



# THE TAILDRAGGER

DECEMBER 2024

LAKE PALESTINE EAA CHAPTER 972

## Presidents Corner,

At this time of the year, I typically try to sit back and reflect on the past year. As it was my first year and the first time leading a volunteer organization, I am sure that I have made many mistakes. Frankly if it wasn't for the support and assistance from the core members of the chapter, I'm sure that we wouldn't be where we are today. Please bear with me as I'm still learning how to balance full time work and fulfilling my chapter duties.

I want to recognize those individuals who stepped up and provided continuous support to me and the chapter over the last year and in no particular order they are:

Grif Leary, Gayla Leary & Garnett McClure were all key members in making this year's Lakeside Gumbo events successful, profitable and fun.

Les Homan as a chapter officer at large, newsletter and website editor. (Note: it is usually my fault the newsletter gets published late.) Les also championed and promoted our first Ultralight Fly In and it was successful enough for us to decide to make it an annual event.

Randy Gentry for supporting me the first half of the year as VP. His moral support and assistance were very helpful in the early days of my tenure.

Robbie and Brenda Culver (Now that is a dynamic pair to draw to) Joined this year and immediately had an impact on chapter operations, Robbie took over as VP from Randy and Brenda stepped up to be our chapter Secretary relieving some the burdens from Gayla. Robbie also started our VMC club and has been holding those meetings in their hangar.

Gayla Leary as Young Eagle Coordinator, a difficult and sometimes thankless job, but always manages to pull it off and as a YE pilot, everything runs smoothly. She was also the chapter Secretary until Brenda took over relieving some of her work load.

The entire Moseley family is always in the background supporting chapter activities including the chapter meetings, dinners and YE events.

Jean Kearney keeps the chapter finances in order.

Finally, all the chapter ladies (and sometimes the guys) that make our chapter dinners something to look forward to. No one goes home hungry after our chapter dinners.

There are many more that I am probably missing, but I'm out of space and since this is late, I will close with a heartfelt THANK YOU to all of our Chapter 972 members.

Blue Sky and Fair Wind



**Lake Palestine Tx**

Thursday, November 14, 2024

# EAA 972 meeting

John started the meeting at 6:25 pm - discussed the hangar offered to POA for use by EAA in future.

Logistics need to be figured out.

Nominate a fellow member for recognition in the chapter

John mentioned that we have openings on the board and to contact the board if interested in a position.

Motion to approve minutes Walt , Diane seconded. All approved

Treasurer's report

Young Eagles report- Gayla discussed Reklaw, Many problems this year: disrespect to property and damage done. Many people not paying. They are concerned about liability in the future.

Our chapter applied for Young Eagles Ray Aviation scholarship for next year.

Jake and Eddie confirmed for Air Academy 2025 using 2024 YE points

Dave Mason memorial fund- 1269.00 was brought in at Reklaw!

Young Eagles rally- 9 am at Rusk County this Saturday Nov 16th 38-40 kids

Bo Leary presented on aircraft carrier operations

Meeting concluded at 7:33 pm

**President, John Kearney**  
[johnkearney@att.net](mailto:johnkearney@att.net)

**Vice President, Robbie Culver**  
[robbie\\_culver@icloud.com](mailto:robbie_culver@icloud.com)

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# Eagle's Nest

**Total Young Eagles Flown: 2,415,125 — Stats as of Dec. 1, 2024**



Hey Team,

What a fantastic rally. We had 38 registered for November 16th and only flew 28. This means the pilots didn't get too tired and we were done earlier than expected. Everything went so smoothly. We had Sandra and Francis checking in the kiddos and Jean handing out the paperwork. We had Clif and Patrick directing traffic and that went super well. I really loved the orange wands, which made it easier to find who I was supposed to look for when taxiing in. The kids and parents all were very pleased. We had pilots from 3 different chapters and that felt good to incorporate.

If you were not here for the last meeting, you missed hearing that we have applied for another Ray Scholarship. We won't hear till January or February if we are awarded one for 2025.

Eddie and Jake are signed up for the 2025 Air Academy. We had 490 dollars left from 2023 and I asked to split that between the two campers and also, I paid 200.00 deposit per student. We won't know exactly how much the camp costs yet but I'll let you all know.

Looking forward to seeing you all in a few weeks.

*Gayla*

# VMC CLUB CORNER



## EAA VMC Club

### Question of the Month

#### **EAA 972 VMC CLUB**

Robbie Culver

The next VMC club meeting will be in January 2025.

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:**

**Question:** You are flying a single engine aircraft, the POH for which identifies a Demonstrated Crosswind Capability (DCC) of 17 knots. Approaching an airport for landing on runway 24, you check the ASOS to learn that the winds are 300 at 15 gusting to 25 knots. Is it a violation of the FARs to land this aircraft under these crosswind conditions?

**See Page 8 for answer:**

# From the Right Seat

Robbie Culver



Vice President EAA 972

Hi everyone

I recently stepped up to fill the role of Chapter vice president.

It's not my first time serving in the role, and it is a reminder of what is involved in the process of a successful EAA chapter. Many of you have heard me say this - I have been a member of EAA for a long time, been a chapter member all over the country at various times, and have served as newsletter editor, Board of Directors member, and Vice President in other chapters.

In January, 2025 I will be attending the EAA leadership training in Oshkosh. This 2 day session is “designed to help you become a better chapter leader and learn a tremendous amount about EAA.” There is also a one-day “boot camp” for anyone interested on Saturday, February 22, 2025 at the Conroe-North Houston Regional Airport (KCXO) in Conroe, TX. It is hosted by EAA Chapter 302

The Experimental Aircraft Association is near and dear to my heart. The first time I was allowed to borrow my family's Dodge Dart for a trip outside of town when growing up in Madison, WI, I drove up to the then-brand new EAA museum in Oshkosh. This was long before I earned my pilot certificate. Living not far from Oshkosh, the annual EAA convention - long before it was known as “AirVenture” - was an annual mission.

Every year I tried to con my family into taking me - I succeeded far less often than I failed, but I have vivid memories of the airport filled with aircraft at an event that was significantly smaller than the one we now attend. Most often we drove up, but several memorable trips in my brother Mike's Piper Tri-Pacer are vivid memories.

A treasured cardboard circle was my pass to the flight line - past the snow fence that kept mere mortals apart from the parked aircraft. Those memories never left me and are part of what drove me for years until I was able to afford aviation. It was a fire inside my soul that provided inspiration through some very difficult times.

I am astounded that I met and married my wife at an airport, and we now live at one. Hard work has its rewards, my friends. It does not escape me at how lucky I am, and even more so to be able to write for EAA at times, especially on-site during AirVenture Oshkosh for *AirVenture Today*, the daily newspaper published during the show. For those that missed it, I was also fortunate enough to have an article published in the October issue of *Sport Aviation*.

EAA tells us “EAA's local chapters are about people, bringing together individuals interested in learning more about aviation as well as sharing their own knowledge.” I like that first sentence. EAA Chapters are about people. The last part too - sharing their knowledge. This rings true for me and my awesome wife Brenda - for it is truly the people that keep us involved and are the reason we spend so much time involved in EAA.

EAA 972 is very different than many other chapters I have been involved in. Being based at an airpark in rural Texas provides its own challenges and opportunities. Both make our chapter unique.

They also mean we must work even harder to keep our chapter vibrant and energized - something you can count on from Brenda and I. As we have settled into Aero Estates and EAA 972, we have tried to share much of this with the community - some new energy and ideas. While Texas is new to us, aviation is not - and we love it here. My ideas are just those - my ideas - some of them are silly, some of them impractical, but all of them are well-intentioned.

I will close this month's ramblings with a few thoughts that I have shared with some of you. A chapter is the sum of its members. It is easy to join a chapter, and also easy to just be a member. But it's not always easy to step up and get involved, much less *stay involved*. Our chapter needs *your* energy, *your* input, and *your* ideas - not the least of which is expressed in the chapter survey. Please take the survey here - <https://go.eaa.org/OTewLVNFVS0wNzMAAAGXDYoz9VKAFWoCr557vI2HMM-mOR059tH6zViFPQPXxn-uARxT-va-098yfsA5KUJAgpQy64Y=>

EAA 972 needs presentations at our monthly meetings. It needs members to share their knowledge, and it needs to maintain the energy and commitment required to make the chapter vibrant and successful. And it needs all of us in order to succeed. I found this on the EAA website, and it is a great description.

*“How does one describe an EAA member? That question does not have a definitive answer.*

*EAA members represent every aspect of aviation and often have multiple interests. We fly them. We fix them. We even build them.*

*EAA members are what we like to call the "keepers of the flame." Sure, we love airplanes. But it goes beyond that.*

*It's about passion, camaraderie, that ol' can-do spirit, and a grassroots way of sharing our love of aviation with others.*

*It's the airplanes that bring us together. It's the people who keep us coming back.”*

See you on the flight line!

*Robbie*

# Why do you fly?

Robbie Culver

## *Why do you fly?*

It's a question that is difficult to answer for most of us.

Sometimes we fly because we need to get somewhere - my employer chose to send me to Bulgaria in August - driving was out, a fast boat would still be slow, and a 787 was the right tool for the job. As much as I love to fly, I can say that 12 hours stuffed in an economy seat on a Turkish Airlines 787 was *not fun*.

**Some of you fly for a living.** That's an entirely different type of experience! (One I have no personal experience with) The next time you need to fly commercial, think about the folks up front and take a look at the routing or what the procedures are to complete the flight. SIDS, STARS, and instrument approaches, oh my! There's a lot involved in that!! I like to preview the trip using FlightAware, although there are certainly other methods.

**Most of us fly for fun.** It should be fun - though I admit there have been moments for me that definitely were not as fun as I would have liked. We fly as a hobby and try to make every flight a perfect mission - rarely, if ever, accomplishing this noble goal. Our hobby is as much personal commitment as it is an avocation. The time, money, emotional investment and oftentimes all-consuming effort just to fly for an hour is a true testament to our addiction to the experience.

*So why do you fly?* Do you ever think about it? Ever question yourself? For those of us that are owned by aircraft, particularly vintage aircraft, this question often arises following the payment of one or more Aviation Monetary Units - AMU's - also referred to as \$1000. Multiple AMU's may result in serious questioning of one's mental state...

Just the responsibility is enough to intimidate some. And there is responsibility! One look at the FAR's can leave even the bravest soul a bit uneasy - the FAA gives us a big noose and invites us to poke our heads in once in a while. (FAR 91.3 for those unfamiliar states "*The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft.*" That's the big noose.) You're the final authority - you're in charge - and you're responsible.

What is it that draws us to this activity? Controlling a machine that defies the laws of gravity, leaves the surface of the planet, and soars into the firmament. Wow. Serious stuff! What is it about this experience that makes us go again and again and again, often for the pure joy of the moment.

Yes - some missions are more serious - the pursuit of pancakes, as an example. Or maybe French Toast - but definitely bacon.

# Why do you fly?

Robbie Culver

Yes - some missions are more serious - the pursuit of pancakes, as an example. Or maybe French Toast - but definitely bacon.

Our non-flying friends and family look at us side-eyed and question our sanity (even more so when we choose to depart aircraft in flight and plummet earthward...but that is an entirely different story for an entirely different article!). Whether we soar without power, drift on the breeze under a colorful balloon, or - for most of us - make noises as we depart the planet, the moment we are off the ground our soul is full. We are - one and all - people of like kind. We are citizens of the air, shared amongst us on 122.9.

But why? What is this song of flight that sings to us? It whispers to our being and beckons us at sunset on light wafts of a gentle breeze. The colors are soft and magical, the moment is quiet and peaceful, and the experience sort of etches itself deep inside us.

We fly because it is a part of our heart. We fly because we do not know any other way to find that moment, to experience that feeling. And we fly because it puts a smile on our face and a twinkle in our eye.

We fly.

## VMC Club:

**Answer:** Considering a 20 gusting 25 knot wind 60 degrees off the nose, the crosswind component exceeds the DCC of 17 knots. However, the DCC is not considered an operating limitation of the aircraft, so in that regard, there would be no regulatory violation. However, flight schools, flying clubs, and flight departments often impose restrictions on the maximum crosswind conditions under which an aircraft can land, which may be imposed by the operator's insurance company, and these restrictions often correlate with the DCC. So while the aircraft and pilot might well be able to perform a landing under the stated conditions, the risk should be carefully considered before attempting such.



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 store simple.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**

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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/oBI9pw-XXE>

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

<https://youtu.be/f7GAXUrx9Aw>

<https://youtu.be/A8uSpakZYMo>

<https://youtu.be/Ms4bJNRHDg>

<https://youtu.be/qOoQQU8Q0k>

<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/AI_Z06mDcE)

<https://youtu.be/ehm7utzXOOU>

[https://youtu.be/n\\_HjJZWk0al](https://youtu.be/n_HjJZWk0al)

### **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](mailto:homanles@yahoo.com).

## 2024 UP COMING EVENTS

Good evening and happy December!

Our annual Christmas party will be held Saturday, December 14th 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!

Food is pot luck. Gayla is making a large pan of dressing. I will bring egg nog and mashed potatoes. Please let Brenda Culver know if you will be there and what you are bringing. Thank you!

Brenda Culver

Secretary

Lake Palestine Chapter 972

630-881-8475

*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*

*SATURDAY, DECEMBER 14th, 4:30*



***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