 pm- 16 members and 2 guests

National update from EAA Video magazine. Watch for Spam emails.

John discussed possibly moving the gumbo to the second Saturday of the month for 2025 due to conflicts with other events and members

Ultralight fly-in for 2025 and gumbo second Saturday- do we want YE day the same day? Pros and cons discussed. Possibly switch UL fly in and Gumbo 1st Saturday and participate in YE day separately. Members agreed. Proposing to move gumbo to 2nd Saturday of the month except June which will be 1st Saturday with UL fly in.

John showed off new YE pilot and ground crew shirts. Donating to chapter with 10 dollar donation for a shirt.

John discussed online store for chapter merchandise. 20% towards chapter with sales. t shirts, hats, plates, coozies. Nobody objected but he will take it down if there's an objection.

Poker run September 7th with gumbo.

No meeting next month but will have our fly out on Saturday July 13th to Mineola instead of Mt Pleasant. No objections from members.

Minutes were accepted Patrick approved and Les seconded it. approved.

Treasurers report by John. Jean absent

YE report- Bo and Gayla helped Gladewater - flew 51 kids. YE rally on November 16th at Rusk County. Waiting to hear from Palestine for workshop. If we don't hear from them, it'll be at Rusk county in October. Wings seminar Oct 5th to coincide with gumbo at Wagenaar's. Going to Longview tower in August. 10th and the 17th to tour the tower then to Blanco's mexican food.

Secretary's report- welcomed new members - James is an A&P IA and technical advisor.

Ultralight fly in report. Starting to work on next year now.

VMC Club Coordinator, discussed VMC club. You don't have to be a pilot. Learn how to be a safer pilot. Question of the month: Is it illegal to do a midfield crosswind pattern entry? Think about it and discuss it. Thursday 6/20/24 at 7 pm at Culver hangar.

presentation started at 7:19pm. Video about Wimpy the experimental aircraft

Meeting adjourned 7:56 pm

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Eagle's Nest

Total Young Eagles Flown: 2,385,013 — Stats as of A July 3, 2024



Hey Team,

IT'S HOT!!!!

Just scheduled a flight for November 16 at Rusk County. Alexia had reached out and really wanted us to do something. We can come up with details later. I feel like we're losing some of our YE Pilots so we might have to reach out to other chapters for help.

I still haven't had Mr. Davis from Palestine to give me a definite answer about a hangar. He has reached out and said he doesn't want to join the EAA but still wants to have activities for the youth. I told him we just need a month and place. He is still confused. I will reach out again and just ask to meet him face to face and explain how we work and love doing things for the youth.

I met Miranda, the new airport manager at KJSO and she wants to help us do any kind of event we would like to have. Sweet lady and I think she will do Jacksonville well. With Mr. Davis taking up so much time I think it will be easier to just do a workshop at KJSO. I will reach out to her and ask her to find us space so we can conduct the Young Eagles Workshop. I will get back to you on a date.

I just paid out the last of Caden's Scholarship money!!!! He still needs to do some work. Rick says he is ready, just needs to do it. Sandra texted me saying yesterday he did his first short solo cross-country. YAY!!!! She said that Caden received a call from TSTC yesterday and is accepted and will start in August!!!! Way to go Caden, now get this thing done.

Rick Morrison also told me he is starting to train Amie Beam. So happy to hear she is moving on.

I will also be writing a \$500.00 Scholarship check to Jake. He is preparing for solo!!!! I think he has the bug. Way to go Jake.

On another note. I have lined up a Tower tour for 972 at Gregg Co. we will split up the chapter and go 2 separate times. First half August 10th and the second half August 17th. There is a really good Mexican Food restaurant just off 322 called T. Blanco's and we can eat after the tour. Please let me know who all wants to go so I can get back with Tom.

Gayla

VMC CLUB CORNER

The inaugural VMC club meeting was held on Thursday, June 20th in the new Culver hangar. The “question of the month” was “Is it illegal to make a midfield crosswind pattern entry at an uncontrolled airport?”

A scenario video from EAA accompanied the question and discussion. The link to the Advisory Circular is [FAA AC 90-66C, Non-Towered Airport Flight Operations](#). It is always an interesting, although somewhat long, document to read. It is somewhat surprising how open the advisory is on what is “recommended” versus what is regulated. Basically, unless otherwise required due to local procedures, what is required is making left traffic.

After some initial discussion it was decided that, no, doing so is not illegal. The group discussed pattern entry procedures at uncontrolled fields, such as Aero Estates, and different strategies to using entry methods other than a 45° entry to the downwind. It was generally agreed that non-standard entries were not wise when the pattern is busy.

If the airport is quiet, a non-standard entry can be a safe and effective method to enter the traffic pattern. If there are other aircraft in the pattern, typically it is safer to overfly at least 500’ above pattern altitude and then return to enter on a 45° angle to the downwind leg.

Several pilots shared their ideas and opinions, and then, as is often the case, the conversation expanded into other areas. Good hangar flying conversations ensued, and it was as fun as it was educational to participate in.

Robbie

EAA 972 VMC Club!

Meets third Thursday of the month at 7 pm .

EAA 972 VMC Club coordinator

Culver hangar

11619 Lazy 8 Trail

Frankston TX 75763



Visiting Other EAA Chapters

Robbie Culver

As a long time EAA member, one of the things I have enjoyed the most is meeting pilots and aviation geeks from other chapters. As part of this, I have been a member of a bunch of different chapters over the years in Wisconsin, Illinois, Virginia, California, and now Texas, and visited many others when I was traveling for work.

Several great experiences really stand out in my mind. There are other, utterly unforgettable (some even regrettable) experiences with chapters that just seemed unwelcoming or simply unorganized. I could offer one piece of advice to every EAA chapter in the world, it would be to make sure you have a solid contact - via phone or email - on the EAA chapter website linked by EAA. People really do like to visit other chapters!

On a business trip to Rochester, NY, I discovered that EAA Chapter 44 had a meeting during the week I was there. Chapter 44 is unique - they have their own facility, a very well established youth program, and are at a really cool airport, Ledgesdale Airport (7G0) which is just south of the town of Brockport.

I had contacted the chapter ahead of time, and for once someone replied - a common theme over the years has been no one answers when I ask. Sometimes, I just show up - that has had mixed results. This time, I got a warm response and was greeted like an old friend. I am ashamed to admit I do not remember and did not write down the man's name. But the experience definitely stuck with me. I cannot even remember the date or the year. I do remember the people.

The chapter has a building that is unique among all the chapters I have visited. They have a workshop, a meeting room, restrooms, and area big enough that a project was underway - and it was a Sonex! The meeting was not all that memorable, and I cannot remember a thing about the presentation. I do, however, vividly remember how warm and welcoming everyone was. They were interested in hearing how I found them and why I joined them that evening. The fact that I had a Sonex that was flying just added to the conversation.

Their building was clearly a work of dedicated volunteers, and their membership was a strong group of hard core aviation people. You've met them - they are all of us - they volunteer at Oshkosh. They fly kids at Young Eagle rallies. And they organize an annual "airlift" to Oshkosh, including taking young members for an unforgettable flight up the FISK arrival.

Another memorable experience was in April of 2023. When I looked up Chapter 42, their website listed a meeting for Tuesday April 25th at 7 pm in a hangar 10 minutes from my hotel.

I used the contact information on their website to ask Chapter President Lars Gleitsman if guests were invited at the meeting, and received a quick response that said yes and I would be welcome. That was an understatement.

It can be a bit intimidating going somewhere that you are the outsider, and some of my experiences have been better than others. It took less than 15 seconds for me to feel at home at EAA 42.

After a bit of socializing, the meeting began with a brief introduction by Vice-President Scott McEwen and then - to my astonishment - all 18 members and guests in attendance were asked to give a brief introduction of themselves.

It was great hearing about all the projects that members were working on, and I used my time to share about all the projects EAA 461 had going on, tell them about Hangar Night, and explain what my experience was. Their interest was genuine.

Local DPE Mark Baker gave a presentation (as explained on the chapter website) “about the latest FAA airworthiness certification (AWC) process. He explained that he and Rod Russell are the only two DARs (Designated Airworthiness Representatives) in Alaska for experimental homebuilts. He shared the benefits of the new on-line application process, minimizing errors that cause rejections. He discussed the importance of applying for the Airworthiness Certificate right after obtaining the aircraft registration, due to FAA's current processing backlog of 9 months.

He explained the efficiencies of using 3rd party vendors in Oklahoma City for filing the app, even though anyone can file directly. He explained the process to create the required operating limitations and flight test plan, and referenced a great series of articles in KitPlanes magazine on flight testing, as well as FAA advisory circular 20-27G, Certification and Operation of Amateur-Built Aircraft.”

Baker showed us some of the treasures in his hangar. First up was a 1929 Travel Air “with (a) Wright Whirlwind engine (restored by Rick Hansen)” which won Grand Champion Antique class at Oshkosh several years ago. The aircraft was located in Kenosha, WI when a friend of Baker’s bought it - and Baker flew it to Anchorage with his friend in a epic 9 day journey. Open cockpit, across the country, through Canada, and then across Alaska to get to Anchorage. Wow! Just an incredible story.

Baker’s telling of the adventure was classic aviation, and I was amazed at the thought of flying an open cockpit aircraft that far. The Travel Air was restored to like-new condition - you couldn’t tell it is over 94 years old looking at it. The only things that were modified was adding an alternator as well as ADS-B in and out for safety. A radio was also installed but was well hidden behind a section of the instrument panel.

Next up on the tour was a 1951 Hiller 12B helicopter that member Scott Seltzer had just purchased. To say the helicopter is pristine does not begin to do it justice. It was perfect. I have a lot of respect for someone that buys a helicopter - it is a deep investment and requires a lot of devotion both emotionally and financially.

An experimental Super Cub replica in the hangar has “every trick in the book” installed. It has leading edge slats, huge Alaskan The Super Cub was open to inspect, so I took a look inside and out at every angle - backcountry flying in Alaska is like nowhere else on earth, and this airplane was purpose built as the ultimate STOL off-airport machine - it shows.

Baker’s Long-EZ was also part of the hangar tour. His is one of two identical Long-EZ’s built as a matched pair and painted in US Thunderbird colors. It was interesting to hear about the aircraft and all the adventures Baker has had in it. The second matched Long-EZ was on display for years in the Alaska Aviation Museum at the Anchorage International Airport, and only recently rescued by Baker from being destroyed - the museum no longer wanted it.



DPE Mark Baker telling us about flying the Travel Air



Merrill Field at 9:20 pm in April

INTERESTED IN THE HISTORY OF AERO ESTATES T25:

Thanks to Tommy Boudreau we have some events from Aero Estates back in 1987. Hard to believe no trees, a fly inn and air races here. Additional videos have been added showing events from 2006 and 2012 and flights of various aircraft.

I copied the DVD to computer and the parts that had to do with Aero Estates have been added to You Tube:

Here is the You Tube link. I also added the long URL location below.

YouTube URL: <https://youtu.be/jPtaytmtBzs>

<https://youtu.be/2sxi8Oekt2Q>

<https://youtu.be/oBl9pw-XXE>

1987 air show and air races here at Aero Estates, entire event

<https://youtu.be/f7GAxUrx9Aw>

<https://youtu.be/A8uSpakZyMo>

https://youtu.be/Ms4bJ_NRHDg

https://youtu.be/qOo_QQU8Q0k

<https://youtu.be/98uiwmjkBDI>

<https://youtu.be/PMjUGCURAGs>

<https://youtu.be/nctNh01JdKg>

Glenn and Fly Baby Biplane

<https://youtu.be/kBdIBNPcu6g>

https://youtu.be/_AI_Z06mDcE

<https://youtu.be/ehm7utzXOOU>

https://youtu.be/n_HjJZWk0aI

YOUR Articles needed

This Newsletter is YOUR Newsletter. I put the articles in it, but you have to write them. Your Chapter needs your Contributions. Please share your experiences, skills, wisdoms, photos, humor and announcements with our membership. What may be common knowledge to you, may be priceless for a new pilot or builder. Even if you are not a Pulitzer level author — send me your words. Robbie or I will buff up the grammar if needed. Send input to homanles@yahoo.com.

2024 UP COMING EVENTS

Here is a Calendar so far.

July 6th, Gumbo at the lake

July meeting we will be a fly out, or drive out, on Saturday July 13th to Mineola Wisener the Museum at the Airport.

August 8th, 5:30 EAA chapter meeting at the Salt Grass in Tyler

September 1st, Saturday, Gumbo at the lake

September 7th, 5:30 EAA chapter meeting

October 5th, Saturday, Gumbo at the lake

October 10th, 5:30 EAA chapter meeting

November 14th, 5:30 EAA chapter meeting

December 12th, 5:30 EAA chapter meeting



NEXT Meeting will be a fly out to Mineola Wisner
Airport to visit the Museum.

SATURDAY, July 13th, 9:30 meet
at Mineola Wisener

We have a Chapter Website: The URL is:

<https://chapters.eaa.org/ea972>

We are working on updating and modifying the website to meet our chapter needs and persona. We need to add pictures of members projects, and projects they are working on, building and or flying as well as the aircraft we fly. The EAA makes this available to all EAA chapters and each chapter can then modify to make it what they need. We can use this to help announce YE flights, runway Gumbo, Poker run, Events and past news letters. By the way, if you have any old information, newsletters, ETC involving the chapter please get it to me and I can