The Ramp Page – February 2025

EAA 323's Monthly Newsletter
Vol 56, Ed 02
Sherman, TX
Celebrating our 56th year of service to Texoma and the surrounding areas!!

Email: eaa323@hotmail.com Website: https://chapters.eaa.org/EAA323
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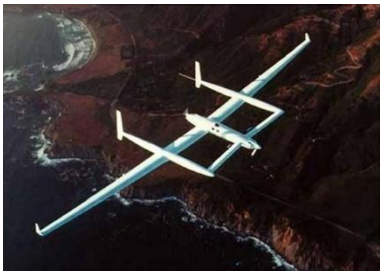
We will be meeting 20 Feb 2025 at 7pm at the North Texas Regional Airport, Rise Aviation Terminal, Main Lobby Conference room, Denison, TX! Please come and be our Guest!

President's Mission Brief:

By Frank Connery

It's a brave new world out there. The Eagles are Super Bowl champs. I get a little queasy just thinking about it. Winter has returned, although hopefully not much longer. Time to start making those spring travel plans.



Speaking of travel plans, our third Thursday gathering we will be traveling to North Texas Regional Airport (KGYI). Rise Aviation is letting us use their conference room in the main terminal. Same time, different place. **This is a one-time change**! Our March gathering will be back at Sherman Municipal Airport (KSWI).

Our speaker for this upcoming Thursday (Feb 20) will be Mike Hance. He was the mission commander for the Voyager round the world, nonstop, unrefueled flight. A remarkable achievement. It should prove to be a very interesting topic of discussion.

Our upcoming First Saturday Event will be at the Cavanagh hangar on the north end of North Texas Regional Airport (KGYI). We'll be able tour their collection of aircraft. More information to follow!

As always, some of us meet for burgers at City Limits (around 5:30) prior to the meeting! If you want to join us, Feel free to join Us!

Thats it for now. Keep the blue side up.

Frank Connery

Texoma Aero Club February 2025

By Mike McLendon, TAC President

February has been a slow month for flying so far with the required annual inspection on N1528Y "Lucy" and uncooperative weather.

The annual went well however with no major squawks. We did have a list of minor items needing correction and most have been taken care of. Long term we are looking at replacing seat rails, exhaust clamps, some push rod tubes. All of which can be accomplished as we do routine maintenance. Thanks to Ed Tillman, IA, for working closely with us. Nathan Wieck, Rob Mlinarich, Rex Lawrence, Vic Moreland and I provided assistance to Ed for this inspection. We welcome TAC members to join us whenever we perform maintenance.

Moving forward, TAC monthly meetings will be conducted on the third Saturday of each month. We had previously announced moving to the second Saturday. Yes it is that cold time of the year but our new heating equipment makes being in the hangar tolerable.

TAC Board of Directors met on Wednesday February 12. At that time we asked Naomi Lightfoot to join the board filling the position Jim Smisek held from the beginning of TAC back in 2018. We welcome Naomi! But, we miss you Jim.

Financial status , membership, lease arrangements, utilities, insurance, equipment, were the main topics of discussion. We are financially stable. We do need more members as well as another aircraft. Our hangars are full of aircraft and tools.

We did discuss the possibility of adding N7689M, the recently completed restored C175 to club use. The Board unanimously agreed to pursuing this proposal. The due diligence portion of accomplishing this goal is now in process. We definitely need an additional aircraft. Especially one which has good cross country flight capability. Your input is welcomed.

Another, outside the box, topic of discussion. Forming a "aircraft" maintenance segment to TAC. Simply speaking, we establish a "Maintenance " membership category. Routine type maintenance (oil changes, tire replacements, annuals) would be performed by credentialed staff. If a complex issue is identified our staff would refer this work out based on their experience discretion. We have 2 IA's and an A&P bringing this to us for discussion. What are your thoughts?

Starting April 1, TAC members will be limited to two gates for access to our hangars. We received notice Friday February 14. More details to follow. We will be assigned unique access codes which we will disseminate once received from NTRA.

New members to TAC: Daniella Arroyo, Nathan Mueller, Joe Gibney, Roy Simpson, Adam Sipe. Welcome!

Check out Lucy's panel with the AV30's and graphic 6 cylinder EGT.

Come visit Texoma Aero Club.

Hope to see you soon,

Mike

Needed: Newsletter Editor

By Frank Connery

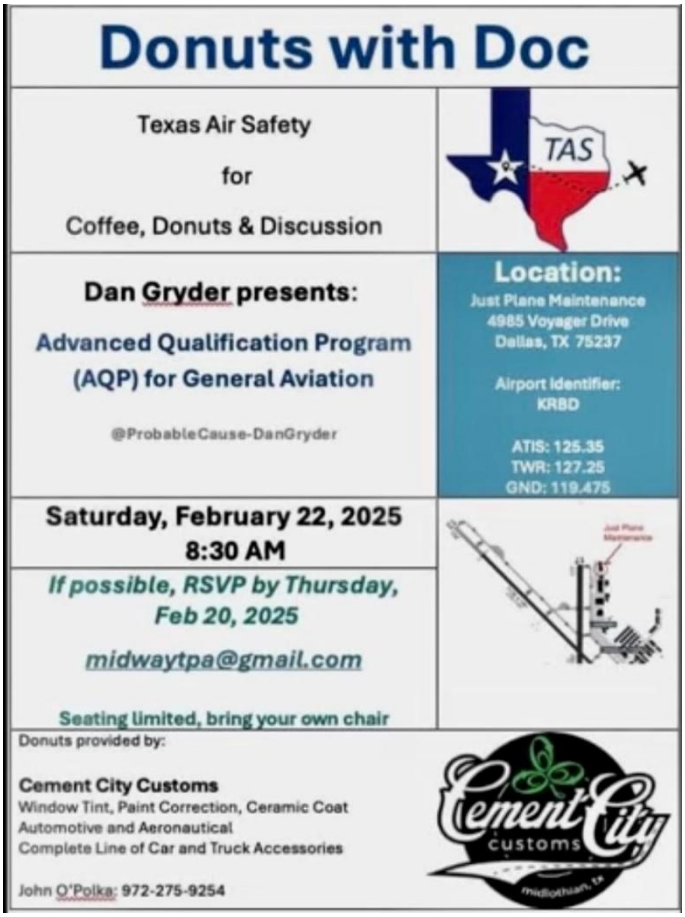
As has been mentioned before, After 7 great years, Ed Griggs has stepped down as our Newsletter Editor! We are desperately in need of someone to give the Newsletter a try! He will still be available to assist, teach and/or help out as much as needed, requested or wanted.

The Chapter Newsletter is our main form of communication and a valuable asset to keep Club members advised of our activities and Aviation related information. No one, including myself, expects anyone to do it exactly as Ed has done! We are excitedly looking to have someone take over the reigns and make it their own!

For anyone thinking about stepping up, the only software "tools" that are used are: Microsoft Office, Excel and the Internet!

Upcoming Event's:

Courtesy of Mike Montefusco



EAA Chapter 323 Est. 1969 Sherman, Texas

PAPI: Precision Approach Path Indicator Explained

By Josh Wilson at Aerospace Engineering

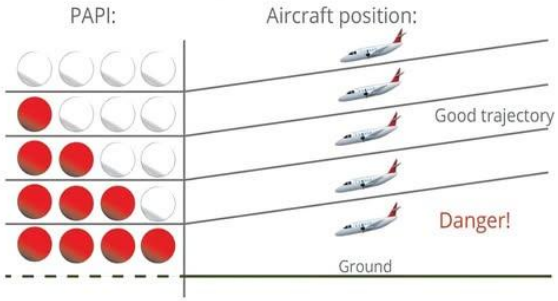
This image explains the Precision Approach Path Indicator (PAPI), which helps pilots land at the correct angle by using a series of red and white lights.

Too High (4 White Lights)
If all four lights are white, you are too high! You need to descend to stay on the correct approach. Remember: “Four white, you’re too high!”

Good Glidepath (2 White, 2 Red)
If you see two white and two red lights, you are at the perfect landing angle! Maintain your current descent for a smooth landing. Remember:
“Two red, two white, you’re all right!”

Too Low (3 or 4 Red Lights)
If you see three red lights, you are slightly too low—ascend slightly.
If all four lights are red, you are dangerously low—pull up immediately!
Remember: “Four red, you’re dead!”

PAPI helps pilots land safely by showing real-time altitude corrections.



EAA323 VMC Club Question of the month: Feb 2025

By EAA VMC Staff, (Answer on Page 11)

EAA VMC Club
Question of the Month

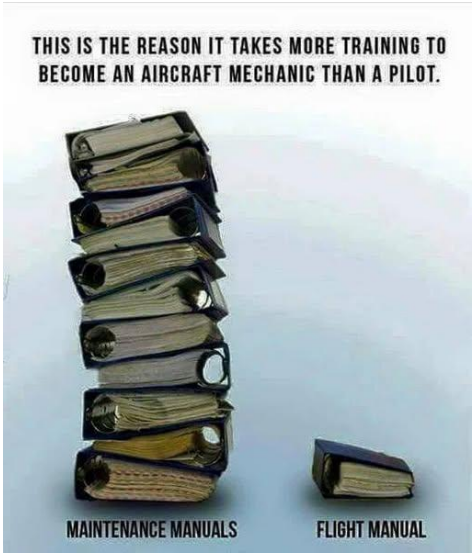
Question: You’re on a VFR cross country flight in your VFR-equipped 1977 Cessna 172, flying by pilotage at about 3,000 AGL, on your way home with a friend. You’re returning later than planned, and your friend asks if he can use his cell phone to call his wife to say he’ll be late. Since you’re flying VFR and not even using any onboard electronic navigation, is it legally permissible to let your friend make the call?

EAA323 IMC Club Question of the month: Feb 2025

By EAA IMC Staff, (Answer on Page 09)

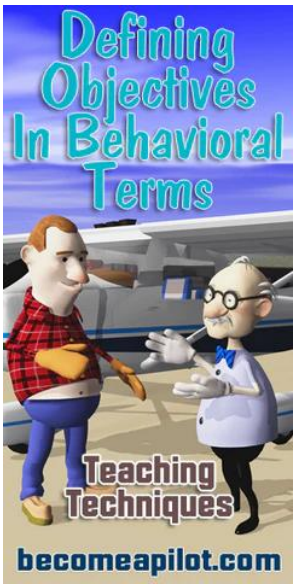
EAA IMC Club
Question of the Month

Question: You’re flying a Piper Archer (PA-28-181) on a night IFR flight. Your weather briefing for the flight did not indicate the potential for icing, however, during the flight you begin to notice an accumulation of rime icing on the temperature probe. What actions should you take? Should you declare an emergency?



Defining Objectives in Behavioral Terms

By Rod Machado, December 2014 https://rodmachado.com/blogs/learning-to-fly/17964083-defining-objectives-in-behavioral-terms



Who among us hasn't experienced some type of communication problem during flight training? I worry every time I ask a student to put the airplane on the numbers when landing. What if he heads for the airport elevation painted on the taxiway? No longer do I request that a student keep his head out of the cockpit. You can lose a toupee that way.

Yes, communication is a fragile event. But flight instructors can communicate better by following one simple rule: Always state your objectives in behavioral terms.

For instance, suppose you told your student to be "smooth" with the flight controls. What do you mean by smooth? This is a command having many shades of meaning. It probably means one thing to a jackhammer technician and something entirely different to a bomb disposal expert. Let's identify this objective in behavioral terms.

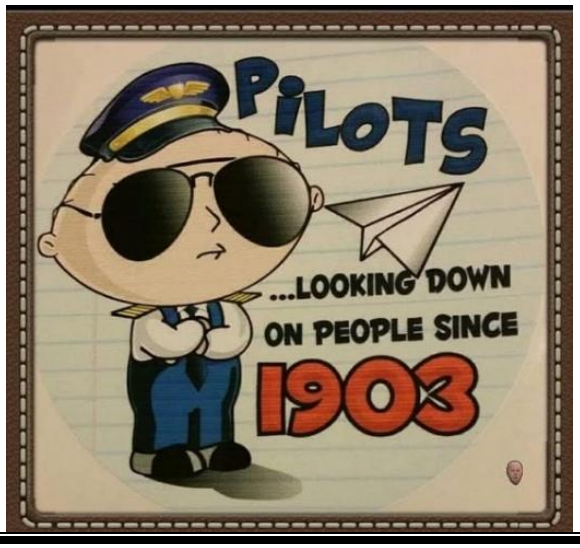
You can define "smooth with the flight controls" by referring to how fast the controls move in centimeters per second. You can define it by the amount of pressure applied to the controls at any one time. You can also define it by suggesting a rate at which the airplane changes its pitch or bank in degrees per second.

You'll find some objectives difficult to describe verbally. When this happens, identify the objectives by demonstrating the behavior you expect. Show your students what it's like to manipulate the flight controls smoothly. Demonstrating control movements that aren't smooth also helps them understand the objective.

Several months ago I overheard an instructor yelling at his student while giving him simulator instruction at a local flight school. "Altitude, altitude," barked the instructor, "for Pete's sake, maintain your altitude." At first, I thought the flight school was making their coffee a little too strong. Apparently not. This flight instructor's frustration was born out of his inability to communicate effectively. He wasn't defining his objectives in behavioral terms.

He could have solved the problem by saying, "Bob, lower your pitch attitude by two degrees and increase power to 2,200 RPM." Since the instructor wasn't inclined to say this, I helped him. I peeked over the cubicle and said it myself. (There are some things you just can't resist as a flight instructor.)

Practice defining your objectives in behavioral terms. This helps minimize some, but not all, of the most common communication problems. I can't guarantee a student wont dig their heals into the floorboard and push back in their seat when you say, "Back pressure, back pressure." But I can guarantee that it's less likely to happen.



Quiz: Can you answer these 5 VFR cross-country questions?

By Colin Cutler, 02/10/2025, https://www.boldmethod.com/blog/quizzes/2025/02/5-vfr-cross-country-questions-can-you-answer-them/

How many do you know? Answers on Page 14

1) You're flying a magnetic course of 359 degrees. What altitude should you fly?

- Odd + 500 feet
- Even + 500 feet

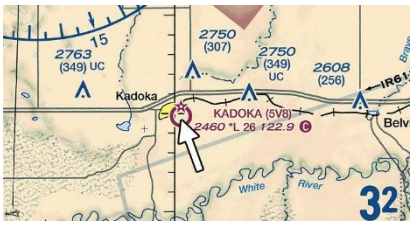
2) What is the earliest date the runway 26R PAPI lights are out of service at Pueblo?

!PUB 07/005 (KPUB A0564/14) PUB RWY 26R PAPI OUT OF SERVICE 1407021235-1412312359

- February 7, 2014
- April 7, 2014
- July 2, 2014
- December 31, 2014

3) What frequency would you contact Flight Service on in this area?

- 108.4
- 118.375
- 122.4
- 122.8



4) What type of runway is at Kadoka?

- Other than hard-surfaced runway
- Asphalt runway
- Concrete runway

5) You're diverting into the Newport airport. What direction traffic pattern should you fly for runway 18?

- Left traffic
- Right traffic

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boldmethod

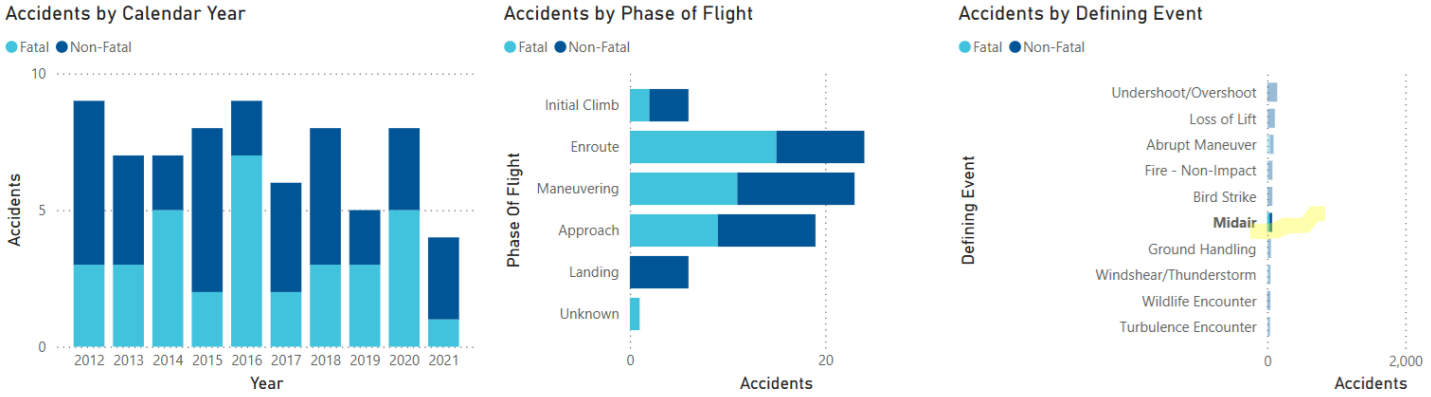
Quiz brought to you by https://www.boldmethod.com/

CFI Corner: Back to Basics:– Look Outside to Stay Alive

By Adain Sipe, CFI

Considering last month's midair collision between an Army helicopter and a regional jet in Washington, D.C., I believe reviewing some basic collision avoidance techniques and procedures would be prudent. This refresher will be helpful to all pilots; however, I want to be clear upfront: I will not speculate on why or how this tragic event unfolded. That task is up to the National Transportation Safety Board (NTSB). Nevertheless, incidents like these remind us that flying is not foolproof. We must master the basics and learn from our mistakes and from the mistakes of others to find the perfect balance between safety and risk.

Thankfully, midair collisions are unusual, but they are not unprecedented. Out of the NTSB's 36 accident cause categories, midair collisions rank 20th. Surprisingly, we experience about seven general aviation midair accidents per year, about half of which are fatal. The NTSB (2022) noted that between 2012 and 2021, there were 71 midair accidents, of which 34 were fatal. Looking at the graphic below, we can deduce that the most likely occurrence for a midair is enroute cruise, followed by maneuvering, then approach and landing. Interestingly, the last midair collision involving an airliner occurred in 1987.

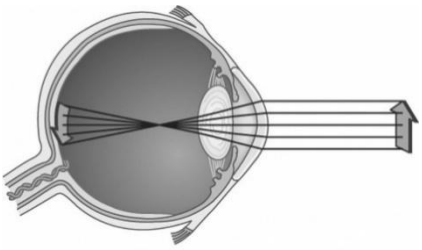


There is no question that the airspace around North Texas is getting busier. More pilots are moving their aircraft this way, and more flight schools are operating out of GYI and surrounding areas. With an increase in air traffic comes greater risk. ***What can we do as pilots and student pilots to ensure we don't find ourselves on the wrong side of these statistics?***

The short answer is that we must remain vigilant with our heads on a swivel during all phases of flight. We must follow the standard practices outlined in the Aeronautical Information Manual (AIM) and Pilot Handbook of Aeronautical Knowledge (PHAK) and comply with the rules spelled out in Title 14 of the Code of Federal Regulations (14CFR). We must use the tools available, such as Automatic Dependent Surveillance-Broadcast-In (ADS-B In), Traffic Information Service-Broadcast (TIS-B), CTAF/practice area frequencies, and ATC radar services like VFR flight following. Most importantly, we must use our "calibrated" eyeballs to see and avoid other aircraft and prevent potential collision conflicts.

Using your "Calibrated Eyeball"

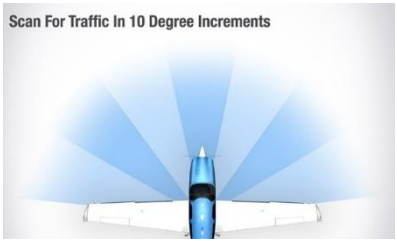
14 CFR Part §91.113(b) reminds us that the burden to "see and avoid" other aircraft is the responsibility of each pilot, even if operating under Instrument Flight Rules (IFR). However, simply looking outside is not enough. The eyes are not very effective at focusing at long distances without a specific target to look at. Suppose your ADS-B shows a traffic target 3 miles away at your 2:00 position, 500' above. In that case, our eyes will likely be unable to pick out that target immediately, thanks to a phenomenon known as *empty field myopia*. When the eye is looking at empty space (i.e., a blue sky), forward focus is limited to only about five feet. Simply put, the eye's lens goes into a resting or myopic state without an object to focus on. The irony is that the eye cannot find a faraway target easily, and yet we must try to pick out the target when our eyes are in a myopic state until a target is found.



Distant image: lens is flattened

Fortunately, the FAA recognizes this phenomenon and gives us some pointers. The Aeronautical Information Manual (AIM) tells us to scan the sky in 10° increments, focusing on each segment for at least one second. It is not a sweeping action but a sequence of intense, fixated observations. Doing so helps detect distant aircraft that aren't immediately apparent. Once the scan is complete in each direction, start over or reverse it to keep it going continuously. Traffic should also be scanned above, below, and in all visible directions.

Flying at night requires a slightly different approach. Like day scanning, night scanning uses a series of short, regularly spaced eye movements in 10° sectors. Unlike day scanning, however, off-center viewing is used to help bring moving objects into focus using the eye's rods rather than the fovea blind spot. With practice, each pilot will develop their own scanning techniques to look for possible traffic conflicts ahead, above, or below them during day or night operations.



Pilots should be aware of the limitations of visual scanning. First, certain atmospheric conditions such as haze, flight over open water, or obscured horizon can make distinguishing traffic more challenging. These conditions can also become fatiguing for the eyes. Focusing on the farthest point possible is recommended to help your eyes adjust. A dirty or distorted windshield will also make finding traffic more taxing. The brain requires input from both eyes to interpret the visual cues accurately. Adjusting your line of sight by moving your head or body to get a good view will help overcome these constraints. Also, it's a good idea to clean your windshield and side windows before departure to enhance your view and maximize your chances of spotting other aircraft.

Optical illusions, such as autokinesis and the Blossom Effect, can inhibit spotting other aircraft. Autokinesis is a phenomenon where stationary objects can appear as though they are moving. This illusion is pervasive at night when lights on fixed objects like buildings, bridges, or towers can appear to move. While autokinesis can be disorienting to pilots, it's possible to mistake a fixed light for a moving aircraft, leading to unnecessary evasive action or, worse, visually picking out the wrong traffic target.

On the other hand, the Blossom Effect is likely something you've experienced while flying already. The Blossom Effect can occur when an aircraft at a similar altitude to you on a converging flight path will appear motionless. The target will be tough to spot and may look like nothing more than a small, fixed dot in the window. The threat may not be apparent until you're too close to avoid it. It's imperative that once a converging aircraft is spotted, either visually, through a traffic display, or by ATC, take action to eliminate the conflict by climbing, descending, or turning away. Keep the traffic in sight until you are clear of the conflict.

In addition, there are physical blind spots thanks to aircraft design. Some pilots have reduced forward visibility due to a high instrument panel or limited seat movement. Likewise, seeing traffic above you or while turning in high-wing aircraft is more problematic. Likewise, low-wing aircraft pilots have limited visibility below them, making scanning for traffic during descent, approach, and landing more challenging.

Best Practices

Chapter 14 of the Pilot's Handbook of Aeronautical Knowledge (PHAK) describes collision avoidance procedures and practices that pilots must master. As mentioned above, developing adequate scanning techniques is a great place to start. Once the basics are mastered, pilots should develop their own scanning patterns that are the most comfortable to ensure optimal scanning.

The next collision mitigation strategy is executing proper clearing procedures. The PHAK again describes these procedures in detail. Before takeoff, a pilot should scan the approach area for possible landing traffic. In addition, the approach and departure ends of the runway and areas above the airport should be checked for maneuvering traffic. Report your position and intentions on CTAF and listen for other traffic in the area. During climbs and descents, pilots should execute gentle banks left and right at a frequency that permits continuous visual scanning of the airspace above and below. Another strategy is occasionally lowering the nose during a climb to ensure the area directly in front of you is still clear.

During straight and level flight, visually scan for traffic using the abovementioned scanning techniques. Before executing any training maneuvers, clear the area by making a single 360° turn or two 180º turns in both directions, clearing the areas above, below, and adjacent to you. Verbalizing that each area is clear is also a good practice (e.g., "clear left, right, above, and below"). Make appropriate position and intention reports on the practice area frequency if one exists. If a practice area frequency does not exist, monitor the nearest CTAF frequency or 121.5MHz. ("Guard").

You must honor the VFR cruising altitude outlined in §91.159 when operating VFR. This regulation tells us that between 3,000' AGL and 18,000' MSL, we must comply with the following altitudes: For a flight on a ***magnetic course*** of 0° to 179°, maintain an odd thousand-foot altitude + 500' (3,500, 5,500, 7,500, etc.). Conversely, if flying a ***magnetic course*** between 180° and 359°, maintain an even thousand-foot altitude +500' (i.e., 4,500, 6,500, 8,500, etc.). Remember, this is just one of many considerations when choosing a cruise altitude. For example, on a flight from North Texas Regional (GYI) to El Paso (ELP), I might choose a cruise altitude of 8,500' based on direction, terrain clearance, and weather considerations.

Preferred Entry When Crossing Over Midfield

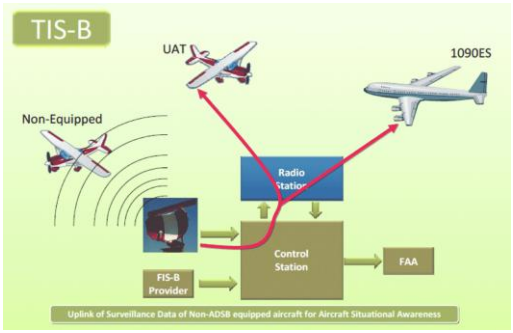
I also recommend getting a VFR flight following whenever possible. VFR flight followings are radar traffic advisories provided by ATC to participating VFR aircraft. ATC gives you a transponder code to monitor you on radar and communicate possible traffic conflicts. It's like having another set of eyes watching you during flight, increasing safety for all aircraft. The process of obtaining a flight following is beyond the scope of this column. If you'd like to learn more about them, email me.

Every great flight ends with a great landing. However, entering the traffic pattern has proven to be among the highest risk times for midair collision or near misses to occur. AIM 4-3-3 and AC90-66B describe traffic patterns in detail. Being predictable is the key to being spotted by other aircraft. For starters, enter the traffic pattern at 1,000' AGL (or at an altitude specified in the chart supplement). Do not climb or descend while entering the pattern. Enter left traffic unless otherwise specified in the sectional or chart supplement. Use standard entry procedures by entering 45° to the downwind. If coming from the opposite side, use the preferred midfield entry shown below. Have your lights on and make appropriate traffic advisories on CTAF as outlined in AIM 4-1-9.

Using the "Fish Finder" and Leveraging Technology

While our "calibrated eyeballs" are the first and last defense for collision avoidance, various technologies have successfully enhanced traffic awareness. Large transport category aircraft like the ones I fly are equipped with TCAS or a traffic collision avoidance system. TCAS uses data from surrounding aircraft's transponders to determine relative distance, altitude, and bearing. TCAS can use this data to provide aural traffic alerts to the flight crew (e.g., "traffic, traffic") and display the relevant traffic targets on a color-coded display. Collectively, these are called Traffic Alerts (TA). Modern TCAS systems can also deliver Resolution Advisories (RA), giving the flight crew aural instructions to climb or descend to avoid a collision. At my company, RA instructions are mandatory. If TCAS gives me an RA to climb, I must disconnect the autopilot and climb the airplane until I hear the message "clear of conflict."

TCAS is an essential tool when flying a jet that's traveling over eight miles per minute. However, it's not practical or cost-effective for smaller GA aircraft. Fortunately, inexpensive traffic awareness technology is available to all light aircraft thanks to FAA mandates and innovation. Tools such as ADS-B In, TIS-B, and Traffic Awareness System (TAS) can be purchased for as little as a few hundred dollars, showing nearby traffic on your iPad or panel display. TIS-B, or Traffic Information Services-Broadcast, is part of the FAA's Next Generation airspace system, giving pilots traffic information without fancy equipment, subscriptions, or user service fees. TIS-B uses air-to-air transponder and ground radar data to paint a picture of the surrounding aircraft's relative distance, altitude, bearing, and closure rate.



While traffic awareness technology enhances situational awareness and reduces the risk of traffic conflicts, they are not without limitations. AIM 4-5-8 reminds us that TIS-B is not intended to be used as a traffic collision avoidance system and does not relieve the pilot's responsibility of "see and avoid." Therefore, TIS-B is only meant to aid in visually detecting potential threats. TIS-B can only interrogate aircraft equipped with ADS-B-Out, which is only required in controlled airspace per §91.225. Therefore, not all aircraft will have the necessary equipment to be detected by TIS-B receivers. In addition, latency errors may provide incorrect position and altitude reports for target aircraft. Another possibility is that your TIS-B receiver may incorrectly pick up your own aircraft as a traffic target, which can be a scary and confusing experience. Finally, because TIS-B also uses ground radar to aid its traffic detection, it can be affected by line-of-sight errors. Simply put, flying near mountainous terrain or over large bodies of water will inhibit the ability to receive TIS-B.

Bottom Line

To avoid midair collisions, we must harmonize visual scanning techniques with standard practices and the proficient use of traffic technology. However, nothing can relieve us of our "see and avoid" responsibility; looking outside is the first and last defense against a collision. At the same time, it's prudent to become proficient in the use and limitations of traffic awareness technologies to increase situational awareness and assist in traffic detection.

5 Tips for Effective Collision Avoidance

1. **Look outside.** Your number one responsibility when operating an aircraft is to see and avoid. Don't rely solely on traffic tools like ADS-B or TCAS to do the work. Use effective scanning techniques and a clean windscreen to detect nearby traffic. Whether you're IFR or VFR, if you can see outside, look outside!

2. **Be Predictable.** Use standard traffic pattern entries, VFR and IFR altitudes appropriate to your magnetic course, and adequate clearing procedures. Use standard clearing procedures and traffic pattern entries. Have all your exterior lights on, especially when close to an airport or in the practice area. Don't maneuver near airways, ground navigation aids, or local IFR departure/arrival routes. Use appropriate right-of-way rules, especially when overtaking an aircraft. Regardless of who has the right-of-way, if separation will be compromised, take evasive action and give way immediately.

3. **Speak Up.** Announce your position, altitude, and intentions on the Common Traffic Advisory Frequency (CTAF) or practice area frequency. Listen closely to what other aircraft around are doing. Use this information to paint a three-dimensional picture of the position of other aircraft around you and maneuver appropriately. If necessary, start a conversation with surrounding aircraft to ensure you stay out of each other's way.

4. **Leverage technology.** If appropriately used, implementing technology such as ADS-B-In into your flying will enhance your situational awareness. Become proficient with its features and limitations.

5. **Ask for help.** Use all available resources to help you spot traffic. This could be your passengers, ATC, or another aircraft.

Adam Sipe is a professional pilot and flight instructor passionate about aviation safety. He is based in Sherman/Denison, TX, and is available for ground & flight instruction, checkride preparation, and safety consultation. You can reach Adam by email at Adam.Sipe@Yahoo.com or (708) 603-5132.

EAA323 IMC Club Question of the Month Feb 2025: Answer

By EAA IMC Staff, (Question from Page 3)

Answer: According to AC 91-74B, Pilot Guide: Flight in Icing Conditions, paragraph 1-4.b, "In the event of an inadvertent icing encounter, the pilot should take appropriate action to exit the conditions immediately, coordinating with ATC as necessary, and declaring an emergency."

The AC goes on to say that in a recent [sic] study (American Institute of Aeronautics and Astronautics (AIAA) 2006 82, "A Study of U.S. Inflight Icing Accidents and Incidents, 1978 to 2002"), conflicts with ATC were common when pilots take action to exit icing conditions after an inadvertent icing encounter. Very often, this was because the pilot deviated from an IFR clearance and failed to declare an emergency or otherwise clarify the situation with the controller. In a subset of these cases, the controller actually offered to declare an emergency for the pilot, but the pilot declined. In another subset, the frequency was too busy for communications, often because the controller was overwhelmed with traffic. A number of pilots expected an immediate response from ATC when they reported difficulties after encountering ice and expected a blanket clearance to escape icing without first declaring a state of emergency. In many cases, such assumptions proved to be not only false, but fatal."

Additional information on aircraft icing can be found in this AC, which is highly recommended for all pilots.

The FAA Safety Team: Safer Skies Through Education

By Adam Sipe, FAASTeam Member

Have you ever heard the phrase, "*There are old pilots, and there are bold pilots, but there are no old, bold pilots"?* If you want to live long enough to be an old pilot, it's best not to be too bold. In other words, don't take unnecessary risks when flying. Staying proficient is the master key to risk management. Head to www.FAASafety.gov to participate in free online courses, live webinars, and in-person seminars to keep you sharp and safe. There are hundreds of courses to choose from for pilots of all skill levels and backgrounds. There are even courses for mechanics or those of you interested in aviation maintenance. Courses are presented by the FAA, its partners, and subject area experts as part of the FAA Safety Team (FAASTeam). When you participate, you can earn FAA WINGS credits that can be used toward your currency or progress toward your Master WINGS award. Get started by visiting at www.FAASafety.gov.

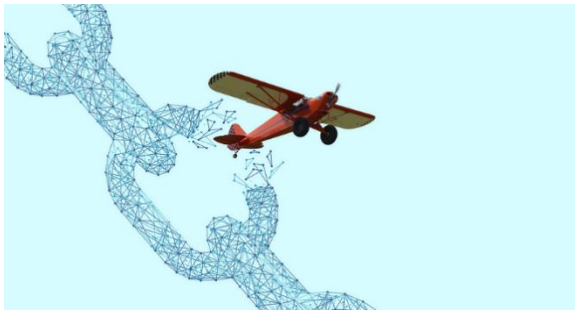
Topic of the Month: Developing a Safety Culture

Below is an excerpt from a January 2025 FAASTeam article about developing a safety culture for yourself and fellow pilots.

Over the last 50 years, we've seen tremendous progress toward reducing the rate of fatal general aviation (GA) accidents. We now have fewer than one fatal accident per 100,000 hours of GA flying. That is impressive! We've come a long way, but to continue that success and get that rate even lower, we'll need to seek a few new ways to improve safety. Part of that involves human factors research, looking at ways humans succeed — and fail. It also involves finding ways to reduce or eliminate the risk of failure and stressing the importance of a safety culture.

The beliefs, attitudes, norms, and values people within an organization share are described as organizational culture. You could describe culture as "the way we do things around here." Safety culture is an essential part of organizational culture. It affects how the organization manages safety and, therefore, the ultimate effectiveness of its safety management system.

Robust safety management programs employed through a team of dedicated, proficient people can enable organizations to perform challenging and dangerous tasks in safety. For example, military demonstration teams can perform thousands of flight demonstrations without a mishap, not because they are lucky, but because every member of the team — from the commanding officer to the newest member — is an active member of the organizational safety culture.



Dr. James Reason, a noted psychologist and human factors expert, produced a model of the five key ingredients of effective safety cultures.

Let's see what attributes individual pilots might exhibit in support of each ingredient:

***Informed Pilots** — gather all available information before flight and identify hazards that may compromise safety. They eliminate or mitigate the risks those hazards pose before takeoff and continuously update their assessments with new information en route.*

***Reporting Pilots** — do not hesitate to discuss and learn from errors they make. They strive to report objectively and without bias. They seek guidance and coaching from flight instructors and peers.*

***Learning Pilots** — are constantly learning from their experiences and those of their peers. They participate in continuing education and proficiency training and use lessons learned to improve their operational procedures.*

***Flexible Pilots** — are flexible in their relationships and their mission planning and execution. They are willing to adapt to changing conditions and priorities, but only if they can maintain an equivalent or higher level of safety.*

***Just Culture Pilots** — understand that errors are inevitable and that they have a responsibility to disclose them to provide information useful to crafting more effective processes and procedures. They expect to be treated fairly and held accountable for their actions — especially those that violate policy, procedure, or regulation.*

We hope this has brought to light the importance of having a robust safety culture and how better understanding human factors can help us more effectively manage risk in the aviation environment.

Want to Learn More?

*Nine new Human Factors courses based on the Australian Civil Aviation Safety Authority's Safety Behaviors — **Human Factors for Pilots are available on FAASafety.gov**. The course modules focus on safety culture, human performance, communication, teamwork, situational awareness, decision-making, threat and error management, human information processing, and design and automation. The courses are eligible for credit in the WINGS Pilot Proficiency Program.*

Many are familiar with the "accident chain" — a series of circumstances, events, and decisions that lead to an accident. Log in today and complete your training to learn how to "break a link in the chain" and prevent an accident.

Read the full article here: https://medium.com/faa/introduction-to-human-factors-and-safety-culture-fd6a7dd58897

Upcoming Live Webinars: *Head to **www.FAASafety.gov** to register.*

1. "Pro Tips for Pilots: Mountain Flying and Cold Weather Operations" presented on Wednesday, February 12th at 7:00 pm Central time. Course ID GL15134657.

2. "Illegal Charters: Knowing the Difference between Legitimate and Illegal Charter Operations" presented on Wednesday, February 26th at 5:00 pm Central time. Course ID SO11135020.

3. "Stick and Rudder Flying Skills" presented on Wednesday, February 26th at 7:00 pm Central time. Course ID GL13133329.

Upcoming In-Person Seminars: *Head to **www.FAASafety.gov** to register.*

1. EAA323 Monthly VMC Club Meeting, "Engine Failure During Cruise: What Will You Do?" presented on Saturday, February 15th, following the monthly TAC meeting at 8:30 am Central time and located at the Texoma Aero Club executive hangar at 154 Executive Hangar Dr, Denison, Texas 75020, North Texas Regional Airport (KGYI).

2. Women in Aviation North Texas Chapter, "Establishing YOUR Personal Minimums: Establishing Realistic Personal Minimums That Facilitate Sound Aeronautical Decision Making (ADM)," presented on Saturday, February 22 at 10:00 am. This event is located at KRBD Business Center, 5303 Challenger Drive, Neil Armstrong Room, Dallas, TX 75237

3. "Sensible Safety Tips for General Aviation Pilots" presented on Saturday, April 12th at 8:30 am. This event is located at the Texoma Aero Club (TAC) hangar at 154 Executive Hangar Dr, Denison, Texas 75020.

Adam Sipe is a flight instructor and a representative of the local FAA Safety Team (FAASTeam). For questions about the FAASTeam, WINGS Credits, or using the FAA Safety website, send an email to Adam.Sipe@Yahoo.com or text/call (708) 603-5132.

EAA323 VMC Club Question of the Month Feb 2025: Answer

By EAA VMC Staff, (Question from Page 3)

No, it is not permissible. According to AC 91.21-1D, paragraph 9.1, Restricting Airborne Cellular Telephone Use, "The FCC prohibits cellular telephone operation while airborne, as noted in Title 47 of the Code of Federal Regulations (47 CFR) part 22, § 22.925. This restriction is valid for all aircraft without technical provisions that enable control of onboard mobile devices to eliminate interference between ground-based cellular stations and airborne cellular devices. If technical provisions are installed, compliant with, or exempt from 47 CFR § 22.925, then usage of cellular-enabled PEDs is acceptable."

Aviation Words – "FADEC"

By Ian Brown, EAA 657159, Editor - Bits and Pieces, Board Member, *https://www.eaa.org/eaa/news-and-publications/eaa-news-and-aviation-news/bits-and-pieces-newsletter*

How many of you still drive a stick-shift car with a choke control? It's been a long time since I did. You may remember that a choke is a device to enrich the mixture to enable start-up and early warming of the engine. Once you push the choke in, you lean the mixture to the normal operating position. If you drive a car with a choke you probably also have an ignition coil and a distributor.

FADEC for piston engines

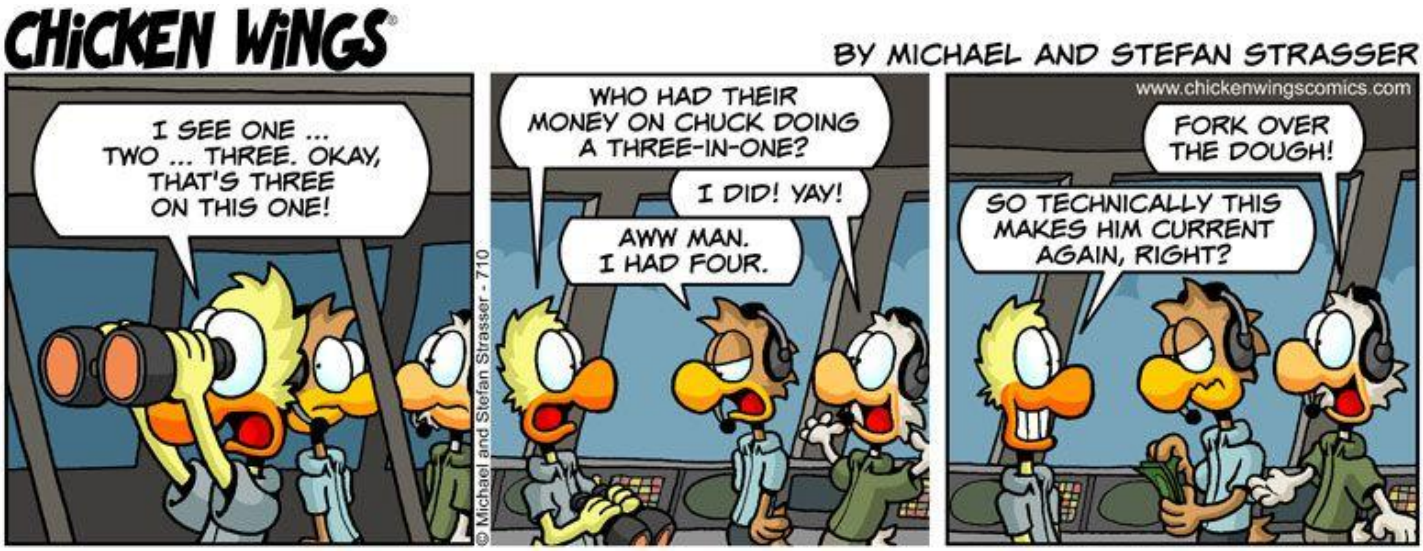
In aircraft we have the additional problem of altitude, so getting the mixture right is a little more complicated. Most of us probably still fly an aircraft with a mixture control and a carburetor, but aircraft engines are getting more and more sophisticated, especially on the control side.

Full authority digital engine control (FADEC) uses the principle that has long been in use in our automobiles—that the engineers know better than we do on the exact control settings for the specific circumstance. In the same way we use only the foot-operated throttle in our cars to control the engine, the FADEC takes over all the work of adjusting engine parameters based on that one user input, throttle setting. All the other ambient inputs like air pressure and temperature are acquired automatically. FADEC is implemented with devices that can be controlled digitally (the "D" in FADEC), so it implies that you are using electronic ignition and fuel injection. They control not only fuel flow and mixture but also ignition timing and many other parameters.

In the same way that our cars are a lot more reliable and fuel-efficient today, FADEC is the way forward for light-aircraft engines, for the identical reasons. Look around at exhibitor booths at air shows. Almost all new engine advances are based on FADEC including the newer diesel advances. Another acronym, "ECU" or Engine Control Unit, is a component of FADEC. Since ECUs are the core of FADEC, they are capable of sending the engine information they acquire directly to electronic displays. An example of this is the Italian MWFLY ECU's ability to send all engine data over just two wires to the Dynon SkyView. The most accessible and promising version of FADEC is available on the Rotax 912 iS engine, and reports suggest that fuel savings of 15-20 percent or more are possible compared with the same engine without the benefit of FADEC. The 912 iS is also capable of using Ethanol 10, MoGas, or Avgas. Although the engines are built in Germany, the parent company, Bombardier Recreational Products (BRP), is a Canadian company, so just one more reason to consider Rotax for your next project.

As well as efficiency, the technology also brings simplicity and safety. No risk of carburetor icing, no need to adjust mixture with altitude changes, no need to change mixture settings for landing and takeoff. The benefits are numerous.

Many of us will be considering FADEC as a key component of our next engine choice. Will you?



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Arcane Aviation Texas Fact: Eugene W. "Gene" Roddenberry: Sci-Fi Writer, Trekkie and World War II Pilot, https://en.wikipedia.org/wiki/Gene_Roddenberry

Eugene Wesley Roddenberry Sr. (August 19, 1921 – October 24, 1991) was an American television screenwriter and producer who created the science fiction series and fictional universe Star Trek. But did you also know that Roddenberry flew 89 combat missions in the Army Air Forces during World War II and worked as a commercial pilot after the war. Later, he joined the Los Angeles Police Department and began to write for television.

As a freelance writer, Roddenberry wrote scripts for Highway Patrol, Have Gun – Will Travel, and other series, before creating and producing his own television series, The Lieutenant. In 1964, Roddenberry created the original Star Trek series, which premiered in 1966 and ran for three seasons. He then worked on projects including a string of failed television pilots. The syndication of Star Trek led to its growing popularity, resulting in the Star Trek feature films, which Roddenberry continued to produce and consult on. In 1987, the sequel series Star Trek: The Next Generation began airing on television in first-run syndication; Roddenberry was involved in the initial development but took a less active role after the first season due to ill health. He consulted on the series until his death in 1991.

In 1985, Roddenberry became the first TV writer with a star on the Hollywood Walk of Fame. He was later inducted into the Science Fiction Hall of Fame and the Academy of Television Arts & Sciences Hall of Fame. Years after his death, Roddenberry was one of the first humans to have their ashes carried into earth orbit. Star Trek has inspired films, books, comic books, video games and fan films set in the Star Trek universe.

Gene Roddenberry was born on August 19, 1921, in his parents' rented home in El Paso, Texas, the first child of Eugene Edward Roddenberry and Caroline "Glen" (née Golemon) Roddenberry. The family moved to Los Angeles in 1923 after Gene's father passed the civil service test and was given a police commission there. During his childhood, Roddenberry was interested in reading, especially pulp magazines, and was a fan of stories such as John Carter of Mars, Tarzan, and the Skylark series by E. E. Smith.

Roddenberry majored in police science at Los Angeles City College, where he began dating Eileen-Anita Rexroat and became interested in aeronautical engineering.[5] He obtained a pilot's license through the United States Army Air Corps-sponsored Civilian Pilot Training Program. He enlisted with the USAAC on December 18, 1941 and married Eileen on June 13, 1942. He graduated from the USAAC on August 5, 1942, when he was commissioned as a second lieutenant.

He was posted to Bellows Field, Oahu, to join the 394th Bomb Squadron, 5th Bombardment Group, of the Thirteenth Air Force, which flew the Boeing B-17 Flying Fortress.

On August 2, 1943, while flying B-17E-BO, 41-2463, "Yankee Doodle", out of Espiritu Santo, the plane Roddenberry was piloting overran the runway by 500 feet (150 m) and crashed into trees, crushing the nose and starting a fire as well as killing two men: bombardier Sgt. John P. Kruger and navigator Lt. Talbert H. Woolam. The official report absolved Roddenberry of any responsibility. Roddenberry spent the remainder of his military career in the United States and flew all over the country as a plane crash investigator. He was involved in a second plane crash, this time as a passenger] He was awarded the Distinguished Flying Cross and the Air Medal.

In 1945, Roddenberry began flying for Pan American World Airways, including routes from New York to Johannesburg or Calcutta, the two longest Pan Am routes at the time. Listed as a resident of River Edge, New Jersey, he experienced his third crash while on the Clipper Eclipse on June 18, 1947. The plane came down in the Syrian Desert, and Roddenberry, who took control as the ranking flight officer, suffered two broken ribs but was able to drag injured passengers out of the burning plane and led the group to get help.Fourteen (or fifteen) people died in the crash; eleven passengers required hospital treatment (including Bishnu Charan Ghosh), and eight were unharmed.Roddenberry resigned from Pan Am on May 15, 1948, and decided to pursue his dream of writing, particularly for the new medium of television.

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Roddenberry applied for a position with the Los Angeles Police Department on January 10, 1949, and spent his first sixteen months in the traffic division before being transferred to the newspaper unit. That became the Public Information Division, and Roddenberry became the Chief of Police's speech writer. In this position, he also became the LAPD liaison to the very popular Dragnet television series, providing technical advisors for specific episodes. He also did his first TV writing for the show, taking actual cases, and boiling them down to short screen treatments that would be fleshed out into full scripts by Jack Webb's staff of writers, and splitting the fee with the officers who actually investigated the real-life case. He became then technical advisor for a new television version of Mr. District Attorney, which led to him writing for the show under his pseudonym "Robert Wesley". He began to collaborate with Ziv Television Programs and continued to sell scripts to Mr. District Attorney, in addition to Ziv's Highway Patrol. In early 1956, he sold two story ideas for I Led Three Lives, and he found that it was becoming increasingly difficult to be a writer and a policeman. On June 7, 1956, he resigned from the force to concentrate on his writing career.

Pilot's tip of the Month: Cruise Crosswind Correction

By: Martin Pauly, https://pilotworkshop.com/tips/cruise-crosswind-correction/

Martin Pauly

Commercial Pilot, CFII, Aviation YouTuber

Subscriber question: "I'm a student pilot and training in a glass-panel airplane. I feel like there's got to be an easy way to get my crosswind correction when flying along without drifting off course first. What's the secret?" — Wilber C.

Martin:

"Indeed – there's a small but particularly useful indicator within the HSI of probably every modern electronic flight instrumentation system. It's the ground track marker, typically depicted by a small magenta diamond at the top of the HSI compass rose.

The idea is simple. When we are tracking a course with the lateral deviation bar centered, to stay on course we have to fly an actual ground track that matches the desired ground track. Instead of estimating which heading will provide the right amount of wind correction, we can turn such that the ground track marker sits on top of the HSI course pointer. As long as the actual ground track matches the desired track (represented by the course pointer), the needle will stay centered.

If a lateral deviation exists, simply turn such that the ground track marker is on the same side of the course pointer as the deviation bar. That will make the deviation bar move towards the center, and once it is centered—well, you guessed it, turn back such that the ground track marker again rests on top of the course pointer. This removes all the guesswork from determining the perfect crab angle into the wind.

One practical note: Pilots learning to track a course like this for the first time sometimes struggle with the fact that in a turn, the ground track pointer moves in the opposite direction of the heading bug. We're used to turning towards the heading bug to maintain a heading; but in the case of ground track, we must turn away from the marker to center it. "

Answer's to question from Quiz on Page 05

1) Magnetic course of 180-359 should be flown at even + 500 foot altitudes when more than 3,000 feet AGL.

2) The PAPI lights are out of service starting July 2nd, 2014 at 1235Z.

3) You can reach flight service on 122.4, which is listed on top of the Philip VOR data block.

4) The hollow circle indicates Kadoka has something other than a hard-surfaced runway, which might be gravel or grass.

5) Runway 18 is left-traffic. The only runways listed with right traffic are 4 and 36.

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Aircraft of the Month: St. Louis C2 Cardinal

https://en.wikipedia.org/wiki/St._Louis_C2_Cardinal

The St. Louis C2 Cardinal family are a series of light sport monoplanes built by the St. Louis Aircraft Corporation during the peak of the Lindbergh Boom after the Spirit of St. Louis flight of 1927.

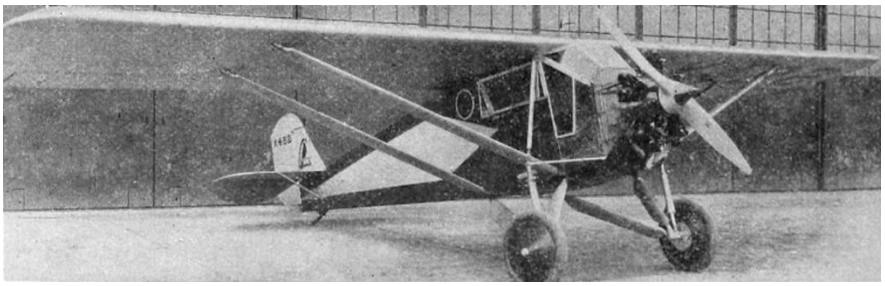
Design and development

The Cardinal shares close proportions with the Monocoupe Model 22 also designed and built in St. Louis in 1927. The Cardinal is a two seat high wing conventional geared aircraft with side-by-side configuration seating. The fuselage is constructed with welded steel tubing. The spar is made of spruce and ribs are basswood with aircraft fabric covering. The ailerons are controlled by push-pull tubes. The aircraft were delivered with progressively more powerful engines, the 65 hp (48 kW) LeBlond 5DE, 90 hp (67 kW) and 100 hp (75 kW) Kinner K-5, and one with a Warner 110 hp (82 kW) engine.

Specifications: **St. Louis C2 Cardinal**

General characteristics
Capacity: 2
Length: 20 ft 6 in (6.25 m)
Wingspan: 105 ft 0 in (32 m)
Height: 7 ft (2.1 m)
Wing area: 160 sq ft (15 m2)
Airfoil: Clark Y
Empty weight: 1,006 lb (456 kg)
Powerplant: 1 × Kinner K-5 5 cylinder radial, 100 hp (75 kW)

Performance
Maximum speed: 109 kn (125 mph, 201 km/h)
Cruise speed: 93 kn (107 mph, 172 km/h)
Stall speed: 34 kn (39 mph, 63 km/h)
Service ceiling: 15,000 ft (4,600 m)
Rate of climb: 1,100 ft/min (5.6 m/s)



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CARDINAL

Supporting Our Community, Shop Local, Shop Texoma:

By Emileigh Burgess - FASTSIGNS Texoma

Shopping local and investing in your community is more crucial now than ever.

In order for our community to continue developing, we must have things to offer that other communities don't. Our local business scene needs to be something that is unique to our city for travelers and convenient for our residents. Building our local business scene starts with you! We must continue to encourage our current local businesses in order to create a feeling of support and success for new entrepreneurs to feel safe to invest their time and money into our community.

There are hundreds of reasons to shop local. Local business owners support good work in the community, including helping nonprofits and youth sports associations. Local businesses are also less susceptible to national downturns and more likely to work harder to stay open. Local ownership means that important decisions are made by people who live in our community and feel the impact of those decisions.

When you shop locally you and your money are in good hands. Local business owners and their employees are well informed about their products and know what they are selling. You are able to walk in and speak to an expert who can help identify your needs and provide the best products and services personalized to you. The business owners and employees are willing to take the time to help you find exactly what you are looking for. Your needs are important to them.

Shop local to show your support to your community. The success of your community depends on you!

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EAA Webinars Schedule:

https://www.eaa.org/eaa/news-and-publications/eaa-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, February 26, 2025, 7 p.m. **Subject: Stick and Rudder Flying Skills**
Presenter: Gordon Penner **Qualifies for FAA WINGS credit**

Stick and rudder skills are the foundation for safe flying. Gordon Penner, a master CFI in aerobatics and gliders, will explain the concepts of controlling an airplane in the stick and rudder fashion that promotes safe flying fundamentals. Gordon will highlight modern techniques and principles outlined by Wolfgang Langewiesche in his famous book, Stick and Rudder: An Explanation of the Art of Flying. Qualifies for FAA WINGS credit.

Thursday, February 27, 2025, 7 p.m. **Subject: Can You Help Me?**
Presenter: Tim Hoversten **EAA Aviation Technical Services FAQ**

Tim Hoversten, EAA's technical aviation specialist, counts down the top questions and answers that members are currently asking, as well as sharing EAA resources for legal and medical questions.

Wednesday, March 5, 2025, 7 p.m. **Subject: Engine Temps Gone Wild?**
Presenter: Mike Busch **Qualifies for FAA WINGS and AMT credit**

Last month's webinar by Mike Busch, A&P/IA, discussed the importance of using digital engine monitor data in troubleshooting powerplant issues. But there are times when engine monitors lie and provide bogus information, and it's very important to distinguish such anomalous readings from true engine problems. In this webinar, Mike describes an incident involving a Cessna 182 whose sophisticated engine monitor started reporting pretty scary CHTs and EGTs, and how this was identified as an indication error that was easily cured by the aircraft owner himself. Qualifies for FAA WINGS and AMT credit.

Tuesday, March 11, 2025, 7 p.m. **Subject: Ernest Gann Collection**
Presenter: Chris Henry and Amelia Anderson **EAA Museum Series**

Ernest Gann was an author of many classic novels that involve aviation. Join us as we discuss the EAA Aviation Museum's exhibit that honors this great author.

Wednesday, March 12, 2025, 7 p.m **Subject: Start Your Own Flight School**
Presenter: Prof. H. Paul Shuch

Some pilots become flight instructors as a way of building hours toward an airline career. Others do so in order to devote their lives to teaching and learning. In this webinar, Prof. H. Paul Shuch details lessons learned and mistakes made along the path of founding a flight school.

Thursday, March 13, 2025, 7 p.m. **Subject: Grow Your Chapter and the Aviation Community**
Presenter: David Leiting **Host a Flying Start Event**

May 17, 2025 is EAA International Learn to Fly Day, and your chapter is invited to participate by hosting a Flying Start event! Join this live webinar, and we review how to plan the perfect Flying Start event. These events are the perfect way to grow your chapter, as well as the local aviation community. Topics covered will include event planning, event best practices, and what resources EAA provides to simplify the hosting process for chapters.

Wednesday, March 19, 2025, 7 p.m. **Subject: Flying to and Around Alaska**
Presenter: Vic Syracuse

Vic and Carol Syracuse have flown their RV-10 to Alaska five times. In this presentation, Vic will walk through the preparations, routing, and recommendations to help you have a safe and memorable trip to Alaska. For those in the Lower 48, flying to Alaska is one of the most memorable flights you can make, and seeing Alaska from the air takes you places inaccessible by any other means.

Upcoming Events:

Thursday, Feb 20	EAA 323 Monthly Gathering at North Texas Regional Airport, Rise Aviation, Main Lobby Conference room, Denison, TX @ 7:00pm Subj: Voyager round the world, nonstop, unrefueled Flight with Mike Hance
Saturday, Mar 01	EAA 323 First Saturday Gathering: Cavanaugh Hangar Tour We will meet at the Texoma Aero Club (TAC) and head to the Cavanaugh Hangar, emails to follow!
Saturday, Mar 15	Texoma Aero Club Monthly Gathering and Pancake Breakfast North Texas Regional Airport (KGYI) @ Executive Hangar (just north of the Control Tower) VMC Club Meet and Presentation (to follow the TAC Monthly gathering) Subject: "No Leg to Stand On"
Thursday, Mar 20	EAA 323 Monthly Gathering at the Sherman Municipal Airport (KSWI) 1200 South Dewey, Sherman, TX @ 7:00pm Subj: Warbird with Larry Popp or Ken Williams

Officers/Board of Directors/Key Coordinators

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??	Newsletter Editor	??	??

General Email: EAA323@hotmail.com **Website:** https://chapters.eaa.org/eaa323

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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)

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:
EAA 323 Treasurer
Ross Richardson
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Sherman, TX 75092

National EAA offices:
Experimental Aircraft Association
EAA Aviation Center
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National EAA Membership:
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Copilot (spouse, friend, other)_____

Address_____

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Phone Home:_____ Mobile:_____

Email address_____

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(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: