

THE TAILDRAGGER

APRIL 2024

LAKE PALESTINE EAA CHAPTER 972

Presidents Corner

First, I hope anyone going to Sun N Fu this year stops by the EAA Corn Roast. (Maybe one of these years I will be able to go) Here is the info for that event, please plan on going if you are at Sun N Fun...

Are you attending SUN 'n FUN in Lakeland, Florida, this year? All EAA chapter leaders and EAA Ray Aviation scholars (current and alumni), plus one guest of their choice, are invited to a corn roast and grill-out on Thursday, April 11, 2024, at 5 p.m. EDT. This event will be hosted by EAA Chapter 454 and the Lakeland Aero Club. Corn will be provided by EAA Chapter 635 from DeLand, Florida. This will be a casual gathering to thank chapter leaders and Ray scholars for their dedication to EAA. Staff members from EAA headquarters will also be present. The corn roast will be held at the Lakeland Aero Club hangar, which is located just inside the main gate, on the southeast corner of Voyager Way and James C. Ray Drive. Once registered, you must stop by the EAA tent to pick up a wristband for your admission to the corn roast.

Next, as you may know by now, we decided to cancel the Runway / Lakeside Gumbo April 6th so many of our members could support Dave Mason's memorial at Reklaw. If possible, I urge as many of our members as possible to attend, as Dave was a strong supporter of the Chapter.

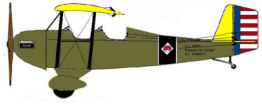
I am trying to determine if it makes sense to have a Chapter 972 Camping Area in Camp Scholler this year. We can reserve up to 6 co-located camp sites and we are able to move into them the second week after opening of the campgrounds. We only need to pay for the actual week of Airventure so we essentially get 2 weeks free. I need to get a count soon to see if it is worthwhile.

We are planning on forming a board of directors which will include the chapter officers and the previous chapter officers and any other member who would like to be part of our board. The plan is to have the board meet twice a year and the current thinking is June and November. Please let one of the chapter officers know if you would like to be part of the board. I will be talking more about this at the next meeting.



Lake Palestine Tx





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Presidents Corner (continued)

I received a question about the chapter officer's meetings. They are held every other month, the Sunday before our regular Thursday night meeting at the Kearney's house, 2:00 pm to 3:00pm. It is open to any member who wishes to attend, just let me know ahead of time so I can be sure that there are enough chairs.

Finally, I am still looking for items for our raffle this fall. Please consider donating some aviation related items.

Blue Sky and Fair Winds
John



Lake Palestine Tx



EAA Youth Protection program sign up so you can help with the Young Eagle Events:

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

Minutes from March Meeting:

Minutes from last meeting approved. Jeff motioned, Bo seconded. Approved by members Treasurers report Secretary's report- hangar sign up sheet for our monthly meetings Ray aviation report- Caden is visiting TSTC - Texas state technical college for aviation Ran out of money - transferred 2200 to the YE account to get Caden to solo- received study guide for pre-solo Young Eagles- March 23rd Possibly 20 kids Amy has discontinued training through Ray Aviation scholarship Our chapter did not get a scholarship for 2024 Ultralight fly-in - Les is organizing- set up FB page. Check out East Texas Ultralight flyers and Builders. Fly In is June 1st which is gumbo and POAA meeting as well. We are planning a Chapter blast to get the word out for ultralight fly in and gumbo John discussed Flying Start- Brenda's coworkers and other adults are welcome. These will count as Eagle flights- Scheduled May 18th Gayla, Robbie and Brenda will co organize Auction info- picking a date maybe October. John discussed reserving camping spots at Oshkosh through the chapter. If interested, talk to John. Lucas announced Diane is now a member of the FAAST team (liaison between pilots and FAA) and will be giving a presentation. She is our safety representative for Anderson county and surrounding counties. Robbie shared the photo book with chapter history from Bart and Sharlene. John and Jean will be taking care of it for the chapter. Gumbo on April 6th (canceled due to Dave Mason's memorial at Reklaw) Presentation started at 7:08 pm about Steve Hinton- air racer

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Eagle's Nest

Total Young Eagles Flown: 2,364,988 — Stats as of Mar. 29, 2024



Hey Team

March 23rd flight was borderline. First off I had a hard time finding Cherokee Co. due to the poor visibility! There was 4 Air Tractors fertilizing PINE trees. They were very impressive with coming and going. Then there was a couple of young guys flying a little crazy for me. A Kitfox and a Cub, landing at the same time. Too much fun for me so I only flew 1 kid and Bo and John flew the rest. We only had 11 kids to fly, I flew 1, John flew 3 and Bo flew 6. They were a fine looking group of young Marines all in fatigues. Very disciplined. Sandra, Candace and Jean worked the registration and Walt, Clif, Patrick, Eddie and Jake worked ground. What a great team. I wouldn't mind flying these kids again. I think I was told that they actually have about 60 enlisted but only 12 signed up. We'll have to work on them.

Caden was given his pre-solo homework so he's getting very close. He also scheduled April 23 for his written. So glade to see all this finally coming together.

I think September or October will be a good month to schedule our Young Eagle workshop. We are starting to get so much lined up and it's an awesome thing.

That's about all I have for now. I would like to see at least one more YE flight before September. I'll keep you informed and maybe this time at KPSN (Palestine). We haven't done one there and it might be fun and not as busy.

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

From our Vice President Randy Gentry

While in the process of renewal of my medical professional license I will pass along some preventative medicine that can keep you flying healthy. As I would tell patients this time of year I don't like spiders, snakes, and crawling critters. So I'll just keep this topic short and start with the smaller of the insects. Ticks

Ticks the little buggers that find their way into places a lot can't see or feel, and if not detected or removed can cause some serious health issues that have the potential to ground a pilot for life.

Ticks are known to transmit a pathogen to the host and disease transmission can occur within minutes with soft-shell ticks. Most species of hard-shell ticks are diurnal, seeking out hosts to feed on during the day. A tick does not live on its host; instead, it attaches to its host when it wants to feed on the host's blood. Ticks can carry a wide range of transmittable diseases, and they can bite at any time, although are most active in April through September.

Ticks are located in wooded and grassy areas. Fortunately, there are many things patients can be taught to do to protect themselves and their families against ticks. To prevent tick bites, dermatologists recommend a person walk in the center of trails, wear clothing that protects against ticks (long pants and sleeves), and use EPA-registered insect repellents. Early attention and treatment of tick bites are important to preventing or minimizing illnesses that may be transmitted. After spending time in heavily-wooded or areas with brush, patients should be advised to evaluate the skin, and a full-body tick check should be done. Children should especially be checked, as well as pets and any gear used outdoors.

Most tick borne diseases can be treated with proper antibiotic therapy, but if left untreated Lyme disease can cause a rare form of endocarditis inflammation of the heart's inner lining that affects the heart valve structure.

I know this is a short overview, since we as a community are flying all over the US this year and visiting many other regions of the US just being aware of these little critters what to do if you become ill is I hope helpful. If anyone is interested in reading the full article that this information came from I will be glad to email you the information. Key thing is preventive medicine like preventive maintenance will keep you flying longer.
Randy Gentry VP

Skydreams

Skydreams, that's what I remember most...

Growing up in Madison, Wisconsin, trips to Oshkosh were an occasional treat for a young boy crazy about airplanes. It wasn't AirVenture then, just an adventure involving airplanes.

Whether I drove up with my Dad or, later, flew up with my brother in his Piper Tri-Pacer, OSH was the destination of my dreams. I can still see the view from the back seat as we turned over the quarry...traffic like angry bees in the sky.

An endless sea of aircraft, shimmering in the summer heat in row upon row, every type imaginable. It wasn't then what it has become now. It was Oshkosh. That's all you had to say to see it. But as the years have passed, and Oshkosh has grown into AirVenture, so has the young boy with dreams grown into an older pilot. A pilot with so many memories of Oshkosh.

Summer skydreams were never lost to slumber. There were Snowbirds and Eagles, Sean Tucker and a French Connection, Fifi and Aluminum Overcast; roaring and snarling their way across the flight line, smoke and flames dancing in the sunshine, wings flashing. Later, a Concorde and an SR-71, nose to nose, close enough to see, and smell, and dream about...then ripping off Runway 36 until they faded from view, only to come back again. Come back each night. I can still hear them.

The flight line fence.

I remember that fence. And the round cardboard pass I treasured, the one that let me through that fence. Taking photos with my Dad's Rangefinder 35mm still camera, dreaming that I'd capture the moment, envious of the photographers out in "the ditch." Many years later, I got my chance in the ditch. More dreams come true. And yes, yes I did capture the moment. It's in my heart.

It was at Oshkosh that I first learned people actually built their own airplanes, and some flew these beautiful creations to the show. That thought sank deep into my soul, manifesting itself many years later in the Sonex kit I built and flew to Oshkosh in 2015. Even landed on that dot on 18 Right! Can't remember the color, but I swear the mains touched down right on it!

Oshkosh, to me, is what triggered so many parts of my life. My intense interest in aircraft led to a love of jumping out of them. Skydiving led me to meet my wife, and we were married at a grass strip. Oshkosh is where we went for a memorable day in 1998 when we were dating, just a couple of years after we met, walking slowly through the rows, soaked in memories. She grew up going there also. So many dreams.

Oshkosh means seeing old friends and making new ones, the sound of radial engines and the smell of jet fuel. Ok, some 100LL too, please. Thank you. Wandering through vintage, and trekking up north to the warbirds, and then further still into the North 40. Walking past where Jerry's One Man Band used to play, year after year after year. Thanks Jerry! We miss you!

You knew you were at Oshkosh when you woke up to yodeling. My wife and I knew we were at Oshkosh one morning in the North 40 when we awoke in our tent, next to the Cherokee we flew up, waking to the sound of P-51's departing on 27. Then we laughed, looking at our young son, sound asleep and dreaming, oblivious to the sweet sound of Merlins. We weren't. We still talk about that moment at Oshkosh. That's full circle, right there.

I've written about Oshkosh, about the soul of Oshkosh. It's all around us, every day we are there and far beyond. The heart, the soul, the dreams...are the people. I can't tell you how many memories, how many new friends I've made here. Too many to count.

And now, my favorite thing to do is...nothing. To sit, to listen, to soak it all in. Later, in January, it keeps me sane.

There are memorial bricks.

My brother, the one with the Tri-Pacer. My good friend Dane, who built a beautiful RV. This year we add one for Jon, who was stolen from us. Others, in memory of friends old and new. One day there may be a brick for me.

But not so soon. There are many dreams yet to come true, and many rows upon rows of aircraft to wander through.

That's what Oshkosh has always been. It's been about those skydreams.

Robbie Culver

Tech tips from your friendly neighborhood A&P

You may remember the last article I wrote about this relatively new \$85K Factory overhauled Continental IO550 that had developed corrosion in the cylinders. This engine has to be torn down and fixed, **IF** it can be fixed, some of the cylinders were so bad that replacement is probably the only way to get it done right.

What Causes Engine Corrosion?

If you do a Google search on corrosion you will find a plethora of different types of corrosion.

I want to highlight just a few that we often run into with our airplanes.

Filiform corrosion: one can see this on your wing under the paint when water breaches the coating, filiform corrosion begins at small defects in the coating and spreads to cause structural weakness.

When you see this, remove the paint and lightly sand the area with Scotch bright to remove the whitish layer.

Galvanic Corrosion or dissimilar metal corrosion occurs when two different metals are located together in a corrosive electrolyte. A galvanic couple forms between the two metals, where one metal becomes the anode and the other the cathode. The anode, or sacrificial metal, corrodes and deteriorates faster than it would alone, while the cathode deteriorates more slowly than it would otherwise.

Three conditions must exist for galvanic corrosion to occur:

- Electrochemically dissimilar metals must be present
 - The metals must be in electrical contact, and
- The metals must be exposed to an electrolyte (contaminated water will do)

You will see this when steel parts are connected to an aluminum part. One does not see this often in the firewall forward due to an oil film protecting the parts.

But in the tail cone of a Cherokee, for instance, there are steel brackets connected to the aluminum frame and galvanic corrosion is prevalent.

Intergranular corrosion is a chemical or electrochemical attack on the grain boundaries of a metal. It often occurs due to impurities in the metal. This type of corrosion starts at manufacturing of the metal itself and is not discovered until many years later. This type of corrosion is not very common. It looks like a solid piece of aluminum will just start deteriorating from the inside out.

I have seen this in a spar of a Swift, the whole piece just crumbled. Once it starts there is no stopping, and you just have to replace the part.

High Temp Corrosion: Engines, turbos, and other parts of the engine, which are subject to high temperatures are subject to high-temperature oxidization, sulfidation, and carbonization.

Why is your stainless-steel exhaust oxidizing? Because of the high temperature and aggressive nature of the exhaust fumes.

There are more types of corrosion, but then again who wants to know.

Sorry, I got sidetracked, we were talking about the corrosion in the IO-550. Yes, that one was caused by condensation, this would fall under “**Environmental Corrosion**”.

In this particular situation, the plane was in a T-hangar, so subject to the temperature changes. That week we had some really cold days followed by some warmer days. That happens all the time especially in Texas, but in this case the temperature difference was quite large. When I got to the plane the engine was dripping with condensation (cold engine in warm air). All you pilots know exactly why this is happening.

Well, if it is dripping on the outside, it will be dripping on the inside and water will be collecting on nice shiny steel. Next, the Oxygen molecules are attracted to the iron molecules and together they make rust.

How to prevent that from happening? If the engine block temperature is above ambient temperature and therefore above the dew point of the ambient air no condensation will form. So, the easiest and least expensive way to keep the rust off and out of your engine, keep the unit slightly warmer than the ambient temp.

Of course, one can buy an engine dehydration unit, that sucks the moist air out of the engine and replaces it with dry air. But these units may be a bit expensive.

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.

2024 UP COMING EVENTS

Here is a Calendar so far.

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 1st Ultralight Fly Inn

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

December 12th, 5:30 EAA chapter meeting



NEXT Meeting will be at Jeff Bowen's hanger

THURSDAY, APRIL 11th, 5:30. Food finger sandwiches and mini sliders. Ham and Cheese, Turkey and Cheese.

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