

# THE TAILDRAGGER

February 2012

EAA Chapter 972

“Serving East Texas”

## Kickin’ it off...

by: Robert Caldwell  
VP/NL Editor



A new year... much planned and many things to do. I think that’s how we all feel as we kick off 2012. As a builder of a plans-built aircraft, I have no shortage of things to do, especially as I would like to wrap up the building process this year.

In regards to the chapter, in our January meeting we talked about some goals and the event calendar for the coming year. Again, lots to do... or as may be better stated, a lot of opportunity to have some great times and promote aviation among the local communities. I will publish the events, as planned, later in this newsletter. So, mark your calendars and prepare to be on site and enjoy the social aspects of the event and hopefully a little aviating along the way.

Topics of discussion in our January meeting centered on the state of our membership, the planned events, and the meetings programs. Our membership is not yet fixed for the year, as dues are still coming in. However, of the 36 or so members on the current roster, only 8 or 10 seem to find their way to the meetings and events on a consistent basis. The question is, are we not meeting the expectations of those members that do not participate, or do meeting and events not mean as much to them as it does to those that participate. I, for one, scratch my head and yet no answer come... just losing more hair.

So, I extend a personal invitation to all current members, or any that read this that may want to be a member, to be at the upcoming meeting and lets hear what you have to say. Believe me, the officers of the chapter want and need

to hear the facts so we can plan a better and more responsive meeting and events structure.

In that light, a recent meeting was organized that four of 972’s officers attended. It was designated NTEAACO; North-east Texas Experimental Aircraft Assoc. Chapter Officers conference. Per my notes, 13 Chapters located in northeast Texas were represented and the goal was to discuss just such topics and explore the possibilities of a regional association of EAA chapters enhancing the individual member chapter’s goals. But I only mention this here and direct you to my article on this topic later in this newsletter.

You may be surprised who showed up at the meeting.

## Feb. Meeting

**Thursday Evening, February 9  
6:30 P.M.— Gladewater Airport Terminal**

*5:30 P.M. at Guadalupe’s for dinner and refreshments....  
See ya there!*

*Program for the evening;  
**Ted Newsome, USAF Ret.**  
Ted was active from 1954 to 1975. He will be speaking of his career aviation experiences*

## NTEAACO (Northeast Texas Experimental Aircraft Assoc. Chapter Officers)

By: Editor

January 28, 2012; Terrell, TX.

An exploratory meeting was convened to evaluate the benefits of a regional association of EAA Chapters in Northeast Texas. Thirteen chapters sent representatives to the meeting. Chapter 972 officers present were **Robert Caldwell, Bill Vawter, Jerry Gardner, and Bart Robinett.**

The meeting was the brainchild of **Jimmy Chadwick**, Chapter 1475 and **Steve Formhals**, Chapter 1078. These men co-chaired the meeting. The meeting was held in the new terminal building at the Terrell Municipal Airport. Prior to the meeting, City of Terrell Mayor Hal Richards welcomed the participants and stressed the cities dedication to supporting aviation and aviation activities at Terrell.

The mission statement as written on the agenda is as follows:

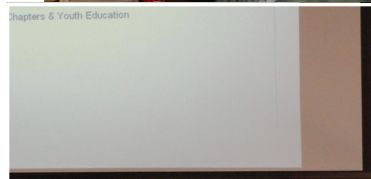
*Bring together area chapters to provide for sharing of ideas, to enhance meeting and newsletter content and increase membership overall,. Possibly to institute a new regional fly-in.*

The agenda items covered individual chapter benefits and topics such as sharing information and activities in regards to fly-ins, Young Eagle Rallies, and newsletter content. Regional benefits and activities could include a regional newsletter, combined programs to pull more noteworthy speakers, and a potential regional fly-in. The Terrell Municipal Airport and the September Fly-In already established there was put on the table as a possible venue for the associated chapters to consider involvement. Many details would need assessing if this were to actually happen.

Attracting new members was an agenda item and as all items, it brought much discussion.

At noon, EAA President/CEO **Rod Hightower** and EAA Chapter & Youth Education Programs Director, **Jeff Skiles**, arrived to join the meeting. They expressed interest in the regional chapter association concept. They were given time at the close of the meeting to comment on the afternoons proceedings and add their individual takeaway from same.

This subject will be a great topic for our February meeting scheduled for next week, so please bring any questions or comments you have and hopefully one of the four attendees to the meeting can provide an answer or appropriate feedback.



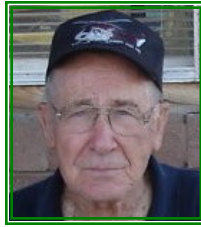
Photos by Editor

Archive photo

## ***THE EAGLES NEST***

by: **Bill Vawter**

*Young Eagles Coordinator*



I recently attended a meeting in Terrell which consisted of EAA chapter members in NE Texas. I was surprised, but happy, with the attendance that we had. This meeting was organized to bring the various chapters together and hopefully find a solution to the declining interest in chapter memberships and attendance.

I attended representing 972 Y. E. pilots. I was actually surprised at the lack of knowledge that some of the chapters had regarding the Y. E. program. Some have a "program" going but no meat in it. I never once heard anyone come out with a program such as we have, that being meeting with the kids prior to the flight and explain to them what to expect in the flight, what controls the airplane in flight as well as some aviation history.

Mention was made about tracking the kids after their flights but no one has come up with a viable solution. The closest that I can think of would be the Ground School offered by Sporty's Aviation through the log books that they have come out with for the kids. I imagine that some have started the course but the individual chapters that flew the kids would have no record of this.

There needs to be some means to keep contact with these kids after their flights. I keep a log of the kids flown showing pilot, date of flight and their D.O.B. I find this is helpful sometimes when a pilot isn't credited with the flight. This had been helpful a couple of times in the past. I can possibly expand this to include their e-mail/ mailing address. Have to give it some thought.

Early in the Y. E. program, EAA issued a magazine to the kids after they flew. I cannot remember how long the subscription lasted, but I think it was a good means of continuing to reaching out to the kids and encourage them to stay interested in aviation. I feel that the packets that we give out may have some benefit other than cleaning out all my magazines.

We are to have another meeting in March and the Y. E. coordinators are to have a separate meeting and discuss means to getting kids

interested in the flights. Emphasis was made regarding EAA getting more involved with BSA, so we will possible be flying more scouts in the future than what we have. We have flown Scouts in the past as Y. E.s and not as a scout function. BSA still has their legal rules that they have to follow and we have to follow them also if they are flown as a scout activity. Once they come out of their scout mode and get their parents to sign the Y. E. waiver, we can fly them with no problem.

Hopefully I will have a flight ready for our cookout on March. I just hope we do better in 2012 than we did in 2011. Anyway, I will see you guys at Guada's Thursday night.



## PA-12 2928 N4045M

By: Gregg Dohrer

*This is installment #13 in a series of articles that reflect what is happening with the project I am currently working on (told from the aircraft's point of view).*



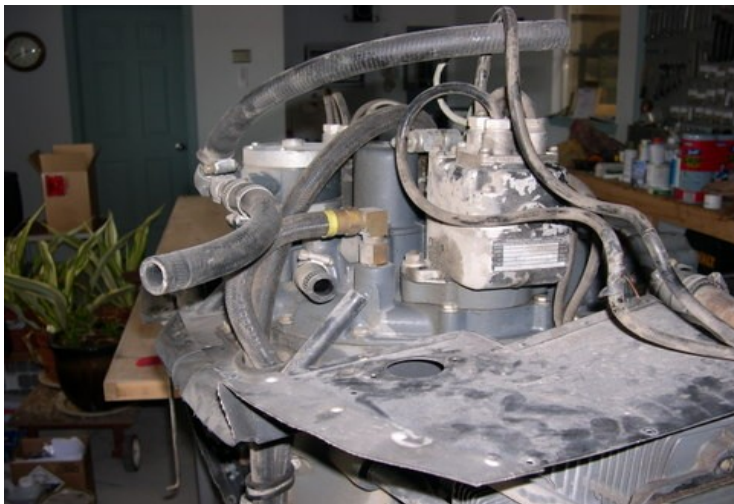
As you will recall from my last report, I was back, and all was turning white. I was planning on many colorful things happening, but that was not to happen. As we all know the Devil is in the Details.

Gregg launches off to getting smaller parts (break and rudder pedals, control sticks, etc.) off to the Powder Coaters. Then it is getting exhaust system damage sent to St. Paul MN for repair. This is followed by dropping the damaged prop off at Byam Propeller.

You will remember that my new (to me) engine came from a PA 22 that suffered a sudden stop. The pilot was landing at a community airport, with a cross wind, and got a little slow. The resulting stall, put the PA 22 on it's back (ie: a bent propeller, and a sudden stop). Gregg was told that the prop was repairable, and that the engine flange dialed within specification limits. Initial inspection of both items indicated that repair was possible, but not probable (both were replaced).

This initial engine work, has Gregg pointed in another direction. Apparently he has decided that it is time to disassemble the engine. It sounds simple enough, take the engine apart. However, the engine is really a series of systems that function together to keep the propeller doing what it does.

Obviously, the disassembly process is about the reverse of the assembly process. Baffling comes first, and is followed by the accessories (magnetos, vacuum

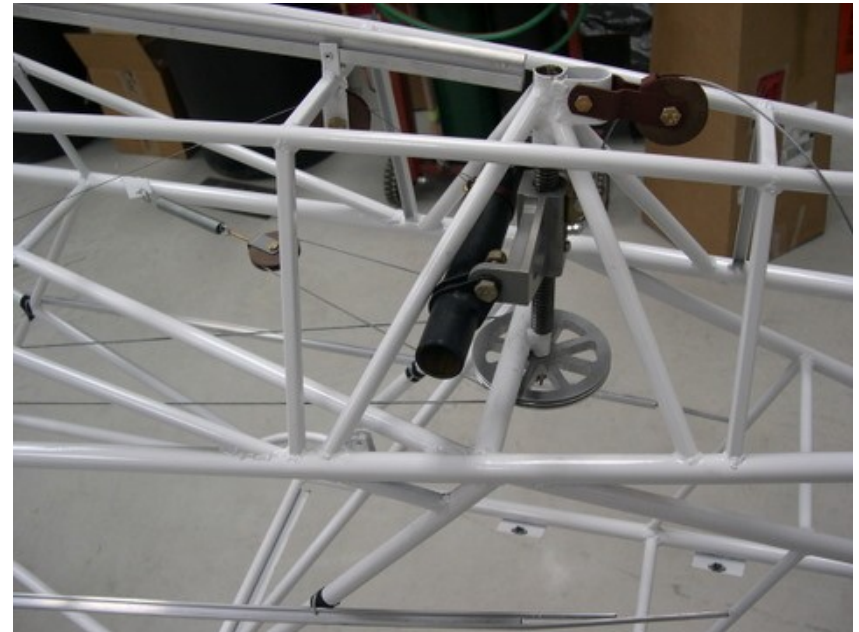


pump, alternator, starter, oil cooler, carburetor, and intake system). You must remember that all of this is happening while the engine is on an engine stand, and the crank shaft is firmly bolted to that stand.

I think  
I understand

why this is happening. The disassembly process is going on in the shop (heated), while I am out in the hangar (cold). It takes three days to get everything on the shop table, and then all the different parts need to go to different places. There are three places to stop at in the DFW area. The cylinders get boxed and sent to San Antonio, and Gregg decides to take parts to two shops in Tulsa. He wants to talk to the shop foreman about the crank issue, rather than sending it there and then try to figure out how to address any problems. After many twists and turns, this proves to be a good decision. It turned out that the crank was not repairable, and the replacement crank was from an O-340, even though its paperwork said it came from an O-320. Having the replacement crank sent to Tulsa allowed this difficulty to be discovered. The crank supplier took the crank back, and replaced it with a serviceable crank.

Now that the engine is in process, Gregg has time for me. Remember, I have been blasted and primed, and that means that lots of stuff needs to go into my fuselage. There are aluminum stand-off's that give the final fabric shape. Tubing for the modified fuel system needs to be installed. Everything for the trim system needs to be routed, guides mounted, alignment verified, cable tension set. Running a continuous loop cable over and around eight pulleys can be a bit of a mind blowing exercise. Two of the pulleys are double groove, and the cable cannot rub on itself. Needless to say, the cable has to make two loops to get all of this correct, and this small cable does not want to cooperate at all!



With all of this going on, and I know it all needs to be done, I am still waiting to see some color! Maybe soon, I hope....

Chapter 972 meetings scheduled 2nd Thursday of the month at Gladewater Municipal Airport terminal - 6:30 PM

Refreshment schedule for 2012

Feb – Jerry Gardner

Mar – Bill Vawter

Apr – Garnet McClure

May – Ernst Viehweger

Jun – Jerry McFerron

Jul – Harold Craig

Aug – Arnold Phillips

Sep – Steve Garrett

Oct – Bob Tippens

Nov – Dave Mason



### Chapter 972 Fly-In Events Schedule for 2012

3/24/12	Runway Gumbo Lunch	11:00 - 1:00
4/28/12	Runway Gumbo Lunch	11:00 - 1:00
5/26/12	Runway Gumbo Lunch	11:00 - 1:00
6/23/12	Pancake Breakfast	8:00 - 10:00
8/25/12	Pancake Breakfast	8:00 - 10:00
9/22/12	Pancake Breakfast	8:00 - 10:00
11/24/12	Runway Gumbo Lunch	11:00 - 1:00

All events are held at Gladewater Municipal Airport (07F)

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**AirNav 100LL Prices (02/03/12)**

07F (Gladewater)	\$4.20
JXI (Gilmer)	4.99
TYR (Johnson FBO)	5.61
JDD (Wood co.)	4.79
<b>KRFI Rusk Co.</b>	<b>4.19</b>
F51 (Winnsboro)	4.20 (mogas: 3.759)
GGG (KRS FBO)	5.79 (SS)
3F9 (Wisener)	4.75

Quality Aircraft Maintenance

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903-734-4378

Jesse Loffer, Owner  
FAA Authorized Inspector

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**God Bless Our Troops**

**EAA Chapter 972  
c/o Robert Caldwell  
200 Sundance Path  
Holly Lake Ranch, TX 75765**

**Meeting Refreshments: Jerry Gardner**