



The Ramp Page



The Monthly Newsletter of the Sherman, TX EAA Chapter 323

September 2016

Monthly Meeting, Thursday September 15th, 7PM, Sherman Municipal Airport Terminal

Our own Robert Honey will be sharing stories from his personal career as a ATC controller. Entitled "Tales from the Tower," we're sure to hear some very interesting situations that'll either make us laugh or simply scare us. So, come on out and enjoy an evening with the group.

Review of Guido Bevoni's presentation on himself

At the August monthly meeting Guido presented some of his personal flying adventures with the chapter. He brought a series of photos, yearbooks, flight training manuals, and even a D-4A flight computer with him.

Guido talked about starting out with the Army Air Corps in 50hp Cubs. He had flight training assignments in Tennessee, Mississippi, Texas, Florida, to name a few. At one point, he was chosen to be a bombardier, but, complained enough that he got changed to a pilot! Other planes he flew during training included the Stearman and AT-10. He was relieved from active duty in December 1945.

In Mississippi, he met his wife.

While in White Plains, NY from 1946-48, he got his instrument, multiengine, and CFI certificates. Then, he worked for a while in Mississippi, then Detroit as an auto mechanic, and got into the Civilian Institute for Military Training. So, he did training on contract for a while for the military.

From 1951-54, he built a lot of time as an Air Force reserve pilot and also for airline service, including the C-46 and C-45. He talked about the supersonic props and mentioned the manufacturer eventually cut off 3 inches, and noise went way down and gained 300 lbs of gross weight to the C-46. He said that's the reason his hearing is low ☺.

In 1955, Guido got his ATP in a C-45.

From 1956-1960, he was part of Axico Airlines (Cargo) out of San Antonio. Then a 5 year labor dispute started. In the meantime, he talked about flying for Capital Airlines, Trans America...and others (I lost track). Also, he flew military contracts in the C-46 as a flying warehouse for the bases. He even got to fly a basketball team for a month to the various bases, which he really enjoyed.

Some other aircraft he flew was the DC-6 (with Saturn Airlines), DC-8, Electra, Hercules (C-130), DC-3.

He left the airlines in 1972 and did a lot of freelance instruction.

He got a job from 1984-2006 flying a C-310R for Oklahoma Steel. He shared the nice retirement gift he was given in 2006 with the chapter presentation. He lost 2 engines during that time, and flew in some poor weather.

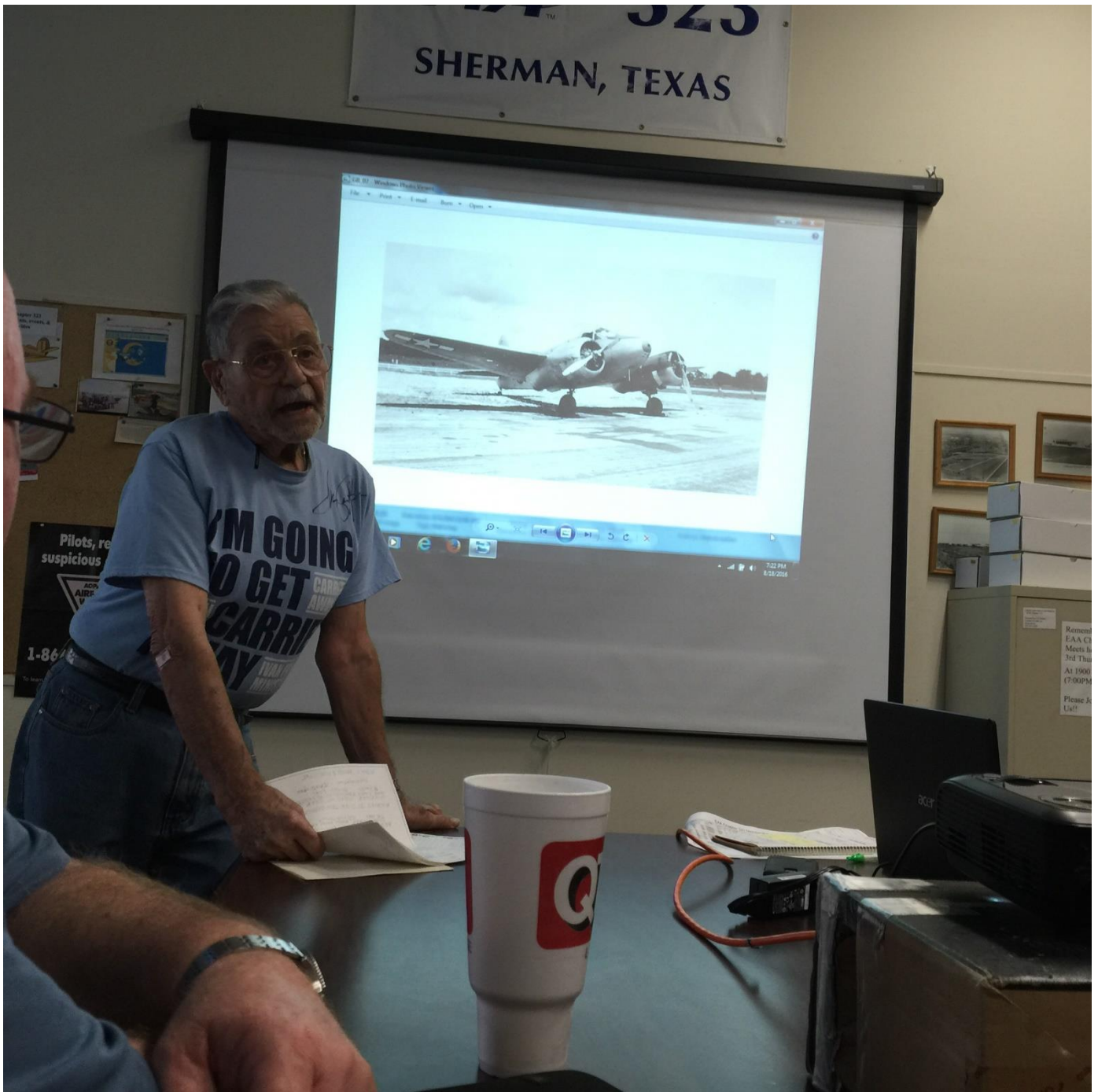
He also did some DC-8 Vietnam troop flying. The route he described was from CA->HI->Phillipines->Saigon->Japan->CA, and do it all over.

Guido also briefly explained the A-N Low Frequency Range Navigation that was used "back in the day."

The evening was very special. (I hope my notes above are correct....)

At the conclusion, he was awarded the Worstell Award for the Spirit of Aviation in 2016 with a take-home trophy (previous winners, Ross Richardson, Evans Gauthier, and Joe Nelsen also received a take-home trophy). The award was presented by John Horn, chapter president.

We really appreciated the effort Guido put in for the presentation. It was very unique and personal for the club.



Guido talking about his piloting career. In the background is a picture of the AT-10. It was mostly plywood.



Guido receiving the Worstell Spirit of Aviation Award for 2016





Brushy Creek Flyin—Saturday October 1st

Ok Gang, it's time once again to make me clean the hanger. Yep it's gettin' into be Chili time. PKSolutions has agreed to sponsor our fine soir e once again, along with some special prizes for our 20th year of fun on the grass.

Please mark your calendars and plan to come visit for a while on Oct 1st, bring a lawn chair and hope the weather cooperates.

We ask you bring something for our local food pantry, Your Neighbors House as your price of admission. Canned goods, boxed meals and especially diapers are welcomed. Come fill our box to the top!

FYI - EAA Chapter 323 will have a board meeting here earlier in the morning before the festivities start.

Attached at the end of this newsletter is the flyer with all the information.

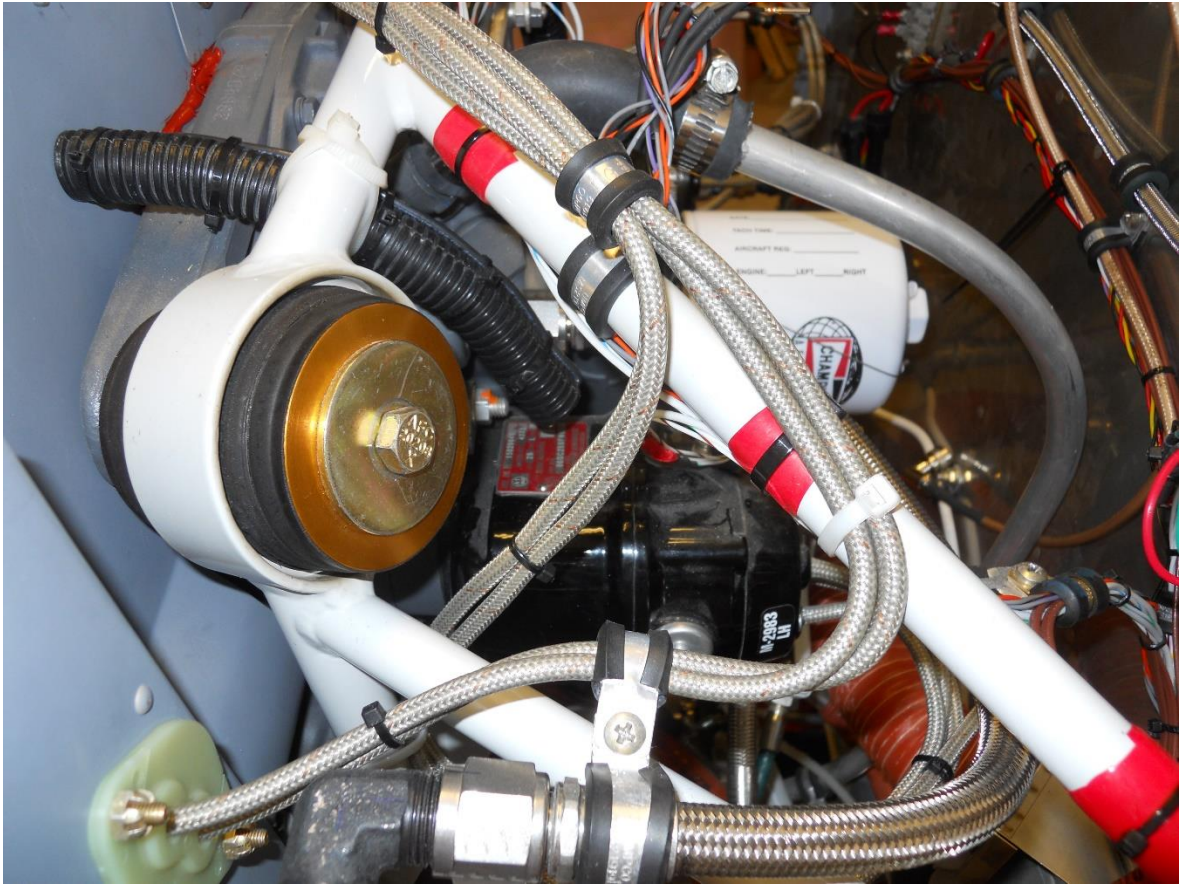
See You Then !

Rick and Pam Simmons

Project Central Update

Steve Riffe

Status Report—Van's RV-8, builder Steve Riffe: I am presently working on finishing the fiberglass cowling. For me this seems to be a process of apply resin/micro, sand off 99% of it—repeat, repeat, repeat--you get the picture. This has been going on for quite some time, but I believe the end is in sight. Everything from firewall forward is complete except for safety wiring the prop bolts. The last of the metal work was completed when we riveted the flap fairings to the fuselage last week. My wife drove rivets while I bucked from inside the fuselage. All metal work on the plane is now complete--almost. I'll probably build another baggage door—don't like the fit of the first one. I have ordered the interior--seats, side panels etc and expect delivery in early November. So, the end is in sight—first flight planned for Tuesday (just not saying which Tuesday at this point).





Joe Nelsen

My Sonex is nearing engine start! Firewall forward is 99.9% complete and wired! the instrument panel is in process and is mostly wired, except for the com radio and elt controller. I am stuck just today (8-30-16) on how to interface the JPI tachometer, but that should not be a real stopper for the show. After first engine start, and maybe another just to make sure, I have to do minimum fuel flow rate at steep AOA to make sure there is enough flow using the gravity feed system, then the wings will go on for good and flight controls next. The forward floor is going to be difficult due to some hardware requirements really testing a fat old guy in a tight place!! Times 4 corners!! somewhere along the way I will ask Mel and Ann to revisit as EAA tech councilors for a last view prior to completion, application of the N number. The big day sort of looks like some time early winter, maybe before Christmas. Unless unforeseen items dont pan out, or I cant get it done for personal reasons. We...!...shall see!

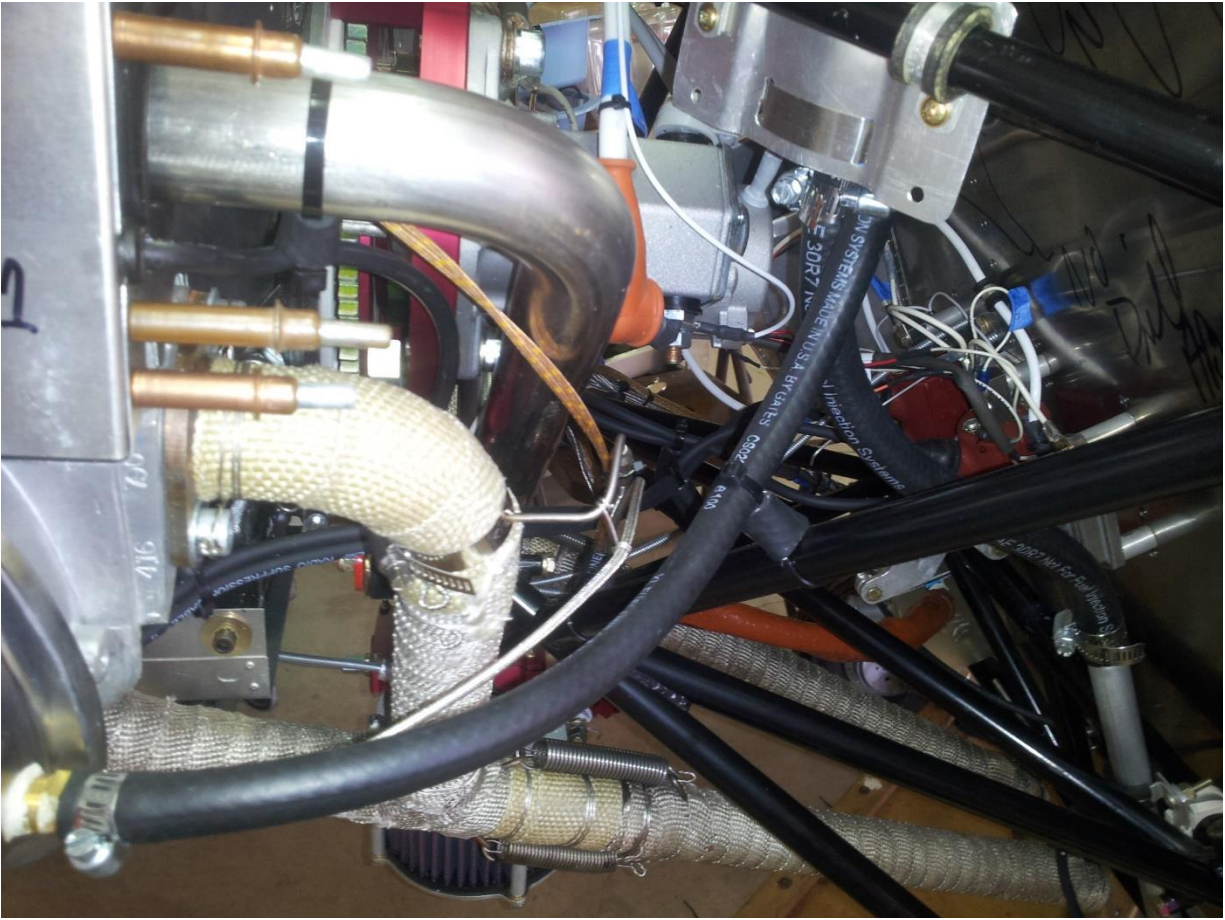
Joe Nelsen

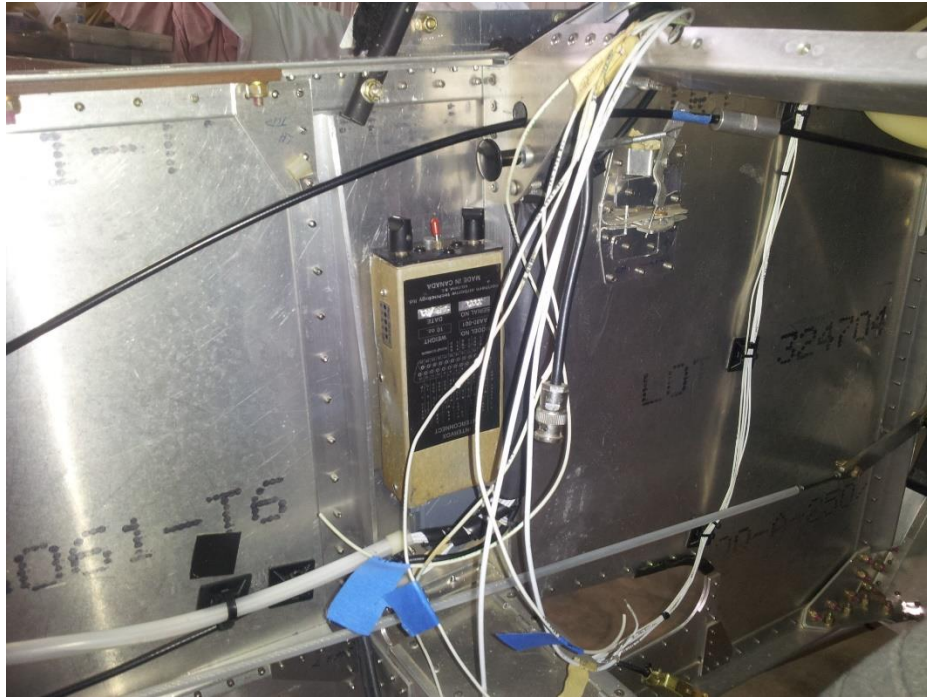
Sonex sn 1510, AeroiVee sn 8970

Tail wheel, dual stick, lowered seat

Round gauge panel







Frank Connery

If it's true that when it starts to look like an airplane you're half done, then I'm half done. The tail is on, the wings are finished, the fuse kit is complete. I'm working now on the finish kit. Primarily the canopy. The rear canopy is finished except for gluing it in place. Currently working on the canopy frame. Very intimidating working on the plexiglass. The hot weather is good when drilling the plexiglass. I'll probably order the engine (IO-390) by the end of the month to take advantage of a sale at Van's. I'm now working out of a T-hangar at Perrin (#23-the northern most row). Stop by sometime if you see my car outside.



Regulatory Minute

Did you know that an airman checkride for the airlines was only about 5 miles in the 1950s? Ask Guido—From San Antonio to Kelly Field. It was easier in those days! 😊

Please see Brushy Creek and Splash-In Flyers at end of The Ramp Page!

Upcoming Chapter Events

Thursday September 15	Monthly Meeting, Sherman Airport Terminal, 7:00 PM <i>Subject: Robert Honey's "Tales from the Tower"</i>
Saturday September 24	Sport Plane Fly-in and Expo at Gainesville Airport, 8AM-2PM
Saturday October 1	Brushy Creek Annual Fly-In (Special surprise around noon—see attached flyer!)
Sat/Sun October 15/16	Splash-In at Cedar Mills (and support Sunday morning pancake breakfast)
Thursday October 20	Monthly Meeting, Sherman Airport Terminal, 7:00 PM <i>Subject: Tentative plan: Desert Storm F-16 pilot</i>

Officers/Board of Directors/Key Coordinators

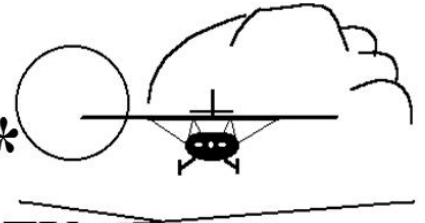
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John Halterman	Secretary	903-819-9947
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John Halterman	Newsletter Editor	903-819-9947
Billy Dollarhide	Web Master	903-870-0521

General Email: EAA323@hotmail.com Website: www.eaa323.org



BRUSHY CREEK

Twentieth



ANNUAL FLY-IN & FARM PARTY

Sponsored by PK Solutions

October 1st from 11:00AM till...dark

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LOCATION: BRUSHY CREEK FARM, GRAYSON CO. Five miles north of Sadler, Texas on Arkansas Rd, One mile East of FM 901 See Maps below

LUNCH @12:30.. Rick's infamous chili, Hot Dogs, Brats, all the fixins & your favorite Soft drinks will be available. **BRING YOUR LAWN CHAIRS!!**

Come help make the 20th THE BIGGEST EVER!

Price of Admission: We ask you bring canned goods or diapers to be delivered to "Your Neighbors House" our local food pantry. Last year you shared over 200# of food and goods, can you beat that this year?

Contests... Give Aways... Prize Drawings... Games

** Please RSVP Via E-Mail rr52s@yahoo.com or Call 903 818 8066

FOR YOU AVIATORS..2800X100 GRASS (CAUTION, 40' TREE @ EACH END)

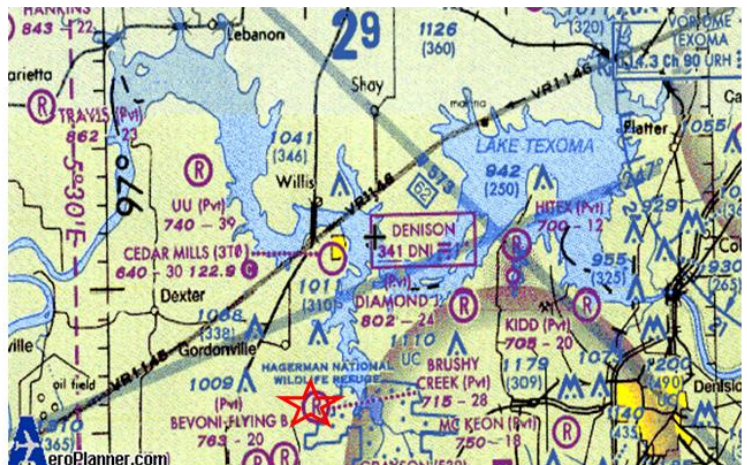
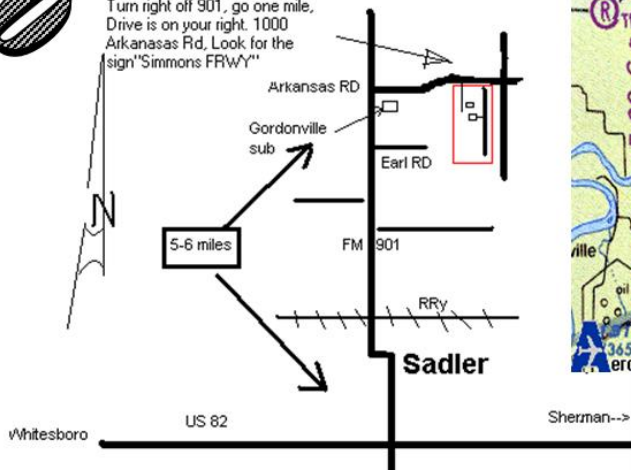
18-36, WIND SOCK ON West Side OF RWY. LAT 96/49 LONG 33/45. PARKING VIA MIDFIELD WEST TAXIWAY, THEN NORTH SIDE IN FRONT OF THE HANGER.

CTAF 122.75

See you Soon, Rick & Pam Simmons

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Turn right off 901, go one mile, Drive is on your right. 1000 Arkansas Rd, Look for the sign "Simmons FRWY"



Sectional Not for Navigation

18th Annual Cedar Mills South Central Safety Seminar & Fly/Splash In

Oct. 14, 15, 16 2016

Something for everyone ... both land and sea!



Join us at Cedar Mills (3T0) on beautiful Lake Texoma for North Texas' most informative and fun safety seminar and fly-in.

Forums... presented by the FAA, aviation instructors & representatives of aviation equipment, manufacturers, avionics & aviation industry, along with fun education programs.

Flying Events... Scheduled for Saturday and Sundayboth land and sea!



Join in the fun...



camp under your wing or enjoy a cottage!

Seminars

Every seminar qualifies for **WING** credit & **DOOR PRIZES!**

Each seminar attended gives the pilot additional chances to win the **Grand Prize!**

You must be present at Octoberfest to win the Grand Prize.

Octoberfest Dinner featuring Aviation Guest Speaker

Rogers Shaw - PHD

Civil Aeronautical Medical Institute
24 Years FAA / 24 Years Air Force

Topic: *Spatial Disorientation & Hypoxia*

Sponsored by:



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