



The Ramp Page



**EAA Chapter 323 Sherman, TX
Monthly Newsletter
Celebrating our 52nd year of service!
August 2021**



Email: ea323@hotmail.com

Website: <https://chapters.eaa.org/EAA323>

Like us on Facebook @ea323

President's Mission Brief:

By John Halterman

Hello EAA 323!

The next chapter meeting will be Thursday August 19th at 7pm at the Sherman Muni Airport Terminal. Charles Schandelmeier, A&P w/ IA (Airframe and Powerplant Mechanic with Inspection Authorization) will be present to help on your questions and concerns regarding bringing your aircraft to a mechanic for repair or annual. You can also ask about experimental maintenance questions too! Come loaded with your questions and concerns you've always wanted to ask a mechanic (free of charge!). Also, there will be a free ice cream social!



At last month's meeting, we had a very informative session with the North Texas Airport Manager, Mike Livezey, on the current and future status of KGYI. Look later in the newsletter for the key findings.

For this month's president message, I want to provide all with a preview of the remaining activities for 2021 for EAA 323 after August. It is subject to change due to weather, issues, availability of presenters, etc., but, mark your calendars in advance. This is what is planned out:

EAA 323 3rd Thursday Chapter Meetings (all at Sherman Muni Airport Terminal except Christmas Party)

- Sept 16: Mike Montefusco presentation (subject TBD) (Gyrocopter Pilot)
- Oct 21: Aerobatic Flying
- Nov 18: Thanksgiving Potluck and Elections
- Dec 16: Christmas Party (at the Richardson's)

EAA 323 Saturday/Special Events:

- Sept 11: Flyout to Sulphur Springs and eat at Red Barn
- Sept 26: Young Eagles Flights at KSWI, 1 PM
- Oct 2: Brushy Creek Annual Fly-In (Rick Simmons' airport)
- Oct 9: Antique Fly In at Gainesville
- Oct 16-17: Splash-In at Cedar Mills
- Oct 17—EAA 323 Sponsors Pancake Breakfast Sunday morning at Splash-In
- Nov 6: EAA 323 sponsored pancake breakfast at KSWI
- Dec 4: Flyout (details to be determined)

I hope you all can mark the above in advance and attend. Looking forward to a fun-filled fall and getting rid of the heat!

John F. Halterman
EAA 323 President



[EAA 323 Monthly Gathering \(2021\): Introducing Mike Livezey, Airport Director!](#)

By Ed Griggs and <http://northtexasregionalairport.com/our-team/>

On 15 Jul 2021, EAA 323 members and guests were treated to a special insight to changes that were going on with North Texas Regional Airport and its new Airport Director, Mike Livezey!

Mike began his career in the aviation industry in 2001 as Line Manager for WingsPoint Aviation in McKinney, TX. He held roles with increasing responsibility at WingsPoint Aviation until March 2006 when WingsPoint Aviation became part of the Cutter FBO network. Mike was tasked to lead the Cutter team as General Manager for the McKinney FBO. Over the next decade Mike added responsibility for Cutter's Marketing of the FBO network to his duties and Director Special Projects.

Late in 2017 Mr. Livezey accepted the position of Vice President and General Manager for Lake Texoma Jet Center at North Texas Regional Airport (KGYI) in Denison, TX. During his first year at Lake Texoma Jet Center, he launched many new initiatives including rebranding the business to Rise Aviation and the approval to build a new FBO Terminal at North Texas Regional Airport.

Mike has participated with industry trade groups throughout his aviation career. He served as a member of the National Business Aviation Association Schedulers & Dispatchers Committee for 5-years and was then invited to serve on the Advisory Council to the NBAA S&D Committee. Prior to his work in aviation, Mike held sales and management positions in the grocery and financial services industries and with the U.S. Postal Service. Mike holds a Bachelor of Science Degree in Business Management from LeTourneau University. Mike volunteers in his community with civic and non-profit organizations. He has been a member of the McKinney Kiwanis Club for 35 years.



EAA 323 members and their Guests listen intently as Mike Livezey, North Texas Regional Airport Director, lays out plans for the Airport in the submitted 20-year plan!



FunPlacesToFly

- <http://FunPlacesToFly.com>
- <http://VansAircraftBuilders.com>
- <http://SmittysRV.com>
- <http://EAA1246.org>
- <http://ThisNewOldRV.com>
- <http://OpenAirNet.com>



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Gold Seal & Master CFI Fixed & Rotary Wing

MCFI/CFII AMEL/AJEL/HELI	A&P Mechanic
SFAR 73 R-21/44 Instructor	SUAV Drone Pilot
Advanced/Basic Ground Instructor	ATP AMEL/AJEL/HELI
Instrument Ground Instructor	High Performance/Complex
Night Vision Goggles Instructor	Flight Review/IPC

Young Eagles Flight being lined up:

By Ed Griggs

John Horn has announced that there will be a Young Eagles Flight at Sherman Municipal Airport (KSWI) on Sunday, Sep 26 at 1pm (Alternate date of Sunday, Oct 03 in case of inclement weather).

With the word getting out, more and more Young Eagles are showing up to take advantage! We need any and all ground-crew, pilots and, last but not least, PLANES to be present for this mission! Please get with John if you are able to support this event!

This is also a chance to verify and update your EAA Youth Protection Policy and Program status. The following link (<https://www.eaa.org/eaayouth/youth-protection-policy-and-program>) will take you to the website! Once completed, please let John Horn know! Thanks!

Young Eagles Day Registration Website:

If you know of someone who may be interested in signing up for a Young Eagle flight, Please have them sign up at the following link (<https://youngeaglesday.com/>) where they can sign up and fill out a Waiver for the event. Keep this link handy for future reference!

Rusty Pilot, Accomplished Pilot, Wanting to be a Pilot? Join Texoma Aero Club:

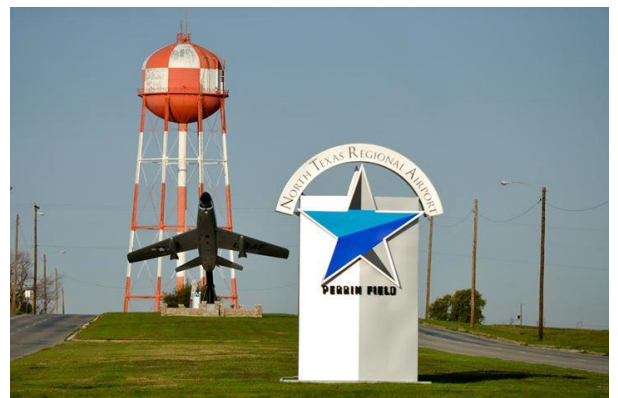
By Michael McLendon



Good news from the TAC hanger. "Glenda" our C150 is back online after the generator to alternator conversion and fuses to breakers. Time consuming but very worthwhile upgrade. We will be installing ADSB out soon.

"Lucy", our 172, will be back in the air within the week. The complete engine overhaul and annual inspection are almost complete. Club members will be advised when Lucy will be available.

Our August TAC meeting will be this coming Tuesday, August 17, starting at 6:30. All club members are encouraged to attend as well as anyone interested in becoming a member. TAC is located at hanger E2, NTRA.



Airplanes and Coffee celebrates its 1-year anniversary with a Gainesville (KGLE) Fly-in:

By Keith Russ, Mike Roberts and Johnathan Naugle, and <https://www.AirplanesandCoffee.com>



Keith Russ, Johnathan Naugle, and Mike Roberts are all Co-Founders of Airplanes and Coffee

EAA 323 invited all members, whether flying or driving, to come out and support Airplanes and Coffees 1-year Anniversary! We had a large outpouring, including 9 aircraft from Finney Field alone! Present and Past Chapter Presidents John Halterman and Mike McLendon, as well as Board member Rick Simmons were present to celebrate the event!

Airplanes and Coffee is a Non-Profit Group with three main objectives:

- General Aviation Awareness
- Raising scholarship money for students going into aviation related careers
- Helping Veterans

They meet for fly-ins the first Saturday of every month. And also meet up socially the third Saturday of every month! For more information and merchandise make sure to check out our website www.airplanesandcoffee.com. Please email info@airplanesandcoffee.com with any questions or ideas!

Keith Russ, Co-Founder of the group, stated: "Thank you all for coming out to celebrate Airplanes and Coffee One Year Anniversary. It all started 365 days ago today. One year later we are over 12,000 strong. It was so amazing to have such a great turn out this morning. Final count 120 airplanes.

Thank you all for your friendship and support of the Airplanes and Coffee mission. Today, we raised \$400.78 in cash donations plus another \$50 came in through PayPal. I am totally convinced that airplane people are some of the best people on the planet and I am honored to be among you.

Thank you very much. If you want to donate to the scholarship fund through PayPal just send your donation to info@AirplanesandCoffee.com. Let's all do our part to help put the next generation of pilots and mechanics in the shops and left seats. We will see you all on September 4th."

We would also like to thanks Gainesville Munciple Airport and the Unicom crew for working in as many planes as well as Precision Aircraft Maintenance and Ruhlander Aviation for their support of both the Donuts and Coffee as well!!



Precision Aircraft Maintenance
<https://precisionaircraftmaintenance.com/>
4845 Lockheed Ln,
Denton, Texas 76207

Alexis Cruze **Wesley Pearce** **William Garn**
(940) 735-0302 (940) 367-5988 (409) 767-1158

PrecisionAirMX@gmail.com



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Pics of 323 membership and Others at Airplanes and Coffee



Mike McLendon and Clint Murphy having a chat but it looks like Rick Simmons is wanting them to hurry up before the donuts are gone!



Mike Montefusco (L) showing someone how to gracefully exit his Gyrocopter!



Chad Smolik, of Aviation Insurance Experts, is smiling while Mike McLendon, Texoma Aero Club, looks like he was just informed of his new rates! Better luck next year!



Awesome Amphib!



Army vs Navy! You decide!!



Super nice Cessna 195



Clint Murphy flew his 46 Super Cruiser and Howard "Hate" Moore and Rheuben Gammel flew in the Super Cub, both were with Finney Field Group!



Brad Alexander and Craig Neal both flew their Aeronca Champs in from Finney Field!



Smitty, of funplacestofly.com, made this video of the event. Its worth a watch. To view, go to: <https://www.youtube.com/watch?v=6MswQzO47rU>



Howard "Hate" Moore and Rheuben Gammel getting ready to depart from the fun and festivities!



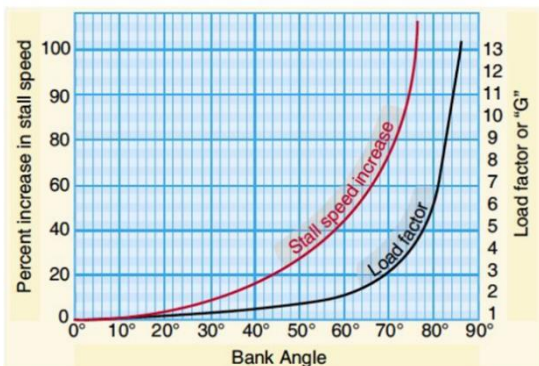
CFI Corner: Is This Stall Taken?

By Adam Yavner

Stalls can be intimidating but understanding how they work and practicing them will make you more comfortable with them and a much safer pilot. A stall can occur at any airspeed, in any attitude, or any power setting, depending on the factors affecting the airplane. Here is a quick review of the aerodynamics and common types of stalls.



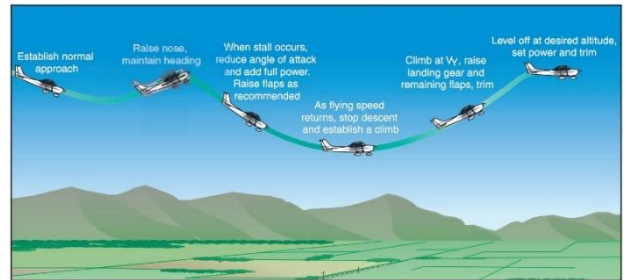
Aerodynamics associated with stalls: A stall occurs when the critical angle of attack is exceeded. Angle of attack is simply the angle between the chord line of the wing and the relative wind, and the critical angle is about 16° in most GA airplanes. When this happens, the smooth airflow over the wing is disrupted resulting in a loss of lift and increased drag. As mentioned above, a stall can occur at any airspeed, in any attitude, or any power setting, depending on the factors affecting the particular airplane. These factors include weight, loading, and load factor – when these go up, you need more lift to accommodate – this can be achieved either through more airspeed or higher angle of attack – both of these are finite resources and work together – higher airspeed means you don't need as high an angle of attack, and vice versa.



One way this scenario can play out is with heavy weight – power will get more airspeed over the wings, but once you run out of available power, the only way to add more lift is higher angle of attack. Once angle of attack reaches the critical angle, you have no more tools at your disposal with which to add lift (assuming flaps out at this point). Remember, the published stall speeds are understood to be at Maximum Takeoff Weight (MTOW). In addition, higher load factors mean that this situation will happen at a higher speed. Fore and aft CG loading introduces tradeoffs between performance and stability – always stay within the envelope! There are 4 common ways we train around stalls to illustrate recognition and recovery in different flight configurations. These are: power-off stalls, power-on stalls, accelerated stalls, cross-control stalls.

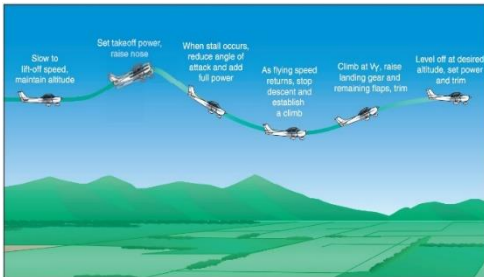
Power Off Stalls

Power off stalls are practiced to simulate stalls in the landing and approach conditions and configuration. We configure the airplane in a landing configuration per the Pilots Operating Handbook (POH) and set power to idle and trim to achieve a stable 500 foot-per-minute descent. Pull the yoke back fully and maintain heading with right rudder (remember increased P-factor at high angle of attack...) until the first sign of the stall (stall indicator and buffeting). Recover by promptly lowering the nose (releasing pressure may be enough) and adding full power.



Establish a climb at V_y (Best rate of climb according to the Pilots Operating Handbook) and at a positive rate of climb, retract the flaps in stages and the landing gear. Resume straight and level flight.

Power-On Stalls



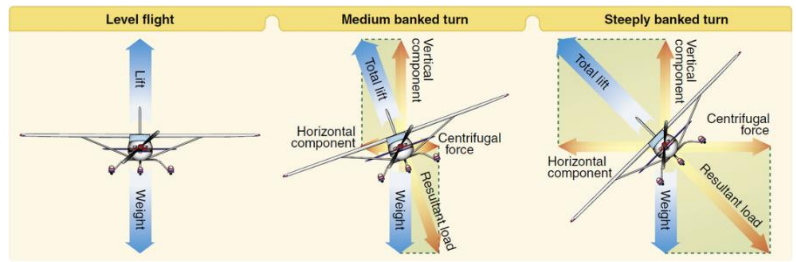
Power on stalls (also known as departure stalls) are practiced to simulate stalls in the takeoff and climb-out conditions and configuration. Configure the airplane for a takeoff configuration (gear down, no flaps) to achieve slow flight. This simulates you are rolling down the runway and about to rotate. Set throttle to full power and simultaneously pull yoke back to a high pitch attitude. Maintain coordination and heading with rudder. At first sign of stall, recover by promptly lowering the nose (releasing pressure may be enough) and adding full power. Maintain coordination and heading with right rudder and resume climb. It is important to note here that you must burn into your memory that your first reaction upon detecting an impending stall

MUST be to lower the nose immediately – especially in this scenario. If you lose power on the initial climb, you will already be at a high angle of attack and your speed will start to decay rapidly. Break the stall to maintain control, THEN start thinking about dialing in best glide, where to land, etc.

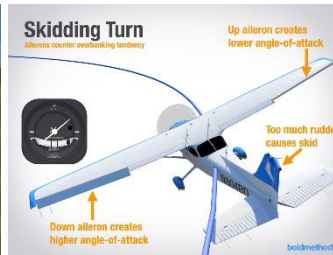


Accelerated Stalls

Accelerated stalls are practiced to demonstrate stalls when higher maneuvering loads are imposed by steep turns, pull-ups or other abrupt changes in flight path. The classic “yank-and-bank” maneuver. Often times, this one will happen in a steep spiral descent if you pull back too abruptly and don’t maintain airspeed. You can demonstrate this by setting up for straight and level cruise configuration. Clear the area. As directed, smoothly roll into a 45° bank then smoothly and rapidly increase back pressure on the yoke to maintain altitude. Continue applying back pressure until the stall. Maintain coordination. Recover by immediately lowering the nose (release back pressure) and roll back to level flight. In the case of a steep spiral descent, guess what? Lower the nose to break the stall and maintain a good airspeed (normally around best glide speed is adequate, and then you’ll be at the right speed when you roll level to continue). Maybe think about decreasing the bank angle – remember from the chart above, the higher the bank angle, the higher the stall speed increase (load factor, remember?).



Cross-control Stalls



This type of stall occurs with the controls crossed - aileron pressure applied in one direction and rudder pressure in the opposite direction. Typical of the overshooting base-to-final turn, which dramatically increases the possibility of an unintentional accelerated stall while the airplane is in a cross-control condition. If overshooting, do not try to correct with rudder, instead initiate a go-around and try again.

So next time you fly for fun, maybe work a few stalls into your routine just to spice up the flight. Don’t forget things like clearing turns and carb heat, if appropriate. As always, if you have any questions just shoot me a message and I’ll do my best to get you an answer!

[A funny thing happened on the way to the ... Part 3](#)

By Ed Griggs

As of the last Newsletter, I left our avid readers with the cliff hanger of an annual being completed on my newly purchased 1946 Aeronca Chief (11-BC) and the compression test of Cyl 1: 75, Cyl 2: 25, Cyl 3: 25 and Cyl 4: 75!



The follow-on to that story is that we found the following:

Unfortunately, the Camshaft and Crankshaft didn’t make the cut! Too much damage done to the Camshaft and apparently, the Crankshaft Journals had been “Hard Chromed” sometime ago (there are no records as to when it happened). For those of you who are not familiar with the process, by Hard chroming the Crank, you can increase size of the journals on high performance cranks. The drawback, as was explained to me, is that you won’t see any future damage to the Crankshaft under the chroming and has since been barred as a practice!

We are still waiting on the Case to make it through its inspection and renovation work so we can get this thing back together again and get me back in the air!



North Texas on the Route for Historic Train Exhibit

By Ed Griggs

While I know that this article is not as exciting as AirVenture, which is covered literally EVERYWHERE, but this past Friday, North Texas was privileged to have to a "blast from the past" as Union Pacific displayed the Union Pacific 4014, also known as the "Big Boy". The "Big Boy" is a steam locomotive owned and operated by the Union Pacific (UP) as part of their heritage fleet. It is a four-cylinder simple articulated 4-8-8-4 "Big Boy" type built in 1941 by the American Locomotive Company (ALCO) of Schenectady, New York. No. 4014 is the only operating Big Boy of the eight that remain in existence.



I have been a model railroader all of my life, getting my first HO Model train Christmas of '76, so I have heard about the "Big Boy" all of my life! Getting to see this mammoth of an Engine up close and personal has always been a dream of mine and I was able to fulfill that dream on Friday, August 13 (Yeah, I caught the irony as well), along with Reuben Gammel and Wendy Inman, who signed on for a day of trainspotting!

The "Big Boy" first crossed the Red River around 1:00pm! Reuben, Wendy and I headed to Pottsboro (thinking that it would be too crowded to park on the side of Hwy 75 to observe the Big Boy crossing the Red River! Here is a link to a video taken by Bruce Blais who did! You can go view the video if you wish! <https://www.facebook.com/bruce.blais.14/videos/252547586713275/>



UP 4014 stopped in Pottsboro!



Mike McLendon sent me this pic of UP4014 in downtown Atoka that same morning!

It was a thrill to hear UP 4041 coming into town blowing that deep, throaty train whistle was enough to make the hair on the back of your neck stand up!



UP 4014 crossing the bridges on Lake Ray Roberts south of Tioga!



If anyone wants some videos, let me know, I have a few!



FAA Safety Team Topic of the Month Aug 2021: “Stabilized Approach and Go Around for the GA Pilot”

By Daniel Hileman ATP/CFI and the FAA Safety Team

I hope everyone is fairing well in these crazy times! I had instructed for over 10 years, and after a short stint after the airlines and realizing it wasn't for me, left to fly corporate and then COVID struck..COVID shut down those plans. I am currently a Middle School Science Teacher in OKC...that's how crazy its been the last year and a half. Now I am enjoying my roots of GA and Instructing when my schedule allows. However, I enjoy sharing these articles with you, as Flying Safety is extremely important to me.



This Month's topic is: “Stabilized Approach and Go Around for the GA Pilot”

Overview of this Topic is broken into the following

- Review Approaches and Landings
- Stabilized Approach Concept
- Go Around-(Rejected Landing)
- Opportunities to Practice

REVIEW OF APPROACHES AND LANDINGS

As a pilot, we have all seen it and more than likely, done them all, Aircraft High and Fast on Final, or slow and low. How did those landings turn out? Enter the Stabilized Approach. It will give you the best opportunity for a safe landing. However, What is a Stabilized approach? We will cover this in a bit.

“Normal Approach and Landing”-The normal approach and landing is one where all variables are considered normal. Light winds, engine power available, no obstacles (to speak of) to clear, and approach is made into the wind with ample runway distance available to bring the aircraft to a gradual stop. The selected touch down point is within the first third of the runway. For the sake of brevity, we will start discussing the landing at the Final Approach segment. After completion of the Base to final turn the aircraft's longitudinal axis is aligned with the runway's centerline, and any drift should be recognized at this point. In a normal landing, the wind is aligned down the runway so that there is no drift. On the Final approach segment, decent angle is controlled so that landing within the first third of the runway can be made, and on the centerline. “The objective of a good, stabilized final approach is to descend at an angle and airspeed that permits the airplane to reach the desired touchdown point at an airspeed that results in minimum floating just before touchdown; in essence, a semi-stalled condition.”

“Use of Flaps- Flap extension has a definite effect on the airplane's pitch behavior. The increased camber from flap deflection produces lift primarily on the rear portion of the wing. This produces a nose-down pitching moment; however, the change in tail loads from the downwash deflected by the flaps over the horizontal tail has a significant influence on the pitching moment. Consequently, pitch behavior depends on the design features of the particular airplane you are flying. “Remember: When the flaps are lowered, the airspeed decreases unless the power is increased or the pitch attitude lowered.”

STABILIZED APPROACH CONCEPT

“A stabilized approach is one in which the pilot establishes and maintains a constant angle glidepath towards a predetermined point on the landing runway. It is based on the pilot's judgment of certain visual clues and depends on the maintenance of a constant final descent airspeed and configuration.”

OBJECTIVE OF THE STABILIZED APPROACH

“The objective of a stabilized approach is to select an appropriate touchdown point on the runway, and adjust the glide path so that the true aiming point and the desired touchdown point basically coincide
It is essential that deviations from the desired glide path be detected early so that only slight and infrequent adjustments to glide path are required.”



Aircraft Mechanic

(noun)

1. Like a normal mechanic, but cooler.

GO AROUNDS (REJECTED LANDING)

Whenever landing conditions are not satisfactory, a go-around is great idea! I always tell my students, whenever a safe the landing is in doubt (Even a little doubt), **GO AROUND!**

What are some things that can contribute to a faulty approach?

- air traffic control (ATC) requirements,
- unexpected appearance of hazards on the runway,
- overtaking another airplane,
- wind shear,
- wake turbulence,
- mechanical failure, and/or
- an unstable approach

“The assumption that an aborted landing is invariably the consequence of a poor approach, which in turn is due to insufficient experience or skill, is a fallacy. The go-around maneuver is an alternative to any approach and/or landing. Once the decision to go-around has been made **STICK TO IT.**” The Key is to know how to do that safely. And how often to we really practice them in the non-training world? I suggest a review of the Airplane Flying Handbook section on the “Go Arouns (Rejected Landing) Section 8-12 and apply to your particular aircraft.

Want an opportunity to practice? I would suggest completing: WINGS Flight Topic 1 ASEL – A070405-07

<https://www.faasafety.gov/WINGS/pub/accreditedactivities/accreditedActivityViewer.aspx?aaid=%2010>

Thanks for reading and stay healthy and safe! Let me know if I can do anything to help!

Daniel Hileman

FAASTeam Representative and CFI
405-570-6232
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Rare photo of an F-14 Tomcat giving air support for General Grant Circa 1864



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Quiz: Can You Answer These 7 Stall Questions?

By Colin Cutler | 07/12/2021, <https://www.boldmethod.com/blog/quizzes/2021/07/can-you-answer-these-7-aircraft-stall-questions/>

1) As an aircraft's weight increases, its stall speed _____.

Increases

Decreases



2) Most straight wing aircraft are designed to stall at the _____ first.?

Root

Midpoint

Wingtip

Entire wingspan

3) Stall speed is _____ in a level turn than it is in straight-and-level flight.

Lower

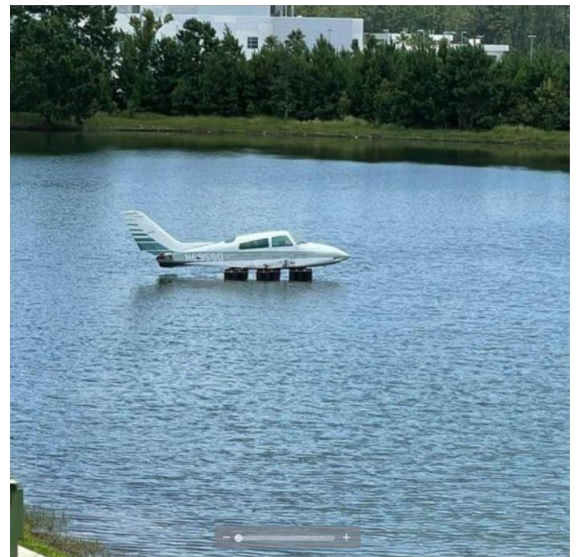
Higher

The same

4) A stalled wing produces lift:

True

False

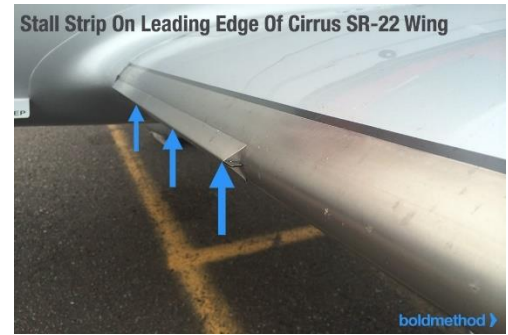


Giving up aviation and bought a boat...



5) Stall strips are designed to _____ a stall directly behind the strip.

Prevent Create Not affect



6) The critical angle-of-attack can be reached _____.

Only at V_{so} Only at V_s Only at V_a At any attitude or airspeed

7) As an aircraft's weight increases, its maneuvering speed (V_a) _____.

Increases Decreases

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER

www.chickenwingscomics.com



Aircraft of the Month: Boeing P-26 Peashooter

https://en.wikipedia.org/wiki/Boeing_P-26_Peashooter_and_Aviation-history.com

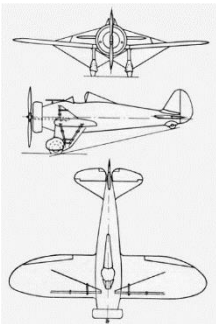
The Boeing P-26 "Peashooter" was the first American production all-metal fighter aircraft and the first pursuit monoplane to enter squadron service with the United States Army Air Corps.

Designed and built by Boeing, the prototype first flew in 1932, and the type was still in use with the U.S. Army Air Corps as late as 1941 in the Philippines. There are two surviving Peashooters, but there are three reproductions on display with two more under construction. The project funded by Boeing to produce the Boeing Model 248 began in September 1931, with the US Army Air Corps supplying the engines and the instruments. The open cockpit, fixed landing gear, externally braced wing design was the last such design procured by the USAAC as a fighter. The Model 248 had a high landing speed, which caused a number of accidents. To remedy this, flaps were fitted to reduce the landing speed. The Army Air Corps ordered three prototypes, designated XP-936, which first flew on 20 March 1932.

The Boeing XP-936's headrest offered little protection should it flip onto its back, risking injuring the pilot. As a result, production Model 266s (P-26As) had a taller headrest installed to provide protection.

Two fighters were completed as P-26Bs with fuel-injected Pratt & Whitney R-1340-33 engines. These were followed by twenty-three P-26Cs, with carbureted R-1340-33s and modified fuel systems. Both the Spanish Air Force (one aircraft) and the Republic of China Air Force (eleven aircraft) ordered examples of the Boeing Model 281, an export version comparable to the P-26C, in 1936.

The "Peashooter", as it was known by service pilots, was faster than previous American combat aircraft. Nonetheless, rapid progress in aviation led to it quickly becoming an anachronism, with wire-braced wings, fixed landing gear and an open cockpit. The cantilever-wing Dewoitine D.500 flew the same year as the P-26 and two years afterwards the Soviet I-16 was flying with retractable landing gear. By 1935, just three years after the P-26, the Curtiss P-36, Messerschmitt Bf 109 and Hawker Hurricane were all flying with enclosed cockpits, retractable landing gear and cantilever wings. However, some P-26s remained in service until after the United States entered World War II in December 1941.



SAL'S AIRCRAFT CYLINDERS, INC.



Sal, Jere & Jonathon Buentello

15963 Parvin Rd.
Prosper, TX 75078

(972) 346-3339



Specifications Boeing P-26 Peashooter

Data from Aviation-history.com

General characteristics

Crew: One
Length: 23 ft 7 in (7.19 m)
Wingspan: 28 ft (8.5 m)
Height: 10 ft (3.0 m)
Wing area: 250 sq ft (23 m²)
Airfoil: Boeing 109[26]
Empty weight: 2,196 lb (996 kg)
Gross weight: 3,360 lb (1,524 kg)
Powerplant: 1 × Pratt & Whitney R-1340-27 Wasp
9-cylinder air-cooled radial piston engine, 600 hp (450 kW)
Propellers: 2-bladed fixed-pitch propeller

Performance

Maximum speed: 234 mph (377 km/h, 203 kn)
Combat range: 360 mi (580 km, 310 nmi)
Ferry range: 635 mi (1,022 km, 552 nmi)
Service ceiling: 27,400 ft (8,400 m)
Rate of climb: 719 ft/min (3.65 m/s)



Aviation Words - 'Hangars, Not Hangers'

By Ian Brown, Editor, EAA 657159 <https://www.eaa.org/ea/news-and-publications/ea-news-and-aviation-news/bits-and-pieces-newsletter/07-15-2021-word-of-the-month-hangars-not-hangers?>

July 2021- It's amazing that a company in the business of renting T-hangers can't spell them!

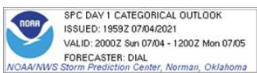
Okay, I think we all know how to spell the word. It dates back to the French word for shed, "hangar" (pronounced "ongah"), which may have come from old Dutch or German words for an enclosure near a house or place where horses were shod.

OK, now I've got that off my chest, does anyone else have a pet peeve aviation spelling word?



Pilot's Tip of the Month: Outlooks, Watches, and Warnings

Featuring Scott Dennstaedt, https://pilotworkshop.com/tips/severe-thunderstorm-watch-vs-warning/?utm_source=totw&utm_medium=email&utm_term=07-14-2021&utm_campaign=tip



"What's the difference between a thunderstorm watch and a warning? And how do those relate to outlooks?" — Jason B.

Scott Dennstaedt:

"When issuing watches or warnings the National Weather Service (NWS) generally uses a three-tiered approach, consisting of outlooks, watches, and warnings. This approach is largely based on two variables: time until the event and certainty of the event.



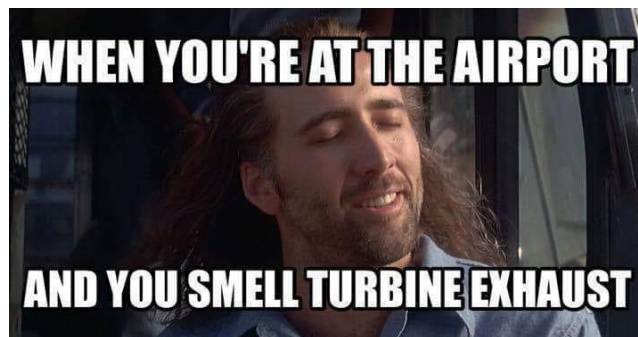
Outlooks are issued well in advance of the event when conditions are ordinarily uncertain. For example, the Storm Prediction Center (SPC) may issue a severe thunderstorm outlook three or more days in advance of the severe thunderstorm event.

A watch is issued by the NWS when conditions are more favorable and forecasters are more certain for a particular weather hazard to occur. A watch is a recommendation for planning, preparation, and increased awareness. Persons in the watch area should remain alert for changing weather. For example, the SPC may issue a severe thunderstorm watch when conditions are favorable for the development of deep, moist convection that may be severe thunderstorms that might contain strong straight-line winds, large hail, and/or tornadoes.

A warning, on the other hand, is issued by the NWS when a particular weather hazard is either imminent or has been reported. Warnings are ordinarily issued when forecasters are certain of the impact of the weather hazard. Persons in the warning area need to take action immediately to protect life and property. Depending on the specific hazard being forecast, warnings are normally issued 15 minutes prior to the event for severe thunderstorms or tornado warnings. Ordinarily, the geographic region covering a warning is smaller than the watch area for severe thunderstorm or tornado warnings."



thunderstorms or tornado warnings. Ordinarily, the geographic region covering a warning is smaller than the watch area for severe thunderstorm or tornado warnings."



Answers to the Quiz on Page 11 and 12

1) The heavier your aircraft, the higher the angle of attack it needs to fly to maintain altitude. Because of this, you're closer to the critical angle of attack at any airspeed, and you'll reach the critical angle of attack at a higher speed.

2) Most aircraft are designed to stall at the wing root first. This gives the aircraft more controllability, and less of a tendency to roll left or right during the stall.

3) Stall speed is higher in a level turn, because a higher AOA is required to create enough vertical lift component to maintain altitude.

4) Even though a wing is stalled, it still produces lift, although the lift falloff is rapid as the wing enters the stall.

5) Stall strips make it harder for airflow to stay attached to the wing at high angles of attack, creating a stall directly behind the stall strip.

6) That's right, the critical angle of attack can be reached at any speed or attitude.

7) Because a heavy aircraft flies at a higher angle of attack, it will reach the critical angle of attack sooner when a full control input is placed on the aircraft. Because of that, V_a increases as the aircraft's weight increases.

Supporting Our Community, Shop Local, Shop Texoma:

By Todd Bass

Connect. Shop. Buy.

Local businesses define our communities and are very much at risk right now. Use this site (<https://www.graytvlocal.com/market/sherman-tx>) to identify local businesses that are open, how to purchase from them and their hours.

Another tool to use is Texoma Curbside Restaurants on Facebook (<https://www.facebook.com/groups/texomacurbside>) as a tool to show you what restaurants are open and what items/services they are offering!

The following Companies have been very supportive of EAA323 and are deserving of our patronage.

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Sherman, TX 75090

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EAA Webinars Schedule:

<https://www.eaa.org/eaanews-and-publications/eaawebinars>



These live multimedia presentations are informative and interactive, allowing the presenter to use slides and audio, while audience members can ask questions and be polled for their opinion. Pre-registration is recommended since space is limited to the first 1,000 registrants.

8/18/21 @ 7 p.m. **Subject: How to Become a CFI**
Radek Wyrzykowski **Qualifies for FAA WINGS credit.**

During his two decades as an aviation educator, Radek Wyrzykowski trained and signed off dozens of successful flight instructor students. Are you thinking about teaching in a light-sport, single-engine, or any other airplane? During this webinar, Radek will share his experience and knowledge about how to be successful if you want to become a certified flight instructor. This webinar is not just about regulations and requirements but about what it takes to be a successful CFI, how to pass your flight instructor practical test on the first try, and succeed after you have your certificate.

8/25/21 @ 7 p.m. **Subject: Tundra Tires Rule: Alaska Style**
Presenter: Laura Herrmann **Qualifies for FAA WINGS credit.**

Learn what it's like to fly north of the Arctic Circle the day after summer solstice, fly around Denali, the tallest mountain peak in North America, or land on a road, gravel bar, or short gravel strip. Listen as Laura Herrmann describes her Alaskan summer and winter aviation adventures. Enjoy photos and GoPro video of the spectacular Alaskan scenery in Talkeetna and Fairbanks.

9/1/21 @ 7 p.m. **Subject: Machine Learning**
Presenter: Mike Busch **Qualifies for FAA WINGS and AMT credit.**

Predictive analytics has been revolutionizing the maintenance of big airline jets. Huge amounts of data gathered from thousands of sensors throughout the aircraft are analyzed using machine learning and other artificial intelligence techniques to predict when components are likely to fail so that they can be replaced or overhauled before they do. This cutting-edge technology is now being applied to piston GA to predict exhaust valve failures before they happen, and more predictive analytics are in the pipeline. In this webinar, Mike Busch brings you up to date on where things stand now and what's coming.

9/8/21 @ 7 p.m. **Subject: Avoiding Carburetor Icing - A Cool Pilot's Guide to Carb Heat**
Presenter: Prof. H. Paul Shuch **Qualifies for FAA WINGS and AMT credit.**

Carburetor icing can rob your engine of power, and if not corrected, will quickly turn your airplane into a glider. In this FAA Safety Team WINGS and AMT award presentation, Prof. Shuch tells you everything you always wanted to know about carb heat, but were too cool to ask.

9/14/21 @ 7 p.m. **Subject: Air Racing History - Part 2**
Presenter: Connor Madison **Museum Webinar Series**

EAA's staff photographer Connor Madison takes us on part two of the journey through the thrilling history of American air racing. This will pick up from his previous presentation held on May 11, 2021, and take a dive into the post-WWII era, such as the Cleveland National Air Races.

9/21/21 @ 7 p.m. **Subject: Buying Your First Aerobatic Airplane**
Presenter: Budd Davisson

Budd Davisson talks about the myriad considerations involved in buying your first aerobatic airplane. His talk ranges from personal aerobatic goals, finances, matching skill levels to potential airplanes and thumbnail pilot reports on the most likely candidate airplanes to be purchased. Much of his presentation will be answering questions from listeners.

EAA Webinars sponsored by



Upcoming Event Flyers:



Fort Worth Alliance Air Show 2021

Saturday - Sunday, Oct 23-24, 2021

Fort Worth Alliance Airport (KAFW)

Fort Worth, TX

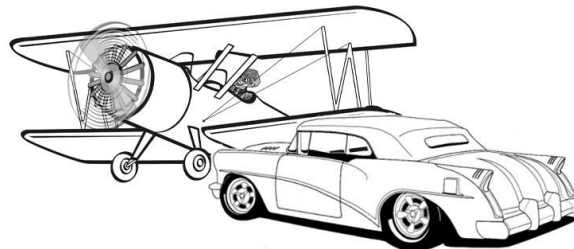
The Bell Fort Worth Alliance Air Show is dedicated to creating a vibrant air show that gives back to the community and supports, sustains and grows our region's aviation legacy by honoring our military and veterans, raising funds for local nonprofit organizations in the Dallas-Fort Worth area and engaging and inspiring the future generation to explore a career in aviation.

Website: <https://www.allianceairshow.com/>

Check out the other Aviation Events available at:

www.FunPlacesToFly.com

Wings N' Wheels!



Wings-N-Wheels Fly-In/Drive-In

Saturday, Sep 18, 2021

Mid-Way Regional Airport (KJWY)

Midlothian, TX

Classic Airplanes and Fighters. Car and Motorcycle Clubs.

Helicopter and Airplane Rides. Children's Activities.

Food Vendors and more!

No parking or entrance fees. 9 am to 1 pm

Check out the other Aviation Events available at:

www.FunPlacesToFly.com

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2021 Lonestar STOL, Gainesville, Texas (GLE)

September 23-25, 2021

Go to <https://nationalstol.com/2021-lonestar-stol-gainesville-texas-gle/> for more information!



Upcoming Events:

- Thursday, Aug 19 EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI),
1200 South Dewey, Sherman, TX @ 7:00pm
Subject: Preparing for Annual / Condition Inspections with Charles Schandelmeier
- Saturday, Sep 04 Warbirds on Parade presented by Commemorative Air Force, Five Oaks Creative and DFW Wing CAF at
Lancaster Airport (LNC), 730 Ferris Rd, Lancaster, Tx 75146
- Airplanes and Coffee Flyin at Cleburne, Texas (KCPT), 1650 Airport Dr, Cleburne, TX 76033
- Saturday, Sep 11 EAA 323 Monthly Flyout to Sulphur Springs (KSLR) and eat at Red Barn
- Thursday, Sep 16 EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI),
1200 South Dewey, Sherman, TX @ 7:00pm
Subject: Mike Montefusco Program
- Saturday, Sep 18 Wings-N-Wheels Fly-In/Drive-In, Mid-Way Regional Airport (KJWY) Midlothian, TX.
Contact: Tammy Bowen 972-923-0080, tbowen@waxahachie.com
Go to <https://www.funplacestofly.com/aviation-event-details.asp?EventID=24745> for more info!
- Thu – Sat, Sep 23-25 Husky National STOL Series Finals Competition at Gainesville, TX (KGLF)
Go to <https://nationalstol.com/2021-lonestar-stol-gainesville-texas-gle/> for more info!
- Sunday, Sep 26 EAA 323 Young Eagles at KSWI

Officers/Board of Directors/Key Coordinators

Name	Position	Email Address	Contact Number
John Halterman	President	john.f.halterman@hotmail.com	903-819-9947
Paul Tanner	Vice President	planetanners@yahoo.com	903-819-1940
Sean Noel	Secretary / VMC Coordinator	sean_noel23@yahoo.com	903-816-0094
Ross Richardson	Treasurer	rprichardson46@gmail.com	903-821-4277
Steve Straus	Board of Directors	steve@straususa.com	214-693-1417
Rick Simmons	Board of Directors	rr52s@yahoo.com	903-818-8066
Mary Lawrence	Board of Directors	mary1983cpa@gmail.com	903-821-2670
Mel Asberry	Technical Counselor / Flight Advisor	n168tx@flytx.net	972-784-7544
Jim Smisek	Technical Counselor	jwsmisek@aerotechniques.com	903-819-6428
Joe Nelsen	Technical Counselor	nelsen.n502pd@gmail.com	903-818-0496
Ross Richardson	Membership	rprichardson46@gmail.com	903-821-4277
John Horn	Young Eagles Coordinator	jhorn@ntin.net	940-736-8440
Adam Yavner	Eagles Coordinator	ayavner@yahoo.com	903-744-0384
Ed Griggs	PIO / VMC Coordinator	a_model_guy@ymail.com	903-436-1405

General Email: EAA323@hotmail.com Website: <https://chapters.eaa.org/ea323>



High Flight



Oh, I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds . . . and done a hundred things
You have not dreamed of . . . wheeled and soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air.
Up, up the long, delirious, burning blue
I've topped the windswept heights with easy grace
Where never lark, or even eagle flew.
And, while the silent, lifting mind I've trod
The high untrespassed sanctity of space
Put out my hand, and touched the face of God.

*John Gillespie Magee Jr., R.C.A.F.
(killed in in WWII)*



EAA SHERMAN CHAPTER 323 MEMBERSHIP APPLICATION AND RENEWAL FORM

- New Member
- Renewal
- Info Change

Membership dues for EAA Chapter 323 are \$30/year.

Make checks payable to
EAA Chapter 323

Mail application to:
Ross Richardson
2115 Turtle Creek Circle
Sherman, TX 75092

National EAA offices:
Experimental Aircraft Association
EAA Aviation Center
PO Box 3086
Oshkosh, WI 54903-3086

National EAA Membership:
(800) JOIN EAA (564-6322)
Phone (920) 426-4800
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Name _____

Copilot (spouse, friend, other) _____

Address _____

City _____ State _____ Zip _____

Phone Home: _____ Mobile: _____

Email address _____

EAA # _____ Exp date: _____

(Chapter 323 membership requires National EAA membership)

Pilot/A&P Ratings _____

I am interested in helping with:

- Fly-Ins
- Programs
- Newsletter
- Young Eagles
- Officer

Plane, Projects (%complete) and Interests: