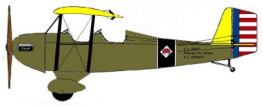

THE TAILDRAGGER

OCTOBER 2023

LAKE PALESTINE EAA CHAPTER 972

Presidents Message: By Grif Leary

It sure seems like chapter members have kicked off fall flying weather with a bang. Several members have been on flying vacations, flyouts, training and just early morning and evening short hops. Additionally, a big shout out and Congratulations to John Kearny for completing his IFR training and passing his check ride.

September Gumbo went great! Thanks to everyone that pitched in to make it happen and all the chapter support! That will be it for 2023 as far Gumbo goes. We do have couple of YE events in October and December. Gayla will catch everyone up with that stuff.

Area aviation stuff is just around the corner with Reklaw. Those of us that were at the September meeting are aware that Dave and Marsha are going to need a lot of help for cleanup weekend. We can try to put a plan together at the October meeting.

One other Fly In is the annual Cedar Mills/FAA safety seminar Fly/Splash-In. It is Saturday the 21st and there will be programs all day. After that there is gathering at the Restaurant for the evening meal. Gayla and I are going. We have been told all the cabins are booked but there are RV spots and tent camping on the field/under the wing. It's a fun day and the Leaders from the Dallas FSDO will be there.

One more thing, we are planning a meeting Saturday morning at 10am to go over planning for the YE camp.

Bo Leary

EAA 972 Lake Palestine Tx

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Eagle's Nest

Total Young Eagles Flown: 2,332,551 — Stats as of August 25, 2023

Hey Team, We have a new hangar at Rusk County to use on October 7th for the YE Workshop. Alexia will round up a few tables and chairs for us. I'm counting on about 20 students so I think we can split them up. We need to have meet up this Saturday about 10:00 if that works for everyone. We will have Control Surfaces, Pattern, Electrical, Rivets and Fabric. We need a few more to help with each subject. I think we can use my Roaster and just boil the hot dogs. It's going to be simple. I'm really looking forward to this, I know we'll have fun and I know the kid's will too. I have a flight scheduled for November 4th but I have since changed it to December 2nd at Rusk Co. with some homeschooled students. I venture to say we won't have many. I will meet with Caden and his new instructor this Thursday and get him back on the saddle. I will let you all know how it goes. See ya at the next meeting Gayla.

If you are able to come, please come to the Leary's hangar Saturday at 10:00am to get a game plan going for the workshop. Those that do not live here I know it's hard so you can just contact me and let me know what you want to help with.

Also, our chapter has now surpassed outlooks capability for me to send everyone an email from the group. 1 of 2 options: 1 I find another way or 2: I make 2 separate lists. This is a great problem to have our membership is about 55 members now. Bear with me while I work through this or if anyone has any ideas let me know.

October Minutes, 2023

Meeting held at Leary's Hangar

Members attended:

Tom and Marcy Boothe	Walt Eastland	Dennis Teicheira
Jake and Candice Wilmoth	Dave and Marcia Mason	Jeff Hancock
Patrick, Frances, Eddie, and David Moseley		
Joy Meadow's	Pat Rhoads	Kevin Halbert
Les Homan	Robbie and Brenda Culver	
Caden, Sandra and Cliff Boucher	Grif and Gayla Leary	

Robbie, Brenda, Cliff, Sandra, Caden, Candace and Jake all joined the chapter.

Grif brought the meeting to order 6:00 pm

Grif asked for someone to approve the minutes:

John Kearney made a motion to approve the minutes and Pat Rhoads seconded.

Winding down the end of the year with our last gumbo of the year on Saturday September 23, 2023. Friday we will meet at Leary's hangar to cut up meat for the gumbo.

Amie will finally be able to get started once again and will go up with Hunter Haley. (Great fit, they worked together at Johnson's)

Caden's instructor has had some medical issues and will not be able to finish up. There's no one left at Johnson's to instruct. I have met with Jimmy Stewart (Not the actor) from KJSO and looks like he may be able to help. Caden, his parents and I will meet with Jimmy this Thursday the 28th and go over everything.

REKLAW!!!:

Dave and Marcia is asking for help the weekend before (21st) the fly in. Lots to do as far as cleanup and getting ready. There will be lots of food trucks for all the meals. Saturday night will be the awards ceremony along with our very own Jeff Hancock and Joe Farmer are playing in the band once again.

All officers' positions are up for grabs except for the President. John Kearney has stepped up for the 2-year position. Someone with lots of ideas for programs please step forward for the Vice Presidency's position. Please step forward so we can start the process of recording for HQ and the State.

I am still willing to keep going with the YE Coordinator position, but I can step aside if anyone wishes to take on the job.

John has said we cannot have any type of raffle for 3 years since we are a new 501 (c) 3. He also reminded us we need a hangar for the BD5 Kit (airframe only) that can be donated to us.

John passed out 6 options for a new Chapter Logo asking for a vote. This logo is for all our shirts and hats and the Kearney's can do all hats and shirts and are willing to donate a portion back to the chapter.

Pat Rhoads has volunteered to plan the Poker Run once more and will plan it, so we end up here for Gumbo. We had so much fun last time.

From The VP,

Hello All,

We had an excellent chapter meeting last week, and I want to summarize a few items that I presented at the meeting.... BUT FIRST!! the result of the New Logo Voting!

I passed around a display with 6 options for our

new chapter logo. as follows:

1

2

3

4

5

6

I asked everyone in attendance to vote for a first and a second choice.

Here is the tally:

Logo Choices	1	2	3	4	5	6	totals
First Choice	10	1	10	4	3	0	28
Second Choice	5	2	9	6	4	1	27
Totals	15	3	19	10	7	1	

There was one vote with a single choice and not indication if it was a first or second choice, so I tallied it as a first choice. With a dead tie between 1 & 3 we looked at the second choice and #3 was the clear winner.

Item #2 Raffle(s)

As many of you may remember, I suggested having a raffle to raise funds for the chapter including starting some type of facility funding. Unfortunately, since we are reconstituting our chapter with the state of Texas, we cannot hold any raffles for 3 years, so this effort will be tabled until the clock goes past 3 years. Thanks to Brent (Stearman) and Pat Conroy (Waco) for their generous offers.

Item #3 BD4 Kit

We need to find a place to accept and build the first part of the donated BD4 kit. I would really like some help on this topic as we could really use the kit to build with our interested Young Eagles and eventually sell the kit for chapter revenue. Please let me know if you would like to help in the search.

Item #4 Special Speaker Gary Reeves

We have tentatively reserved a day for Gary Reeves to speak in person at our chapter event January 11, 2024. Gary is a featured speaker at Oshkosh and while primarily and IFR speaker he has an presentation of VFR approaches that are of general interest. He requests that we commit to at least 50 attendees, and he will put out on his website thinking that we could wind up hosting about 100 people.

It was suggested that we collaborate with other chapters in the area (read Mineola & Gladewater +?) to help meet our commitment.

I will also have a signup sheet in our sales tent at Reklaw in October.

Also, please consider volunteering for one of the chapter officer positions for next year. We definitely need a V.P. and a Secretary. Please get in touch with Grif (Bo), me, Gayla or Jean of you are interested.

This Month in History

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1 October 1907 (USA) — The Aerial Experiment Association is formed by Dr A. Graham Bell, F.W. Baldwin, J.A.D. McCurdy, Glenn H. Curtiss and Thomas E. Selfridge.

5 October 1905 (USA) — Wilbur Wright in the “Flyer II” makes the first flight of over a half-an-hour at Simms Station, Ohio.

8 October 1940 (England) — The Royal Air Force announces formation of the first Eagle Squadron composed of United States volunteer pilots.

12 October 1939 (USA) — Harry B. Chapman, flying an Aeronca seaplane, powered with a Continental 65-hp engine, establishes a world distance record for light seaplanes with a 1,163.8 mile flight from Jamaica Bay, New York, non-stop to New Orleans, Louisiana. The former record was 898 miles, held by Dewey Eldred, set in January of 1939, in a Taylorcraft, powered by a 50-hp Lycoming engine, during a flight from Port Washington, New York to Daytona, Florida.

28 October 1957 (USA) — The Boeing Airplane Company rolls out its first production 707 jet transport which is expected to fly in December.

Well, that Is all for this month from the VP, I look forward to seeing you all at our October meeting.

Blue Skies and good tailwinds

From Robbie Culver

Keep it Simple

Lunas Tailien

Recently, in several discussions with pilots, builders, and friends, the subject of complex, expensive aviation came up. Flying is and always will be expensive. But as has been written about often, there are ways to make it more affordable. It starts with defining your mission. (See the June 2023 Sport Aviation issue, page 38)

There is joy in basic flying. Options include a vintage or classic airframe, or consider building - or buying - a basic experimental aircraft. It does not have to be expensive and it does not need to be complicated. Installed glass avionics are really cool - but they certainly ratchet up the investment significantly. Portable toys may be a better option if your budget is a concern. It is still possible to get into aviation for less than $30,000.

EAA has its roots in these concepts. It is easy to suffer information overload when considering what aircraft fit your personal requirements. With so many kit manufacturers offering matched- hole, advanced kits with quick-build options (and a price tag to match), it is difficult to envision an affordable aircraft. Yet they exist. There are still plans-built aircraft projects that can be constructed on a reasonable budget, and even incomplete projects are an option - provided due diligence is done. Buying a used experimental is also an option, with equal due diligence required.

So many builders now only see a quick-build kit, a $40,000 or more instrument panel and a new engine as the only option. The roots of home-built aircraft was to make flying attainable for all. It seems every conversation about new builders is centered around autopilot capability and integration. The technology and advances in experimental aircraft are incredible, and I embrace them fully - but there needs to remain a segment for the masses that does not cost as much as a small starter home.

This year at Oshkosh, the Vintage Aircraft Association (VAA) featured affordable aircraft. From VAA: “Flying doesn't have to be expensive - it can be Fun and Affordable! Just what ARE Fun and Affordable airplanes? They're air-worthy, type certificated "every-day flying" vintage planes that cost around $20,000 to $50,000. They're great airplanes for anyone, regardless of age, who is just starting out as a pilot”

It’s worth your time if your heart longs for an aircraft of your own. Consider your mission, discuss it with your significant other, and then go find your dreams. They are out on the flightline at Oshkosh, and they can be affordable!

A good friend recently said “I think people misunderstand what ‘stick and rudder’ flying is. It’s more than just skills, it’s the enjoyment of interacting with the machine. Feeling the controls and the feedback they give you.” In our EAA hangar in Chicagoland, we had a Zenith, a RANS,

It’s more than just skills, it’s the enjoyment of interacting with the machine. Feeling the controls and the feedback they give you.” In our EAA hangar in Chicagoland, we had a Zenith, a RANS, Robbie’s Sonex and Brenda’s Champ that all qualified as great examples of this. Three are affordable experimental aircraft, and the other is a vintage aircraft with minimal instrumentation. Each fits a mission - having fun! (The pursuit of pancakes and flying formation with friends!)

And that ties back to the affordable option. A kit built aircraft can be scaled to match a budget of more people than you would imagine. Most kits can be purchased as sub-kits, where subsections of the final product are purchased individually, allowing the costs be spread out over time. Kits can also be financed if required. Engines can be purchased used, and rebuilt over time to manage the costs.

And we, as builders, tend to modify and add to our projects - which means more cost, more complexity, more time, and more weight. All of this is awesome, but it is not always required.

Keep it simple.

Modernization of Special Airworthiness Certification

("MOSAIC")

Robbie Culver

Just before Oshkosh, the FAA posted Docket No.: FAA-2023-1377; Notice No. 23-10 as a Notice of Proposed Rulemaking (NPRM). In all, the NPRM spans 318 pages and was to be posted July 24th for public comment. This publication is the preliminary version. The NPRM may be reviewed at the following link:

https://www.federalregister.gov/documents/2023/07/24/2023-14425/modernization-of-special-airworthiness-certification

The comment period ends 10/23/2023

In short, the NPRM is a long-awaited result of a program referred to as the Modernization of Special Airworthiness Certification ("MOSAIC"). Among other changes, the rule is going to basically eliminate the Light Sport Aircraft (LSA) category as we know it today, and includes "Removal of Definition of Light-Sport Aircraft from 14 CFR 1.1" as well as "the FAA is proposing to remove the definition of light-sport aircraft from § 1.1 and relocate the substantive requirements, with modifications, to § 21.190."

"Persons exercising the privileges of a sport pilot certificate or a flight instructor certificate with a sport pilot rating would no longer be restricted to operating light-sport aircraft" Further "these airmen would be able to exercise the privileges of their certificate in any aircraft that does not exceed the aircraft performance limitations derived from the current Code of Federal Regulations (CFR) § 1.1 definition and set forth in the proposed new § 61.316."

The NPRM also expands speed restrictions for sport pilots: "proposed § 22.100(a)(4) would include a VH limit of 250 knots CAS for light-sport category aircraft to account for potential advances in technology and manufacturing practices that could enable higher speeds"

A fairly thorough review of the NPRM shows the intent to remove aircraft weight limits for sport pilots and use stall speed instead (which effectively limits the weight to 3000 pounds) with a VS1 stalling speed increase to 54 knots calibrated airspeed (CAS).

Other items of note:

Allow for sport pilot flight training in the expanded class of aircraft.

Allows sport pilots to operate helicopters.

Safety directives - "Section 91.327(b)(4) states no person may operate an aircraft that has a special airworthiness certificate in the light-sport category unless the owner or operator complies with each safety directive applicable to the aircraft that corrects an existing safety-of-flight

Modernization of Special Airworthiness Certification

("MOSAIC")

Robbie Culver

condition. The FAA considers that a separate regulatory requirement to comply with safety directives issued by the aircraft manufacturer is unnecessary, therefore the FAA proposes to remove this requirement."

Allows for 4-seat aircraft to be flown by sport pilots (with a restriction of one passenger unless a private pilot or greater certificate is held) which allows for more fuel and cargo.

Enable electric propulsion and even turbines. (Quoting the NPRM: "The FAA recognizes that because of automation, many modern turbine powerplants are now easier to operate than many existing piston-powered aircraft.")

Require 14 CFR part 36 noise standard compliance.

Substantial changes to manufacturing and quality assurance standards, which appear to favor reduced cost and time constraints in developing new aircraft.

Expand sport pilot and light sport repairmen privileges.

Amend rules related to experimental aircraft, restricted category aircraft, and aircraft marking. "Proposed § 22.170 would require that the aircraft display all placards and instrument markings necessary for safe operation and occupant warning. Markings or graphics would be required to clearly indicate the function of each control, other than primary flight controls.

Placards provide warnings and identify hazards to crewmembers, occupants, aircraft maintenance and servicing personnel, and first responders. Instrument markings provide safe operating parameters for aircraft equipment and systems."

Address space support vehicles as well as powered lift.

Address changes required for access to airports in Class G airspace.

Allow for limited commercial use of LSA aircraft.

This rule essentially opens sport pilot privileges to certified aircraft such as Cessna 150, 172, or 182 class with a single passenger, as well as controllable pitch propeller and retractable landing gear, and operation on floats. All of this is a very, very big change!

Also included are changes for former military aircraft, restricted category aircraft, and the Revision of Definitions Applicable to the Certification and Operation of Light-Sport Category Aircraft

Modernization of Special Airworthiness Certification

("MOSAIC")

Robbie Culver

The NPRM states "FAA airman certification databases show that approximately 7,000 sport pilots, 1,000 sport pilot instructors, 1,500 repairman (light-sport aircraft) with a maintenance rating, and 10,000 repairman (light-sport aircraft) with an inspection rating are currently certificated under provisions of the 2004 final rule."

"The FAA views the safety record of light-sport category aircraft operations as validation of the original certification requirements and as support for expanding eligibility for aircraft certification, airmen certifications, and related operating privileges."

WHAT IS BEING PROPOSED:In part, the following is part of the proposed rule changes:

"The FAA is proposing to amend rules for the manufacture, certification, operation, maintenance, and alteration of light-sport category aircraft. The proposed changes would enhance the safety, performance, and operating privileges of light-sport category aircraft. This proposal would also expand the types and characteristics of aircraft that sport pilots may operate. The proposed changes would increase the suitability of light-sport category aircraft for flight training, limited aerial work, and personal travel.

Additionally, the proposal would further enable the manufacture of safe and economical light-sport category aircraft. The FAA also proposes to update the list of approved operations for restricted category aircraft; amend the duration, eligible purposes, and operating limitations for special airworthiness certificates issued for experimental purposes; and add operating limitations applicable to experimental aircraft engaged in space support vehicle flights to codify a statutory provision.

The lower accident rate of light-sport category aircraft as compared to experimental amateur-built airplanes has led the FAA to examine opportunities for expanding the 2004 final rule to include a wider variety of aircraft, increase performance, and increase operating privileges.

The FAA is considering this proposal to expand and enable innovation in the classes of aircraft that may be certificated using consensus standards as light-sport category aircraft, including emerging aircraft types; remove prescriptive weight limits that hinder incorporation of safety-enhancing designs and equipage; enable more robust aircraft for the pilot training environment; enable increased capacities for passengers, fuel, and cargo; enable electric propulsion; and enable faster, higher-performing aircraft more suitable for personal travel. Together, the FAA intends for these proposals to enhance safety by enabling attractive alternative to amateur-built aircraft that do not meet 14 CFR or consensus standards. As also described elsewhere in this preamble, the FAA is requiring that light-sport category aircraft and experimental light-sport aircraft (except amateur-built) comply with 14 CFR part 36 noise standards because it has reconsidered its responsibility to protect the public health and welfare from aircraft noise.

Modernization of Special Airworthiness Certification

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The FAA is proposing to expand privileges for sport pilots and light-sport repairmen, and update limitations for experimental aircraft, to align with these changes. There are also smaller amendments to related rules for experimental aircraft, restricted category aircraft, and aircraft marking.

The FAA is also codifying statutory language in section 44740 to enable certain aircraft with an experimental certificate to conduct space support vehicle flights without an air carrier certificate or exemption.

Modernization of Special Airworthiness Certification

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Robbie Culver

The objectives of the proposed rule are to enhance the safety, performance, and operating privileges for light-sport category aircraft, including increasing suitability for flight training, limited aerial work, and personal travel, while continuing to enable the manufacture of safe and economical certificated aircraft. This NPRM also includes proposals to amend the special purpose operations for restricted category aircraft; amend the duration, eligible purposes, and operating limitations for experimental aircraft; and add operating limitations applicable to experimental aircraft engaged in space support vehicle flights to codify statutory language."

As I reviewed the NPRM, several things caught my attention. First, the level of detail in the proposed changes is staggering. This could be the most comprehensive modification to the FAR's we have ever seen. It is also certain to contain nuances we need to review thoroughly and carefully.

What specifically makes me state this is the following section related to Experimental Amateur Built (EAB) aircraft. Several subsections are quoted here:

"Section 91.319(c) currently authorizes the Administrator to issue special operating limitations for particular aircraft holding experimental airworthiness certificates to conduct takeoffs and landings over densely populated areas or in congested airways."

"Due to urban sprawl, it has become increasingly difficult for operators to avoid operating over densely populated areas.

To address inconsistencies and possible operator difficulties in the continuation of all flight segments, the FAA proposes to amend § 91.319(c) to allow the Administrator to grant operating limitations to certain aircraft with experimental certificates to conduct operations over densely populated areas or in congested airways, including, but not limited to, takeoffs and landings. This proposed amendment will allow the Administrator to issue special operating limitations that allow all phases of flight and expands the types of operations over densely populated areas or in congested airways."

And most concerning:

"The general prohibition against experimental aircraft operating over densely populated areas or in congested airways will continue to apply under the proposed amendment to all aircraft that do not hold these special authorized operating limitations."

Modernization of Special Airworthiness Certification

("MOSAIC")

Robbie Culver

I would suggest that since no definition of "densely populated areas" is known to exist in the FAR's, we should stand on the ramp at any airport, look around, and wonder what the intent of these statements is. The discussion of experimental aircraft operating over densely populated areas has come and gone in the FARs for years, and it was my impression it had been removed from the FAA's lexicon completely.

Regardless, this NPRM is incredible. Let's hope it is codified with the appropriate changes required to make it a good change, not adding to the already confusing set of FAR's we deal with.

TECH COUNSELOR REPORT

How to stretch your engine time between overhauls.

The two keys to aircraft engine longevity are:

Avoiding extended periods of unuse

Managing cylinder head temperatures

If you allow your engine to sit still for weeks at a time, you risk internal corrosion—and corrosion is the number one reason that engines fail to make TBO (time between overhaul).

The second reason for not making TBO is when temperatures in your engine are getting too high. If your CHTs gets too hot, you increase the stress on the engine's components (especially cylinders, valves, pistons, bushings, etc.). Too high cylinder head temps will increase the risk of preignition, this is destructive and could cause head-to-barrel separation.

Managing the CHT is our best method to protect our engines against excessive temperatures, and we need keep the CHT to reasonable values. What's reasonable CHT? We don't want CHTs to be too hot, and we don't want them to be too cool either. If CHTs get too cool, it may cause issues with excessive carbon and lead deposit buildup in the combustion chamber and on exhaust valve stems, which could result in valve sticking issues.

The Lycoming manuals state the maximum CHT is 500 degrees F (red line). Normal operating temperature during cruise is between 350- and 400-degrees F. If the CHT during a climb out gets to 450 F, I would back off the power a bit (reduce the RPM, in case of a constant speed prop, will make a difference).

The Continentals have a CHT red line of 460 degrees F, hence one has to be a bit more careful with these engines.

Lycoming CHTs are more tolerant to high temps and can run about 20 degrees F hotter than Continental CHTs, and for good reasons. Lycoming uses sodium-filled exhaust valves that transfer heat from the exhaust valve to the head more efficiently than the solid-stem valves, which are used in Continental engines. In addition, Lycoming cylinders are built to take this additional heat, with a more robust head to-barrel junction.

The three common reasons for high CHTs

- One reason for a too hot cylinder is that the cylinder is running too lean. This could be caused by an induction leak for that cylinder.

- A second reason for a hot running cylinder is that there isn't sufficient cooling air passing over the cylinder's cooling fins. That's generally due to some issue with the engine's cooling baffles or baffle seals.

- A third common reason for too-high CHT—particularly when all cylinders are running hot—is advanced ignition timing. Easy to fix by checking the timing.

Of course, when you run into any of these issues you can always ask your favorite A&P

Happy Flying Lucas Wagenaar A&P IA

2023 UP COMING EVENTS

Here is a Calendar so far.

October 7th at Rusk County Workshop for Youth

October 12th Meeting.

October, 27, 28, 29th Reklaw fly-in.

November 9th meeting and -Tentative YE Rally

December 9th Christmas Party at the Leary's

There will be opportunity Eagle Flights

EAA 972

Lake Palestine Tx

We have a Chapter Website: The URL is:

https://chapters.eaa.org/eaa972

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 add to website so all can see out past chapter happenings.

NEXT Meeting will be at The Leary's hanger

THURSDAY, OCTOBER 12th AT ***5:30***