



THE TAILDRAGGER

JANUARY 2025

LAKE PALESTINE EAA CHAPTER 972

Presidents Corner,

Looking forward to the new year, there is a change to the gumbo schedule. Starting in March we will be holding the Lakeside / Runway Gumbo's on the 3rd Saturday of the month. So, our first gumbo will be on the 15th of March.

We will also be hosting an Ultralight Fly In on June 21st during our June Gumbo gathering.

There are a few other initiatives that we hope to move forward with this year, that we hope some of our members will join us in making progress. These are:

Developing a EAA 972 tool crib. We have some items already donated and when we find a common place to store the items they will be made available to all the members.

Start on the donated 601LXB airframe.

While we do not expect all of these initiatives to be accomplished, we need to develop a plan to move these forward.

As you may have heard, we have a hangar donated to us by Denis Teicheira and Aero Estates POA passed a measure proposing that we locate the hangar on POA property and leasing the hangar to us for \$100.00 / year.

We need to discuss this project and how to approach it. If we proceed, we will need to put a team together to perform many tasks from clearing the lot and taking down the hangar from its current location to getting power, water, sewer, electrical, concrete, and everything else required to put it up at the new location.

Please plan on participating in the discussions around how we can accomplish this project.

Thank you all in advance for your support and assistance.

Blue sky and fair wind

John



December 14, 2024

EAA 972 meeting

We had a pot luck and a White Elephant gift exchange.

Chapter Renewal Time!

It's that time of year again! Time to renew your membership. Attached you will find the form for renewal. Feel free to print it, fill it out and bring it to our next meeting. You can also fill it out in person at our next meeting. Looking forward to 2025



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Eagle's Nest

Total Young Eagles Flown: 2,418,150 — Stats as of Jan. 5 2025



Hey Team,

Young Eagles schedule (This will be updated)

International Young Eagles Date June 14th

Hey Team, you all have been such a blessing to 972. I'm looking forward to working with you all in 2025. We have all learned and grown more and more. We have put lots of smiles on lots of faces and not just kids but adults as well. We should know later in February how many credits we earned for 2024.

The International Young Eagles Day is scheduled for June 14th this year. We can be scheduled for Rusk County once again and ask other chapters to participate again. 972 by themselves just are not capable of flying as many as we used to. No worries, we do what we can. This has taken me a long time to accept that. I just want to fly as many as we can.

I would like to schedule a workshop this year also. I think we have plenty of members willing to help make it successful and I know we can gather plenty of kiddos. We could do it at AE but we just do not have the facility. We can have it at Rusk Co once again, but I would like to have it at Jacksonville if possible. I haven't had Palestine to reach out in a while so not sure about that facility.

Looking forward to the new year and what we can accomplish.

Gayla

www.eaa.org/ea/youth/youth-protection-policy-and-program

VMC CLUB CORNER



EAA VMC Club

Question of the Month

EAA 972 VMC CLUB

Robbie Culver

VMC Club Meeting Dates:

The next VMC club meeting will be in January 16th, 2025.

February 20th

March 20th

April 15th

May 15th

June 19th

July no meeting, Oshkosh

August 21st

September 18th

October 16th

November 20th.

December no meeting.

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're planning a VFR cross country flight in your 1977 Cessna Cardinal RG, which does not have a Minimum Equipment List (MEL). As you're taxiing out for departure, you notice that the turn coordinator is inoperative (red flag showing). Can you legally fly the airplane on this flight with the turn coordinator inoperative?

From the Right Seat

Robbie Culver



Vice President EAA 972

January 2025

Hi everyone

A new year, a clean slate, and an opportunity for resolutions (let's see if we can keep them!). Hopefully, these include some aviation-related commitments! Maybe it's completing a rating or certificate, or maybe it's flying more often. Perhaps a new project? A kit, scratch build or restoration? Completing an existing project? Purchasing an airplane? Regardless, I wish all of you the happiest of New Years and hope it is a peaceful one!

January for me will include a trip to the EAA headquarters in Oshkosh, WI for chapter leadership training. Ah yes, Wisconsin in January! I moved away from that stuff! But I am excited to go and learn more about successful chapters and leadership. I can tell you that visiting Oshkosh in winter is very different than visiting during AirVenture. For starters, the temperature is a bit different! There is also this ...stuff... on the ground that is not there in July.

One idea we had for a membership event was a "hangar crawl." For those familiar with the concept, this would be a chapter gathering where we start at one hangar, hear about and see projects, restorations or aircraft, then move on to the next hangar. If we combined snacks with the idea....Please let us know if this interests you, or if it is just another weird suggestion from Robbie.

As we look towards the chapter events for 2025, we have Young Eagles rallies, runway Gumbo's, fly out events, an ultralight fly in, and of course, Oshkosh! We will need everyone's support to make these events happen (yes, even Oshkosh). Let us know how you can help.

We also need presentations for chapter meetings. We have a good one for January, but beyond that it's the same old challenge. Please step up and help! (There's a theme here...)

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

If you have not looked recently, our website has been updated! Check out <https://chapters.eaa.org/ea972>
See you on the flight line!

Robbie

Building an Airplane Changes the Path You Are On

Robbie Culver

A very good friend of mine recently told me something that I thought was very profound, although I am quite certain he did not realize it at the time. *“Building an airplane has nothing to do with building airplanes; it changes the path you are on.”* He is quite correct. Please, dear friends, read on...

Come for the airplanes, stay for the people... This friend and I met at an EAA chapter meeting years ago when I was building my Sonex. At the time he was interested in building and had purchased Sonex plans. He wanted to see what the build process was like, so he asked if he could join me as I worked. Our friendship grew over many weekends in my garage, working together on the project, discussing life and aviation, sharing dreams, and learning about problem solving. One cold Saturday in March of 2013, we drove out to the Hinckley airport to see a friend's Sonex project. I did not realize the impact this venture would have. *“It all started from there.”*

At the time, my friend was a private pilot working a retail management job. He asked if I thought he should pursue a career in aviation, and I tried to steer him clear of it. Lots of instability and a long road to get there. I am so glad he did not listen! Today, he is a First Officer at American Airlines after being a Captain and check airman for a major regional airline, and I have never seen someone work so hard to achieve a dream. *It all started from there...* and for those of you out there reading, it can be your path as well! He says the experience changed the path he was on. What you experience in EAA 972 can change your path also, and you never know what experience will take you there!

At the time, I thought I was just building an airplane. Now, looking back, I can see it was so much more. *“You meet people and think about things so differently.”* So true. In America, pilots make up a significantly small portion of the population. Pilots that build their own aircraft make up an *incredibly* small portion of the population! You have to be crazy to build an airplane - and yet, when you meet people of a similar mindset, you realize you are not alone, you truly can achieve what may otherwise seem impossible.

“You start to realize you can accomplish anything by just doing small parts and assemblies.” He was talking about the project, but also about life. The big picture can be overwhelming - I felt that way about college, going at night, on the weekends, and sometimes all of the above for 11 years - but taken in context, the little achievements add up to bigger and bigger pieces. What begins as a piece of aluminum channel ends as a horizontal stabilizer spar. The individual ribs attach to it, become enveloped in aluminum skin, and attached to an airframe. A dream becomes a project that becomes an airplane. You start to realize you can accomplish anything...



As I built my Sonex, and my friendship, the little parts became big parts. Small assemblies became major structures. What began on a table in my basement eventually outgrew a two car garage. I learned along the way much more than how to read plans, drill, deburr, cleco and rivet. It was how to analyze, and break down a huge, intimidating project into smaller parts. It was learning how to fail, and then how to get over it so I could sleep that night. My 7-year old son became much taller, and my wife asked for her garage back. It was time to fly the Sonex. *“Finishing the airplane is the cherry on top but the other stuff is life changing.”*

We moved the project out of the garage and to the Aurora airport, where my friend was helping run a flight school. He had moved on from retail management and was there to help us unload the airplane from a rented U-Haul truck. In October 2015, after hours of transition training and much preparation, I flew my Sonex for the first time. The journey to first flight was truly life changing. The first flight was a non event, yet unforgettable.

One day, my friend told me he had applied for an airline job - and he got it! Proud does not begin to describe my reaction. He headed off to training in pursuit of his ATP (Airline Transport Pilot certificate), and I happened to have a business trip to Dallas while he was there. We went out for an unforgettable BBQ dinner one night and caught up on his new adventure. He got the ATP and was off and running on an airline career. *“I knew I could get the ATP because I could break it into small parts to accomplish.”*

Eleven years ago I was building an aileron. Recently, I used that aileron to turn as I flew my dream around the Texas sky with a silly grin on my face. This past summer, I flew her from Texas to AirVenture Oshkosh. Wow! Life changing. Small assemblies became major structures. *“Before, it just seemed impossible.”*

Aviation changes your life, sometimes in ways you can neither measure nor predict. It challenges you and makes you constantly learn. It teaches you patience and decision making. And most of all, it fills your life with love and laughter and friendship. Building an airplane goes way beyond that. It teaches you new skills (and maybe new words...), and it shows you what hard work can accomplish. What seems impossible becomes very, very possible.

“Building an airplane has nothing to do with building airplanes; it changes the path you are on.”



[Blakesburg, Where You Can Still Find a Piece of Americana & Apple Pie](#)

Robbie Culver

*Editor's note - this was originally published in [Midwest Flyer magazine](#) in December, 2010. This is one of my all-time favorite aviation articles that I have ever written. If you love aviation, you need to go to Blakesburg. Trust me. **Go. To. Blakesburg.***

Fly-ins offer a special, unique experience no matter where they are, and no matter who runs them. This past fall, I was fortunate to attend a very special and unique fly-in, one with a down-home Midwest look and feel, and the kind of camaraderie and fellowship we need so much more of today. The event definitely refreshed my deep love of aviation and the people involved in it.

Hidden among the cornfields and rural highways in Blakesburg, Iowa – near the town of Ottumwa – lies a small grass airfield, where each fall hundreds of antique aircraft owners and fans gather to “*keep them flying!*” The 2300-foot north-south grass strip is “challenging” and definitely requires pilots to be on their best game when arriving, departing, or merely operating on the airport grounds.

Antique Airfield is a beautiful, quiet country airport that, one week each year, hosts what is for all intents and purposes a very large family reunion. A dedicated core group of volunteers works for the better part of the month of August to prepare the site, and their efforts show. The facilities are basic, yet comfortable, and the environment rural, but not rustic. The site also hosts a museum dedicated to American airpower. It was as if I was transported back in time, to an America from 60 years ago or longer, except my cell phone worked. *Sometimes.*

The Antique Airplane Association (AAA) runs the fly-in, and it is open to members and guests only, due to insurance and liability concerns. However, anyone may join AAA, and the registration allows for fly-in attendees to join on site.

I have rarely experienced such a true piece of *Americana* as I have at this fly-in, and the event truly reminded me of an era that seems long gone in America, yet much to my surprise, is alive and well. In an age of economic uncertainty, where cynicism and apathy seem abundant, it was refreshing to find something that felt as if it was a part of our national heritage that we forgot we had. My friends, the golden age of aviation still lives, and quite strongly, in Iowa.

According to Wikipedia, the term *Americana* “refers to artifacts, or a collection of artifacts, related to the history, geography, folklore and cultural heritage of the United States.” What I found at the annual Antique Aircraft Association Fly-In was as true red, white and blue *Americana* that cannot easily be found today.

What magic lay hidden in the fields of Iowa? Homemade ice cream – real homemade ice cream – and, yes, homemade apple pie. Antique airplanes, most with loud round engines. Labrador retrievers that knew to stay off the runways, but were delighted to sit next to a stranger for some good old ear scratching. Friendly people. Good conversation. Old fashioned Midwest values.

Over 360 aircraft attended, most of them antiques, almost all of them actively flown - many with passengers - to experience the treasured moments old aircraft offer. From all corners of America, not just the Midwest, old aerial steeds carried their caretakers, low and slow, to Iowa to park on the grass and share with friends and family the common threads of aviation.

Dave Denton and Tom Farmer flew a Call Air A-2 from Silom Springs, Arkansas in a flight that took over 6 hours due to weather and wind. The trip normally takes 3.5 hours. Dave loved to talk airplanes and aviation, and was quick to start a conversation over breakfast. Tom was content to sit back, listen, and observe the aircraft and people nearby. Both were a pleasure to meet and chat with.

Ted Miller flew his 1943 Stearman from Santa Rosa, California, all the way to Blakesburg. Ted stated he makes at least two long cross-country trips each year in the Stearman, but it was apparent talking to him that his idea of a long cross-country is a hard core epic journey many pilots, including this reporter, can only dream of. Ted stopped in western Kansas to visit, and spent nearly a week wandering low and slow across America to get to the event. He flew the

aircraft on to the Stearman Fly-In at Galesburg, Illinois, and to the Midwest Antique Airplane



Club GrassRoots Fly-In in Brodhead, Wisconsin, prior to heading back to California.

The AAA dates back to the same year the Experimental Aircraft Association (EAA) was founded, 1953. Antique Airfield was established in 1970 on a private family airstrip. In early 1971, the AAA moved from the nearby Ottumwa airport to the current site. Since then, the fly-in has relocated several times, eventually ending up back in Blakesburg. The airport is privately held, receiving no federal, state, or local assistance to operate.

For those fans of antique aircraft and an age in America that seems to have vanished, a visit to the AAA Fly-In is a must-do item. Put it on your bucket list, schedule your vacation now, but get to Blakesburg while the gettin' is good! The event runs the week before Labor Day weekend every year, and once you go, it will be on your annual list of events to return to (www.antiqueairfield.com).

Pictures from out December 14th Christmas Party and White Elephant Gift exchange. Pictures Taken by Gayla and Les. No particular order.









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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Tall Woven Shirts

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Spun Pique Polo...



\$35.00

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\$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

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\$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

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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/ehm7utzXOOU>

<https://youtu.be/nHjJZWk0al>

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.

NEXT Meeting will be at the Leary's hanger

Food will be Soup. Gayla is doing a Tortilla Soup. Brenda has put a link to the sign-up in the email that contains this newsletter

Program will be Joelene Smith presenting on the Air Race Classic. She will be talking about her experience participating in the race this past summer.

THURSDAY, JANUARY 9TH at 5:30



Lake Palestine Tx

Answer: Yes, but you need to stop and do your homework first. The turn coordinator is not required as part of the VFR-day type certification instruments and equipment (§ 91.205), is not listed in the Kinds of Operations Equipment List for the aircraft (POH), and does not pose a hazard for this flight (your determination). It is not required by any airworthiness directive (this might be harder to determine). However, per § 91.213, it must be deactivated and placarded "Inoperative" prior to flight. Since the instrument is on a separate circuit, it can likely be deactivated without assistance from a mechanic. It will need to be repaired no later than at the next aircraft inspection.

The one question to ask yourself is whether in an emergency (low visibility, or inadvertent continued VFR into IMC), would it be safe to be flying the airplane without this instrument.

References: § 91.205 Powered civil aircraft with standard category U.S. airworthiness certificates: Instrument and equipment requirements; § 91.213 Inoperative Instruments and Equipment

***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

2025 UP COMING EVENTS

Meeting Dates

January 9th Locations to be determined

February 13th

March 13th

April 10th

May 8th

June 11th

June 21st, Ultralight Fly-in

July 10th

August 14th

September 11th

October 9th

November 13th

December 13th Christmas party will be held Saturday, December 13th 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

2025 RUNWAY GUMBO DATES

This year it will go back to 3rd Saturday of the month.

March 15th

April 19th

May 17th

June 21st and Ultralight Fly-in

September 20th

October 18th