

THE TAILDRAGGER

APRIL 2025

LAKE PALESTINE EAA CHAPTER 972

Presidents Corner

Well, it is spring weather now, so please be weather aware. We have had storms pop up that were not predicted in the last couple of weeks, so please exercise good weather judgement.

We had a great Gumbo turnout, and I am looking forward to seeing you at our next Gumbo on April 19th.

Planning for Oshkosh this year we have a couple of items to consider.

The first is the Chapter Camping in Camp Scholler, if you are interested, please let me know. I need to make reservations no later than June 13th. I encourage all who are planning on coming to AirVenture this year to join us as we feel we have a prime location close to hot showers and modern restrooms and easy access to shuttle buses to the AirVenture grounds.

The second item is that Lucas has volunteered to do a chapter pancake breakfast as a chapter fundraising event this year and is looking for as much help as possible. We will advise when we know for sure that we have been selected and what day we will be responsible.

We are looking for two or three people to do the monthly chapter meal planning. If you are interested, please contact Brenda Culver to coordinate.

I am contacting aviation supply companies for donations to contribute to our Chapter Hangar Fund. The idea will be for them to donate items that we can sell at our fundraising auction. Also if you know of a business or organization that you can approach for a donation, I have 501c3 donation forms available.

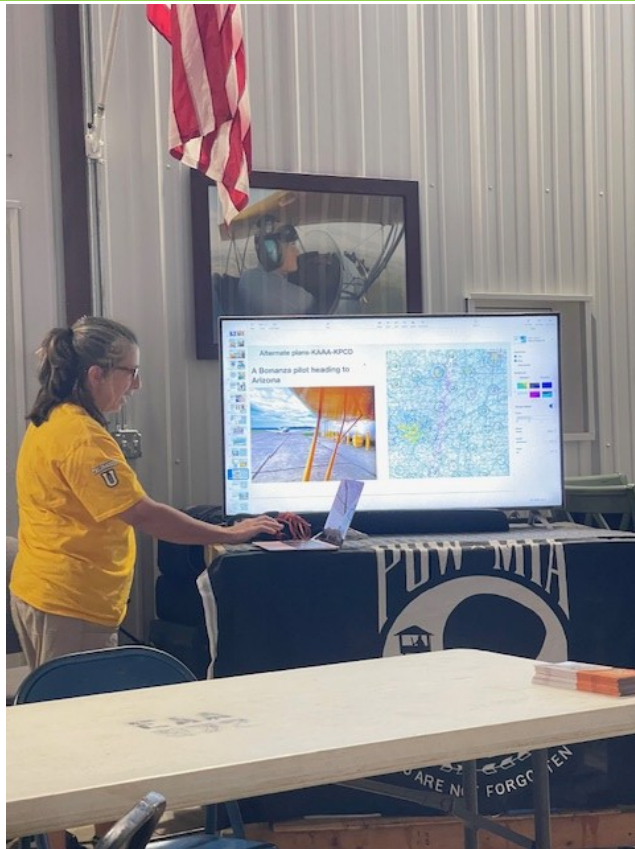
Well, that is all for now, Fly Safe.

Blue sky and fair winds.

John



Lake Palestine Tx



Brenda Culver Presented the March Program for EAA chapter 972 meeting.

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johnkearney@att.net

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Eagle's Nest

Total Young Eagles Flown: 2,423,731 — Stats as of March 31, 2025



Hey Team,

SOMEONE SLOW TIME!!! I swear it's not supposed to be April but here we are. I wanted to share some really good news. Jake Wilmoth passed his FAA Written and has been accepted to Embry-Riddle Aeronautical University! That is really huge. We wish him the best and remember us when he gets to the finish line.

I am leaving the info for the Air Academy in case you didn't read it last month and I wasn't at the last meeting to remind you.

Session 3 (ages 16-18) – July 15 – 23, 2025 - \$1,650 Session 3 is at capacity.

Session 4 (ages 16-18) – July 25 – August 2, 2025 - \$1,650 Session 4 is at capacity.

Eddie will go July 15 - 23, for 1650.00

Jake will go July 25 - August 2, for 1,650.00

1650.00 +

1650.00 =

3300,00

- 490.00 - 2023 credits

- 295.00 - 2024 credits

2515.00 Total for both students. The balance is due by May 30th.

We will have our International YE day June 14th at KJSO. Alexa will have the Chick-fil-a truck out there. She was going to try to get a discount on fuel for us but it's not likely. They already discount their fuel.

We will fly about 15 kids for the Hamm Museum at Tyler Pounds on June 21st. They are having their annual day camp and would like us to help.



Congratulations Jake Wilmoth . He has officially accepted the offer to Embry-Riddle Aeronautical University.



VMC CLUB CORNER



EAA VMC Club

Question of the Month

Question: You're pre-flighting your airplane, and realize that you have not checked your ELT in a long time. The battery was replaced just under two years ago, but hasn't been tested since. Is there some way you can test the device without triggering a search and rescue event to ensure it still works properly?

EAA 972 VMC CLUB SCHEDULE FOR 2025

Robbie Culver

VMC Club Meeting Dates:

The next VMC club meeting will be on April 15th

April 15th

May 15th

June 19th

July no meeting, Oshkosh

August 21st

September 18th

October 16th

November 20th.

December no meeting.

EAA 972 in the news!

Congratulations to our own Brenda Culver for making the April 2025 issue of the *Aeronca Aviator* magazine with her story of flying a 1945 Aeronca Champ from Clow International airport (1C5) to Aero Estates (T25).

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Flying Our Champto its new home



by Brenda Culver

Early in 2023, I did something I thought I would never do. I earned my sport pilot certificate in our hand prop 1945 Aeronca Champ. It literally took decades for me to muster up enough courage to actually learn to fly an airplane. Little did I know that about six months later I'd be flying our Champ from Clow (1C5) airport all the way to Aero Estates (T25) in Frankston, Texas on my own!

For the last few years, my husband Robbie and I had been looking for someplace to eventually retire. We both had our own ideas of where we wanted to settle down. I wanted nature and trees around me, Robbie just wanted to live on an airpark. We found the perfect combination in Frankston, Texas. Instead of waiting to move when we retire, we decided life is too short and packed up everything and headed south.

Logistics alone tell you that it's a bit difficult to bring two cars, two dogs and two airplanes in one trip so the planes had to wait for us to return to bring them to their new home. Robbie was first and flew commercial back up to Chicago and made the adventure back to Texas in his Sonex while I would make the journey a few weeks later when the weather looked favorable.

After making my way back up to the Chicago area, I spent the night at my parent's house at Naper Aero (LL10) in Naperville and drove to Clow airport at sunrise. I loaded everything in the back seat and baggage compartment, being careful with weight and balance. One thing you learn when flying a Champ is to pack light. It's very limited in how much it can carry. When I was fully loaded and everything strapped in, it looked like I had a passenger in the back seat! We pushed Charlotte, the Champ, out of the EAA chapter 461 hangar one last time.

I exchanged hugs with the few people there to see me off and I climbed into the cozy cockpit where I would be spending most of my day. My step dad, Pete, who I grew up and flew with in his Cessna 170 and later 180, was there to hand prop the Champ for me. Charlotte was being a little cantankerous, but eventually the engine chugged to life. It was a very special moment and brought a tear to my eye, while I let the plane warm up as I prepared the after landing. It was a quick refuel with a bathroom break before I was back in the air, still safely ahead.

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Great job Brenda!

From the Right Seat

Robbie Culver

Vice President EAA 972

April 2025

Hi everyone

I haven't been to many chapter events lately due to an insane work schedule. This will change in the fall, as I have used brownie points at work to arrange to be home the second week of each month. A huge thank you to my amazing wife Brenda for picking up the VMC Club meetings while I have been away. (I missed her presentation also, which was not easy for me!)

On Thursday, April 3rd, I am presenting at our old chapter, EAA 461 at Clow International Airport (1C5) in Bolingbrook, IL about my adventure relocating my Sonex from 1C5 to T25 in September 2023. While I love seeing old friends and enjoy doing presentations, I would rather be home at Aero Estates!

The Lakeside Gumbo was a blast - thank you John, Jean, and Pat Rhoads for the hard work to make sure we had enough gumbo to go around! It was delicious. We had two aircraft fly in, and we made sure they had rides to and from the parking area. We sent out an EAA Chapter Blast for this one, so maybe that helped.

The Gumbo's are listed as EAA events and this gets pushed to ForeFlight and SocialFlight, as well as listed on the EAA events page. <https://www.eaa.org/ea/events> Our chapter gatherings and VMC Club also get the same listing. Our chapter website also lists events. <https://chapters.eaa.org/ea972/event-calendar>

Our next Gumbo is Saturday, April 19th from 11 am to 1 pm. Aero Estates is also hosting a fly in on Saturday May 10th, from 10 am to 2 pm. EAA 972 will be involved so we will need volunteers.

For those of you planning on attending EAA AirVenture Oshkosh in July, the airshow lineup is already looking incredible as usual. I was amazed to see that Oshkosh is only 115 days away as I write this! See <https://www.eaa.org/airventure> for more information.

We are looking for presentations for the monthly chapter gathering. If you are interested please reach out and let us know. We sure could use your help!

See you on the flight line!

Robbie





Basic Flight Planning

Robbie Culver

This article explores some of the fun of low and slow flying and basic flight planning. Low refers to aircraft that spend much of their time at or below 3000' offering a unique experience and view. Slow is a reference to the speed of the aircraft, which are often at or below 100 mph. Keep in mind that many of these aircraft, while lower performance, are also some of the most classic designs ever made and taught thousands of pilots how to truly fly. Aircraft such as a Piper Cub, Aeronca Champ, Cessna 140, Luscombe or Taylorcraft to name a

few. No matter what you fly, regardless of how high or how fast, the basics matter.

As my wife Brenda learned to fly a sport-pilot eligible basic tailwheel aircraft in 2022 and early 2023, I found myself revisiting those basics. Her CFI had her using paper sectional charts (*they're not a map!*), [dead reckoning navigation](#), learning the [wind triangle](#), and using my

trusty old [E-6B flight computer](#). She had yet to fly with a GPS or use our subscription to WingX in flight. Her first cross-country was out over open fields from Clow (1C5) to Whiteside County (KSQI), and offered some great ground references for use in navigation, but still meant planning the flight. On paper. (Later, as we all know, she flew the Champ from 1C5 to T25!)

The planning requires she knows how far she is flying, how long it takes to get there, how much fuel is required to safely complete the flight, how much fuel the aircraft holds, and what course to fly to get there. This is the basis for all air navigation, even when using an app or a GPS system.

In other words, she learned how to navigate the old-fashioned way. By planning her route of flight on a sectional chart with a pencil and plotter, doing *math* to determine the effect of wind on her flight, and looking out the window as she flew.

I found myself digging through my old flight bag, rummaging in boxes in the basement, and finding all sorts of handy things I had neither seen nor used in years. The E-6B flight computer,

a plotter, some old sectional charts for practice, a Navigation Log (“Nav Log”), and other odds and ends used to plan a flight. And I loved revisiting all of it!

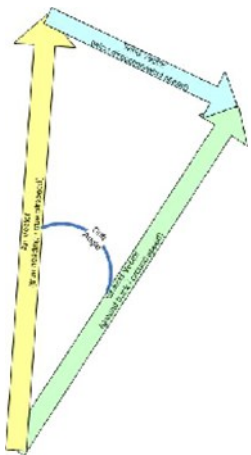
I won’t be the old grumpy guy rambling about the “Children of the magenta line” as we have enough of those around. (You know who you are, and you may step forward to voice your complaints) Instead, I embrace concepts like the wind triangle, [true heading](#), [magnetic deviation](#), and wind correction angle. Yes, there is an app for that. But it helps to truly *understand* the concepts in order to master them.

Quoting [Wikipedia](#), “The wind triangle is a vector diagram, with three vectors.

The **air vector** (shown in yellow) represents the motion of the aircraft through the airmass. It is described by true airspeed and true heading.

The **wind vector** (shown in blue) represents the motion of the airmass over the ground. It is described by wind speed and the inverse of wind direction. Note that by convention wind direction is given as the direction the wind is from. In a vector diagram such as the wind triangle, wind direction must be stated as the direction the wind is blowing to, or 180 degrees different from the convention.

The **ground vector** (shown in green) represents the motion of the aircraft over the ground. It is described by ground track and ground speed. The ground vector is the resultant of algebraically adding the air vectors and the wind vector.



So - what in the world is all this babbling about? Well, put plainly, it is about how an airplane in flight reacts to the wind. Think of the air as if it were a river with a current. Air is always in motion, and anything in it will be affected by that motion. Stand aside, purists and engineers in the crowd, as I try to explain this like I am 5. Which, well, is not far from the truth...

If you were to stand on the bank of a river intending to go directly across to the opposite bank, and throw a toy boat with a motor in the river, then you would need to calculate an angle to go straight across the river. A correction angle directly related to the speed of current. Without this correction, the boat would not go directly across, as it would drift with the current.

An airplane is no different. Therefore, the path of flight is a result of the course being flown and the wind affecting that course, which results in a path across the ground. This, in very simple terms, is the wind triangle. Using an aviation E-6B computer (a combination of a slide rule and basic calculator), one can determine the affect of the wind on the flight path of an aircraft.

Part of planning a flight of any distance in a low and slow taildragger involves understanding this concept and planning for it accordingly. And yes - *it involves math!* If there were no wind, and you were flying at 80 mph for 70 statute miles (or 69.5 knots for 60.8 nautical miles), it is easy to understand the flight if it were direct should take slightly less than one hour. But there *is* wind. So to fly to the destination, you must apply the correction angle to the direction of flight. If you do not, then you will miss the intended destination due to the effect of the wind drift.

The good news is the math is easy and the E-6B is also easy to use. In effect, you can plan the flight using a pencil, a sectional chart, a piece of paper and your handy E-6B. Again, yes - there is an app for that - but it remains fun and educational to truly understand the concepts involved. It is also a key element of the FAA knowledge exam for the sport pilot, recreational pilot and private pilot certificate. The FAA does not allow programmable calculators to be used on knowledge exams, nor do they allow the use of an app.

By the way - it never hurts to revisit this stuff and - gasp! - go fly using just a chart, a watch, and the compass.

EAA Chapter 972 Store has been discussed for some time and now it is ready to live. The QR code will take you to the store. If no familiar with a QR code use you cell phone to make like you are taking a picture of the QR code and you will notice a website will come up on your screen , in this case storessimple.com by

clicking on this you will be taken to the new Chapter 972 Store. I might add if you want to go directly to the store on you computer you will need: <https://www.storessimple.com/jkspecialtyproducts/26205>

We will be adding a short cut on Chapter 972 Website that will show the product catalog and take you shopping.

sales@jkspecialtyproducts.com • (903) 630-8805

JK Specialty Products



**Welcome to the EAA Lake Palestine 972 Chapter store. Here you will find all Chapter 972 merchandise.
20% of all merchandise sales and 100% of all donations go the chapter general fund.**

Home / Shop

View Cart

All Drinkables Headwear Ladies Mens Polos Polos/Knits T-Shirts T-Shirts - Premium
Tall Woven Shirts

Enter a keyword

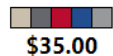
Search



\$35.00

**Port & Company Ladies
Combed Ring Spun...**

Port & Company Ladies Combed Ring
Spun Pique Polo...



\$35.00

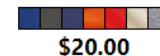
**Softstyle Adult Pique
Polo**



\$35.00

**Port & Company Tall Core
Blend Jersey...**

50/50 Tall Core Blend Jersey Knit Polo.



\$20.00

Softstyle T-Shirt

Gildan Softstyle T-Shirt. 64000

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\$20.00

Softstyle? Women's T-Shirt



\$45.00

Ladies Short Sleeve Denim Shirt

LSP11 Port & Company - Ladies Short Sleeve Denim Shirt.



\$45.00

Ladies Long Sleeve Denim Shirt

LSP10 Port & Company - Ladies Long Sleeve Denim Shirt.



\$45.00

Long Sleeve Denim Shirt

SP10 Port & Company - Long Sleeve Denim Shirt.



\$20.00

Five-Panel Trucker Cap



\$20.00

Zkapz Unstructured 6 Panel Cap

Zkapz Cap



\$10.00

Premium 11 or 15 oz Combo Colored Mugs

Interior and Handle Color Match

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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.

NEXT Meeting will be at the Leary's hanger,
11722 Pilot Point Lane, Frankston.

Food will be ?????? so we need fixin's.

Program will be John Kearney presenting on building the modified 4414 wing that was designed for his Protech PT2

Brenda has put a link to the sign-up in the email that contains this newsletter



Lake Palestine Tx

***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

2025 UP COMING EVENTS

Meeting Dates

April 10th

May 8th

June 11th

June 21st, Ultralight Fly-in

July 10th

August 14th

September 11th

October 9th

November 13th

December 13th Christmas party will be held Saturday, December 13th starting at 4:30 PM.

It will be held at the Leary's House. The Address is:

11722 Pilot Point Lane

Frankston Texas, 75763

Please Bring a white Elephant Gift!

Brenda Culver

Secretary

Lake Palestine Chapter 972

630-881-8475

2025 RUNWAY GUMBO DATES

This year it will go back to 3rd Saturday of the month.

April 19th

May 17th

June 21st and Ultralight Fly-in

September 20th

October 18th