

# THE TAILDRAGGER

OCTOBER 2024

LAKE PALESTINE EAA CHAPTER 972

## Presidents Corner

Well August is here and we have three big events occurring on the same weekend.

This Saturday the chapter is having our last gumbo of the year, and it is also our annual Poker run. Since this is the last Lakeside Gumbo for the year, I look forward to seeing you all there.

This weekend is also the Ranger Field Fly In. If you can make it there Friday or even Saturday (after the gumbo of course ☐ ) they could use your support. They are having issues with the government trying to close the airport.

Finally, Tyler is having their Rose City Airfest this weekend... so a very busy weekend.



This brings me to the final event this October. The Reklaw Fly In, October 25<sup>th</sup>, 26<sup>th</sup> & 27<sup>th</sup>. This will be the first (and hopefully not the last) of the Reklaw Fly In's since Dave Mason passed away this year. For those of you who are not aware, Dave was a long-time member of our chapter. After his passing we created an annual aviation scholarship in his name to be awarded to deserving young aspiring aviators. We will have a donation jar at the registration area at Reklaw Fly In to continue to build the scholarship fund. If possible please come out and visit the event as we are not sure how many more will be able to be held.

That's all I have for now.  
Blue Skys and Fair Winds.

# EAA 972 Chapter meeting

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## Subject

Meeting started at 6:27 John introduced new members

Chapter video magazine from headquarters

John talked about last month's gumbo and discussed next month's poker run and gumbo

Randy is stepping down as vice president and Robbie Culver will take Randy's place

Gayla thanked everyone for attending the Longview. November 16th next YE rally. Pilots, please let Gayla know if you're available. There may be hiccups in the new system. Gayla paid the deposit for 2 kids to go to camp. Eddie and Jake will be going. She discussed Caden's oral exam. Will finish at college. Gayla will keep us up to date. Amy is pursuing her license and Gayla will let us know when she earns her certificate. Poker Run to Cherokee County, Rusk, Palestine, Athens.

John mentioned our board meeting last Sunday. Let's contact local chapters in the area and invite the leaders to our Christmas party. Work with local chapters and host a chapter leadership boot camp. Lindy mentioned the pancake breakfast at Oshkosh. Maybe have a few chapters involved. Counted 16 volunteers. Let's do it! Brenda will schedule it with Charlie.

Treasurer's report- made 346 on gumbo. 2597.96 scholarship fund. 1184.52 and 500 to Jake Wilmoth. 913.44 remaining

Diane discussed Reklaw and putting out a jar for Dave Mason scholarship fund. See where we can put it up.

Walt moved to approve last month's report, Randy seconded. All approved.

Robbie Culver did a presentation on ADSB

Meeting adjourned at 7:40

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**Vice President, Robbie Culver**

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**Young Eagles Coord. Gayla**

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## Eagle's Nest

**Total Young Eagles Flown: 2,403,000 — Stats as of Sept. 29, 2024**



Hey Team,

We are still on for November 16th at Rusk County. Let's start flying at 0900 (weather permitting). I had the homeschool people to reach out and ask if we are doing anything in November, well as a matter of fact. Also there will be some students from WHOA attending. And Chapter 1688 has asked if we want to combine rally's. Jo Lyn has a group of about 10 Girl Scouts. Sounds like we will have a full house. Please, please let me know if you're going to help. We need pilots! I have invited the 99's to come help with ground.

Grif and I attended the Fall Sectional meeting for the South Central 99's in Houston this past weekend and had fun networking and meeting new people. The Texas Dogwood 99's (Tyler area) will be hosting a 99's Sectional meeting Spring 2026 and will need to raise funds. They will want to do a poker run sometime next Spring and I have invited them to run it from here on a Saturday while we host a Run Way Gumbo. Three of our current Chapter members are also 99 members. I will be fun to combine aviation enthusiasts.

We have 2 going to Air Camp next summer. Eddy and Jake, and they know that they still have to do an essay and work for it. That's all I have for now.

# Gayla





# Website update

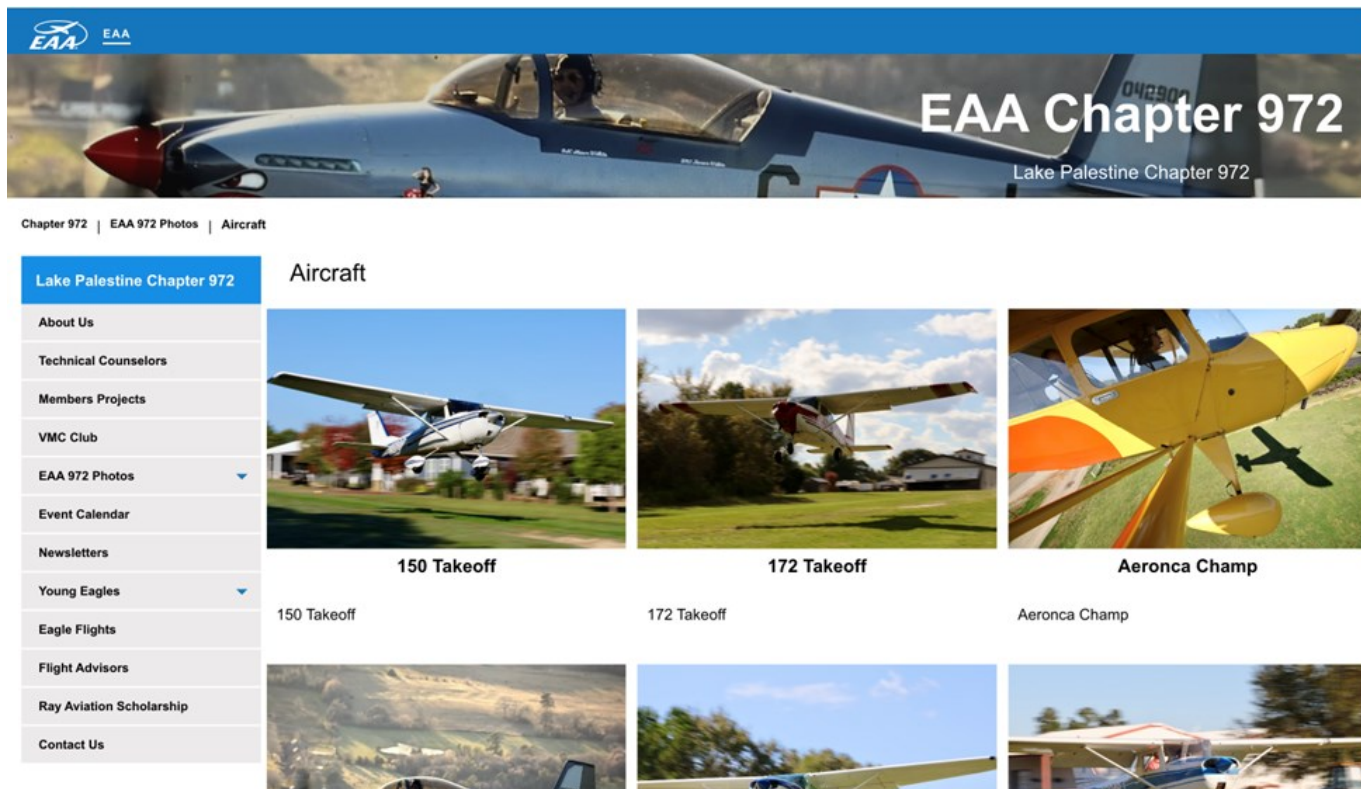
Robbie Culver

The EAA 972 website has been updated. We would appreciate you visiting the page and giving us feedback.

The IMC club page was removed (we do not have one) and the VMC club page was added and customized.

Our calendar of events is now synchronized with EAA's webpage, and our events are added there to feed content - it appears on SocialFlight, ForeFlight, and in the emails you receive about events.

The photos page has also been updated - we need more of your photos! There are albums nested under the photos page.



Visit <https://chapters.eaa.org/ea972>

# EAA Chapter 972

Lake Palestine Chapter 972

Chapter 972 | About Us

## Lake Palestine Chapter 972

About Us

Technical Counselors

Members Projects

VMC Club

EAA 972 Photos

Event Calendar

Newsletters

Young Eagles

Eagle Flights

Flight Advisors

Ray Aviation Scholarship

Contact Us

## About Us

EAA's local chapters are about people, bringing together individuals interested in learning more about aviation as well as sharing their own knowledge.

Chapter members are involved in a variety of social and educational activities, including Young Eagles rallies, fly-ins, building seminars, and more, to build awareness in the community.

EAA 972 hosts a monthly meeting the second Thursday of each month with a potluck dinner starting at 5:30 pm. Location is typically at Aero Estates (T25).

Our VMC Club is held monthly the third Thursday of each month at 7 pm - location is 11619 Lazy 8 Trail, Frankston TX 75763.

### EAA 972

**President:** John Kearney

**Contact:** 704-301-7096 | [johnkearney@att.net](mailto:johnkearney@att.net)

**Meetings:** Every 2nd Thursday 5:30 PM

#### Location:

Aero Estates T25  
11668 Tailspin Trail  
Frankston, TX 75763

**Programs:** VMC Club, Young Eagles, Eagle Flights, Ray Aviation Scholarship

# FAA Publishes Long-Awaited Flight Training Rule

This week the FAA published a long-awaited rule that will make transition training and other specialized instruction easier in experimental, primary, and limited category aircraft.

The rule, entitled [\*\*Public Aircraft Logging of Flight Time, Training in Certain Aircraft Holding Special Airworthiness Certificates, and Flight Instructor Privileges\*\*](#), makes several changes to Parts 61 and 91 of the regulations. The rule was proposed in the summer of last year and [\*\*EAA submitted comments alongside Warbirds of America\*\*](#).

The rule codifies the final resolution to a legal situation that arose three years ago that briefly made it impossible to pay an instructor to train in one's own aircraft. The FAA rectified this situation at the time by requiring Letters of Deviation Authority (LODAs) for pilots or instructors in experimental aircraft, and an exemption held by EAA for limited category warbirds.

The LODA requirement was eliminated by legislation in December 2022, however the fix had not been officially adopted into FAA regulations until this final rule. Additionally, the legislation did not address training in limited and primary category aircraft. This rule allows compensated flight training in limited category aircraft in a similar manner to experimental aircraft and restores the ability of primary category aircraft to be used in flight training operations.

Flight training involving the compensation of both the aircraft and instructor, i.e. a flight school or flight training experience offered to the public for a fee, has historically carried additional requirements in both experimental and limited category aircraft.

This rulemaking, however, makes approvals for these operations more streamlined and creates more opportunities for this safety-enhancing training to occur.

Notably, the rule allows instructors with experimental aircraft to offer training under a LODA for endorsements, primary training toward a sport pilot certificate in certain cases, and re-enables experimental light-sport aircraft (E-LSA) to be used in compensated training. These changes were championed by EAA over almost a decade of advocacy.

Under previous rules, a person receiving transition training under a LODA would need to have all necessary endorsements first. For example, a person building a tailwheel experimental aircraft with no tailwheel endorsement could not receive the endorsement with a transition training operation. Instead, they would first need to get the endorsement elsewhere. Under the new rule and upcoming supporting policy, a person with a “specific need” to receive the training, such as building or purchasing a similar type, can receive the endorsement in an experimental aircraft under a transition training LODA.

The new rule adds important training avenues in some of the lightest aircraft in the community. The 2004 light-sport rule envisioned that all training toward the operation of Part 103 ultralight vehicles, previously conducted under exemptions, would eventually transition to special light sport aircraft (S-LSA). Therefore, the regulators at the time added a specific rule that E-LSA, many of which were aircraft previously operated under these training exemptions, could not be used for any compensated training after 2010. Unfortunately, the ultralight and “lightplane” training market remains underserved. Therefore, EAA successfully pushed for the prohibition on E-LSA training to be repealed in this rulemaking.

In a similar vein, the rule and follow-on LODA policy will allow for experimental aircraft weighing less than 650 pounds empty and with a VH of less than 87 knots to be used for training toward a sport pilot certificate in a commercial flight training operation. Training opportunities in very light fixed-wing, powered parachute, and weight-shift control aircraft are minimal in many parts of the country, and this change aims to address that. There had already been a precedent for allowing experimental gyroplanes to be used for training in a similarly sparse training market.

Under this change, a flight training operation with a properly issued LODA may offer training toward the operation of an ultralight vehicle, including student solo, and may offer an upgrade path to a sport pilot certificate, all while using an E-LSA or other experimental aircraft to provide the training.

There are several other issues that EAA is still working to address in this rule change, most notably the ability of multiple trainees to fly in large multicrew warbirds and cycle through a crew station on a single flight. Overall, however, this rule resolves many issues with specialized training and is a milestone in a long advocacy effort by EAA to address training in homebuilts, light-sport aircraft, and ultralights.

The rule becomes effective on December 2. An advisory circular further explaining the rule and detailing the application process for a LODA will be issued in the coming months.

# VMC CLUB CORNER



## EAA VMC Club

### Question of the Month

The next VMC club meeting will be  
Thursday October 21th 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: **Consider the yellow tinted areas on a sectional chart. If you are flying outside a yellow area, is that considered flying over a sparsely populated area with regards to minimum safe flight altitudes (FAR 91.119)?**

Our VMC Club offers monthly meetings in which pilots can network and share knowledge and experience.

The meetings use real-world scenarios to engage members, and allow a free exchange of information that improves awareness and skills. The intent is to create a community of pilots willing to share information, provide recognition, foster communications, promote safety, and build proficiency.

The VMC Club monthly programming is developed and produced by EAA, but it does not use a lecture or presentation format. Instead, an actual scenario is presented and is followed by a group discussion – so audience participation is encouraged! Since everyone has a different experience level and different airplane capabilities, we can all benefit from the discussion.

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

# EAA's Type Club Coalition

Robbie Culver

EAA Type Club Coalition Chairman

If you spend any time around aviation, you become aware of many of the challenges faced regardless of the type of aircraft you fly, what kind of flying you do, or whether you own, rent, or just dream. Maybe now more than ever, the challenges are very real. Aging aircraft. Aging pilots. Parts availability.

Rules and regulations. Service bulletins and Airworthiness Directives. Air-space changes and challenges.

In July 2024, I took over duties as the EAA Type Club Coalition (TCC) chairman

. For those that do not know, type clubs are organizations intended at addressing the challenges and issues faced as owners, operators, builders or

enthusiasts of aircraft types. Think Cessna's, Bonanza's, Piper's and even Van's RV's. Type clubs come in all sizes and shapes, and are a great way to

find best practices for purchasing, owning, operating, maintaining, and socializing around a specific type of aircraft. Many hold annual events that offer a

great way to learn more about the aircraft - the Cessna 150/152 "Confab in the Corn" is one famous example.



I know pilots - and I know we all tend to shy away from being told what to do and especially how to do it. We are independent, and we know how to operate and maintain our fleet. Just ask us! But - **news flash** - we do not hold all the cards being played, especially with certified aircraft.

Recently, two specific examples came to me from Kristi Bradley, Aviation Safety Coordinator of the FAA's Fleet Safety Section (AIR-723) - Aviation Safety | Aircraft Certification Service. I met her in Oshkosh at the annual TCC meeting and she reached out to share several incidents that then resulted in safety notices to the owners and operators of these types. I passed that information to the type club organizations ahead of the FAA's official notification.

In one example, it was an airworthiness concern affecting broken power levers on Cirrus SR20/22s. The FAA was notified of this concern by an operator who uses these aircraft in a high time training environment. Last week, it was an airworthiness concern affecting Mooney M20 fatigue cracks in the control wheel shaft. (See photos)

When you look at the images accompanying the Mooney airworthiness concern, it is a bit alarming. Can you imagine being the pilot in command when this happened? What would you do? How could you control the aircraft?

This article is not a "call to action." I know most of us tend to think it can never happen to us and we do not need to spend more time and money on a type club - but when you need parts, or you need drawings to produce a part, or you need transition training, I can tell you first-hand a type club is worth way more than the price of membership.

I do ask you to consider supporting your type club. Even many Experimental Amateur Built (EAB) aircraft have type clubs or owners organizations. Van's Air Force is the best known example. I helped found the Sonex Builders and Pilots Foundation in an effort (only a mildly successful one) to address the need for transition training in a unique aircraft type that is certainly not the most common. Need insurance? Yeah, you need transition training - and it is nearly "unobtainium." It is a true Catch-22 situation.

The TCC has a website and a mission statement if you are interested. I would only ask each of you to consider joining and supporting your type club - take another look at that photo. And ask yourself if you want to address that issue without support from other owners and operators who understand the aircraft, or do you want the FAA to handle it without input? A key role of type clubs is to be the experts, or to consult with the experts when these things come up.

You can read more here: <https://www.eaa.org/eaaviation-interests/type-club-coalition>

To save you a mouse click - here is what the TCC is all about:

The Type Club Coalition (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.

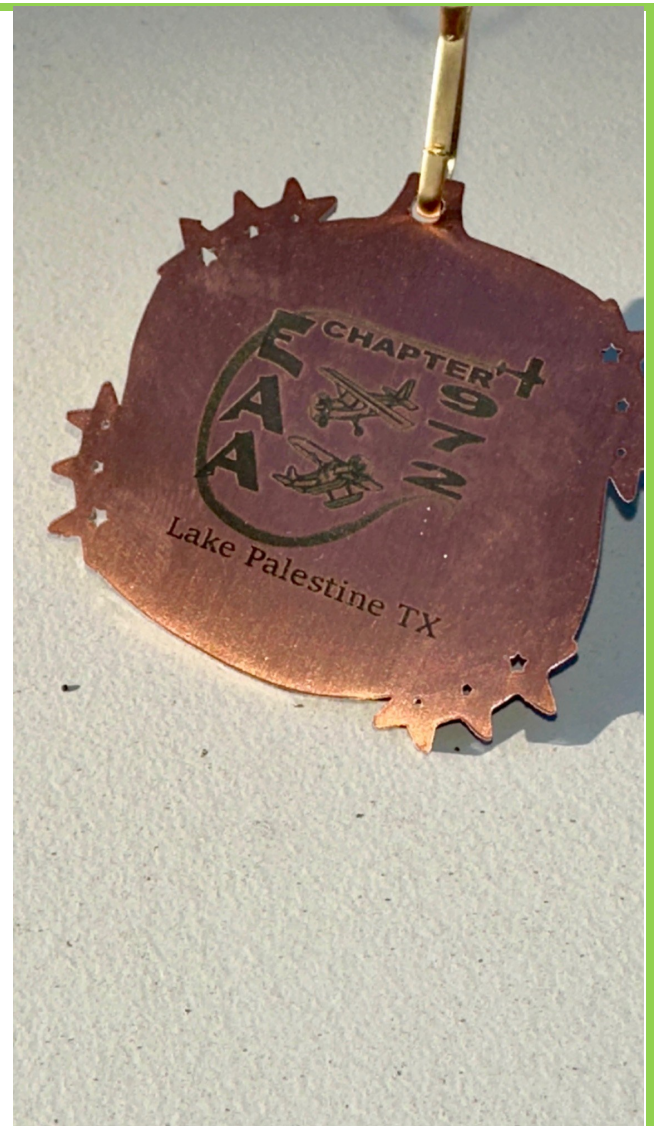
Many type clubs have already worked hard to create very effective training programs and best operating practices for their members. The TCC is a place where these organizations, as well as individual owners, can come together to further develop these resources. If the community can work together to eliminate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

Mission: Leverage the knowledge and resources of the coalition to better prepare general aviation pilots for flight risks associated with known accident "hot spots."

Vision: A future with unprecedented, low general aviation fatal accident rates.



**Trophies for Poker Run**



Trophies for Poker Run

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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## **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/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/nHjJZWk0aI>

### **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

Here is a Calendar so far.

**OCTOBER, 5th, SATURDAY, GUMBO AT THE LAKE AND  
POKER RUN**

October 10th, 5:30 EAA chapter meeting

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, OCTOBER 10th, 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