

THE TAILDRAGGER

NOVEMBER 2024

LAKE PALESTINE EAA CHAPTER 972

Presidents Corner,

I'm Sorry, I have been out of pocket most of October with new work projects so I don't have much to contribute for activities in October. Thank You Robbie for picking up the slack.

The bright spot was the success in gaining contributions to the Dave Mason Scholarship Fund at Reklaw this year. We raised over \$1,200 for that fund and it looks like we can continue to support youth aviation scholarships moving forward this year.

Looking forward to the November meeting when Grif Leary will be presenting Aircraft Carrier operations from his Navy days.

And followed by the Christmas party in December. As part of that we try to recognize members who have contributed to the growth and support of the chapter. I am requesting your input on who you think is deserving of special recognition to add to our annual plaque. Please email me directly with your suggestions at JohnKearney@att.net.

We have a complete (or nearly so) Zenith 601 XLB firewall back kit in our possession. Looking forward to members stepping forward to help us plan the construction and to involve the young members to participate.

That is all I have for this month. I look forward to seeing you all at the next meeting.

Blue sky and fair wind

John



Lake Palestine Tx

Thursday, October 10, 2024

EAA Chapter 972 Meeting

John started the meeting at 6:45 PM.

Introduction of TJC Aviation club leaders. Have a very large group of interested students

Caden is loving school and progressing well

Jacob has soloed 3 times

John announced Reklaw is looking for someone to work the Unicom stand

Christmas party Dec 14th - White elephant exchange

Minutes : Walt moved to approve, Les seconded- all approved

Treasurer's report- 6647.28 Gumbo - 346.00 Profit of 158.88 508.00 for October gumbo 713.44

Gayla - YE rally in November Girl scouts from Longview will help . Homeschool kids and WHOA kids Need pilots. Jim Smisek will help. Start at 9am out of Rusk county. A bucket will be at registration to collect donations for next year's Dave Mason scholarship.

Diane Wagenaar presented on accidents/incidents and pilot deviations

Christmas meal was discussed. Jayda recommended doing family tradition. Bring a dish that is a personal family tradition. It'll be discussed further before our Christmas party.

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Eagle's Nest

Total Young Eagles Flown: 2,410,619 — Stats as of Nov. 3, 2024



Hey Team,

November is finally here. We have a YE Rally scheduled the 16th at Rusk County, Henderson. We will start at 0900 so please be there a few minutes early. I almost messed up. I had started planning in the old program and then was told the new one was up and running. I forgot to close out the old one so it stayed active and open to registration November 1st. I also had the registration start for November 1st on the new program. I thought I had instructed everyone to tell their students to sign up on the new one but obviously I did not. Woke up 11.2.24 and we had 18 signed up on the old system and 9 on the new one. I have shut the old one off and emailed all the parents to re-register their students to the new one. I will be in hiding if all goes haywire. We have about 10 Pilots signed up but not all have complied with the Youth Protection Program yet so please, please make sure you are up to date with the program and your National EAA dues. I NEED YOU (They need you) We have about 10 ground volunteers signed up. This will be great because I think we will have over 40 kids, if they all show.

I received notice it's time to fill out the Ray Scholarship application once again so wish me luck in saying the right things.

We collected 1269.00 at Reklaw for the Dave Mason Memorial Scholarship. YAY!!! I would like to form a committee of 3-4 from our current members, including me, to discuss how to handle the scholarship for next year. We have so many options to choose from. Let me know if you would like to join in that committee.

www.eaa.org/eea/youth/youth-protection-policy-and-program

Gayla

VMC CLUB CORNER



EAA VMC Club

Question of the Month

EAA 972 VMC CLUB

Robbie Culver

The next VMC club meeting will be Thursday November 21st 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

(630) 730-7144

The question of the month is:

You are making a daytime VFR flight from Hyannis, MA to Martha's Vineyard, MA as shown adjacent. Conditions include a 1,000 foot overcast and 10 miles visibility. What is the highest altitude at which you can legally fly this trip under these stipulated conditions?



The Friends I Do Not Know

Robbie Culver

Originally published in *Air Facts Journal*

<https://airfactsjournal.com/2023/10/the-friends-i-do-not-know/>

Most of you know I write a lot. Of all the things I write about aviation, I would like to share my personal favorite...

The crisp November air has a bite to it, the morning is still and quiet, and the grass shines with frost. Tread carefully. I prime the Champ, check the ignition is off, and pull the prop through exactly six times. I reach into the cabin and turn the mags on, then return to the prop and pull her sharply to start.

Charlotte, the Champ, does not feel like starting. It's cold, and I have interrupted her morning rudely by dragging her out onto the grass and tying her tail down. She makes me work for my fun today, and it takes a few more tries before the engine sputters and coughs to life.

I return to the cabin to verify the oil pressure is up. The air has a definite sharpness in the prop blast as I walk to the tail to untie Charlotte. She politely stays in place as I neatly bundle the tie down rope and toss it gently in the baggage sling, then clamber into the forward seat and pull the chock from the right wheel with the long rope we have for just such a purpose.

The ten minutes it takes her to warm up are spent relaxing in the cabin and contemplating the flight west/southwest to Cushing Field (oC8). Out on runway 36, a Cessna from the flight school departs and breaks the silence with her purr. I'm not the only one going flying this morning.

The oil temperature gauge finally comes off the stop and I ease the throttle in to pull off the grass onto the taxiway. No hurry, not in an old taildragger. She is constantly reminding me to be kind, be gentle, be smooth. Stick full aft as she rumbles onto the asphalt, then stick forward and left to keep the wind behind us on the top of her elevator and right

aileron. I can hear Nick Selig's voice in my memories as I do so, reminding me to fly her from the chocks until I shut her down at the end of the flight.

I slowly waddle down the taxiway to the run-up area and turn Charlotte at an angle, checking to ensure I have left room for anyone else who wants to get by. Her wings are long and I try to be a friend to others who are operating an aircraft at Clow today.

Brakes on and held tightly, stick back, power slowly up to 1500 RPM. Everything with Charlotte is slow and smooth. I let the power settle for a moment before turning the key switch to one mag, then back to both, then to the other mag, watching and listening as I do so. No surprises. Back to both, and then a slow and easy tug on the carb heat. As expected, there is not much change in RPM with a small Continental engine on a cold morning. But no coughs or stumbles, either.

A check that the primer is in and locked, verify my trim is set, and then double-check the intercom is on and the radio is tuned to 122.9. It's time to go.

It's a short taxi to the end of 36, down past the retention pond where several geese sit on the embankment, reminding me it is bird season and to take one extra look as I depart.

A quick scan at the end of the runway for traffic as well as birds, and then a radio call for departure. Out onto runway 36 and I ease the throttle in as I reach the centerline, stick full aft, and use the rudder to keep her pointed straight as I check the engine RPM and verify the airspeed is off the peg. Full power now, stick full forward, more rudder, and it is a short roll in the cool air. She flies off the runway smoothly and I smile at the revelation, the instant of flying. This is one of the most magical moments of any flight - leaving the ground in an aircraft under my control. It is a powerful experience.

As she climbs out, I watch very carefully for any feathered friends who are out and about, but there are none. I hear someone call departing Naper Aero (LL10), and make a mental note to keep an eye out for them. Soon enough, I am turning crosswind and making my radio call,

ensuring I stay over the greenway between Clow and 95th street, just in case...

A short crosswind and it's time to turn left for the downwind departure, and another radio call. Now I focus on maintaining my airspeed, checking the gauges, and looking for traffic, while also looking for my next out should Charlotte decide this is a good moment for a test. She putters happily instead, and I watch my ground reference, making small adjustments for the slight breeze.

A turn on course as I am abeam the approach end of 36, and I look for my heading of 248 degrees. About 24 miles of low and slow flying ahead of me. I let Charlotte dictate the pace, and at 1800' I ease her throttle back to 2150 RPM, using the trim to find the sweet spot she loves. Looking out at the wingtips, I see that slight downward angle that tells me she's there. Her airspeed settles in and so does she.

As I head towards Route 59, my traffic scan has an extra emphasis, as there is a VFR corridor that goes north and south here. The traffic from Naper stays north of me, and soon enough I am out over open fields and country roads. Chicagoland is behind me and rural Illinois ahead. I find Route 71 off to my right, and follow it with my eyes, looking for my waypoints. A tower, an intersection of roads, and a distant red building. Right on course.

Friends I do not know pass ahead of and above me. Traffic no factor.



The flight is short, but wonderful. Flying a Champ is all about the experience, and Charlotte delivers every time. I gently tug the cabin heat to the on position, in faint hopes of keeping my toes warm since I forgot my electric-heated socks this time. What passes for heat is enough to keep my toes from complaining.

The cold air makes the Continental engine perform as if it has more power than it truly does, and the wonderful dense air is kind to Charlotte's wings. It is mornings like this that are well worth the extra effort involved in the mission, and the added layers of clothing are no burden for the experience. The oil temperature and pressure remain on a rail, unmoving. That's a good thing. Fuel looks good.

Fly along, look for traffic, check those gauges. Look for a place to land in case she tests me. Smile. Repeat.

Soon enough, Cushing's hangars are off in the golden fields I see ahead of me. I switch to 122.7 and hear a Luscombe depart runway 18. The wind is just slightly different here than there, and I announce my position and intentions. Carb heat on, slowly, and throttle back, also slowly. There's a theme with Charlotte.

I let the nose come down slightly and the Champ begins a descent. Small adjustments in course and trim have me exactly where I want to be, turning to a 45 degree entry to the left downwind for runway 18 at 800' above the ground, which just happens to be over a country road on the east side of Cushing. A short radio call, just in case anyone is here. A scan for other aircraft.

Rudder first. You lead the turn in an airplane with wings this long. Right rudder, slight right stick, then level her out on the downwind. Another short call, and another scan for traffic. As I pass abeam my landing point, I gently pull the power back, and begin to add trim. The airspeed settles in at 80 mph indicated as I continue to reduce power and add trim. A beautiful moment, this.

Again, left rudder before the stick, a short radio call, and the stick comes back just....so....70 mph. The runway is ahead and left, and I begin the turn to final with another scan for traffic and radio call, left rudder, left stick. Slight pitch up for 65 mph, and a check of my glide path. All good. I won't make the news by snagging the wires. I touch the power to keep the engine clear in case I need it.

A quick glance at the gauges, then total focus on my landing. I want a wheel landing in the grass. *It's easy, once you know how to do it.* Wait. Wait. Now. I ease off the glide and level out, skimming the grass. Hold it. Hold it, don't flare, just hold it. The wheels touch the morning dew and I can hear a slight hiss as they spin up. The oleo struts absorb the landing and I hear a rumble - touch down. Carb heat gently off, trim forward, and power on slowly. Charlotte eases back into the sky.

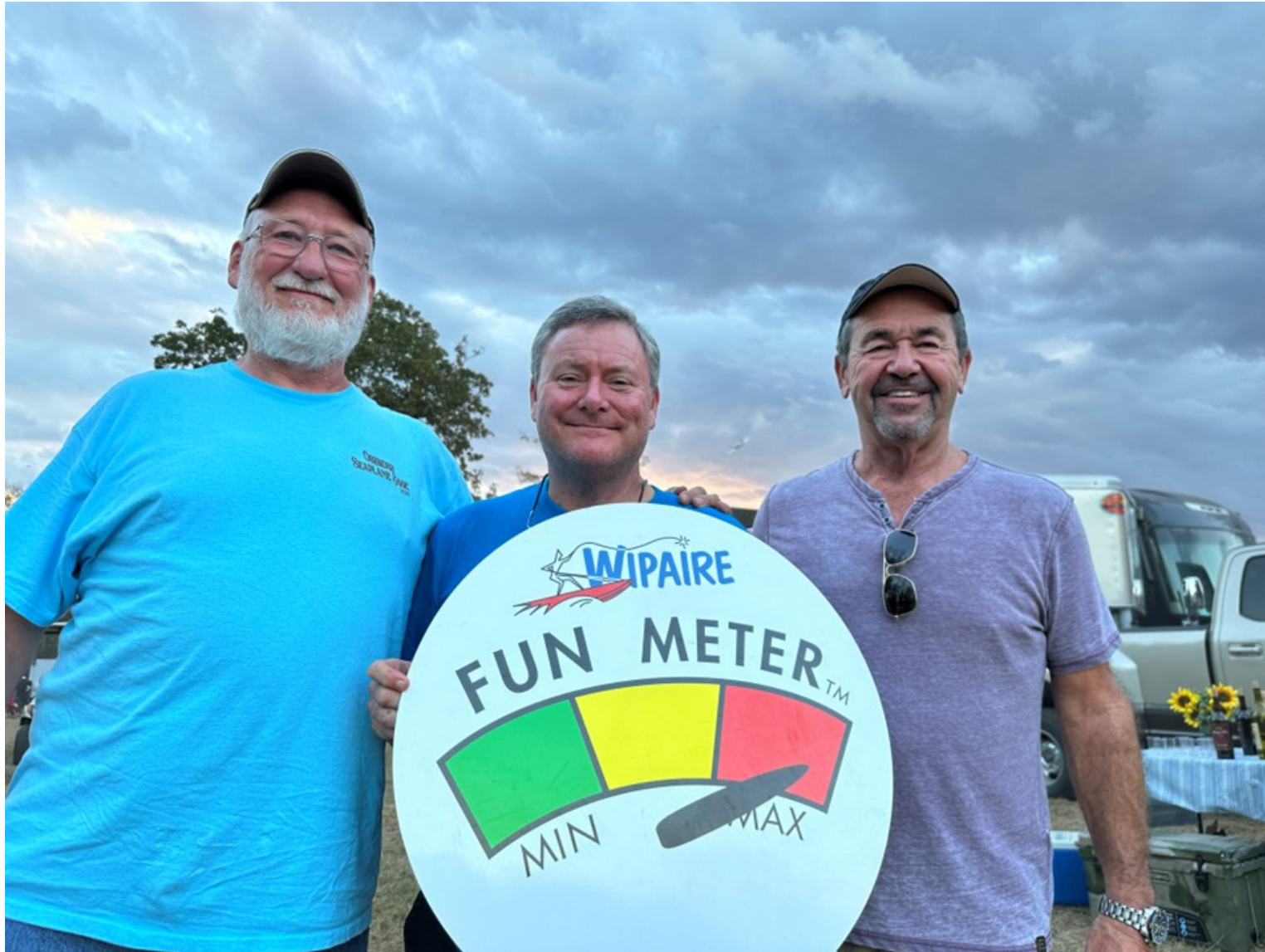
I glance off to my left at the area along the south end of runway 18. He's there. The friend I don't know, yet we have become friends because I fly to oC8 often. He and his dog are always there. The dog never runs onto the runway, yet races around happily. I envision him as a Border Collie, though in truth I have no idea. I have never met the man, nor the dog. He stands, watching.

He waves. I waggle wings. I can see his smile as I wave back, the dog racing off into the weeds. He passes behind me, and I fly off with a smile on my face for a moment shared with friends I do not know.

Reklaw Fly In
Robbie Culver

For those who did not attend Reklaw, you can see some photos here:

<https://photos.app.goo.gl/VswidhHssp74yqCYA>





pappyadkins@gmail.com



One of our newer members, Jenna Rose, and her Legal Eagle at Reklaw.



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.

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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

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<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.

November 14th, 5:30 EAA chapter meeting

November 16th, Young Eagles Rally at Rusk County

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



NEXT Meeting will be at Leary's Hanger.

Food will be Pot Luck as usual, Brenda has put a link to the sign-up in the email that contains this news-letter

THURSDAY, NOVEMBER 14th, 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