



THE TAILDRAGGER

AUGUST 2024

LAKE PALESTINE EAA CHAPTER 972

President's Corner

Another month just flew by and it was eventful if nothing else 😊. First we had an outstanding gumbo that almost broke the record for income, we actually sold out all the gumbo we made. Then Jean and I spent the next few weekends getting ready for Oshkosh. This also delayed the final preparations for the Chapter Store. I hope to get it online sometime this month if all works out.

For me, this year's Wednesday fireworks and drone show was the best I have ever seen. This was the first time I have seen my grandson and granddaughter engage in something for longer than the typical 3-minute attention span 😊. (yes they are at that stage). They watched (and the granddaughter danced through the entire show... simply amazing. The EAA really stepped up their game this year.

I also volunteered for tram duty this year and really enjoyed talking to the people riding from place to place. However I don't think it was as well attended this year, maybe weather or just too much to do.

Unfortunately on the way back our motorhome broke down and we had to rent a U-Haul to bring all the stuff back Texas. I want to thank Les Homan for sticking with us and taking me essentially 80 miles round-trip out of his way for me to get the U-Haul on a Saturday in the middle of Wisconsin. Well, that's life.

Our next meeting is at Saltgrass and Randy has promised a good program for us there. Our next gumbo is scheduled for the first Saturday in September so I look forward to seeing you all there.

Meanwhile...

Blue skies and fair winds

John



We did not have a meeting in July. Instead, Chapter 972 had a flyout to Mineola Wisener airport where Lupita Wisener gave a presentation on the history of the airport and showed us around the hangar. It was very educational and the 107 year old airport has an impressive history! Go check out the Jenny and other museum pieces at 3F9 when you get a chance. Also it was Bo and Gayla's first adventure together in the Kitfox! Congratulations!

Thank you Lupita!

Photos courtesy of Frances Moseley

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Photos courtesy of
Frances Moseley





Eagle's Nest

Total Young Eagles Flown: 2,388,998 — Stats as of August 1, 2024



Hey Team,

IT'S HOT!!!!

We are still on for the November flight at Rusk County. I haven't done much for the workshop yet but I will.

I haven't written Jake's check yet, I wanted to present the check to him at a meeting.

August is hot but still exciting for our chapter. Dinner at Saltgrass, Greg County Tower Tour and

Caden is scheduled for his Check ride.

That's all I have for now

Gayla

VMC CLUB CORNER

Almost forgot about the VMC club!

The next VMC club meeting will be Thursday August 15th at 7 pm.

EAA 972 VMC Club coordinator Robbie Culver invites you to join us for the EAA 972 VMC Club meeting!

Culver hangar
11619 Lazy 8 Trail
Frankston TX 75763

An RSVP requested for planning purposes!! Anyone is invited - you do NOT have to be a pilot to participate!

Please note - we are not planning a meal or desserts for this event! Snacks are welcome, but nothing elaborate - bring your own beverages if desired! Also we have two large, sweet dogs - so be prepared to scratch ears...

Blue skies

Robbie

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

That little aviation event up north

By Robbie Culver

Not everyone goes to Oshkosh - I get it. Not everyone is interested in Oshkosh - I get that, too. It's hot, it's crowded, it's expensive, and it is a long way from home. But for many aviation enthusiasts (pronounced "Airplane Geeks") it is the biggest part of our summer, and not to be missed.

Personally, I go every year I can - in part because I was able to earn a spot writing for EAA on-site during the show for their *AirVenture Today* newspaper and accompanying digital content. Thanks to Glen and Joelene, I wrote two articles I am very fond of - [one about an EAA member who works at the Smithsonian museum](#) and [one about an air racer](#) that you may recognize. (Anything underlined in this article is a web link - pardon the shameless plug)

If you have never been to EAA AirVenture Oshkosh (simply "Oshkosh" to most of us), it is very difficult to describe. Literally millions of words have been written about it, yet none of them can prepare you for what you will see. Somewhere around ten thousand aircraft - mostly GA, mixed with military - are in one place for one week. It is simply unmatched anywhere on Earth.

There are seminars, hands-on workshops, movies, a daily airshow, and two night airshows. If you like airplanes and cannot find something that interests you, I would be surprised.

We are members of the Experimental Aircraft Association, and EAA AirVenture Oshkosh is the annual fly-in convention. It started out small, grew and expanded and evolved into something that is almost unreal. It literally covers the entire airport - Wittman Field - and involves homebuilt aircraft, general aviation certified aircraft, vintage aircraft, warbirds, ultralights, rotorcraft and even drones.

It began in the 1950's at a small airport in Milwaukee, Wisconsin and outgrew the facilities there very quickly. It ended up at the Rockford, IL airport, then Oshkosh, then back to Rockford until it settled in Oshkosh permanently in 1970.

It has its own rules - many of which require pilots to set aside the normal practices and follow new rules specific to the event. If you're interested, you can read about that in my article [Rock your wings!](#) by clicking [here](#).

This year, I really wanted to fly up - you can read about that adventure by clicking [here](#) - so I set aside ten days off work, made sure the Sonex was ready, and spent weeks getting her shiny and clean. It was every bit the adventure I expected, and thankfully I had no problems other than the typical weather challenges. I am super lucky - I know not everyone reading this was so fortunate.

Our chapter was well represented - a camping area in Camp Scholler, a sign at the blue barn, representation in the ultralight area, and several aircraft in homebuilt camping and homebuilt parking, as well as the North 40 GA parking area. Chapter 972, *you rock!*

I was fortunate to get to share some time with many of you who made it, and doing so is part of why I go back every year. It's not easy - it is a commitment of time, money, emotions, and patience. But as is often said - go for the airplanes, go back for the people. It was so good to see my old friends, my new friends, and to make the acquaintance of many I had not met yet. I especially loved the Monday evening BBQ - thank you Lucas and Diane!!

This year I think I had more fun and wrote more articles than I ever have. I certainly enjoyed hanging out with our old friends from Chapter 461 in Bolingbrook, IL where we were based before we moved to Aero Estates. Again, for those interested, you can read about one special opportunity I had by [clicking here](#).

This year the theme was “Inspiring the future of aviation” - something I try do at every opportunity. I’d like to leave you with that thought. Inspire the future of aviation. Reach out to the youth that are interested, show them your aircraft, take them flying! If we don’t then the results are predictable. Inspire the future of aviation, please.

Blue skies

Robbie





MEMBER NEWS SECTION:

Member Update:

As of Oshkosh 2024, I am now Chairman of EAA's Type Club Coalition (TCC).

"The TCC is an organization of owners and builders groups brought together for the common purpose of increasing the level of safety in the general aviation community. Whether you fly a type-certificated aircraft, a warbird, a homebuilt, or anything in between, all are welcome in the TCC.

Many type clubs have worked hard to create very effective training programs and best operating practices for their members. The TCC is a place where these organizations, as well as individual owners, can come together to further develop these resources. If the community can work together to eliminate the common mistakes of aircraft operation, type-specific or otherwise, the overall safety of GA will increase substantially.

The TCC meets annually in the EAA Founder's Wing during AirVenture to review recent challenges, exchange ideas, and discuss the current regulatory environment. This year, representatives from the FAA and NTSB also attended."

Robbie

Congratulations Robbie:

TECH COUNSLER :

Electronic Ignition

Pilots have flown behind magnetos since the begging of aviation, mostly because they're relatively reliable and simple, even though they wear out faster than any other component in an airplane. However, electronic ignition for piston engines has proven itself as reliable and much more capable when it comes to engine efficiency and power

There are two electronic ignitions for the certified market

(www.electroair.net) and SureFly (www.surefly.aero).

What are the benefits electronic ignition over magnetos;

Electronic ignition allows a spark plug to be fired at precisely the right time, for the right length of time and with the energy to optimize the power and efficiency of the combustion event. The more of the fuel/air mixture in the cylinder that burns, in the right amount of time, in the right fashion, the greater the energy obtained from that bit of avgas.

A byproduct of a hotter, longer-lasting ignition source is fewer fouled plugs. It may also make starting easier.

Magnetos always fire the spark at a fixed point, most engines around 25 degrees before top dead center (TDC) and rely on the combustion event to carry on by itself to reach maximum pressure by the time the piston reaches 11 to 17 degrees past TDC. Mags put out a spark of on the order of 12,000 volts.

Electronic ignition uses the capabilities of microprocessors to optimize the spark's timing, intensity and length. To start with, variable timing, by itself, allows the engine to produce more power by advancing the spark, and will adjust the timing based on the conditions in which the aircraft is flying (very much like the modern car engine). Electronic ignition also provides power to the spark plug for a longer time, and with higher voltage-70,000

In Certified AC, currently, both Electroair and SureFly can only replace just one of your aircraft's magnetos.

The electronic ignition has to have a source of power, it runs off of the aircraft's battery. For certification purposes, the FAA frowns on a single point of failure, which would be electric power. With a single electronic ignition and a single mag, if the mag quits, the electronic ignition carries on.

If the power source for the electronic ignition fails, say the alternator fails and you run the battery flat, the magneto keeps the fan turning.

If there were two electronic ignitions, there would have to be two independent sources of electrical power.

For the Experimental market there are a couple of other electronic ignitions available

Lightspeed (<http://lightspeed-aero.com/>)

E-mag. (<https://emagair.com/>)

Emag is an excellent product and they are working on getting it certified. The best feature of E-Mag is that it has an internal power source and therefore does not need a Battery to run.

When you replace one mag with an electronic mag the remaining mag still fires at 25 degrees before TDC and does not contribute to the combustion as it shows up too late with the spark

The reality is that having a 12,000-volt spark in the midst of a combustion event fired by a much higher-energy spark doesn't affect what is already happening as the fuel-air mixture burns. The mag is still there, faithfully performing its function. If the electronic ignition system fails, the magneto will keep the engine running happily.

Lucas Wagenaar

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.

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 Saturday, 14th Christmas Party and White-Elephant. Starting at 4:30 pm.



NEXT Meeting will be at the Salt Grass Restaurant in Tyler.

THURSDAY, AUGUST 8th, 5:30

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