



The Ramp Page - November 2023

**EAA 323's Monthly Newsletter
Vol 54, Ed 11
Sherman, TX
Celebrating our 54th year of service!**

Email: ea323@hotmail.com

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

Like us on Facebook @ea323



**We meet every Third Thursday at 7pm at the Sherman Municipal Airport (SWI)
1200 S Dewey Sherman, Tx 75090!
Please come and be our Guest!**

President's Mission Brief:

By John Halterman

Hello EAA 323!

First off, a big thanks to all the volunteers at the past young eagles day. We flew 37 young eagles! I don't know if that is an all time record but it's the best I can remember! A big thanks to all that helped.



On Thursday Nov 16, 7pm, Sherman Muni Airport, we have our annual elections for officers and board. In addition, we have a pot luck. Please bring something to share! We look forward to it and it's always a lot of fun!

For the first Saturday event on December 2, we'll meet at the North Texas Regional Airport at the North T hangars to get an update on the RV14 chapter project. Feel free to arrive beginning at 9, and at 10am there will be a discussion updating everyone on the project.

Admittedly this is a short President message, but I look forward to the end of year events, including the Christmas party the evening of Thursday Dec 14.

Be safe! See you on the ramp!

John



ASPIRE
to
INSPIRE
before you
EXPIRE!

Young Eagles Flight, another unqualified success:

By John Horn

The recent Young Eagles event, held on 04 Nov 2023 was truly an unqualified success! We flew 37 Young Eagles, which is a Club High (if not the record) along with 2 or 3 Eagle Flights! Usually, we have a 30% “no show” rate on our registration but this event, we only had 1 child to not show up! Pretty Good!

Along with the support of Texoma Aero Club, We had 7 planes and even more pilots who showed up to assist Us in our mission! Pilots, who we are especially proud of, were: Frank Connery, Mary Lawrence, Rob Mlinarich, Rick Simmons, Danny Smith, Jim Smisek, and Paul Tanner. These pilots flawlessly flew 35 sorties out of Sherman Municipal Airport and we are thankful for their support.

There were at least 15 Ground crew and Support staff helping to guide and assist Parents throughout the process! Pam Horn and Kim Bass did an extraordinary job of getting our Young Eagles logged in and even helping to get a few “non-registered” Young Eagles into the system. Mike McLendon and I connected Young Eagles and Pilots and the Ground support, lead by Ed Griggs and Mike McLendon, helped to ensure a seamlessly smooth transition from Pre-flight to Post Flight (Gate to Gate)! Ground crew consisted of: Todd Bass, Ethan and Troy Consentino, Bob DeMunck, Waddee Hudson, Rex Lawrence, Joe Nelsen, Steve Riffe,

A special thanks to Kim and Todd Bass, owners of FastSign’s of Sherman, for the posters that they created, and we were able to use to get the word out!



What does the Treasurer do for our Group?

By Ross Richardson

Over the years I have had several duties as part of Chapter 323. Currently, I am the Treasurer (elected) and Membership (volunteer).

As Treasurer, I am responsible for the Chapter finances. I document all received money from dues and donations. Checks are distributed as required. Generally, it is our yearly payment to National for insurance and checks for any related Chapter expenses. All check requests are documented and a file maintained. Then there is what all households do monthly. I make sure the checkbook and the bank statement agree and we have the correct monthly end balance. Finally, I send a monthly email of our financial status to the Chapter Board of Directors.



There is one other duty the Treasurer has to perform yearly. That is the filing of our tax statement. It is accomplished on line. Form 990-N is due every year by the 15th day of the 5th month after the close of your tax year (usually the same as your accounting period). If not done we could lose our tax exempt status. This is the way the IRS defines it.

As Membership I maintain the membership status for the Chapter. National EAA has a great web tool called EAA Roster Management that we use to keep track of everyone. Monthly, I send out the dreaded membership reminder e-mails. You folks are good at following though. With the Treasurer and Membership being the same person money being received for membership can be deposited by the treasurer.

Ray Aviation award

By Mike McLendon

We are pleased to announce that EAA 323 and Tucker White have been officially awarded the Ray Aviation Award for FY 2023 on Nov 10, 2023. Tucker has already passed his written and is well on the way to completing his Private Pilot's License! We wish him well on his journey!

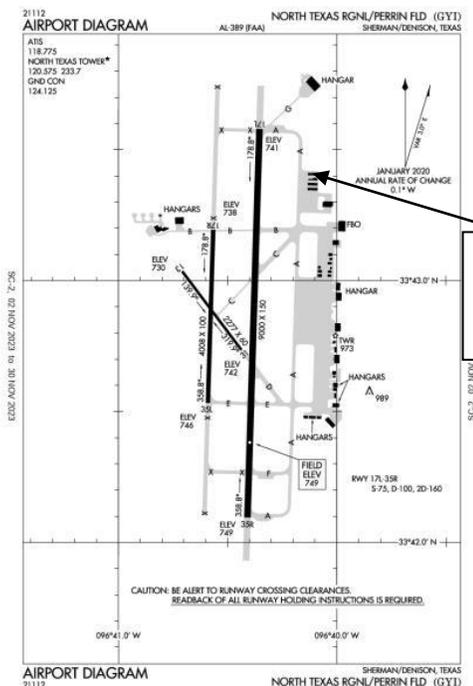


Tucker White

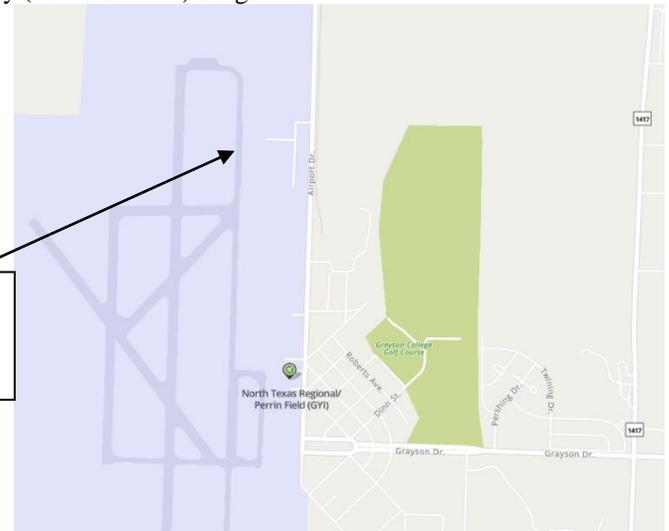
First Saturday Event: EAA 323 Club RV-14 Project

By Frank Connery

Join us on December 2, at the club T-hangar at North Texas Regional Airport. We will be giving an update to the status of our build and parts. Come out and enjoy the camaraderie as we see the hard work that our volunteers have put into this group build! Call Brad Hodges (903-815-1800), Steve Riffe (806-683-5845), or Frank Connery (214-682-9534) for gate access!



Located at the "T" hangars at the North end of NTRA.



Three words to live by:

- Aviate
 - Navigate
 - Communicate
- "Fly the Danged Plane"**



EAA Chapter 323 Annual Christmas Party

By Ross and Paula Richardson

EAA Chapter 323 Annual Christmas Party



Its never to early to start planning for the EAA 323 Annual Christmas Party which will be held at the home of :

Ross and Paula Richardson
2115 Turtle Creek Circle, Sherman
903.821.4277

On Thursday, December 14th, 2023 at 6:30 PM



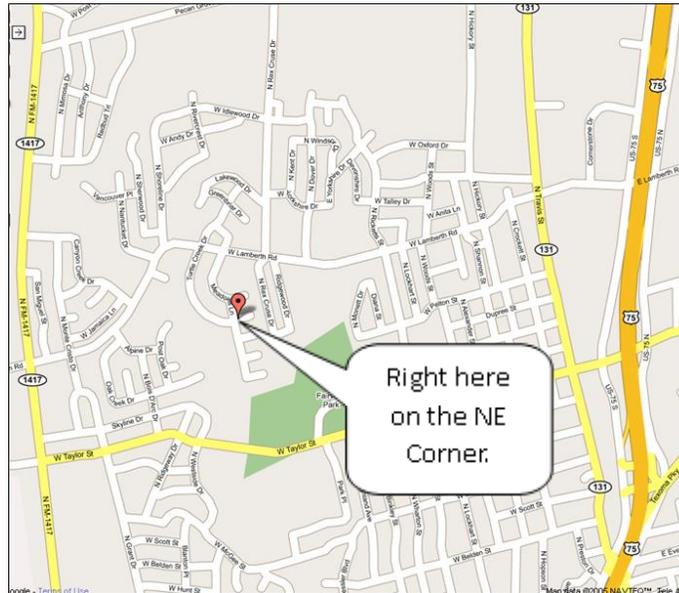
Entrée will be provided. Each family is requested to bring a side dish of your choice. Punch, wine, and soft drinks will be provided. You are welcomed to BYOB.

For the exciting gift exchange, each person is requested to bring an unmarked wrapped gift (around \$25.00).

Looking forward to a fun filled evening of eating and Chapter fellowship to end the year!

Map to Ross and Paula's Home
2115 Turtle Creek Circle
Sherman, TX 75092
(Northeast corner of Meadow Lane and
Turtle Creek Circle)

If you get lost, call approach control at
903-821-4277 for final instructions.



RV-12iS Parts for Sale

By Jim "Smitty" Smith

Our friend , Jim "Smitty" Smith, member of 323, 1246 and owner of funplacestofly.com, has an RV-12iS Empennage/Tailcone Kit that he would like sell to make room for the new Van's RV-15. There is more info and videos about this kit at <http://smittysrv.com/>. There is also a contact form on the website where people can reach him if interested, or you can email him at rv9builder@gmail.com The kit is in his garage in Plano, Texas. Thanks! Blue skies and Tailwinds.



VMC Club

By Ed Griggs

This month, We will be watching a training video entitled “Accept the Spacing?”! You’re cleared to land following a stop-and-go training airplane. That airplane does its “stop” when you turn final, but appears unhurried about conducting the “go.” Now you’re on short final, and it seems you’re the only one concerned that there could soon be two airplanes on the same runway. Is this a problem you need to solve?

EAA VMC Clubs are extensions to local EAA chapters and offer monthly meetings in which pilots can network and share knowledge and experience. The meetings use real-world scenarios to engage members, and allow a free exchange of information that improves awareness and skills.

The intent is to create a community of pilots willing to share information, provide recognition, foster communications, promote safety, and build proficiency. Through the EAA VMC club programs, visual flight rule pilots have improved their proficiency, and they love it. We cant wait to see you there!

Texoma Aero Club is located in the Executive Hangar just north of the Control Tower at North Texas Regional Airport. Use the gate just to the west of the intersection of Don Ort Rd and Airport Rd. Text Ed Griggs, VMC Coordinator, at 903-436-1405 for the gate code!



EAA323 VMC Club Question of the month: October 2023

By EAA VMC Staff, (Answer on Page 13)

Question: Before an early morning flight, when the overnight air temperature has been below freezing, no water is found in the fuel during the preflight inspection. After landing some hours later after a flight in clear, sunny, VFR conditions, with air temperature now in the 50s, a check of the fuel finds it is contaminated with water. Where did the water likely come from? Why did the pilot miss the contamination on the early morning preflight?



EAA VMC Club
Question of the Month

CHICKEN WINGS



BY MICHAEL AND STEFAN STRASSER

www.chickenwingscomics.com



Whether young or old(er), Contact EAA 323 for a free Introductory/Discovery flight!

TAC Operations

By Michael McLendon, October 2023

The big news for this month has been the rate increase as mentioned below (in the section entitled "North Texas Regional Airport (NTRA) Lease Rate Increase", page 6) with the more than double lease rate increase for Hangar E1E and E1W, we at TAC expect the same for TAC hangar E2 in January 2024.

TAC is a 501 C7 Corporation. A non profit corporation formed for the purpose of promoting General Aviation to all citizens of Grayson County and the Texoma Area.

TAC provides a grass roots avenue for aspiring aviation enthusiasts to pursue a career in the industry who prefer to not go the flight school route (\$\$\$)

TAC By Laws emphasize involvement with EAA 323 Sherman. Promoting general aviation to youth thru the Young Eagles program. Flight Schools don't participate. Individuals only, at their own expense. (EAA 323 has have flown over 3000 Young Eagles since the program started).

TAC is also proud to announce that EAA 323 and Tucker White have officially been awarded the Ray Aviation Scholarship. Tucker will receive training thru TAC. Wish him luck if you see him

We would also like to welcome onbaord Skyler Cuthbertson, CFI, has joined the ranks of CFI's associated with TAC. Skyler is the son of Mike and Tanci Cuthbertson. Frog Pond. 14XA. Welcome Skyler. You can contact him at (903) 421-2540.

TAC Welcomes its newest Pilot, Lane Allen

By Mike McLendon

Lane Allen, TAC Student Member, passed his check ride on October 18. Lane is way on his way to a career in aviation. Congratulations Lane!



Lane on his first flight (date unknown) as a Young Eagle!



Really got the bug!



First Flight as a PPL Student



Soloed in 2020 on his 16th Birthday!

Check ride
Private pilots license
Way to go Lane!!



As you can see, avionics upgrade is progressing in Glenda. Left side is next with AV30's and MD200-306 and new panel layout.

Panels will be powder coated.

North Texas Regional Airport (NTRA) Lease Rate Increase

By Mike McLendon

On Thursday, November 2, Texoma Aero Club (TAC) members Mary Lawrence, Jim Smisek, Bill Melvin and I, along with another NTRA lease holder (Richard, Hangar E1E) attended the Regional Mobility Authority (RMA) meeting held in the NTRA board room to express our concerns about the recent rate increase, which, in some instances have doubled the monthly lease rate for a hangar. For example, the lease rate for Hangar E1W, which TAC uses for maintenance, more than doubled from October to November. (\$591 to \$1305).



The RMA listened to our concerns: Richard began by stated his lease for his hangar in the Houston area was approximately \$600 per month for the same amount of space and included utilities. His new rate was raised to just under \$1000 and his lease at NTRA does not include the utilities. He has been a lessee for 5 years or more

After listening our concerns, Mr. Bill Douglas, RMA Chairman, very cordially replied that the Authority would discuss the issue and thanked us for bringing this concern to the Board. Our group then took our leave thanking the Board for allowing us the opportunity to speak.

As of this date, we have not received a response.

Prior to and after the RMA meeting, I have been in contact with AOPA (Pat Brown, Tom Chandler, and Adam Williams). On conference call will Tom and Adam, they conveyed their experiences across the country with the same issue we have here. Bottom line. AOPA will support our challenge.

Encouraging, but, as in all areas of the US, lease rates have increased per Tom. However, ours is on the high side according to his experience. His immediate suggestion was to work closely with any authority having input at NTRA which is what we have started. One of Tom's areas of expertise is in educating airport management on all aspects of the value of GA to airport operations. He has offered this service to us.

Letters sent out by Rick Simmons and Nathan Weick requesting aviation experienced people be placed on the board at NTRA have been sent to our Commissioners.

TAC members have contacted their respective Commissioners but if you have not, please consider doing so.

Precinct 1- Jeff Whittier, Precinct 2- Matt Hardenburg, Precinct 3- Phyllis James, Precinct 4 Deana Patterson

Additionally, Judge Bruce Dawsey has been made aware of this abrupt increase. Go to the Grayson County website to obtain contact information.

Texoma Aero Club is the only flying club in the Texoma Area. As a non-profit organization, this severe lease rate increase will challenge our budget. Possibly to the extent that we may not be able to operate at NTRA. Hangar space at Sherman is not available.

TAC Board Of Directors is open for your thoughts and suggestions.

Let's keep flying!

Michael McLendon
President



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n168tx@flytx.net

Quiz: Airplane Instruments, Engines, and Systems

By Gleim Aviation, <https://www.gleimaviation.com/>

Answers on page 17, Ready to get started?

1) **Question: 1** Which color identifies the power-off stalling speed in a specified configuration?

- A. Upper limit of the white arc.
- B. Lower limit of the green arc.
- C. Upper limit of the green arc.

2) **One purpose of the dual ignition system on an aircraft engine is to provide for**

- A. balanced cylinder head pressure.
- B. uniform heat distribution.
- C. improved engine performance.

3) **What is density altitude?**

- A. The height above the standard datum plane.
- B. The altitude read directly from the altimeter.
- C. The pressure altitude corrected for nonstandard temperature.

4) **Detonation may occur at high-power settings when**

- A. the fuel mixture ignites instantaneously instead of burning progressively and evenly.
- B. the fuel mixture is ignited too early by hot carbon deposits in the cylinder.
- C. an excessively rich fuel mixture causes an explosive gain in power.

5) **What is the caution range of the airplane?**

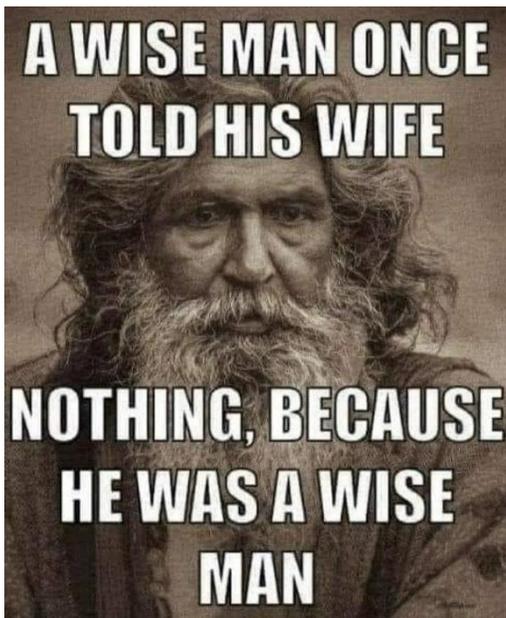
- A. 165 to 208 kts.
- B. 0 to 60 kts.
- C. 100 to 165 kts.

6) **Which marking identifies the never-exceed speed?**

- A. Upper limit of the white arc.
- B. Upper limit of the green arc.
- C. The red radial line.

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Breaking the Ice: Myths and Misconceptions About Carburetor Ice

By Tom Hoffmann, FAA Safety Briefing Magazine, Oct 27, <https://medium.com/faa/breaking-the-ice-155acaf8d3df>

When it comes to aircraft icing, it's usually the clear or rime variant accumulating on airframe structures that gets the spotlight. And for good reason. Structural icing has hugely debilitating effects on all four major forces in flight and can be deadly if not avoided or handled properly. However, there's a more insidious type of icing lurking under the cowling that can prove just as deadly and is prevalent in a more varied range of weather conditions than its chilly cousin.

Carburetor icing, or carb icing, can starve an engine of its power-producing properties, often without warning. Thankfully, carb ice can be fairly easy to avoid and/or mitigate — provided you're familiar with the correct information and procedures. Yet, every year many pilots find themselves victims of carb ice and unaware of its propensity in some warmer environments.

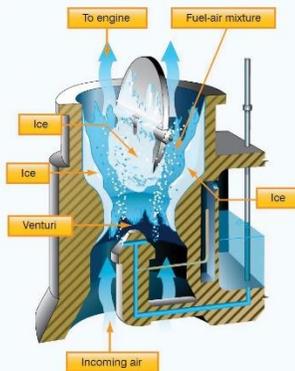
A recent search for carburetor icing-related accidents since 2018 in the NTSB's aviation accident database rendered 192 accidents, 19 of which were fatal. A common theme among the accidents was the inability to recognize carb icing symptoms and the improper use of carburetor heat.

So, what can pilots do to combat this icy villain? Let's take a closer look at what carb icing is, how it can affect your flight, and how to deal with it.



What is Carb Ice?

Carb icing occurs when moisture in the air freezes and collects on parts inside of the carburetor and/or the air intake, blocking airflow to the engine. It can happen to any carburetor under the right atmospheric conditions and even a small amount can cause a power loss.



The formation of carburetor ice may reduce or block fuel/air flow to the engine.

As noted in FAA Advisory Circular (AC) 20-113, Pilot Precautions and Procedures To Be Taken in Preventing Aircraft Reciprocating Engine Induction System and Fuel System Icing Problems, and the FAA Safety Team's Winter Flying Tips pamphlet, there are actually three types of carburetor icing to be aware of:

1. **Impact ice** forms by the impact of moist air at temperatures between 15 and 32 degrees Fahrenheit (F) on air scoops, throttle plates, heat valves, etc. It usually forms when visible moisture like rain, snow, sleet, or clouds are present. Most rapid accumulation can be anticipated at 25 degrees F, when the supercooled moisture in the air is still in a semi-liquid state. (Note: Impact ice can also block the air filter and rob the engine of air needed for combustion, even on a fuel-injected engine.)
2. **Throttle ice** forms at or near a partly closed throttle valve. The water vapor in the induction air condenses and freezes due to the venturi-effect cooling as the air passes the throttle valve. Since the temperature drop is usually around 5 degrees F, the ideal temperatures for forming throttle ice would be 32 to 37 degrees F (although a combination of fuel vaporization and throttle ice could occur at higher ambient temperatures).
3. **Fuel vaporization ice** forms at and downstream of the point where fuel is introduced and occurs when the moisture content of the air freezes as a result of the cooling caused by vaporization. It generally occurs between 40 and 80 degrees F but may occur at even higher temperatures whenever the relative humidity is more than 50%. Fuel icing usually occurs in conjunction with throttle icing and is most prevalent in engines with conventional float-type carburetors.



A key takeaway here is that carburetor icing doesn't just occur in freezing conditions; it can occur at temperatures well above freezing when there is visible moisture or high humidity. You'll notice in Figure 1 below that the temperature and humidity range most prone to carb ice covers many conditions we fly in throughout a good part of the year. While this chart can help determine prime conditions for carb icing, remember it can still occur in conditions outside of that range.

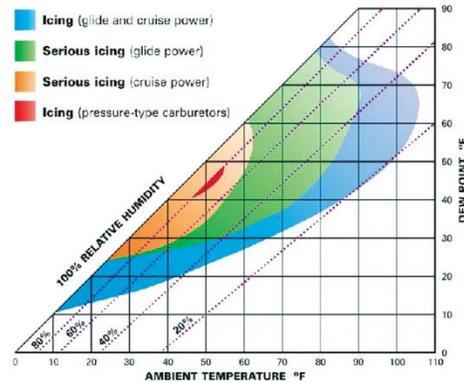


Figure 1 — Carburetor icing probability chart.

It's also worth noting that differences in engine airflow and cowling design make some aircraft types more prone to carb ice than others. For example, due to engine design and carburetor placement, a high-wing Cessna 182 with a big-bore Continental engine is more likely to build carb ice than a Lycoming-powered Piper Cherokee. Just remember that no carbureted engine is immune from carb icing, nor is a fuel-injected engine immune from impact icing.

How Do I Know I Have Carb Ice?

Carburetor ice can be detected by a drop in rpm in fixed-pitch propeller airplanes and a drop in manifold pressure in constant-speed propeller airplanes. You may also experience engine roughness and vibration when carb ice is encountered.

Pilots should also be cognizant of the increased likelihood of carb ice during certain low-power configurations like descents and idling on the ground. If the pilot doesn't take immediate action to clear the ice, it will continue to restrict the fuel/air flow and the engine may lose power completely.

"In my experience, throttle ice, which seems to manifest itself on cold days during extended periods of ground operations, is the type of carb icing that seems to be unfamiliar to many pilots," says Andrew Walton, director of safety at Liberty University's School of Aeronautics.

Walton shared an enlightening scenario of such an encounter with throttle ice during an instructional flight at Liberty in 2009. As reported by the instructor onboard, a Cessna 172 had an extended wait before takeoff due to inbound traffic. The outside air temperature was just above freezing and the humidity was low. Once airborne, the instructor stated that the engine started cutting in and out. They applied carb heat in case of icing and immediately returned to the field. It appears throttle ice had developed at low power after the run-up and while waiting for takeoff.

"This incident demonstrates that while pilots are generally aware of the possibility of fuel ice at higher temperatures and humidities, they don't realize that throttle ice can happen on the ground during taxi," Walton added.

Another good way to help pinpoint the likelihood of carb ice is by using a carburetor temperature gauge. They are usually color-coded with yellow indicating the temperatures where icing may occur. If you have one, be sure to include it in your instrument scan.

Bring the Heat!

So, what's the best course of action for combatting carb ice? Carb heat of course. In most airplanes, when you pull the carb heat knob, a flapper door opens and the engine pulls warm air through a heat exchanger that surrounds your exhaust system. Carb heat use will cause the engine to have a slight loss in power due to the warmer and less dense intake air. If there is carb ice present, you may also notice the engine running rough before eventually smoothing out. This may last from 30 seconds to several minutes depending on the severity of the icing.

The key to carb heat effectiveness is knowing when and for how long you use it. Use it too late (i.e., after a significant amount of ice has accumulated) or too briefly, and you may not have enough heat available to melt the ice. Sometimes descending to a lower altitude where the air is warmer works, but the terrain has to allow for that.

Pilots should consult the airplane flight manual or pilot's operating handbook (POH) for specific instructions on carb heat use, but a best practice is to use carb heat during low-power operations like descents and during landing, as well as when carb icing symptoms exist.



Master instructor and designated pilot examiner Doug Stewart is a proponent of this advice but makes it a point to stress the need for carb heat before reducing power. “During checkrides, I might only see one out of ten pilots pull the carb heat before beginning a descent to land,” notes Stewart.

There’s an increased likelihood of carb ice during certain low-power configurations like descents and idling on the ground.

For Stewart, timing is everything too. “When a carbureted engine quits due to carb ice, the longer you wait to apply heat, the less chance there is of getting that engine running again.” He adds that waiting to run through your checklist might be too late as the residual heat from the exhaust system may already be gone. Bottom line: if you suspect carb icing, particularly if you’re within the sweet spot for temperature and humidity, use carb heat.



Is There a Downside to Using Carb Heat?

Since carb heat usually brings unfiltered air into the engine, there is concern among pilots that its use may cause damage to the engine. Pilots should exercise caution and limit the use of carb heat in extremely dusty areas, or where there may be volcanic ash present.

Another concern is the degraded climb performance when performing a go-around with the carb heat left on. Pilots should be aware of this, particularly when certain atmospheric conditions may require all available power to arrest a descent. It’s best to follow the procedures stated for carb heat use in the aircraft’s

POH. Just remember that not using carb heat when required for a power-off or low-power descent for landing could result in carb ice and restrict your engine’s ability to develop full power on a go-around.

Troubleshooting Tips

Ensuring you’re prepared for any icing of the induction kind means checking the carb heat system before you fly. When pressed for time, resist the urge to speed through your instrument checks on run-up. Instead, take the time to carefully record the appropriate rpm drops when carb heat is applied.

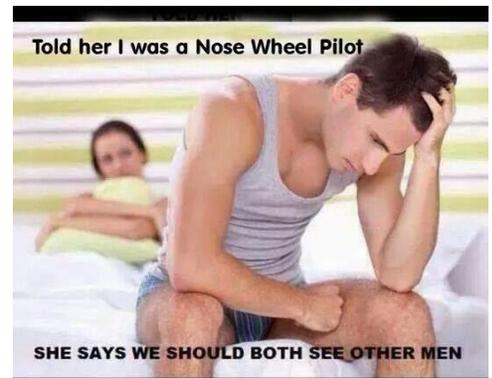
If you’re not seeing a significant rpm drop, the system could be leaking, or your cable could be broken. Leaky air boxes are common. When it comes to how much of a drop you should expect to see, the manual is the best place to look. It’s common to expect a drop between 75 and 150 rpm. Any less might be worth a discussion with your mechanic.



There are plenty more resources on this subject, so be sure to check out some of the links in the Learn More section below. Being prepared is the key to keeping your carburetor ice-free!

Learn More

- FAA AC 20-113, Preventing Engine Induction System Problems
- FAA SAIB CE-09-35, Carburetor Icing Prevention
- FAA Pilot’s Handbook of Aeronautical Knowledge, Chapter 7, Aircraft Systems
- FAA Safety Team’s Winter Flying Tips
- FAA Safety Team Online Inflight Icing Course (ALC-33)
- NTSB Safety Alert 029, Engine Power Loss Due to Carburetor Icing (PDF download)
- “Bring the Heat,” FAA Safety Briefing, Jan/Feb 2017
- AOPA Safety Brief, Combatting Carb Ice
- AOPA “Carburetor Icing” article



Pilot's Tip of the Month: "Memorizing Emergency Checklists"

Featuring Tom Turner, <https://pilotworkshop.com/tips/memorizing-emergency-checklists/>

Subscriber question:

"How do I keep emergency procedures in my head so I have them if I need them? I couldn't remember all of them when I was studying for my checkride, let alone now that I fly for fun and travel." — James B.



Tom:

Although most light airplane POHs don't make the distinction, there are really two types of conditions addressed in the Emergency Procedures section: abnormal conditions and emergencies. Emergency conditions are those in which quick action is required, in a proper order, to protect lives and/or limit aircraft damage. Abnormal conditions are everything else... nothing that's immediately life-threatening, but which can potentially become an emergency if not taken care of.

Further, in true emergencies, there are usually only a small number of actions that must be performed from memory. For example, an engine failure in flight requires you to fly the airplane, aim somewhere (in case the engine won't restart), and then if time and altitude permit, manipulate the fuel, air and ignition controls to troubleshoot the problem.

This process works in any piston-powered airplane. Individual models may have more steps (fuel pump, etc.), but the process is the same.

Contrast this with a failed alternator in flight. There's no immediate threat to life or the airplane. So pull out the POH and use the checklist. No memorization necessary, and in fact, it's better not to rely on your memory if you don't have to.

So take out your POH and look at the Emergency Procedures section. For each checklist ask yourself if lives are immediately at stake, or if the airframe is in immediate peril. If so, pick out those items that address the threat, and commit them to memory. Practice them frequently so you know what to do if it happens. For everything else, read and practice the procedure now and then so you know where to find it and how it works, but if the condition occurs for real, follow the checklist."

EAA323 VMC Club Question of the month October 2023: Answer

By EAA VMC Staff, (Question from Page 5)

Answer: The likely scenario is that the water was frozen solid during the early morning contamination check, and so it was not detected. During the flight, the temperatures rose and the ice thawed, thus presenting as water contamination in the fuel after landing.



Tom Turner,

NAFI Flight Instructor
Hall of Fame

Happy Thanksgiving

from the members of EAA 323 - Sherman!

Thanksgiving is a time of reflection for all our blessings. We hope you have a joyous Thanksgiving.



Chad Smolik
5713 Comanche Peak Drive
Fort Worth, TX 76179
aviationinsuranceexperts@gmail.com
682-583-0474

The Arcane Aviation Texas Fact: Clyde W "Sparky" Cospers, B-17 Pilot, 367th Bomber Group

By John Troesser, 02/13/22, <http://www.texasescapes.com/WorldWarII/LtClydeSparkyCospers/LtClydeSparkyCospers.htm>



Lt. Clyde Cospers
in flying gear

Photo Courtesy
The Texas
General Land
Office

A B-17 crashed near the town of Princes Risborough, Buckinghamshire, England on November 13, 1943. The only thing that prevented the plane from landing directly on the town, was the Herculean effort of the man at the controls who managed to pull the plane up high enough to clear the rooftops. Under one of the rooftops was an 11 year-old girl who was awakened by the huge engines. They were only a few feet from her and their deafening roar has remained in her memory ever since.

The plane crashed in a field well clear of the village, but the full bomb load exploded at impact and the plane was blown into so much shrapnel. One resident was pinned inside his milking shed by a piece of the airplane's tail, but was otherwise unharmed.

"Miriam" had taken off earlier with its crew of 10 and was waiting for the other planes in the flight to join it. The mission was to bomb German U-boat berths at Bremen. The weather was bad, the take-off was dicey and the climb for altitude was worse. The plane flew into a thunderhead and the downdraft threw it into an abrupt dive.

The Pilot, 26 year-old Lt. Clyde Cospers ordered the crew out using the intercom and they didn't need to be told twice. Nine parachutes opened and nine men came down bruised, but alive. Lt. Cospers stayed at the controls.

Witnesses saw the plane in flames as it neared the town. One resident saw it pass inches from his very own roof. At first - older residents thought it might be a German plane - but the local schoolboys recognized it at once as a B17. For once, schoolboys were useful.

The crash was just one more to the Army Air Corps - and it was dully recorded by a mere few lines in the squadron logbook back at the base at Thurleigh, Bedfordshire.

Lt. Cospers's family back in Dodd City, Texas got the dreaded telegram. His mother Miriam, the plane's namesake, never fully recovered from the shock of learning about Clyde's death and she killed herself in 1954.

There the story would've ended if not for the efforts of several people. One was the girl, Maureen Knopp who has since grown. She met someone on a trans-Atlantic flight some 10 years ago and related the story of her close call. This person directed her to Gordon Richards, an Englishman, who has become historian to Cospers's 367th Bomber Group. Richards was able to find out the name but few other facts.



Maureen
Knopp at age
11
Photo
Courtesy The
Texas General
Land Office

Then at a "1940s" event in September of 1990 - Maureen saw a man in an American Air Corps tunic and talked with him. He was the town librarian Alec Kennedy - the man who had organized the event. He spoke with Tim Robinson, a reporter who "took up the search on behalf of the Bucks Herald (the local newspaper)." The Herald started the campaign to build a memorial to Lt. Cospers - "Princes Risborough's Forgotten Hero." Robinson spent months searching for clues. Remarkably he was able to locate two members of Cospers's crew and also Cospers's younger brother Moss who still lives in Dodd City.

The story reached the ears of the architect who had built the Princes Risborough Library and he offered his services free toward the development of a memorial to sit on the library grounds.

Government permission for an excavation was granted in 1989 and several interesting objects turned up. One of Clyde Cospers's "Dog Tags" and the metal insignia from his cap. Another item was the intercom switch - left in the "On" position.

Tim Robinson flew to Texas to interview Moss Cospers and his wife Jimmie. He learned that "Sparky" had trained at Curtis Field - which has become the airport at Brady, Texas. His aptitude at flying fighter aircraft put him in the top 10% of his class. That qualified him to go to Bomber Flight School outside of Waco - the same base where Lt. Loyce Loraine learned to fly.

Robinson also learned that the family didn't know the details of the event until several months after they were informed of Clyde's death. The story is also told of how he once pulled a prank that was popular with Texas airmen, but was frowned upon by the brass. He telephoned his mother to expect a surprise the next day and he buzzed the family farm with his B-17 flying at an altitude of about 100 feet.



Chuck
Vondrachek,
top turret
gunner and last
surviving crew
member of the
B-17 "Miriam"
Photo Courtesy
The Texas
General Land
Office



The Four “C” Note Lesson

By Rod Machado, DECEMBER 2014, <https://rodmachado.com/blogs/learning-to-fly/17980851-the-four-c-note-lesson-people>

The Four “C” Note Lesson



A friend recently took his first flight lesson at a Midwest flight school and paid \$400 for 1.2 hours of dual instruction. Shocked? That’s what it cost him for a two-hour block of time (at \$100 per hour for the instructor) using a glass-equipped Cessna 172 (at \$170 per hour). Cha-ching!

Sure, there are places to find less expensive flight training. Even at lower relative costs, flight training might still be unaffordable for the average Joe or Josephine. This point is especially relevant for the “high school” Joe whose minimal flight training income is dependent on a lawn maintenance business that goes dormant in the winter—a real “sod” story. Aside from the obvious ways of reducing the cost of flight training, I’d like to offer a recommendation that you’ve probably never heard before. Are you ready for it?

If you want to learn to fly on a budget, then learn to fly before you learn to fly.

Given the fidelity of today’s flight simulation software, the average person can acquire highly sophisticated flying skills using inexpensive software and a simple desktop computer. I know this for a fact given my experience with students who’ve operated Microsoft Flight Simulator over the years. It’s not just my opinion either. Over the past decade, many students and instructors have testified to the power of desktop flight simulation in reducing the cost of flight training. The time has come to take flight simulation to the next level and make flight training more affordable for everyone. Let’s begin with the hardware.

Your first purchase should be Microsoft Flight Simulator, version X (preferably). You’ll also need a joystick and rudder pedals. Find discount deals by shopping for used hardware on eBay.

Next, you’ll need a minimum of two books and two pamphlets. Your first purchase should be a book that will give you the intimate details of simulator operations. Without a doubt, one of the best on the market is Bruce Williams’s Scenario-Based Training with X-Plane and Microsoft Flight Simulator. You’ll also need a book with detailed step-by-step instructions on how to fly an airplane. The book should cover the four fundamentals of flight, slow flight, stalls, spins, and landings as well as the other requirements for a private pilot certificate (please check out my newest book titled, Rod Machado’s How to Fly an Airplane Handbook on this site. Search around and ask for a recommendation on a good book having this content. Finally, download the FAA’s free Private Pilot Practical Test Standards and a good private pilot flight training syllabus (both are available for free via Google search). Got all that? Good. Here’s where you’ll get down to serious study.

Begin by taking the ground and flight lessons in Microsoft Flight Simulator. Read the individual chapters of both books between lessons. Use your big brain here. Learn as much as you can from the simulator and your reading materials. Then do what Bigfoot does and take the next big step.

Visit the local flight school, chat with the instructors, find one you like, wrap him up, and take him home. Better yet, invite this person to your home for an hour’s worth of dual flight training on your simulator. In addition to his or her hourly fee, a promise of free desserts with moist dairy toppings will entice most instructors to make a house call.

When he arrives, have him explain the syllabus and Practical Test Standards to you. (Whatever you do, don’t say, “Explain your PTS to me.” Otherwise, he might drone on for hours about his posttraumatic stress caused by students who can’t land.)

Now it’s time to take your first official dual flying lesson on your simulator with your new instructor. At this point, don’t plan on flying the real airplane until you’ve practiced and mastered every flight maneuver in the Practical Test Standards. Given that there are 12 sections in the Practical Test Standards, you should plan on at least 12 in-house flight lessons with your new instructor. Take more if you want. This is money well spent.

I realize that there are limitations to this approach, but the fact is that flight simulation is already used by major flight schools to accelerate and enhance student learning. Students who follow this strategy—and dedicate themselves to the book work—will substantially reduce the cost of earning a private pilot certificate. Your biggest challenge will be to maintain a fresh supply of moist dairy toppings to ensure your instructor’s happiness (and reduce his PTS).



How Does The Rudder Work On An Airplane

BY Matt Claiborne, <https://aerocorner.com/profile/matt/>, Updated Dec 2, 2022

The airplane's flight controls are the moveable control surfaces that the pilot can use to control the plane as it flies through the air. Of the three primary flight controls, the rudder is often the most misunderstood.

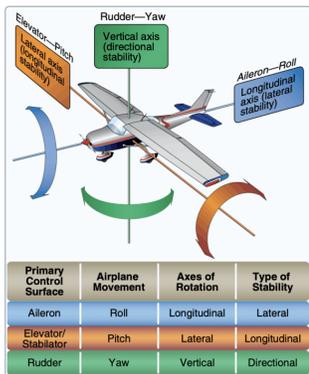


What Does The Rudder Do?

Like all flight controls, the rudder is a mini wing that creates a lifting force in a specific direction. Mounted vertically on the plane's tail section, the rudder makes a force to the left or right, pulling the nose in the opposite direction.

The rudder is mounted on the vertical stabilizer, part of the empennage at the back of the airplane. It is equivalent to the rudder found on boats or ships—it helps the vessel turn one way or another. A plane, however, moves in three dimensions. That means that its three flight controls work in unison with each other. To turn the aircraft, the pilot uses all three flight controls.

The rudder is controlled in the cockpit by foot pedals. When the pilot presses the left pedal, the rudder deflects to the left. This deflection creates more lifting force on the right-hand side of the rudder, which moves the plane's nose to the left.



Flight Controls and Their Purposes

There are three primary flight controls found in one form or another on every airplane. They are the elevator, ailerons, and rudder.

The elevator moves the airplane around the lateral axis (wingtip to wingtip), which is called pitch. Pitch moves the nose up and down.

The ailerons move the airplane around the longitudinal axis (nose to tail), a motion called roll.

And finally, the rudder controls the plane around the vertical axis (up and down), which is called yaw. Yaw moves the nose of the aircraft left or right.

In addition to these controls, there are several other types of flight controls. Secondary flight controls include flaps, flaperons, slats, slots, spoilers, and trim tabs. None of these are necessary for flight; they are used to make more lift or to fine-tune the primary flight controls.

The Purpose and Importance of the Rudder

The rudder might be the most misunderstood flight control. When first learning to fly, it becomes evident that the ailerons roll the plane into a turn. Most planes then turn, perhaps not as effective as it should, whether or not rudder inputs are applied.

So what does the rudder do, if its effects are hard to notice? To understand that, you need to understand what makes an airplane turn in the first place.

The force that makes an airplane turn comes from the wings' lift. When the wings are rolled into a turn, the total lifting force remains perpendicular to the plane's wingspan. Instead of all of the lift being opposite gravity, as it is in straight flight, some of it is pulling the plane into the turn. That part of the lift is referred to as the horizontal component of lift. It is the horizontal component of lift that makes an airplane turn.

The ailerons, mounted on the wings' outer trailing edge, roll the plane by creating more and less lift at the wingtips. On the side where more is created, the wing goes up; on the other side, less lift is created, and the wing goes down. When more lift is created, so is more induced drag, which is a byproduct of lift.

Induced drag is always present when you make lift with a wing or a control surface. But with the ailerons, it presents a problem. The wing that goes up as you roll into a turn makes the most induced drag. That means that the wing on the outside of the turn will pull the nose away from the turn. This phenomenon is called adverse yaw.

The rudder is critical on a plane to counteract adverse yaw. By applying some rudder pressure into the turn, the nose continues turning as desired.



There have been some aircraft designs that have combined the rudder and aileron inputs into one pilot control. The rudder pedals are removed and the controls coupled together so that the rudder is actuated with the ailerons. It's just one idea that designers have played around with to make flying more straightforward and more accessible, but it didn't catch on. The most famous example of this design is the ERCO Ercoupe.

It's Not Just About Turning

While the rudder is essential to helping control the plane in turns, the rudder does a lot more than that.

Correcting Yaw

Propeller-driven planes are subject to four left-turning tendencies. During cruise flight, the aircraft is designed to make these unnoticeable. But sometimes, like during climbs, these forces combine and will yaw the nose of the plane left. In these cases, the pilot must apply right rudder to keep the aircraft flying straight.

Stall or Spin Recovery

The rudder is also a critical flight control for emergencies like stalls or spins. Ailerons, mounted on the wings, can become ineffective if the wings are stalled. What's even more dangerous, the ailerons could exacerbate a stall since they cause an imbalance in the amount of lift each wing produces.

The rudder is used to control the airplane's yaw in these situations. The proper recovery process for a spin scenario is to neutralize the ailerons and to apply rudder in the opposite direction of the turn.

Engine Failure

On twin-engine airplanes, the rudder is the correct way to correct if one engine fails. With one engine inoperative, the asymmetric thrust will pull the aircraft into a turn towards the dead engine. The rudder can counteract this effect and keep the plane flying straight.

Rudder Trim

The rudder can be trimmed to reduce pilot workload. Multi-engine airplanes nearly always have a rudder trim control. In the event of an engine failure, the pilot can adjust the trim to maintain their heading. Depending on the airplane, some planes require a lot of pressure on the pedal. It can wear out a pilot's leg muscles pretty quickly!

Single-engine planes also sometimes have rudder trims. They come in handy when fine-tuning the aircraft for straight and level flight, especially if the plane has a wide range of airspeeds and configurations.

Many small planes have ground adjustable trim tabs. These are simply small pieces of metal that are mounted on the rudder's trailing edge. They can be bent slightly on the ground to ensure that the plane flies straight during cruise flight.

Ground Control

Since the rudder moves the plane's nose left and right, it only makes sense that it would be used to control the aircraft on the ground when taxiing. Remember, when there is no air flowing over them, the flight controls do not work.

To accomplish steering on the ground, the nose wheel moves on tricycle-type landing gear, and the tailwheel moves on conventional landing gear (taildraggers). On most tricycle-gear airplanes, the nose wheel steering is linked to the rudder pedals. So to steer their way around the tarmac, the pilots move their feet. The control wheel remains stationary.

Large airplanes typically have an entirely separate control for steering the nose wheel, called a tiller.

Planes can also use their brakes to help them steer on the ground. The brake pedals are mounted above (or below) the rudder pedals, and each pedal controls each brake independently. It's known as differential braking, and it means that pilot can make a very tight turn on the ground by turning the nose wheel and then tapping the brake on the inside of the turn.



ERCO Ercoupe showing its double rudder



TWA DC-3, a tail wheel (conventional gear) airplane. The rudder and rudder trim are very obvious in this photo.



Aviation Words – “Blue Skies and Tailwinds”

<https://hangar.flights/inspiration/blue-skies-and-tailwinds-meaning/>

What is the meaning of the saying “Blue Skies and Tailwinds”?

The saying “Blue Skies and Tailwinds” is an aviation phrase used by pilots to wish each other safe travels. It symbolizes a positive and smooth journey through clear skies and favorable winds. Beyond aviation, it represents optimism and good luck in everyday life.

What is the symbolism of “Blue Skies and Tailwinds”?

The symbol of blue skies represents clear and open possibilities, while tailwinds signify favorable conditions and support. The phrase represents a positive outlook and the hope for smooth sailing in life, inspiring optimism and a belief in the limitless possibilities that lie ahead.

What are the origins of “Blue Skies and Tailwinds”?

The phrase can be traced back to the pilot culture, where pilots give each other this blessing before taking off. It reflects the camaraderie and support among pilots and has become a common expression in the aviation community. Over time, it has gained popularity outside of aviation, spreading its message of optimism and well-wishes to a wider audience.

What is the cultural impact of “Blue Skies and Tailwinds”?

The phrase has made its way into popular culture and everyday usage beyond aviation. It is often used as a motivational quote or as a way to express optimism and good luck in various situations. From social media posts to graduation speeches, it has become a symbol of positivity and encouragement, resonating with people seeking inspiration and a reminder to keep moving forward.

Builder’s Corner Updates:

By Ed Griggs

If you are currently building an aircraft or doing any restoration work and want to be included in Builders Corner, we would like to hear from you. You can always go to <https://www.eaa.org/aaa/aircraft-building> and start your own blog! Email your updates, pics or any questions to Ed Griggs at a_model_guy@ymail.com. Thanks!



Answers to the Quiz on Page 8

1) Answer (B) is correct. (FAA-H-8083-25B Chap 8) The lower airspeed limit of the green arc indicates the power-off stalling speed in a specified configuration. “Specified configuration” refers to flaps up and landing gear retracted.

2) Answer (C) is correct. (FAA-H-8083-25B Chap 7) Most airplane engines are equipped with dual ignition systems, which have two magnetos to supply the electrical current to two spark plugs for each combustion chamber. The main advantages of the dual system are increased safety and improved burning and combustion of the mixture, which results in improved performance.

3) Answer (C) is correct. (FAA-H-8083-25B Chap 8) Density altitude is the pressure altitude corrected for nonstandard temperature

4) Answer (A) is correct. (FAA-H-8083-25B Chap 7) Detonation occurs when the fuel/air mixture in the cylinders explodes instead of burning progressively and evenly. This more rapid force slams the piston down instead of pushing it.

5) Answer (A) is correct. (FAA-H-8083-25B Chap 8) The caution range is indicated by the yellow arc on the airspeed indicator. Operation within this range is safe only in smooth air. The airspeed indicator in Fig. 4 indicates the caution range from 165 to 208 kts.

6) Answer (C) is correct. (FAA-H-8083-25B Chap 8) The red radial line represents the never-exceed speed (VNE). Operating an aircraft beyond VNE may result in severe structural damage.



Aircraft of the Month: 1943 DeHavilland DH-82-A ("TigerMoth")

https://en.wikipedia.org/wiki/De_Havilland_Tiger_Moth (truncated)

The de Havilland DH.82 Tiger Moth is a 1930s British biplane designed by Geoffrey de Havilland and built by the de Havilland Aircraft Company. It was operated by the Royal Air Force (RAF) and other operators as a primary trainer aircraft. In addition to the type's principal use for ab initio training, the Second World War had RAF Tiger Moths operating in other capacities, including maritime surveillance and defensive anti-invasion preparations; some aircraft were even outfitted to function as armed light bombers.

The Tiger Moth remained in service with the RAF until it was replaced by the de Havilland Chipmunk during the early 1950s. Many of the military surplus aircraft subsequently entered into civilian operation. Many nations have used the Tiger Moth in both military and civilian applications, and it remains in widespread use as a recreational aircraft. It is still occasionally used as a primary training aircraft, particularly for those pilots wanting to gain experience before moving on to other tailwheel aircraft. Many Tiger Moths are now employed by companies offering trial lesson experiences. The de Havilland Moth club, founded in 1975, is now an owners' association offering a mutual club and technical support.

Design and development: Origins

Geoffrey de Havilland, the company's owner and founder, had sought to produce a light aircraft superior to two of his previous designs, the de Havilland Humming Bird and de Havilland DH.51. From earlier experience, de Havilland knew the difficulty and importance of correctly sizing such an aircraft to appeal to the civilian market, such as touring, trainer, flying club, and private aviation customers; the firm had great success with a scaled-down version of the DH.51, the de Havilland DH.60 Moth.

The starting point for the DH.82 Tiger Moth was the de Havilland DH.71 Tiger Moth. de Havilland had developed successively more capable Gipsy engines, and the company had produced a new low-winged monoplane aircraft to test them. This aircraft became the first aircraft to be referred to as the Tiger Moth. Improvements made on the Tiger Moth monoplane were incorporated into a military trainer variant of the DH.60 Moth, the DH.60T Moth – the T coming to stand for 'Tiger' in addition to 'Trainer'.

The DH.60T Moth had several shortcomings, thus was subject to several alterations, such as the adoption of shortened interplane struts to raise the wingtips after insufficient ground clearance was discovered while it was undergoing trials at RAF Martlesham Heath. As a result of the Martlesham trials, a favourable report for the type was produced, which in turn led to the type soon being formally adopted as the new basic trainer of the Royal Air Force (RAF). A single prototype, designated the DH.82 Tiger Moth, was ordered by the British Air Ministry under Specification 15/31, which sought a suitable "ab initio" (from the beginning) training aircraft.

Specifications: 1943 DeHavilland DH-82-A

General characteristics

Crew: 2

Length: 23 ft 11 in (7.29 m)

Wingspan: 29 ft 4 in (8.94 m)

Height: 8 ft 9 in (2.67 m)

Wing area: 239 sq ft (22.2 m²)

Empty weight: 1,115 lb (506 kg)

Gross weight: 1,825 lb (828 kg)

Fuel capacity: 19 imp gal (23 US gal; 86 L)

Powerplant: 1 × de Havilland Gipsy Major I
4-cylinder air-cooled inverted in-line piston engine, 130 hp (97 kW)

Propellers: 2-bladed fixed-pitch propeller

Performance

Maximum speed: 109 mph (175 km/h, 95 kn)

Cruise speed: 67 mph (108 km/h, 58 kn)

Range: 302 mi (486 km, 262 nmi)

Service ceiling: 13,600 ft (4,100 m)

Rate of climb: 673 ft/min (3.42 m/s)



Winston Churchill, David Margesson, and others waiting to watch the launch of a DH.82 Queen Bee target drone, 6 June 1941



Tiger Moth II preserved at the Polish Aviation Museum, 2006



De Havilland Tiger Moth in The Royal Thai Air Force Museum



Supporting Our Community, Shop Local, Shop Texoma:

By Kim and Todd Bass

When you see a franchise branded business name do you think locally owned and operated? Franchisees buy into a business brand or name, marketing materials and business model to have a huge support network in their corner.

Locally in Grayson County there are hundreds of franchise businesses that are locally owned and operated by your friends and neighbors.

I can recall many many moons ago when my little sister was born, she was sick with severe asthma. My family had for many years used the Medicine Shoppe in Denison as our pharmacy. The pharmacist there and his team knew our names. They knew what sports and activities my sister and I were active in. He took an interest in all who came into his business. He was a friend to our family and our community.

There were many nights that my little sister would have episodes and need medication. Bob (our pharmacist) would go down in the middle of the night and get my parents the prescriptions that my sister needed. I always remember that. A core memory that I think of everytime I see a Medicine Shoppe sign. As I grew older and started a family of my own, we still used that pharmacy. He knew my daughters name, he asked about my parents, and grandparents.

I guess I tell you this story as a reason to shop small, shop local. Even though you see a franchise business, they are local, they are me. We donate to local events, schools, and community non-profits. We invest into our communities' growth and future. We are a small business franchise FASTSIGNS Texoma. Shop small, Shop local.

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

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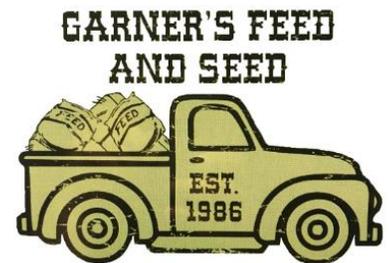
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- Buy gift cards now for later use.
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- If you know a business owner, ask how you can help them during this time.
- Keep your membership current. Most places rely on your dues to operate.
- While shopping is always a good practice, now is a time to be particularly generous.



EAA Webinars Schedule:

<https://www.eaa.org/ea/news-and-publications/eea-webinars>

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.



Wednesday, November 29 @ 7p.m.

Subject: Three Strikes and You're Out: A Practical Strategy for Stopping the Accident Chain
Qualifies for FAA WINGS Credit

Presenter: Kenneth Solosky

We all are safe and conscientious pilots. We train for emergencies and read accident reports to learn from other's mistakes. We often wonder, how did the pilot miss the signs? But they did. Join Kenneth Solosky as he discusses three strikes as a practical approach to stopping the accident chain before it ever happens.

Tuesday, November 21 @ 7p.m.

Subject: Digital Management of Aircraft Maintenance Records
Qualifies for FAA WINGS and AMT credit

Presenter: Crewchief Systems

If you're not managing your plane with data, you're not flying in the 21st century. Learn how to maximize the utility and value of your aircraft while improving safety through empirical data and systemized maintenance monitoring. Crewchief Systems discusses how you can take advantage of this electronic platform, now an exclusive EAA member benefit.

Wednesday, December 6 @ 7p.m.

Subject: Deadly Switches
Qualifies for FAA WINGS and AMT Credit

Presenter: Mike Busch

That ubiquitous key-operated ignition switch in most single-engine piston airplanes is fraught with peril. There are two different designs that have different failure modes and are subject to different airworthiness directives. Yet one critical failure mode is unaddressed by any of these ADs and has resulted in death, serious injury, and costly property damage. Maintenance expert Mike Busch discusses how and why these switches fail and what you can do to protect yourself from the deadly consequences. If you own or fly an aircraft with a key-operated ignition switch, this webinar is a must-see.

Tuesday, December 12 @ 7p.m.

Subject: The Clyde Lee and Earl Iverson Story
Museum Webinars Series

Presenter: Amelia Anderson and Chris Henry

In a time when flying the Atlantic was only for the daring, one team with an Oshkosh tie decided to give it a try. Let's talk about this footstep in aviation history.

Wednesday, December 20 @ 7p.m.

Subject: Starting a Flying Club

Presenter: Timm Bogenhagen

EAA's initiative to support the formation of flying clubs by the members of EAA's chapter network continues to grow, and Timm Bogenhagen from the EAA will help you learn the basics of forming a separate nonprofit flying club at your local airport!

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Upcoming Events:

Thursday, Nov 16	EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI) 1200 South Dewey, Sherman, TX @ 7:00pm Thanksgiving Potluck and Chapter Elections
Thursday, Nov 23	Happy Thanksgiving!
Saturday, Dec 2	EAA 323 First Saturday Event: RV14 project visit 1200 South Dewey, Sherman, TX @ 9:00am Come with Us to the T-Hangars at the north end of North Texas Regional Airport as we visit our Clubs RV-14 with Frank Connery, Steve Riffe and Brad Hodges!
Thursday, Dec 14	EAA 323 Yearly Christmas Party at the Home of Ross and Paula Richardson in Sherman Tx 2115 Turtle Creek Circle, Sherman, TX @ 7:00pm (See Newsletter Page ??)
Monday, Dec 25	Merry Christmas
Monday, Jan 01 2024	Happy New Year!
Saturday, Jan 6	EAA 323 First Saturday Event: GA Log Review 1200 South Dewey, Sherman, TX @ 9:00am Join Us and bring your logs and have our own Mike Montefusco - ASEL, AMEL, ATP,CFI, and CFII,- review them for accuracy after a training presentation over what to look for!
Thursday, Jan 18	EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI) 1200 South Dewey, Sherman, TX @ 7:00pm Subj: FAA Safety Brief with Ayers Aviation

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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)*



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 Fax: (920) 426-6761

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: