

# THE TAILDRAGGER

SEPTEMBER 2024

LAKE PALESTINE EAA CHAPTER 972

## Presidents Corner

August has been HOT HOT HOT and unfortunately for me not much flying. I am looking forward to our Lakeside Gumbo this coming Saturday (Sept 7<sup>th</sup>) and hopefully we can repeat our July Gumbo event when we completely sold out.

Our October Gumbo (the last of the year on Oct 5<sup>th</sup>) will also be our annual Poker Run, So come out and have some flying fun with your friends.

September 8<sup>th</sup> (Sunday after gumbo) we will be having a formal Chapter board meeting. I am extending an invitation to all previous officers of the Chapter Officers to come and provide input on our chapter growth plan. We will be sending a preliminary version of the plan ahead of time so you can come prepared to give us some feedback on the concepts and opportunities. Meeting will be held at the Leary's hangar at 3:00pm.

Don't forget to support our upcoming Young Eagles workshop as well as our YE flights. (Gayla will be providing more information on that. We had a good turnout for our VMC meeting in August and I look forward to more members joining us for some hangar flying and camaraderie.

I am still looking for donations for an auction this year. Right now, we do not have enough items to make it worthwhile, so if you have something aviation related you are willing to donate, please let one of your officers know and maybe we can get something together before the end of the year.

Finally, the Chapter 972 Store is open. I still need to make some additions for the tee shirts and will be adding items as we can make them with the Chapter 972 Logo. Remember 20% of all Chapter store sales go directly to the chapter. Les will be adding links in the newsletter, Facebook and web pages.

Well, that is I have all for now.

Blue Sky and Fair Wind



Thursday, August 8, 2024

EAA meeting Saltgrass restaurant

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Meeting started at 8:32 PM      25 attendees

EAA National Chapter gram- discussed Oshkosh, MOSAIC, AV GAS STC for unleaded fuels

Treasurer's report- gumbo record in July

Robbie discussed the VMC club - next Thursday, August 15th at 7 pm-Culver hangar

Gayla discussed VMC club and the importance of learning. Young Eagles scheduled November 16th at Rusk. Air Camp for 2 Gayla , John seconded all approved. Caden will finish his PPL at college. Gayla presented a \$500 Dave Mason memorial scholarship to Jacob

Meeting adjourned at 9:10 pm

Brenda Culver

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# Eagle's Nest

**Total Young Eagles Flown: 2,396,112 — Stats as of Sept. 1, 2024**



Hey Team,

Things are changing a little at Air Academy, here is the new look and dates and pricing for 2025.

## EAA Air Academy Explore Camp

Welcome to Air Academy's Explore Camp, where the thrill of flight meets the excitement of

hands-on STEM exploration! Explore Camp offers a unique and exhilarating summer experience for young aviation enthusiasts aged 14 to 18. Nestled in the heart of sport aviation, our camp offers an unforgettable experience for campers eager to delve into the world of aviation.

Get ready to immerse yourself in a dynamic blend of activities designed to ignite your curiosity and inspire your imagination. Step into our state-of-the-art flight simulators and experience the exhilaration of piloting aircraft through the virtual sky. Engage in interactive workshop projects where you'll design and build your own aviation-inspired creations under the guidance of our experienced staff.

Prepare to be amazed as you witness captivating aviation demonstrations that unveil the magic of flight right before your eyes. Embark on a behind-the-scenes tour of our museum, where you'll uncover the fascinating history and technology behind some of aviation's most iconic machines.

In our classrooms, you'll receive instruction on topics such as the principles of flight, aerodynamics, and flight planning, empowering you to understand aviation like never before. And, weather permitting, you'll have the opportunity to take to the sky yourself, with airplane and helicopter flights that will leave you inspired and eager for more.

Join us for an unforgettable summer of discovery, adventure, and the joy of STEM at our Explore Camp. Let your imagination take flight with us!

**\*\* Explore Camp is equivalent to our previous Basic and Advanced Air Academy Camps. 2025 Dates**

**\*All sessions offered are the same camp.**

Session 1 (ages 14-15) – June 20 – 25, 2025 - \$1,300

Session 2 (ages 14-15) – June 28 – July 3, 2025 - \$1,300

Session 3 (ages 16-18) – July 15 – 23, 2025 - \$1,650

Session 4 (ages 16-18) – July 25 – August 2, 2025 - \$1,650

### **New in 2025!**

#### Discover Camp

Welcome to Discover Camp, where the sky is not the limit—it's just the beginning!

Discover Camp offers a unique and exhilarating summer experience for young aviation enthusiasts aged 14 to

18. Nestled in the heart of sport aviation, our camp offers an unforgettable experience for campers eager to delve into the world of aviation.

At our Discover Camp, campers immerse themselves in the fascinating world of aviation through our comprehensive ground-school style lessons. Led by experienced and passionate aviators, these lessons cover a wide range of topics, including aerodynamics, aircraft systems, navigation, meteorology, and aviation regulations. Through hands-on activities, simulations, and interactive workshops, campers gain a deep understanding of the principles and practices that govern flight.

But the excitement doesn't stop there! Weather permitting, you'll have the opportunity to take to the skies yourself, with thrilling airplane and helicopter flights that will leave you breathless.

In addition to aviation-focused activities, Discover Camp offers a diverse range of team-building opportunities. Campers can bond over aviation stories, enjoy a behind-the-scenes tour of the EAA museum, and participate in exciting challenges. Our camp fosters a supportive and inclusive environment where friendships are formed, memories are made, and lifelong skills are developed.

Whether your passion lies in aviation, or you simply crave adventure and exploration, Discover Camp offers an unforgettable summer experience that will leave you empowered and inspired to take flight. Join us for an adventure of a lifetime and discover the magic of aviation at Discover Camp!

#### 2025 Dates

**\*All sessions offered are the same camp.**

Session 1 (ages 14-15) – June 12 – 17, 2025 - \$1,300

Session 2 (ages 16-18) – July 7 – 12, 2025 - \$1,300

**New in 2026,** Horizon Camp. We do not have the details about it yet but I will get it to you asap.

Right now I have a total of 34 points from YE Flight for 2024. that equals to \$150.00. We still have 2023 points that was never used and I will confirm the total on those. We also have about 61 point from Chapter 1656 (Gladewater) that will be ours. We will need to thank them for the points they have donated to us. Once I have totals I can let you know how much Air Academy will cost us.

Also the normal Air Academy hasn't posted the dates, times and pricing yet and I had a letter stating that the applications will be open September 3rd, but I was also told that they opened in August. We will be on top of it.

I hope you all were able to share a meal with us in August at Salt Grass. It was great to see so many there and we awarded Jake Wilmoth with the first annual Dave Mason Scholarship of \$500.00. We wish Jake Blue Skys and Tail Winds. Keep us up to date Jake.



That's all I have for now.

*Gayla*

# VMC CLUB CORNER

The next VMC club meeting will be Thursday September 19th at 7 pm.



## EAA VMC Club

### Question of the Month

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

**What expenses can be legally shared by private pilots and their passengers while operating under Part 91?**

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 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](http://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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All | Drinkables | Headwear | Ladies | Mens | Polos | Polos/Knits | T-Shirts | T-Shirts - Premium |  
Tall | Woven Shirts

Enter a keyword


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**\$35.00**


**Port & Company Ladies Combed Ring Spun...**

Port & Company Ladies Combed Ring Spun Pique Polo...



**\$35.00**


**Softstyle Adult Pique Polo**



**\$35.00**

**Port & Company Tall Core Blend Jersey...**

50/50 Tall Core Blend Jersey Knit Polo.



**\$20.00**

**Softstyle T-Shirt**

Gildan Softstyle T-Shirt. 64000





**\$20.00**

**Softstyle? Women's T-Shirt**



**\$45.00**

**Ladies Short Sleeve Denim Shirt**

LSP11 Port & Company - Ladies Short Sleeve Denim Shirt.



**\$45.00**

**Ladies Long Sleeve Denim Shirt**

LSP10 Port & Company - Ladies Long Sleeve Denim Shirt.



**\$45.00**

**Long Sleeve Denim Shirt**

SP10 Port & Company - Long Sleeve Denim Shirt.



**\$20.00**

**Five-Panel Trucker Cap**



**\$20.00**

**Zkapz Unstructured 6 Panel Cap**

Zkapz Cap



**\$10.00**

**Premium 11 or 15 oz Combo Colored Mugs**

Interior and Handle Color Match



# The Big Decision

*Robbie Culver*

Have you ever had to cancel a flight or change your route? If you have been flying for any amount of time, the easy answer is yes, of course. It's a big decision, and one we often second-guess. So what goes into that moment?

<https://aopa.org/news-and-media/all-news/2024/august/pilot/proficient-pilot-the-flight-that-never-was>

Recently, a friend sent me the link above. I passed it to my wife, a relatively new pilot, as well as to the youth I mentor back in Illinois. The message is both powerful and important. There are days it is a good idea to \*not\* to go flying. It's a tough decision and we have all had to assess whether or not a planned flight can be safely completed given our experience, currency, and aircraft capabilities. Sometimes that decision is made after we pull the aircraft out of the hangar. Other times it is made in flight.

Possibly my favorite part of the article is "Anyone doubting this should consider that pilots taking a flight test never overload the aircraft; they never engage in scud running; they never run out of fuel; they never buzz a friend's house. Some do, however, take such chances during an unsupervised flight." While I admit that I never considered this before, it is very, very true.

How do you decide if a particular flight can be safely completed? When does that process begin? Do you have personal limits? What resources do you use? The table below shows many of the online sources available, not all of which are considered an "official" source for a pre-flight briefing. (You do get an official pre-flight briefing before every flight, right?)

<a href="http://1800wxbrief.com">1800wxbrief.com</a>	Leidos Flight Service - FAA Contract Vendor Alaska and Canada
<a href="http://avcams.faa.gov">avcams.faa.gov</a>	NOAA/Government Web Site for aviation weather
<a href="http://aviationweather.gov">aviationweather.gov</a>	FAA Flight Delay Information
<a href="http://fly.faa.gov/flyfaa/usmap.jsp">fly.faa.gov/flyfaa/usmap.jsp</a>	National Hurricane Center (HNCK)
<a href="http://nhc.noaa.gov">nhc.noaa.gov</a>	Federal NOTAM System (FNS)
<a href="http://notams.aim.faa.gov/notamSearch">notams.aim.faa.gov/notamSearch</a>	NOAA Storm Prediction Center
<a href="http://spc.noaa.gov">spc.noaa.gov</a>	Volcanic Ash Advisory Centers (VAAC)
<a href="http://ssd.noaa.gov/VAAC/vaac.html">ssd.noaa.gov/VAAC/vaac.html</a>	Special Use Airspace
<a href="http://sua.faa.gov">sua.faa.gov</a>	Temporary Flight Restrictions
<a href="http://tfr.faa.gov/tfr2/list.html">tfr.faa.gov/tfr2/list.html</a>	National Weather Service Forecast Office
<a href="http://weather.gov">weather.gov</a>	Alaska Aviation Weather Unit (AAWU)
<a href="http://weather.gov/aawu">weather.gov/aawu</a>	National Weather Service Forecast Office Honolulu, HI
<a href="http://weather.gov/hfo">weather.gov/hfo</a>	Weather Prediction Center

Leidos flight service at <https://www.1800wxbrief.com> is, to my knowledge, the only free online ***official*** source for a briefing - I am likely to be wrong in my assumption - it can be linked to an app such as ForeFlight or WingX also. All you have to do is register, and technically you do not even need to be a pilot to do so. The *Create account* page does not require a certificate number nor does it request information about your experience. The online briefing may be supplemented by calling 1-800-WXBRIEF to talk to a briefer, or you can just call so they can tell you “*VFR not recommended*”.

For those of you still working your way through flight training, no matter your experience, I encourage you to register, make an account, and start learning how to self-brief. You can read more about that here - [AC 91-92 , Pilot's Guide to a Preflight Briefing](#)

I use <https://aviationweather.gov/> as part of my planning. The prog charts are invaluable for determining the weather patterns across your planned route of flight (emphasis on planned!). But all of the preflight planning is now aided by the tools we have available in the cockpit.

Which brings me to my next subject - the technology in the cockpit, which is a part of the big decision. Personally, I have both an EFB and an EFIS that both receive ADS-N In Flight Information Services – Broadcast (FIS-B) weather products. (More about this to come at the September membership meeting!)

A recent FAA article does an excellent job of reviewing in-flight weather resources. If you click the link, it looks like you have to register to read it - but you do not.

<https://medium.com/faa/in-flight-weather-resources-c25ba46d2e5e>

The truth is, sometimes it is better not to fly and this also applies to decisions we make in flight. Sometimes we have to change our plan en route - I refer to this as “getting creative” - and sometimes this involves diverting to an unplanned destination. Personally I see this as an opportunity to add a new airport to my log-book, and sometimes meet new friends or see cool aircraft. All of this requires that you have an ongoing awareness of what is going on around you in flight. Use every resource at your disposal - but do not over rely on technology. A good old fashioned look outside goes a long way in backing up that gut decision of “I do not like this.”

When I was flying home from Oshkosh, I got to the middle of Missouri with spectacular weather all the way from my very early morning departure. Smooth air, very few clouds, and nice temperatures. My breakfast stop in Janesville, WI was delicious, and my fuel stop in Macomb, IL was routine. Lots of bugs, but no problems.

Things got a little hazier as I crossed the Mississippi River from Illinois, but it was still very smooth with no serious weather around me. The forecast that morning had called for mostly VFR with some storms possible the further south I got. I had planned an overnight stop in Clinton, MO (KGLY).

Sure enough, as I continued southwest, the clouds began to appear ahead of me. There were multiple layers, both above and below me as I cruised along about 3500'. I started checking the weather at airports ahead of me, and it became very apparent that things were changing, and not for the better. I used WingX (my EFB) and my GRT Mini EFIS to look at the radar images, and sure enough - a nice big ugly blob was to my south. That explained the clouds.

About the time that I decided I would have to divert, the decision became much more urgent. The layers began to close in, the clouds beneath me got thicker, and my view of the ground was getting obscured in a hurry. While I wasn't surprised at the development, I was concerned - scud running is not something I am particularly fond of, with good reason. Been there, done that, and it is neither fun nor safe. Recently, scud running took the lives of some very accomplished pilots - that should stand as a lesson to all of us.

I learned a long time ago that no matter what we plan, no matter how thoroughly we think through a cross country flight, and regardless of the capabilities of our aircraft or the person flying it, Mother Nature has other plans. Before I left for Oshkosh, I planned four separate routes there and back. Not one of them worked on the trip up or the trip home. I improvised.

So as I flew along headed southwest into what was clearly a deteriorating situation, I decided very quickly that the best thing I could do is divert, land, get fuel, and reassess. That old saying "It's better to be in the ground, wishing you were in the air, than to be in the air, wishing you were on the ground" came to mind very quickly.

The ADS-B in radar images to my south made it clear the clouds in front of and below me were only the start of what could be a very, very bad experience. The view out the window was both distracting and very concerning. Enough of this - time to land.

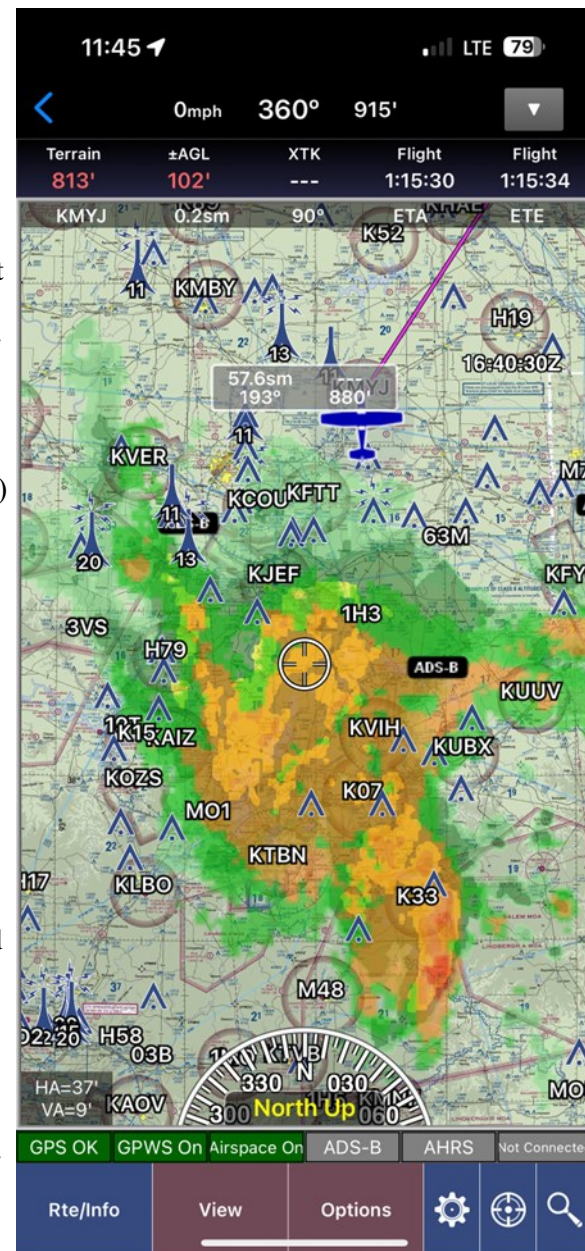
That "nearest" function of the WingX app on my iPhone came in very handy again. Mexico, Missouri (KMYJ) became my new destination. I made my turn, set up my GRT Mini in the panel for my new destination, checked my radio frequencies and listened to the AWOS/ASOS nearby. The storms to the south were clearly headed my way.

As I descended, the visibility became worse and the air became much rougher. I could feel myself getting tense in spite of that inner conversation to remain calm. I made it to Mexico, and found an air conditioned FBO with a STOL YouTuber to keep me company. We both munched on FBO refrigerator snacks and checked the weather as we chatted - his destination was also Texas, although in a much more capable aircraft with a lot more fuel capacity - a Cessna 205.

He decided to depart. I went out, tied my Sonex down and put the canopy cover on. And thus began the big decision process again. Shortly after that, a Thorp T-18 and a gull wing Stinson both landed. I had good company in trying to determine what the weather was going to do, and how to react. The Thorp fueled up and filed IFR, then departed. The Stinson fueled up and departed VFR headed northwest. My intended route of flight was southwest, but everything that way was blocked by convective activity and layers of clouds.

After some analysis, and creative connections (my cell phone barely got reception in the FBO), I discovered a path northwest, then west, to get southwest. Like I said - you need to be creative sometimes. I didn't even get wet on the circuitous route to my destination. I got there later than planned, but I got there safely.

It is indeed a big decision - when to stay, when to go, and why. I would like to hear your experiences and your thoughts on this. Drop me a note at [robbie\\_culver@icloud.com](mailto:robbie_culver@icloud.com) or catch me on the flightline - let's chat and share some good old fashioned hangar tales! Some of them may even be true!



## **INTERESTED IN THE HISTORY OF AERO ESTATES T25:**

Thanks to Tommy Boudreau we have some events from Aero Estates back in 1987. Hard to believe no trees, a fly inn and air races here. Additional videos have been added showing events from 2006 and 2012 and flights of various aircraft.

I copied the DVD to computer and the parts that had to do with Aero Estates have been added to You Tube:

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

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

<https://youtu.be/2sxi8Oekt2Q>

<https://youtu.be/oBl9pw-XXE>

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

<https://youtu.be/f7GAxUrx9Aw>

<https://youtu.be/A8uSpakZyMo>

[https://youtu.be/Ms4bJ\\_NRHDg](https://youtu.be/Ms4bJ_NRHDg)

[https://youtu.be/qOo\\_QQU8Q0k](https://youtu.be/qOo_QQU8Q0k)

<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\\_HjJZWk0aI](https://youtu.be/n_HjJZWk0aI)

### **YOUR Articles needed**

This Newsletter is YOUR Newsletter. I put the articles in it, but you have to write them. Your Chapter needs your Contributions. Please share your experiences, skills, wisdoms, photos, humor and announcements with our membership. What may be common knowledge to you, may be priceless for a new pilot or builder. Even if you are not a Pulitzer level author — send me your words. Robbie or I will buff up the grammar if needed. Send input to [homanles@yahoo.com](mailto:homanles@yahoo.com).

## 2024 UP COMING EVENTS

Here is a Calendar so far.

**September 7th, 1st, Saturday, Gumbo at the lake**

**September 8th, at 3:00 at the Leary's hanger.**  
Not our regular chapter meeting but any chapter members and/or past board members are welcome.

**September 12th, 5:30 EAA chapter meeting**

October 5th, Saturday, Gumbo at the lake and Poker Run.

October 10th, 5:30 EAA chapter meeting

November 14th, 5:30 EAA chapter meeting

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

*NEXT Meeting will be at Robbie and Brenda Culver's hanger at 11619 Lazy 8 trail.*

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

*THURSDAY, SEPTEMBER 12th, 5:30 Robbie will be giving a presentation on ADS-B In and Out and the Stratux ADS-B In receiver that you can build for yourself or purchase pre-built.*



***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