



The Ramp Page - May 2024

EAA 323's Monthly Newsletter
Vol 55, Ed 05
Sherman, TX
Celebrating our 55th year of service!

Email: eaa323@hotmail.com

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

Like us on Facebook @eaa323



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 Frank Connery

It's Sunday evening and I'm enjoying the fact that The Ford Tri Motor event is over. All things considered; I think it went pretty well. Not perfect, but very good. First, we need to thank Ed Griggs for being the Event Coordinator. Well Done! Also, it could not have happened without Mike McLendon, Rick Simmons, WaDee Hudson and Rex Lawrence. They were on duty everyday all day. Thanks to all of you.



Steve Riffe, Rich Kreekon, John Halterman, John Horn, Darrell Elmore, Sharon McLendon, and Tucker White also helped at least one day. We had volunteers from the Civil Air Patrol and Perrin Air Force Museum to come out and give us a hand. The Greater Texoma Military Vehicle Collectors and Cavanaugh brought out their vehicles for show. A special thanks to Crooked Letter BBQ, who served up some of the best BBQ for everyone. We appreciate all of you.

We lost Thursday and Sunday afternoon flying due to weather. Most of the volunteers got free rides on Friday morning as things ramped up. I was constantly reminding myself that the aircraft was 95 years old. Amazing! I also enjoyed the people watching. I had a 3rd grader tell me the \$28 hats I was selling were too much. We had a 91-year-old woman fly...almost as old as the airplane. Several families. Several that may come to our meetings.

Tucker White, our scholarship winner, had a big week. He soloed earlier this week (Tuesday I think). And then today he flew right seat on the tri motor and got to log some stick time. Congrats to Tucker!

On the horizon, Rick Simmons will be reviewing Charts and Legends at the meeting Thursday and then we will have a flying/fuel planning event on Saturday, the First.

Our Young Eagle event in May was canceled due to the weather. We are now planning a Young Eagle's event on Saturday June 8th at Sherman Municipal Airport (KWSI). We have decided to open up enrollment. If you know someone That would like to go for a ride, let John Horn know. As always, we need a lot of help putting on this event so please try to attend.

Thats it for now, see you Thursday, Frank



Ford Tri-Motor makes a return to North Texas:

By Ed Griggs, Tri-Motor Tour Coordinator

All Hands were on Deck as EAA 323 answered the call, from May 09 through 12, as Texomans arrived for a chance to fly in a living legend! The World Famous Ford Tri-Motor, NC8407 arrived on Wednesday and after a short break and cleanup, the “Tin Goose” was ready to go. Unfortunately, the weather was not!



We were rained out on Thursday, 09 May 2024, but we came back even stronger on Friday, Saturday and even Sunday before the rains began again. We were able to help with 31 sorties/flights at roughly 8 passengers per trip for a grand total of 240 total passengers!

We had support from Rise Aviation, North Texas Regional Airport and Billings Flying Service, who helped to host the event. We were supported by members from EAA 323, Texoma Aero Club, the Civil Air Patrol Cadets and Officers and members of the Perrin Air Force Museum were on hand to help!

The Greater Texoma Military Vehicle Collectors ([Greater Texoma Military Vehicle Collectors | Facebook](https://www.facebook.com/greater-texoma-military-vehicle-collectors)) as well as the Cavanaugh Museum brought out an array of vehicles and put them on display. A Special thanks to both organizations for bringing out their “hardware” in support of the Tri-Motor Event!

Crooked Letter BBQ (<https://www.facebook.com/crookedletterbbq>) came out and served up some of the best BBQ that we have had in a while! Follow them on Facebook to see where they will be setting up to serve next!



Students from a local Flying school have a “Question-and-Answer” session with Ed Kornfield, Ford Tri-Motor Pilot!



Greater Texoma Military Vehicle Collectors and Cavanaugh Museum Vehicles



If you didn't see it, you can look up our KXII Interview at : [EAA 323 hosts Ford Tri-Motor](#)

Please help to support Crooked Letter Barbecue and Soul Food! It is worth the effort! If you tried their delicious food, please leave them a review on Bing, Yelp or Google! Thanks!

FunPlacesToFly

funplacestofly.com



Texoma Aero Club May 2024

By Mike McLendon, TAC President

Wow, What a busy week! On Wednesday, EAA's Ford TriMotor, NC8407 came for a visit at NTRA for 5 days with rides starting on Friday and continuing thru Sunday. Cavanaugh and Greater Texoma Military Vehicle Collectors brought out their guns in support of the Tri-Motor event!



What a ride! I was "flying" Cavanaugh's Sherman tank but Sharon took it away from me. 😬

This Saturday, TAC will meet for pancakes, Club meeting, and Learn to Fly flights this coming Saturday morning starting at 8:30 at the Executive hangars. VMC Club meeting will not be held so that discovery flights can commence shortly after the meeting! Breakfast preparation volunteers are needed for setup 7:45.

TAC will also be hosting EAA 323's Learn to Fly event starting this Saturday morning, May 18 at 0930 -1030(ish). CFI's are needed. TAC sponsors these events (LTF and VMC) in support of EAA323 .



Discovery flights are intended for those who are interested in flying! Please contact me, michaelmclendontac@gmail.com, for more info and details.

Thanks for everyone's help with the TriMotor Tour. Looking forward to more fun this Saturday. Weather forecast looks good at this time.

Blue Skies Guys and Gals! See ya Saturday.

Mike

Tucker White, Ray Aviation Scholar Update and Ford Tri-Motor Co-Pilot:

By Mike McLendon



Wow! What a busy week it has been for this young man starting last Tuesday when Tucker White, EAA323 Ray Aviation Scholarship recipient solo'ed with Texoma Aero Club's "Lucy", N1528Y. That same week, he was able to co-pilot with Ed Kornfield, Ford Tri-Motor Pilot and CFI extraordinaire! How many people can claim to have done both in one week? I am sure that he will remember these event's for the longest time!



First Officer Tucker White with Captain Ed Kornfield



Pulling the engine through and cleaning bugs! Under the supervision of Rick Simmons!

Three words to live by:

- **Aviate**
- **Navigate**
- **Communicate**

"Fly the Danged Plane"



VMC Club

By Ed Griggs

This month, instead of conducting our regular meeting, We will be participating in the EAA's Learn to Fly Week! Expert flight instructors and representatives from Texoma Aero Club will be taking people up for discovery flights! These will be free of charge and there are interactive webinars to help jumpstart your flight training journey.

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: May 2024

By EAA VMC Staff, (Answer on Page 7)



EAA VMC Club
Question of the Month

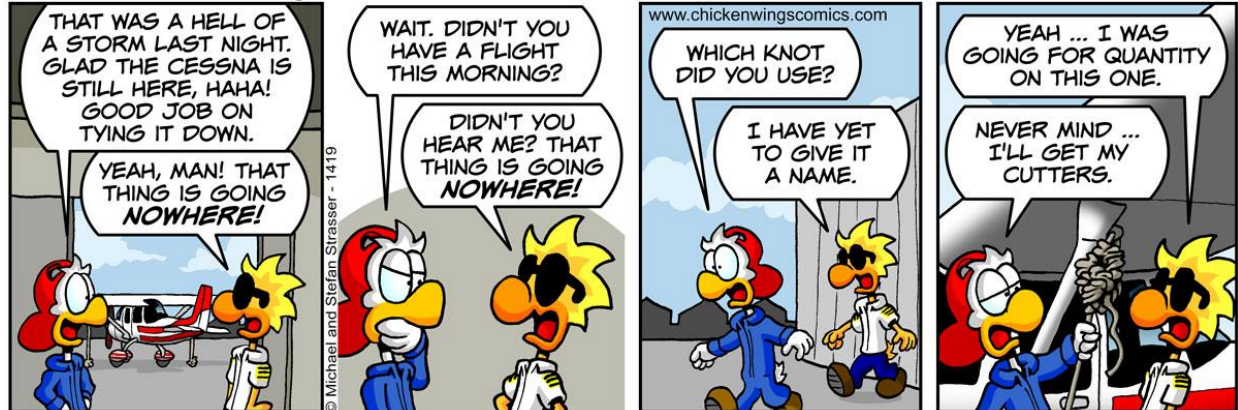
Question: How do airplane flight characteristics change as the CG is moved from a forward position to an aft position, and why?

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/ea/aircraft-building> and start your own blog! Email your updates, pics or any questions to Ed Griggs at a_model_guy@ymail.com. Thanks!

CHICKEN WINGS®



Whether young (18+) or old(er), Contact Mike McLendon, EAA 323's Eagle Coordinator for a free Introductory/Discovery flight!



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Quiz: Can You Answer These 6 Mental Math Questions?

By Boldmethod, 05/08/2024, <https://www.boldmethod.com/blog/quizzes/2024/05/can-you-answer-these-6-mental-math-questions/>

Ready to get started? Answers on page 12

1) You're flying toward fix that's 20 NM away. You're flying 120 KTS ground speed at 10,000'. You need to cross the fix at 6,000'. How fast do you need to descend?

200 FPM

400 FPM

800 FPM

1200 FPM

2) You're 30 miles from a VOR. If you're 1 degree off course, how many miles off course are you?

1/8 mile

1/4 mile

1/2 mile

3/4 mile

3) If you descend at a 3-degree flight path angle for 2 miles, how many feet will you descend?

300 feet

600 feet

900 feet

1200 feet

4) You're flying to an airport that's 17 NM away. Your ground speed is 90 KTS and you're at 7,500'. You want to reach pattern altitude, which is 1,500', 2 miles prior to reaching the airport. How fast do you need to descend?

300 FPM

400 FPM

500 FPM

600 FPM

5) You're at 6,000' and you've been cleared to climb to FL260. What flight path angle do you need to climb to reach FL260 in 40 miles from your present position?

2.5 degrees

5 degrees

7.5 degrees

10 degrees

6) You're flying at 300 knots ground speed. How far will you travel in 3 hours?

600 NM

900 NM

1100 NM

1200 NM



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Pilot's Tip of the Month: "Letting Go of Mistakes"

Featuring Dr. Penny Levin, <https://pilotworkshop.com/tips/letting-go-of-mistakes/>

Subscriber question: "Is slipping an airplane with full flaps allowed or not? I fly a club Cessna 172 and one instructor told me it's fine while the other said it's forbidden." —Kyle S.



Jeff: "I have to answer this with a question: Which model Cessna 172 are you flying?"

The model matters because the answer is found in your POH and the guidance has changed over the years. In the POH for a 1956 Cessna 172 you'll see, 'Slips are prohibited in full flap approaches because of a downward pitch encountered under certain combinations of airspeed and sideslip angle.' By 1977 the POH for the 172N model said, 'Steep slips should be avoided with flap settings greater than 20° due to a slight tendency for the elevator to oscillate under certain combination of airspeed, sideslip angle, and center of gravity loadings.' Check the POH for a late-model 172S and you'll likely see, 'Steep slips with flap settings greater than 20° can cause a slight tendency for the elevator to oscillate under certain combinations of airspeed, sideslip angle, and center of gravity loadings.'

So that's a prohibition in 1956, a strong caution in 1977, and an FYI in the 2000s. Over that time there were aerodynamic changes, including limiting the maximum flap travel from 40° to 30°.

Three important takeaways apply no matter what make or model aircraft you fly. One is that your POH rules and it's the first place you should go for prohibitions on your specific aircraft. That includes any updates, ADs, or other changes that should be included since the POH was published.

Second is that these textual descriptions are usually found in the Amplified Procedures, which you'll find in your flight manual for both normal and emergency procedures (usually after the checklists). Too many pilots breeze through this text or skip it entirely. Don't be one of them. The amplified procedures often contain the details you need to make informed decisions on applying those simple checklists in the real world.

Third is that procedures evolve but 'tribal knowledge' doesn't always keep up. When people tell you something must be done one way or another, ask for a source you can reference yourself.

You'd be surprised what the kinds of things you might find out."

EAA323 VMC Club Question of the month May 2024: Answer

By EAA VMC Staff, (Question from Page 5)

Answer: As the CG is moved from a forward to an aft position, less downward force is required on the tail in level flight, and therefore less lift is required. This means the aircraft can cruise at a lower angle of attack and lower power setting, and thus fuel efficiency is improved. However, the longitudinal stability decreases as the CG moves aft, which decreases the ability of the aircraft to right itself after maneuvering or turbulence. An aft CG means less control force is needed to effect pitch changes (light control forces), making it more difficult to control pitch. An aft CG may also result in more abrupt stall characteristics.

Source: FAA-H-8083-25C, Pilot's Handbook of Aeronautical Knowledge, Chapter 10



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Aircraft of the Month: Ford Tri-Motor

https://en.wikipedia.org/wiki/Ford_Trimotor

The Ford Trimotor (also called the "Tri-Motor", and nicknamed the "Tin Goose") is an American three-engined transport aircraft. Production started in 1925 by the companies of Henry Ford and ended on June 7, 1933, after 199 had been made. It was designed for the civil aviation market, but also saw service with military units.

Design and development



Ford Trimotor interior

In the early 1920s, Henry Ford, along with a group of 19 others including his son Edsel, invested in the Stout Metal Airplane Company. Stout, a bold and imaginative salesman, sent a mimeographed form letter to leading manufacturers, blithely asking for \$1,000 and adding: "For your one thousand dollars you will get one definite promise: You will never get your money back." Stout raised \$20,000, including \$1,000 each from Edsel and Henry Ford.

In 1925, Ford bought Stout and its aircraft designs. The single-engined Stout monoplane was turned into a trimotor, the Stout 3-AT with three Curtiss-Wright air-cooled radial engines. After a prototype was built and test-flown with poor results, the "4-AT" and "5-AT" emerged.

The Ford Trimotor using all-metal construction was not a revolutionary concept, but it was certainly more advanced than the standard construction techniques of the 1920s. The aircraft resembled the Fokker F.VII Trimotor (except for being all metal which Henry Ford claimed made it "the safest airliner around"). Its fuselage and wings followed a design pioneered by Junkers during World War I with the Junkers J.I and used postwar in a series of airliners starting with the Junkers F.13 low-wing monoplane of 1920 of which a number were exported to the US, the Junkers K 16 high-wing airliner of 1921, and the Junkers G 24 trimotor of 1924. All of these were constructed of aluminum alloy, which was corrugated for added stiffness, although the resulting drag reduced its overall performance. So similar were the designs that Junkers sued and won when Ford attempted to export an aircraft to Europe. In 1930, Ford countersued in Prague, and despite the possibility of anti-German sentiment, was decisively defeated a second time, with the court finding that Ford had infringed upon Junkers' patents.

Although designed primarily for passenger use, the Trimotor could be easily adapted for hauling cargo, since its seats in the fuselage could be removed. To increase cargo capacity, one unusual feature was the provision of "drop-down" cargo holds below the lower inner wing sections of the 5-AT version.

One 4-AT with Wright J-4 200-hp engines was built for the U.S. Army Air Corps as the C-3, and seven with Wright R-790-3 (235 hp) as C-3As. The latter were upgraded to Wright R-975-1 (J6-9) radials at 300 hp and redesignated C-9. Five 5-ATs were built as C-4s or C-4As.



Specifications: Ford Tri-Motor

Crew: 3 (pilot, co-pilot, flight attendant)
Capacity: 11 passengers
Length: 49 ft 10 in (15.19 m)
Wingspan: 74 ft 0 in (22.56 m)
Height: 11 ft 9 in (3.58 m)
Cabin length: 16 ft 3 in (5 m)
Cabin width (average): 4 ft 6 in (1 m)
Cabin height (average): 6 ft 0 in (2 m)
Cabin volume: 461 cu ft (13 m³)
Airfoil: root: Göttingen 386; tip: Göttingen 386
Empty weight: 6,500 lb (2,948 kg)
Gross weight: 10,130 lb (4,595 kg)
Fuel capacity: 231 US gal (192 imp gal; 874 L)
Oil capacity: 24 US gal (20 imp gal; 91 L)
Powerplant: 3 × Wright J-6-9 Whirlwind 9-cylinder air-cooled radial piston engines, 300 hp (220 kW) each for take-off
Propellers: 2-bladed fixed-pitch propellers

Performance

Maximum speed: 132 mph (212 km/h, 115 kn)
Cruise speed: 107 mph (172 km/h, 93 kn) at 1,700 rpm
Stall speed: 57 mph (92 km/h, 50 kn)
Range: 570 mi (920 km, 500 nmi)
Service ceiling: 16,500 ft (5,000 m)
Absolute ceiling: 18,600 ft (5,669 m)
Absolute ceiling on 2 engines: 7,100 ft (2,164 m)
Rate of climb: 920 ft/min (4.7 m/s)
Time to altitude: 7,200 ft (2,195 m) in 10 minutes



The original (commercial production) 4-AT had three air-cooled Wright radial engines. It carried a crew of three: a pilot, a copilot, and a stewardess, as well as eight or nine passengers. The later 5-AT had more powerful Pratt & Whitney engines. All models had an aluminum corrugated sheet-metal body and wings. Unlike many aircraft of this era, extending through World War II, its control surfaces (ailerons, elevators, and rudders) were not fabric covered, but were also made of corrugated metal. As was common for the time, its rudder and elevators were actuated by metal cables that were strung along the external surface of the aircraft. Engine gauges were also mounted externally, on the engines, to be read by the pilot while looking through the aircraft windshield. Another interesting feature was the use of the hand-operated "Johnny brake."



Externally mounted control wires of a Ford Trimotor

Like Ford cars and tractors, these Ford aircraft were well designed, relatively inexpensive, and reliable (for the era). The combination of a metal structure and simple systems led to their reputation for ruggedness. Rudimentary service could be accomplished "in the field" with ground crews able to work on engines using scaffolding and platforms. To fly into otherwise-inaccessible sites, the Ford Trimotor could be fitted with skis or floats.

The rapid development of aircraft at this time (the vastly superior Boeing 247 first flew at start of 1933), along with the death of his personal pilot, Harry J. Brooks, on a test flight, led to Henry Ford's losing interest in aviation. While Ford did not make a profit on its aircraft business, Henry Ford's reputation lent credibility to the infant aviation and airline industries, and Ford helped introduce many aspects of the modern aviation infrastructure, including paved runways, passenger terminals, hangars, airmail, and radio navigation.

In the late 1920s, the Ford Aircraft Division was reputedly the "largest manufacturer of commercial airplanes in the world." Alongside the Ford Trimotor, a new single-seat commuter aircraft, the Ford Flivver or "Sky Flivver" had been designed and flown in prototype form, but never entered series production. The Trimotor was not to be Ford's last venture in aircraft production. During World War II, the largest aircraft manufacturing plant in the world was built at the Willow Run, Michigan plant, where Ford produced thousands of B-24 Liberator bombers under license from Consolidated Aircraft.

William Stout left the Metal Airplane division of the Ford Motor Company in 1930. He continued to operate the Stout Engineering Laboratory, producing various aircraft. In 1954, Stout purchased the rights to the Ford Trimotor in an attempt to produce new examples. A new company formed from this effort brought back two modern examples of the trimotor aircraft, renamed the Stout Bushmaster 2000, but even with improvements that had been incorporated, performance was judged inferior to modern designs.

Aviation Words – "Aeroplane"

<https://www.eaa.org/eea/news-and-publications/eea-news-and-aviation-news/bits-and-pieces-newsletter>

Depending on what you read, or even where you live, either George Bernard Shaw or Winston Churchill said something to the effect that "Great Britain and the United States are two great nations divided by a common language." Canada is geographically closer to the United States but historically closer to the United Kingdom. Other ex-colonies such as Australia, New Zealand, South Africa, India, and many of the Caribbean islands have a closer affinity to U.K. spelling than the U.S. versions. A good example of this would be the word "theatre." In British English it is pronounced with an "er" at the end, but since it came from the French, its original spelling persists. There are many other examples, but let's talk about aeroplanes.

The U.S. use of the word "airplane" begins with "air" but there is no such word as "aerobatics." In that case it's spelled "aerobatics" just like the rest of the world. Our American friends would insist that, since they and the Wright brothers invented flying, they have the right to call it an airplane. I don't think we can argue with that, and most Canadians are as likely to say "airplane" as "aeroplane." By the way, if you Google it, you'll find that the first use of the word aeroplane was in 1866, well before the invention of the motorized version.

I hope you found some humo(u)r in this, or maybe your neighbo(u)rs will.



Answer's to question from Quiz on Page 6

- 1) You need to descend 4,000'. You're flying 2 miles per minute (120 KTS), which means it will take 10 minutes to reach the fix. $4,000' / 10 \text{ min} = 400 \text{ FPM}$.
- 2) The 60:1 rule states that when you're 60 miles from a VOR, 1 degree off course = 1 mile off course. Since you're half that distance from the VOR (30 miles), your course deviation is half of that as well: 1/2 mile.
- 3) The 60:1 rule states that for every 1 degree you descend, every mile you'll descend 100 feet. (1 deg * 1 mile * 100 = 100 feet). Since you're descending at 3 degrees for 2 miles, you'll descend 600 feet (3 deg * 2 miles * 100 = 600 feet).
- 4) You need to descend 6,000'. You're 17 NM from the airport, and you want to be at pattern altitude 2 miles prior, which means you have 15 miles to descend. You're traveling 1.5 miles per minute, meaning you'll travel 15 miles in 10 minutes. $6,000' / 10 \text{ minutes} = 600 \text{ FPM}$.
- 5) You need to climb a total of 20,000 in 40 miles. For every 1 degree you climb, you'll climb 100 feet per 1 mile. $20,000 / 40 \text{ NM} / 100 = 5 \text{ degrees}$.
- 6) $300 \text{ Knots} / 60 = 5 \text{ miles per minute}$. In 60 minutes (1 hr), you'll travel 300 miles (5 miles-per-minute x 60 minutes = 300 NM) In 3 hours you'll travel 900 NM (300 NM X 3 Hrs)

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.

FASTSIGNS®

FASTSIGNS® of Sherman

Todd and Kim Bass

1920 N Grand Ave, Sherman, Texas 75090

<https://www.fastsigns.com/608-sherman-tx>



Vogel Allstate Insurance Group

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75090

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Keep Calm
SHOP LOCAL

Here are some ways you can continue to support our local businesses during this season where they may experience economic hardship.

- Buy gift cards now for later use.
- Buy items now for future pick up.
- 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/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.



Wednesday, May 22, 7 p.m.

Subject: Solid Edge Synchronous and Ordered Modeling

Presenter: Doug Stainbrook

Doug Stainbrook with Siemens Solid Edge provides training on the use of the Siemens Solid Edge computer-aided design (CAD) program made available to EAA members by Siemens. The webinar will focus on the differences between Ordered (traditional history-based) modeling and Synchronous modeling offered in Solid Edge; moving Ordered models to Synchronous; hybrid modeling, combining ordered and synchronous features in the same model; creating dimensional formulas; and driving dimensions from the variable table and Excel. Learn how to take advantage of this powerful 3D modeling tool and create complex 3D models.

Wednesday, May 29, 7 p.m.

Subject: Building Your Dream Airport

Presenter: Gary Stevens

Considering a private airport, or wanting to learn more about your airport? This presentation covers the basics of airports, a comprehensive 101 discussion by Gary Stevens, former state and federal airport development and compliance inspector. This presentation will emphasize design, operations, construction, and alterations of privately-owned turf airports and review the approval process of FAA, state, and local zoning authorities. Additionally, it will review how to find additional resources to help your private airport.

Wednesday, June 5, 7 p.m.

Subject: Minimally Invasive

Presenter: Mike Busch

Qualifies for FAA WINGS and AMT

Medicine has enthusiastically adopted minimally invasive procedures. Instead of biopsies, we do ultrasounds and MRIs. Instead of open surgery, we use laparoscopic and endoscopic procedures. In this webinar, maintenance expert Mike Busch A&P/IA makes the case that we should also be using minimally invasive methods in the maintenance of our aircraft.

Tuesday, June 11, 2024, 7 p.m.

Subject: Rose Parrakeet

Presenter: Chris Henry & Amelia Anderson

Museum Webinar Series

The little Rose Parrakeet is a biplane with an interesting history as both a standard category aircraft as well as homebuilt. Join the museum team as we talk about our newest addition as well as take you along on what it takes to get an airplane shipped to the museum.

Wednesday, June 12, 2024, 7 p.m.

Subject: Zeppelin: The First Airliners

Presenter: John Mellberg

All about the airship. A historic overview of Zeppelins, the first airliners. Before the Wright brothers' first flight, on July 2, 1900, the first Zeppelin, the LZ-1, carried several passengers aloft for a flight over Lake Konstanz, Germany. A rigid airship was also the first aircraft to carry passengers across the Atlantic Ocean, twice as fast as the steamship of the day. Join EAA Aviation Museum Docent John Mellberg as he recounts the fascinating history of Zeppelin airships.

Tuesday, June 18, 7 p.m.

Subject: Making Friends with a Sukhoi

Presenter: Wes Liu

Qualifies for FAA WINGS Credit

Wes Liu, IAC chief judge, shares his journey transitioning from a Pitts S-2A biplane to a Sukhoi Su-26 monoplane with a radial engine. From first flight in this new-to-him airplane through flying aerobatics, Wes shares some tips and lessons learned during this transition process. In March 2022, Wes found himself standing next to the Su-26, 800 nautical miles from home, organizing his thoughts to plan for a first flight in the airplane. Tune in and learn all about his process to safely transition into this new aerobatic airplane.

Wednesday, June 19, 7 p.m.

Subject: Tips for Flying Into EAA AirVenture 2024 |

Presenter: Fred Stadler

Qualifies for FAA WINGS Credit

Learn all about the 2024 AirVenture NOTICE arrival procedures. EAA's volunteer NOTICE Chairman, Fred Stadler, describes FAA required procedures and shares useful tips for reducing pilot workload when flying into Oshkosh for AirVenture 2024.



EAA Webinars sponsored by



https://www.faasafety.gov/WINGS/pub/learn_more.aspx



Upcoming Events:

- Thursday, May 16 EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI)
1200 South Dewey, Sherman, TX @ 7:00pm
Subj: Charts and Legends with Rick Simmons
- Saturday, May 18 Texoma Aero Club Monthly Gathering and Pancake Breakfast
North Texas Regional Airport (KGYI) @ Executive Hangar's (located north of the Control Tower)
- EAA 323 and TAC Learn to Fly week
North Texas Regional Airport (KGYI) @ Executive Hangar's (located north of the Control Tower)
- Saturday, Jun 01 EAA 323 First Saturday Event: Charts and Legends Flyout
- Thursday, Jun 20 EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI)
1200 South Dewey, Sherman, TX @ 7:00pm
Subj: Mosaic Update with Ed Griggs

Officers/Board of Directors/Key Coordinators

Name	Position	Email Address	Contact Number
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EAA Learn to Fly Week May 13 – 18, 2024 Supported by Sporty's

Join us on May 13 - 18 for EAA Learn to Fly Week! Expert flight instructors and representatives from aviation organizations will present free and interactive webinars to help jumpstart your flight training journey.

Topics covered include how to get started in flight training, tips for saving time and money in flight training, preparing for the FAA written exam, examiner tips for passing the check ride, and much more!

This six-day event concludes with chapter hosted Flying Start events on May 18, 2024. These events welcome, encourage, and educate aspiring pilots to a flight training pathway at their local airport. Flying Start events are capped with the FREE introductory Eagle Flight!



**EAA LEARN to FLY WEEK
Schedule of Events**

[Register Now](#)



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
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 Sherman, TX 75092

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

National EAA Membership:
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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: