



# THE TAILDRAGGER

SEPTEMBER 2023

## Presidents Message: By Grif Leary

I can't speak for everyone but I really enjoyed our road trip meeting in Tyler! Nice cool change of pace, great meal, great turnout and a interesting presentation. Thanks to Randy for sharing his Army Aviation experience with the chapter. We also added a couple of new members! It's amazing how our chapter has grown. With the heat still on we haven't nailed down our next meeting site. We can meet at our hanger on the 14<sup>th</sup> if everyone can stand it. We do have several fans and it is a couple weeks away so we may catch a break with the weather. It will be an important meeting as we need to nail down our YE Camp details as well as the YE flight. Additionally we will have our last Gumbo for 2023 in September. If someone has a subject or project you want share with the group feel free to speak up.

With October right around the corner and of course Reklaw is approaching fast. There is another October event/fly-in that is worth consideration. It is co-sponsored by the local FAA Dallas FSDO. It will be at Cedar Mills 3TO. Most of y'all are familiar with Cedar Mills. The Fly-in also includes safety, maintenance, other aviation related forums on that Saturday. The FSDO guys will be there for the forums as well as the Saturday evening meal. Just something else to consider as flying weather ramps back up.

That's about it for now see y'all on the 14th .

Bo



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# Eagle's Nest

**Total Young Eagles Flown: 2,332,551 — Stats as of August 25, 2023**



Man, Oshkosh was a long drive. It was a little over 2400 miles there and back. I did enjoy the time I got to work in the Blue Barn. I met lots of good people and lots of them right here from TEXAS!!!! I may do it again next year.

OK, our Young Eagles Workshop is just around the corner, and I have ordered and received the kits. I will share them with you all at our next meeting. Alexia at Rusk County has us a hangar to work out of and I have the sign up on the web already. Same as the YE Rally's just go to yeday.org. It is scheduled for October 7th, 0900 - 20:00. Ages 11 - 17. So far, we have:

Joe Farmer is teaching flight planning and it would be great to have someone help time. Maybe even do some pattern work. (I can help)

Les Homan is teaching fabric covering and anyone willing to help in this field would be great. Walt Eastland is doing the electrical again and needs someone there.

Bo and Garnet will demonstrate rivets again.

Keep in mind that we need "two deep" in anything we do.

If you have something you want to contribute, please speak up.

We need someone taking pictures and someone heading the Zulu headset from Lightspeed. Caden has flown as of mid-August, 13.2 hours. Sounds like he is getting close to the solo hour.

We received 4400.00 from headquarters and have already spent 2033.00 on plane rental and about 975.00 on instruction. Keep it up Caden. Caden and his mom and dad went to Oshkosh and had a great time. We met up at Lucas and Diane's annual Brats and Beer gathering. That's the only time I had to spend with them, and I know that they were able to go to several of the events and forums. Les also has some pictures to share.

See ya at the next meeting Gayla!

## August Minutes:

August 10, 2023

Lake Palestine Chapter 972

Meeting held at Saltgrass in Tyler

Members attended:

Garnet McClure	Joy Meadows	Pat Rhoads
John Kearney	Jean Kearney	Randy Gentry
Les Homan	Lucas Wagenaar	Diane Wagenaar
Dave Shockley	Diane Shockley	Grif Leary
Gayla Leary	Walt Eastland	Sue Eastland
Brent Willits	Lindy Willits	Jake Wilmoth
Debby Woodward	James Jepson	Dana Jepson
Frances Moseley	Patrick Moseley	Jordan Montalvo
Amelia Beam	Joe Farmer	Dave Schlener

Grif brought the meeting to order 6:00 pm

Welcome Jake Wilmoth and Dave Shockley.

No minutes to approve. Garnet McClure made the motion to approve next month, Walt Eastland second.

John stood and spoke:

about the 4-seat aircraft kit that Lucas Wagenaar has acquired for the chapter.

Raffle for the Stearman Ride that Brent Willits will be donating.

Gayla is working on the Workshop for the youth ages 11 – 17, Alexia at Rusk Co has found us a hangar to hold the Workshop in.

October 7, 23

## August Minutes:

Grif mentioned this September will be our last Gumbo for the year and Reklaw is coming up last weekend in October.

Jean Kearney gave the treasurer's report.

Gayla gave the progress for Amelia Beam: She will be ready to get started once again in just a few short weeks. We have several members willing to help her get the rust off.

Also Amelia was given a Lightspeed headset given by HQ and Sporty's. The headset is top of the line.

Cayden is flying as much as he can. He is trying to fly at least 2 time a week and this week he flew Thursday, went to Athens and actually landed 3 time. YEAH!!!

The Chapter voted to have the 2023 Christmas Party December 9, 2023 at the Leary's This year we will collect items for the Child Advocacy Center during the Christmas Party.

The chapter has voted to change the name from Gregg County, Pineywoods Chapter 972 to Lake Palestine Chapter 972

The existing account will be closed and open a new one with the new name and new EFIN.

We will open a separate account for the Scholarship funding.

Jean Kearney – Treasurer and Gayla Leary – Young Eagle Coordinator, will be signers on the Scholarship account.

Grif Leary – President and Jean Kearney – Treasure will remain signers on the regular checking account. Meeting adjourned

The new proposed logos for review, so we can vote on one at next meeting.



*Lake Palestine Tx*



*Lake Palestine Tx*

From The VP,

Hello All,

I'm writing this from Sioux Falls, the day after I arrived. 7.5 hours in the air and 11-hour day counting wake up to touch down, 2 fuel stops.

The picture was a build up over the Texas /Oklahoma border at 8500 ft. Fortunately, the buildup was only 20 miles, and I was able to cruise the rest of the way at 6500 in very smooth air and 65 Deg OAT. (Had to close the vents for a while 😊 ) It was just a long time to be flying; but beats 16 to 18 hours driving.



Remember to vote for your choice for our new chapter logo. Gayla sent out an email last week with the samples. Let me know what you think.

We still need to work on the Chapter trailer to get it organized to make getting the chairs in and out easier.

One new item! Since we have an aircraft kit that will be donated to the chapter, we need to find a location to build it. If you know of a hangar or building close to the Airpark, please let us know. Remember we need the friends and family discount as we are not a wealthy chapter, but we would really like to find a good location.

This month in history:

12 August 1946 (USA) — President Harry Truman signs a bill authorizing an appropriation of \$50,000 to establish a National Air Museum in the Smithsonian Institute in Washington, D.C. The small museum eventually becomes the National Air and Space Museum — the most visited museum in the world.

30 August 1913 (USA) — American inventor Lawrence B. Sperry successfully demonstrates the first gyroscopic automatic stabilizing device for powered airplanes when Lt. Patrick N. L. Bellinger pilots a United States Navy flying boat designated “C-2” and relinquishes full control to the autopilot.

## **TECH COUNSELOR REPORT**

### **Synthetic oil vs Mineral oil**

Let's define the difference between the two types of oils;

**Mineral** oil has been on the market for over 100 years, it's a natural oil that comes directly from the ground and is a product of the oil refining process. Mineral oil is less expensive and has moderate performance. However, at extreme high temperatures, mineral oils are more likely to thin out and thicken at extremely low temperatures. They also have lesser thermal stability for high-temperature applications and will break down quicker than synthetic oils. The red line on a mineral oil is around 240 deg F. If it gets to 250-260F I would change the oil immediately because the lubrication properties are seriously compromised, putting your engine at risk.

When breaking in an engine that has received new cylinders, we *do* want to use mineral oil because of the lower lubrication properties at high temperature the rings will be seating much better than with Synthetic. Using Synthetic oils on break in may cause glazing of the cylinder walls, if that happens re-honing will be required to seat the rings properly.

**Synthetic** oils are man-made oils that have been refined, distilled, purified and broken down through chemical engineering, increasing the purity. Due to this additional refining, synthetic oils are more expensive, but the benefits of synthetics outweigh the expense.

Synthetic oils have thermal advantages over mineral oils and will not break down under higher temperatures. Synthetic oils will be able to handle temps up to 400F and some oils even higher..

Also if you were to operate in a cold climate, Synthetic oils don't thicken much at low temperatures and are therefore suitable for use in cold climates.

- Better lubrication over temp range

- Longer oil life

- Extended lubrication period (keeps parts oiled while not in use).

- Reduced wear on components.

- Resulting in longer component life.

- Low Maintenance Costs

- Reduced Power Consumption

- Lower Running Temperatures

### **What about Multigrade vs Monograde**

Monograde is an oil that is only suitable for use within a narrow temperature range.

## **TECH COUNSELOR REPORT**

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Multi grade oil is an oil that has special polymer additives called viscosity index improvers. Viscosity index improvers are added to the oil to help reduce the variation in viscosities when exposed to high temperature swings.

We have a couple of choices aviation oils:

### **Aeroshell 100 break-in oil**

Aeroshell Oils are straight mineral oils used primarily during break-in of most four-stroke cycle certificated aviation piston engines.

### **Aeroshell W100**

Aeroshell Oil W100 is a premium ashless dispersant mineral lubricating oil for 4-Stroke cycle certificated aircraft piston engines

### **Aeroshell 15W50**

Aeroshell Oil W 15W-50 is a multi-grade ashless dispersant oil that provides the ultimate in aircraft piston engine protection over a wide range of ambient temperatures. This product utilizes a unique blend of high quality mineral oils and synthetic base stocks combined with an exclusive additive system, including a unique anti-corrosion and anti-wear additive.

### **Phillips 66 Type A Aviation Oil 100AD**

Phillips 66 Type A Aviation Oil 100AD, is an ashless dispersant, single-grade engine oil specially formulated for use in aircraft piston engines. The ashless dispersant formulation helps minimize the formation of engine sludge, varnish, piston deposits and combustion chamber deposits, resulting in a much cleaner engine compared with the use of straight (nondispersant) mineral oils.

### **Phillips 66 Victory AW 20w-50**

Phillips 66 Victory AW 20W-50 Oil is an ashless dispersant, multi-grade engine oil specially formulated for year-round use in aircraft piston engines. Victory AW 20W-50 is pre-blended with the proper concentration of antiscuff/antiwear additive (LW-16702) mandated by Lycoming Service Bulletins 446E and 471B and Service Instruction 1409C.

### **Phillips 66 X/C Aviation Engine Oil 20w-50 for Normal and Break-in Use**

Harness the power of Phillips XC 20W50, the premium choice for your aircraft piston engines. Formulated with advanced technology, this ashless dispersant, multi-grade engine oil outperforms single-grade oils, ensuring optimal performance in all seasons.

## TECH COUNSELOR REPORT

### **Conclusion on Oil choices** (Lucas' opinion, its worth what you paid for it)

Over the years I have switched between several oils and talked to many engine shops. I liked the Aeroshell W100 and was under the impression that the Aeroshell W100 was a Synthetic blend, however, in their own writing they call it a Mineral oil

The Phillips X/C oil is both break-in and normal running. That does not seem to be a good combo to me. As I explained why we need a break-in oil and running oil, I would not use a break-in oil for normal running.

After all this I am switching from the Aeroshell W100 to the **Aeroshell 15W100** Multi grade. This is the only oil that is a Synthetic blend with all its benefits.

Happy Flying

Lucas Wagenaar

A&P IA

## 2023 UP COMING EVENTS

Here is a Calendar so far.

September 14th, – 2023 – Meeting –

September 23rd Gumbo, Last one for year.

September – Tentative YE Rally

October 7th at Rusk County Workshop for Youth

October 12th Meeting.

October, 27, 28, 29th Reklaw fly-in.

November 9th meeting and -Tentative YE Rally

December 9th Christmas Party at the Leary's

**There will be opportunity Eagle Flights**

NEXT Meeting will be at The Leary's hanger

Dinner will be Spaghetti furnished by Gayla and  
Everyone can bring Bread, Salad, Desert, Tea and  
Ice.

**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 add to website so all can see out past chapter happenings.