

THE TAILDRAGGER

February 2024

LAKE PALESTINE EAA CHAPTER 972

Hello All,

Starting my second month as your president and I am still trying to get my feet on the ground, Oh well here we go.

First, we have sad news to share. Dave Mason, long time chapter member, the owner of Flying M ranch and the host of the annual Reklaw Fly in passed away a week or so ago. This coming meeting Jeff Hancock will be talking about Dave's life and aviation career. Please feel free to participate with any anecdotes that you can share. There is discussion about creating a scholarship in his name next year. Jeff Hancock mentioned that also it would be nice to fly a missing man formation at his funeral. We will be discussing this at the meeting this month.

I would like to start gathering items that we could auction off at a future gathering. If you have something you would like to donate, please let me know.

I would also like to propose that we start a "Chapter House" fund to start the journey towards a EAA 972 Meeting place. This will be separate from normal chapter funds, and I am thinking that we can hold special events or other fund-raising efforts that are separate from our normal chapter. Another topic for discussion at the next meeting.

Final Item, Randy Gentry thinks that we could at least start the BD4 build in his hangar after he finished his house and reorganizes his hangar 😊,

Looking forward to seeing you all next Thursday

Wishing you blue sky and tail winds.



Lake Palestine Tx





Eagle's Nest

Total Young Eagles Flown: 2,360,986 — Stats as of Jan. 27, 2024




Hey Team,

Our next YE Flight is coming up at the end of February and you should have received an invite by now. I need to know who is willing to help so please respond to the invite. I cannot add you without you accepting and adding your information. I have contacted Clint at KJSO and he has alerted the crew.

On a sad note, Clint Goff, manager at KJSO, last day will be January 31st. He said he is moving on to better things and we wish him and his family good luck. At the time he did not know who his replacement will be but I know we will welcome the new manager with open arms.

Now for bad news. Aircamp at Oshkosh is full and the new coordinator running the camp said that the waiting list is very long and there is no change for 2024. They opened up registration back in August, I went back and have not found where they alerted me. Scott Cameron is no longer the Coordinator. Alex McDowell is the new Coordinator for the Air Academy. She said they will open up registration for 2025, next September. We will hopefully send two students next year and I will be vigilante in watching for the registration opening day.

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

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EAA Virtual Ultralight Days

Join us on Tuesday, February 21, through Thursday, February 23, for an educational online event, EAA Virtual Ultralight Days. Subject matter experts of the ultralight community will present webinars on the lighter side of recreational aviation including how to get started in Ultralights; how-to instructions on a variety of Ultralight aircraft like gyroplanes, powered parachutes, and trikes; and overall informative topics on maintenance, airport operations, safety inspections, and more!

All webinars are free of charge to everyone interested in ultralight aviation, with the live sessions featuring a Q&A segment. On-demand recordings of the presentations will be available to EAA members.

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Thursday, January 11, 2024

EAA Chapter 972 Meeting

Minutes

Meeting came to order at 6:29pm Introductions of new officers

John Kearney is replacing Grif Leary as President (Grif has been removed from the bank signature card)

Randy Gentry is replacing John Kearney as VP

Brenda Culver is replacing Gayla Leary as Secretary

Jean Kearney remains as Treasurer

Gayla Leary remains as Young Eagles coordinator

Grif Leary passed out 2023 awards and certificates No new business reported

Renewal forms passed out for 2024 Treasurer's Report

Young Eagles Report - Planning on possibly flying the WHOA kids in February (3rd or 4th Sat in Feb at Cherokee County airport)

Extra YE money from 2022- discussed use of funds Gladewater is donating their YE points to our chapter Discussed current Ray scholars and how they are progressing.

Robbie Culver offered virtual Hangar Night for youth and members

EAA camp candidates- Members would like to select one. Motion by Grif Leary, Seconded by Pat - Motion passed

Whitehouse HS - Plan a YE day in the spring (Feb is possibility) - Caden will help coordinate

Gayla thanked the chapter for Child Advocacy center donations collected in December

Kevin from the Help Center thanked the chapter for the donations Sue Eastland will coordinate donations with Kevin from Help Center

Motion by Lucas Wagenaar to change Gumbo from 4th Saturday to 1st Saturday of each month. Robbie Culver seconded the motion. Motion carried.

Lindy brought up having breakfast instead of gumbo one month. Possibly during warmer months. To be discussed at a future meeting.

John mentioned fly outs instead of meetings- members were positive. Will discuss in future

Les looking to form an ultralight subchapter

Gayla discussed a possible camp out for the Letourneau girls at AE

John mentioned Letourneau kids, wing rib shop, 2 build kits (BD-4 and Zenith) and EAA clubhouse on the chapter's agenda for this year

Presentation started at 7:15 pm Meeting adjourned 7:45pm

Are compression tests reliable?

Not too long ago I did an annual on a Beechcraft A36. A beautiful airplane which was in excellent shape, the engine was a factory overhauled Continental IO-550 which was installed about a year and a half before. Total hours on the engine since overhaul was 36, not very many.

The owner was a busy guy and obviously did not have that much free time to fly the plane.

As you know, part of the annual is to do a compression test on the engine. There are different opinions about the validity of a compression test. E.g. Mike Bush does not like compression tests, he considers them to be unreliable and prefers to do borescope examinations instead. He has a point, that these tests are sometimes inconsistent. I have seen the results from compression tests improve after running the engine for 5 hours and repeating the test. However, from experience I would say that the results of a compression test are a reliable indicator of the health of a cylinder, valves and piston. I'm not talking about small variations in readings such as 78/80 vs 72/80, but more like 78/80 which is about as good as it gets, to 65/80 which may be an indication of some wear. I will say that I have never seen a bad compression test that did not indicate a problem, even problems that did not show up with a borescope test.

Back to my annual, considering the fact that the engine was as good as new and had only a few hours on it, I thought while getting ready to do the compression test, "this will be a formality and I am probably wasting my time, nevertheless it has to be done".

So, I hooked up the first Cylinder and found it was 74/80, not too bad. The next one was 64/80, I thought "well that is not that good, maybe the rings have not had enough time to set properly". The next one was 15/80, what is going on? The next one was 41/80, I was questioning my gauge and my method. So, I redid the tests with exactly the same results. Finished up the testing, the results were; two really bad, one not good, and three had passing results.

Next step in the process is to take out the borescope and figure out what the problem is.

As soon as I put the borescope in the bad cylinder, I saw the problem, massive corrosion.

See picture;



Obviously that cylinder needs to be sent to a repair shop to see if they can fix this. I also sent this picture to a very experienced A&P who runs an engines shop. He said it is beyond repair. "Ouch" that is going to be expensive.

Maybe in our next talk we can discuss what we can do to prevent this type of corrosion, other than moving to Arizona.

Lucas Wagenaar

A&P IA

EAA SportAir Workshop

Robbie Culver

In January 2023, I attended an EAA SportAir Workshop on Electrical Systems, Wiring, and Avionics for Experimental Amateur Built (EAB) aircraft. The workshop is one of several that EAA holds at various locations across America. The one I attended was held at EAA headquarters in Oshkosh, WI, where almost 20 years ago I attended the sheet metal basics workshop at the same location. That workshop set me on the path to eventually building, completing and flying my Sonex.

EAA runs fantastic workshops, and I cannot recommend them highly enough for anyone interested in kit built aircraft. The workshop is two very full days of education, hands-on practice, and camaraderie with like-minded builders. The workshop I attended happened to include four other Sonex/WaieX builders - enough that EAA's Charlie Becker quipped we were "The Sonex Mafia." The name stuck, and yes - there will be tee shirts. Inevitable jokes such as "You will kiss my cleco" followed - I guess you had to be there...

Even better for me, my good friends Russ and Justine Pavlock also attended. Both are long-time friends of mine and I had no idea they would be in the workshop. You never know who you will meet in Oshkosh!

Each workshop is led by an expert. We were exceptionally lucky to have Dick Koehler, an A&P/IA with an incredible aviation pedigree. He is a retired US Navy aviator and combat veteran, personable, and an excellent instructor with just the right mix of real-world experience, sea stories, and technical expertise.

The workshop began in the lobby of EAA's new education center, located adjacent to the Eagle Hangar of the EAA museum. After a short group meeting for all of the workshop attendees in each subject area, we were led off into the depths of the EAA museum.

A Wisconsin Air National Guard meeting was also taking place, so we wove our way among some of America's best on our way to the classroom. When we got to the classroom, each table was set up with a red nylon bag full of tools, a brown phenolic-style mat for soldering on, some electrical connectors and wire, and a very complete workbook for the class material. As a professional trainer, I was impressed by the appearance and organization of the materials. As an aircraft builder, I was in awe of the tools! (As you will often hear me say - the goal of the hobby is to buy tools!)

Dick introduced himself and showed us the coffee. A great start to a fantastic weekend, and proof that Dick knew pilots who needed caffeine when he sees them. After the required refills, we began. Dick started with introductions - after discovering we had "The Sonex Mafia" in the room, the RV guys found themselves outnumbered for once. I found myself among a great group of builders. Dick began his lecture with some basics - the schedule, an outline of the course, and a safety review.

First up was some reference materials - FAA Advisory Circular 43.13-1B & -2B, the Tony Bingelis book series, and AeroElectric Connection. Next up was a nod to the suppliers and sponsors for the course - thank you Aircraft Spruce & Specialty! And to start the educational portion of the class, "Initial steps for your electrical system."

The 7 steps outlined formed the basis for the course. Determine Equipment. Locate each piece of equipment. Protect the components. Make wiring connections. Ground and bond properly. Install instruments to monitor system and Complete detailed wiring diagrams.

Now, some of you may wonder - why would I attend a wiring class when I have already completed and flown my project? No, we are not starting another kit. In fact, we had other major life adventures in the plans (if I say “all y’all” it may be a hint). I was attending because my Sonex wiring, which began as a neat, tidy, well organized system had grown into not so organized wiring hidden behind the instrument panel. A long term goal is to re-wire the airplane.

The lecture portion of the class was fantastic - I kept separate ideas in my own notebook of things I wanted to focus on in my Sonex. Hands-on projects supplemented the lecture, and each built on the knowledge gained in class.

Dick’s hands-on demonstrations of each skill made executing the practical exercises much easier. Dick took the time to thoroughly explain why we are doing each step, and some common errors he sees builders (and even experts) make. Mixed with real-world experiences Dick had, this gave us the background of the what and why to accompany the how. There truly is no replacement for that kind of training.

Following a lunch break, class continued in the same format - lecture and practice. We did not end on Saturday until after 5 pm, at which point “The Sonex Mafia” decided to do a group dinner. Russ, Justine and I all happened to be staying at the Hilton Garden Inn on the north side of Wittman field. The rest of the mafia also joined us. During AirVenture, the hotel is the focal point for the pilots, crews, and VIPs of the show. In January, the hotel is quiet and serene. Until a group of pilots has dinner and drinks....

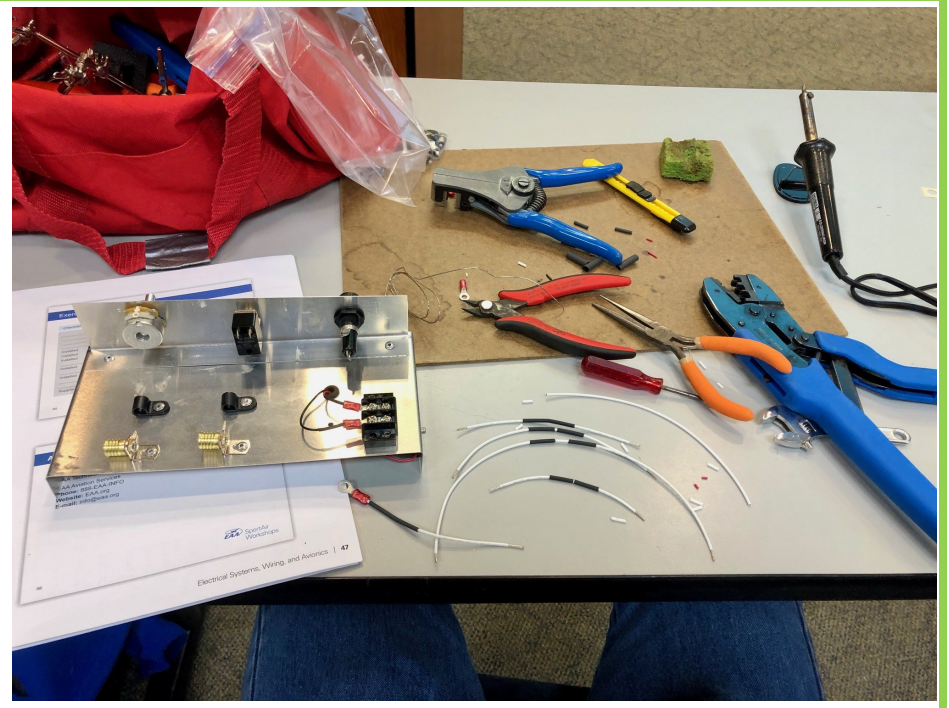
I felt bad for the bartender, but she got good tips. We were polite, but yes - we may have been obnoxious. It’s a good thing the other patrons were pilots attending the SportAir workshops. At dinner we all agreed that we were lucky to have Dick as an instructor, and shared stories of our projects and our flying. Some of them were even true! Well, maybe...

Sunday came a little too early, and more coffee was required. Everyone was there before 8 am - a motivated group of builders! We began the day with lots of banter and conversation - it was fun to see the group bond in such a short time.

On our Sunday morning break, several of us wandered out into the EAA museum. It was shortly before opening time, and we found ourselves alone among some of the historical treasures housed there. It was a memorable moment as we stood there in awe of the history surrounding us, and we knew the experience was special.

Day two was focused on more lecture, much of which involved radio, transponder, ADS-B and antenna wiring. It was familiar territory for me and brought me back to my Navy training. All of this led to a bigger project at the end of the day - we were done by 3:45 pm. As we wrapped up the class, I reflected on all I had learned. Stripping wire, crimping connectors, soldering techniques, good wiring practices, and circuit protection among other topics reminded me that the basics remain the same.

Knowledge and understanding, high-quality tools, and carefully planned and documented work all make for a great result. If you are interested in building a kit aircraft, learning how to weld, wire, or work on fabric, among many other skills, I would highly recommend a SportAir workshop. You will learn new skills, meet new friends, and have a lot of fun. More information can be found at <https://www.eaa.org/shop/sportair-workshops>.



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 URL: <https://youtu.be/jPtaymtBzs>

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.

2024 UP COMING EVENTS

Here is a Calendar so far.

February 8th, 5:30 EAA chapter meeting

March 7th, 5:30 EAA chapter meeting

April 6th, Saturday, Gumbo at the lake

April 11th, 5:30 EAA chapter meeting

May 4th, Saturday, Gumbo at the lake

May 9th, 5:30 EAA chapter meeting

June 1st, Saturday, Gumbo at the lake

June 13th, 5:30 EAA chapter meeting

July 6th, Gumbo at the lake

July 11th, 5:30 EAA chapter meeting

August 8th, 5:30 EAA chapter meeting

September 1st, Saturday, Gumbo at the lake

September 7th, 5:30 EAA chapter meeting

October 5th, Saturday, Gumbo at the lake

October 10th, 5:30 EAA chapter meeting

November 14th, 5:30 EAA chapter meeting

NEXT Meeting will be at The Willits's hanger

THURSDAY, February 8TH, 5:30. Food will be Italian meatball Sandwiches. Brenda will be posting a Sign-me up and sending link.



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