



THE TAILDRAGGER

DECEMBER 2023

LAKE PALESTINE EAA CHAPTER 972

Presidents Message: By Grif Leary

Now that Thanksgiving has come and gone, it's time to start the Christmas season. That means it's getting close to the chapters yearly Christmas Party. This year's Christmas Party/Meeting will be on Saturday the 9th of December. Gayla and I will host the gathering at our hangar. Anything 972 does includes' food so we will have a nice meal after a bit socializing starting at 1630. There will not be a normal business meeting but there be yearly recognition awards, 2024 officer appointments/elections if needed. To wrap it all up we'll have a White Elephant gift exchange, as usual this is all for fun so use your own judgement as far as how much to spend (hint not much).

The Chapter will have some new officers for 2024 and I look forward to supporting them and our members in any way possible. In the last 3 years thanks to all of y'all we have doubled the size of our chapter, flew many Young Eagles (except this year), sent 6 kids to Oshkosh for camp and have 2 Ray Scholars working on their PPL certificate. We have a lot to be proud of and some great opportunities ahead!

We do have a YE event scheduled for Saturday the 2nd at Rusk county. Keeping our fingers crossed for good weather.

Bo Leary



President, Grif (Bo) Leary
grifleary@hotmail.com

Vice President, John Kearney
johnkearney@att.net

Young Eagles Coord. Gayla Leary
gaylaleary@hotmail.com

Secretary, Leisa Robertson
leisa.robertson@aol.com

Treasurer, Jean Kearney
jeankearney@att.net

Webmaster, Les Homan
homanles@yahoo.com

Newsletter Editor, Les Homan
homanles@yahoo.com

Robbie Culver
robbie_culver@icloud.com



Eagle's Nest

Total Young Eagles Flown: 2,352,622 — Stats as of Nov. 26, 2023



Hey Team,

Not much left to report for the year. Our last flight of the year is December 2nd. We have had a really rough time this year trying to fly kids. Every time we plan one it rains or like the last time the wind. As of today it looks like rain this Saturday. I will propose a rain date of Jan 20th, If this works with the parents.

Right now I have these Pilots lined up:

John Kearney

Grif Leary

Jeff Bowen

Lucas Wagenaar (Maybe) Gayla Leary

I also have ground volunteers of: Candace Wilmoth

Frances Moseley

Patrick Moseley

Almost always, Walt Eastland.

For those of you that have not finished the Youth Protection Program go here:

<https://www.eaa.org/ea/youth/youth-protection-policy-and-program>

See ya at the Christmas Party
Gayla

November Minutes, 2023

Meeting held at Leary's Hangar

Members attended:

Candace Wilmoth

Jake Wilmoth

Garnet McClure

Walt Eastland

Sue Eastland

Dennis Teicheira

Patrick Moseley

Frances Moseley

Eddie Moseley

James Moseley

Jean Kearney

John Kearney

James Jepson

Dana Jepson

Jeff Bowen

Lucas Wagenaar

Diane Wagenaar

Clif Boucher

Joy Meadows

Pat Rhoades

Les Homan

Doug Robertson

Guests:

Robert and Jennifer Heckel

Meeting called to order at 6:30pm

Grif thanked Les for getting the letter out

Grif asked for approval of minutes:

Walt Eastland made the motion to approve the October minutes

Garnet McClure Seconded the motion

We are still asking for officers:

Grif Leary will go off as President on January 1, 2024 and will also go off the signature card at the bank

John Kearney will become the President on January 1, 2024 and will be added to the signature card at the bank

No Vice President at this time.

No one stepped up for Secretary so Gayla Leary will remain as secretary and stay on the signature card at the bank.

No one stepped up for Treasurer so Jean Kearney will remain the treasurer and stay on the signature card at the bank.

This is the end of the year and Grif Leary will renew the Chapters membership and insurance.

Christmas party will be at the Leary's hangar: start mingling at 4:30 (BYOB), eat at 5:30. There will not be a regular meeting but we will have the awards ceremony. Next we will play our famous White Elephant game. Please use your judgment on the price. Please do not go overboard. Chapter took a vote and we will have the traditional Christmas meal. Anyone wanting to help please call Gayla.

Grif mentioned that Grif, Gayla, Lucas and Diane attended the 23rd annual FAA Fly In at Cedar Mills this last October and really enjoyed it. We all plan on attending again next year. John Wisdom flew in, in a Beautiful Red Ledge Club.

Dave Mason said there was about 140 planes that attended Reklaw this year. About 1000 people with no accidents. Marcia thanked Doug Robertson for working the tower as ATC .

Jean Kearney gave the treasurers report; still showing 2020.00 left in the first installment of Caden's scholarship money. Gayla Leary (Scholarship coordinator) wrote a check to prepay CFI in the amount of \$360.00 which leaves 1660.00

John Kearney said he cancelled Gary Reed due to not enough interest and no place to hold the event. John reported that he is still looking for a strong Vice President.

John reported that the chapter can now take donations. He and Jean put out a donation jar at Reklaw and only received \$25.00. John also said we need a secretary.

He wants to set milestones for the next 5 years.

Grif, John and Robbie gave 7 Eagle flights and 1 YE Flight on November 4th for the TJC Students (Apache Arrow) Robbie Culver and Gayla Leary attend a meeting 11/2/23 at TJC for Apache Arrow and Rob gave an outstanding presentation on safety and checklists. The club bought us dinner.

Jimmy Stewart, Caden's new CFI quit before we could get started. He had a corporate job that is taking more time than expected.

Gayla, Sandra Boucher, Clif Boucher and Caden Boucher met with Joshua Carroll, CFI, from Johnson's and will be taking Caden as a new student. I wrote him a check for \$360.00 for the next 6 hours.

Amelia Beam plans to work hard during the holidays and get back on track. She plans on transferring to SFA in the Spring.

December 2nd will be our last YE Flight of the year. We presently have 28 signed up. Asking for pilots: John Kearney

Grif Leary

Jeff Bowen

Lucas Wagenaar (?) Gayla Leary

Meeting over.

From The VP,

John Kearney.

This will be my last write up as your VP. IT has been an exciting and challenging year. I look forward to your support next year as your new president and ask your patience as I get up to speed.

I would like your assistance in helping establish the chapter objectives and plans for the coming year(s?). Hopefully we can align to continue to our journey in creating a vibrant active chapter with fulfilling activities.

We all owe a debt of gratitude to Grif and Gayla Leary for their over and above efforts to bring the chapter to place it is now.

Merry Christmas and Happy new year to all!

John

P.S. Been so busy did not have time for this month in aviation history... start again in January.

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.

I copied the DVD to computer and copied the part that had to do with Aero Estates:

Here is the You Tube link. I also added the long URL location below.

[YOUTUBE:](#)

Youtube URL: <https://youtu.be/jPtaytmtBzs>

My journey to Sport Pilot Part 2

Brenda Culver

One of the things I loved about learning from Howard was his “hands off” approach to teaching. I was the one in full control of the airplane unless he wanted to demonstrate something to me. He felt that a student learned more by doing. This is how I tend to learn so it was a good fit for me.

A few lessons with Howard and I was feeling more and more confident. We started working on slow flight and he sent me an article about the region of reverse command. This article helped explain slow flight more logically. So power can control altitude and elevator controls speed! It really made sense when I tied it together with landing.

Before each flight, he would find little tidbits to review with me, whether it was learning about different parts of the airplane (he’s also an A&P/IA) such as jury struts and Dzus fasteners or review the sectional chart and all the symbols involved. The chart became somewhat of a running joke with us. I could not stop calling it a map. “It’s a chart,” Howard would say. Next lesson I’d say “on the map it shows a tower at-“ “Chart. It’s a chart,” Howard said, smiling as he circled the word “chart” on my Chicago sectional. It’s been a tough habit to break! I ended up getting him a rug with the Chicago sectional on it for Christmas and told him he’d think of me whenever he looks at that map.

I practiced takeoffs and landings A LOT. Pattern work is so much fun! What was once the scariest part of flying was now my favorite part. As I progressed, I learned how to use “comfort power” to keep my speed up and to keep the airplane aligned with the center line. Landing a tailwheel on grass is much more forgiving but Howard didn’t believe in learning on grass. “That’s cheating. You’ll know when you’re not aligned on the runway on pavement. It’ll make you a better tailwheel pilot.” Pinning the stick on landing was becoming second nature as was the other control inputs. I also noticed I wasn’t feeling as overwhelmed as I was at first. Things started clicking and I was understanding the “sight picture” much better.

“You’re really close to soloing. I’m going to have you do some pre solo homework.” Solo? As in by myself? In control of the airplane without my backup? I told Robbie about my homework and questioned Howard’s sanity. “He wouldn’t solo you if he didn’t think you were ready.” My husband and my instructor believed in me. I had to believe in myself.

I completed my pre solo homework which consisted of our airplane’s performance numbers and limitations such as best angle of climb, cruise speed, stall speed, etc. It also covered emergency procedures and basic knowledge of the rules from the FAR. I met Howard in the hangar next door which I call the “Howard Hangar. There’s a really unique airplane called a Howard DGA-11 that lives in there along with a Stinson and a Fairchild. If you get a chance, go check out Hangar 2 some time. We reviewed my answers and went over a few questions I was unsure about and then

My journey to Sport Pilot Part 2

Brenda Culver

prepared to go fly. We did some pattern work and then I heard “Okay, drop me off at the pumps and do three takeoffs and landings.”

Oh boy. Here we go. I won’t lie when I say I got a bit shaky and my heart definitely sped up. We taxied to the pumps and he climbed out and gave me a thumbs up. I gave a thumbs up in return and taxied back to runway 36 by myself. It felt really weird to be alone in the Champ. “Okay, here we go.” I was verbally going through my checklist, double and triple checking everything. I made my radio call and started down the runway, becoming airborne much faster with only me in the Champ. I climbed out and I remember looking to my right at the sun low in the sky and at everything below me cast in a gold glow. I was flying by myself! A huge smile was on my face as I made my way around the pattern being sure I focused on landing procedures.

My first landing was pretty good and I received a thumbs up so I went back for round two. Takeoff and landing good. Another thumbs up. One more trip around the pattern. I brought the Champ in and landed a little firm but kept it on the runway which is always a bonus. Howard was already back at the hangar so I shut down and let out a big breath and smiled. I received congrats from him and posed for a few pics. Robbie was out of town and I immediately texted him “I soloed!” “Woohoooo!” We talked later on when he had some time and he was so happy and proud of me. I was pretty proud of myself too.

Soloing allowed me to fly in the pattern on my own. I received the sign off in my log book and took advantage of it. Since Howard did a lot of traveling, I was still able to fly when he was gone. It was great to get in the extra takeoff and landing practice. The Champ flew so differently with only me in the front. My takeoffs were faster, my landings a bit floatier. Then Howard would come back and I’d “plunk” it back on the runway and then I’d say how great my landings were without him in the back.

My hours were starting to accumulate and we needed to tackle some requirements for the sport pilot certificate. Next up was dual and solo cross country planning and flying. The requirements say, and I quote, “One solo cross-country flight of at least 75 nautical miles total distance with a full-stop landing at a minimum of two points and one segment of the flight consisting of a straight-line distance of at least 25 nautical miles between takeoff and landing locations.” So how do you translate that?

I filled out my VFR flight plan which included winds/direction, distance, estimated time from checkpoints I had picked on my route and estimated fuel use. I ended up flying to Whiteside County in Rock Falls. The trip was uneventful but I was pretty tired after three hours of flying. Everything was put away and I was ready to head home when I got a phone call from Howard saying I needed to fly to Lewis to complete the cross country. What? I thought the two points counted? No. It has to be two different points so really three total. We were told flying a leg to Lewis and back would complete the requirements so I pulled the Champ back out, flew to Lewis and returned to Clow. Boy, was I wiped out but felt accomplished. I had successfully made my way across the state and back with just my chart and my VFR plan.

It was time to schedule my written exam. During my training, I had been studying often at home with the Sporty’s program and also with Gleim study books as well. My suggestion is take a lot of practice exams before going in for your written. It helped

My journey to Sport Pilot Part 2

Brenda Culver

tremendously. I remember driving up to see Josh in October and Robbie was quizzing me for an hour straight! It was very helpful not only for my written but also how to answer the questions during my oral exam at my check ride. Howard would text “homework questions” asking me about rules and regulations and “what if” scenarios. So much to know but if you attack it a little at a time, it’s not so overwhelming.

I went to Clow on a Saturday morning and took the written exam. Yes, I was nervous but felt confident I knew my stuff pretty well. Luckily, I was right and passed on the first try. Another check mark on my to do list. Basically, all I had left was my three hours of check ride prep I had to complete with my instructor then I’d be qualified to complete my check ride.

I had one small problem, my instructor was in another state and I couldn’t complete the required hours unless I did them with another CFI (which is always an option). Also, the weather in November and December are not ideal for flying in a very drafty Champ with virtually no heat. I have three words: Dress in layers. So yeah, the weather. I had scheduled multiple days with another instructor to get some pre check ride maneuvers done but every time we scheduled, the weather did not want to cooperate.

So round and round I went, doing solo pattern work, practicing takeoffs and landings. I was signed off to go to Lewis too. At least the view was different after a million flights around the same pattern at Clow.

Finally! Some good weather AND my instructor was back in town. Win win! We flew on the 29th and 31st of December and flew into the Lewis Class D. It was a great experience and I need to work on talking to the tower. It was the end of December, and I finally had my sign off to schedule my check ride!

Saturday, January 7, 2023 was the day I was scheduled for my check ride. Of course I spent that week and a half reviewing anything and everything and asking Robbie a thousand questions. He kept saying “Stop! You know this stuff. You’ll be fine.” Meanwhile, my insides were in knots with a thousand questions running through my head while lying in bed, trying to sleep the night before. Did I have everything? What are the airspace minimums? Is all my paperwork in order? It would be great to be able to shut off your brain when you were trying to sleep. Anyway, I finally fell asleep and Saturday morning arrived quickly.

Staggering in with my backpack stuffed and an arm full of books, I met my DPE (Designated Pilot Examiner) at 9am at the airport. Of course I was a nervous wreck. It’s easy to say to yourself “just calm down and breathe” but to actually do it is another feat entirely. Alan (the examiner) was very nice and tried to put me at ease right away but of course I was shaking inside. We shared small talk for a bit and then he asked if I was ready to start. Of course I said yes.

We started with the aircraft logs and he asked about weight and balance. Then he checked through my logbook for all of the proper sign offs and requirements. The paperwork alone took an hour! Then the questions began. It was basically Q and A testing my knowledge and how I would apply that knowledge to my flying. If there’s anything I would say about taking your oral exam is that you’re not going to know

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Brenda Culver

everything. The important thing is to know where to find the answer whether it's the FAR/AIM, the AFD or the Pilot's Handbook of Aeronautical Knowledge. If you don't know the answer, don't be afraid to say that but know where you can find the answer.

Two hours later, we finished and he told me I passed. I let out a happy sigh and smiled. It was mentally draining but I was so relieved to hear I made it through the oral portion of the test. Alan had me check the weather again to confirm that we still weren't able to fly. The weather showed low overcast and minimal visibility. The flight portion would have to wait for another day. A discontinuance was issued, and Alan and I would stay in contact to set up the flight portion of my check ride.

Little did I know that January 2023 would go down as one of the cloudiest Januarys on record. I learned a lot about the weather and how not to trust the long term forecast and also learned about patience. Six weeks of waiting and rescheduling, I was getting worried that I wouldn't get the flight portion completed within the 60 days of having taken the oral exam. Finally a Saturday looked good and Alan was available! Thankfully, I was able to brush up on my skills the Wednesday before our scheduled ride and I felt confident going into the flight portion.

The day was perfect, a cloudless sky with light winds out of the southwest. The forecast did say the winds would pick up later in the day so I was glad my flight was scheduled at 9am. We met at the Champ and I briefed my first official passenger on our airplane and went over emergency procedures. Robbie started us up and I took my time reviewing everything in my head before taxiing to the run up area. The butterflies were in full go mode, my arms and legs feeling tighter than usual. I focused on my pre takeoff list and run up. Everything was good to go. A short field takeoff was requested and I repeated it back to him just to confirm. We taxied onto the runway and I held the brakes while pushing the throttle forward. The Champ shook in place until I had full throttle and released the brakes. We accelerated down the runway and left the earth in about 300 feet. I pushed the stick forward, gained airspeed and pulled up to clear the imaginary 50 ft object at the end of the runway. "That's how it's done." came through my headset and I smiled and started to relax a bit and focus on the task at hand.

We headed southwest on our cross country trip to 3MY (Mt Hawley). Alan asked questions about emergency procedures, picking out emergency landing sites, checkpoints on my cross country route. We reached the first check point at the estimated time I had calculated. Wow! Flight planning actually works! We continued southwest and Alan had me locate landmarks on the chart and identify them on the ground. We then entered the portion of the flight test where I had to execute certain tasks. I demonstrated slow flight, stalls, steep turns, turns around a point, spiraling descent and turning stall. I did my best to stay aware of my surroundings, scanning for traffic, executing clearing turns before each maneuver. If you're going to be taking your check ride soon, my one suggestion is to take your time. There's no rush and you want to stay ahead of the airplane at all times. You're the pilot in command!

So far so good. I hadn't been told to stop yet so that was a good sign. Alan told me to divert to Morris and we'd do some takeoffs and landings. I found the airport and entered the pattern, making all the appropriate radio calls. I completed a soft field takeoff and landing, and short field landing. Fuel was starting to be a bit of a concern for

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me since we had been flying for almost an hour and a half. I mentioned this to Alan and he said we were only doing one more landing and then heading back to Clow. Don't be afraid to say something like that. You are the pilot in command during your check ride. Our last landing, he had me cut the power and make it back to the runway for an emergency approach and landing. I immediately headed towards the runway, keeping my pattern tight. Once I knew I'd make the runway, I put the Champ in a forward slip and lost altitude and touched down about a third of the way down the runway. Whew! That had my adrenaline going but also proved to myself that I could handle the Champ and bring it down where I wanted.

'Okay, just get me back to Clow without busting the class Delta and we're good.'" He couldn't see the huge grin on my face from the back seat but I was smiling ear to ear as we cruised back to Clow. Of course he had me come in from the south to show me that it's ok to be close to the Delta and still be legal. It wasn't my smoothest landing coming back but I brought myself and my first passenger back in one piece.

Robbie was waiting for us at the hangar as I taxied back. I'm sure he was just as nervous as I was! I kept a straight face as I completed my shutdown procedures, Robbie standing off to the left, waiting for any kind of signal. He hesitantly gave me a thumbs up and smiled and I returned the thumbs up with my own huge smile! He jumped up and down for me, fists in the air. I thanked Alan and let him out of the Champ. Robbie came over, I climbed out and gave him a huge hug and jumped up and down. "I did it! I did it!". There may have even been a few tears of joy.

Alan called me over to take the obligatory photo in front of the Champ. I shook Alan's hand and posed with the piece of paper that said I had officially passed my check ride. Robbie snapped a bunch of pictures as I grinned from ear to ear. As I tried to come back down to Earth, Alan ventured off to complete the paperwork needed to make it official and I was asked to join him so I walked along rambling on and on from the hangar to the main office. Honestly, I don't remember what I said to Alan but it was something along the line of "Thank you so much, I'll be the safest pilot I can be, it's been a great experience."

I'm sure Alan has dealt with a number of giddy new pilots over the years.

As I sat in the office, it felt like a giant weight had been lifted from me. All of those hours of training, the numerous practice tests taken, constant reviewing of rules and regulations, and of course, having to reschedule my check ride over five times was the most stressful part. I sat back in one of the comfy chairs and picked up my phone and sent a photo of Alan and I to Howard. That picture said it all. I received a congratulations from him and from others at the airport when they heard the news. I did it. Not only was I glad to make my instructor and Robbie proud but I was also proud of myself for overcoming this nagging irrational fear that had plagued me for years. I was officially a pilot with a license to learn and I plan on doing just that.

2023 UP COMING EVENTS

Here is a Calendar so far.

Saturday, December 9th Christmas Party at the Leary's

There will be opportunity Eagle Flights

Our Christmas party is the 9th. We will begin at 4:30 with BYOB. Eat at 5:30, service awards and then White Elephant gift game. No meeting for the month of December. The minutes reflect Bo saying use your judgment for the price but don't go over-

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.



Lake Palestine Tx

NEXT Meeting will be at The Leary's hanger

SATURDAY, DECEMBER 9th AT 4:30, BYOB, EAT AT 5:30 SERVICE AWARDS AND WHITE ELEPHANT GIFT EXCHANGE

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