



The Ramp Page - April 2024

EAA 323's Monthly Newsletter
Vol 55, Ed 04
Sherman, TX
Celebrating our 55th year of service!

Email: eaa323@hotmail.com

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

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**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

Greetings from the post eclipse world. Apparently, it didn't foretell the end of the world. We had a nice cook out at the TAC hangar. Thanks to TAC for all they did. The bad news was we didn't get anybody to fly in. The good news, for those locals that came, I think it was a nice gathering. Again, thanks to Mike and TAC for having us.



On the horizon, we have a Young Eagle event scheduled for April 27. Hope to see everyone there for that one. John Horn will be circulating a signup sheet for volunteers. This event will be a little different. Currently, it is a "closed" event. We are giving rides to students in the aviation program in Durant High School. Oklahoma appears to be strong supporters of aviation careers in its High Schools. Sherman dropped its program in favor of TI chip making studies. Curiously, the Sherman aviation teacher now teaches at Durant HS.

This Thursday is our monthly meeting. 7pm at Sherman Muni. Several of us meet at City Limits for dinner around 5:30. Hope to see everyone there.

Frank Connery



TAC hosts "Eclipse Party":

By Ed Griggs

On Monday, April 8th, TAC members hosted an Eclipse Party by cooking delicious Hamburgers and Brauts for anyone and everyone to enjoy. We had approximately 30 people show up to enjoy the comraderie and food as cooked up by our very own Wadee Hudson and Rick Simmons.

Hamburgers were donted by Kris Worstell and the staff at Cedar Mills. So please let them know that you enjoyed the food by visiting Pelican's landing when you get a chance!



Rick Simmons, Chef Extraordinaire, taking a break from his duties to look at the eclipse in a box of mini-wheats.



TAC members and family taking a break to watch the Eclipse. Ross Richardson taking advantage of the box of mini-wheats!



The group outside of the hangar looking as the "total" eclipse draws near!



Even Glenda, Mike McLendon's Cessna 150D, had to get in on the fun! Note the darkening skies!



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



Ford Tri-Motor makes a return to North Texas

By Ed Griggs

All Hands On Deck! May 06 through 12, EAA 323, along with Rise Aviation, North Texas Regional Airport and Billings Flying Service, will be hosting the World Famous Ford Tri-Motor. The current schedule is:

Expected arrival at North Texas Regional Airport on Monday, May 06 (time TBD). Flights for the Media will be Thursday evening, May 09. Flights will be open to the Public Friday, Saturday and Sunday (May 10, 11 and 12).

EAA 323 will be requesting volunteer assistance for such things as Crowd control, Ground Crew and Sales. If interested in volunteering, please contact Ed Griggs, blueskiesav8er@yahoo.com or text at 903-436-1405.



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

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.



Ford Trimotor interior



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.

[VMC Club](#)

By Ed Griggs

This month we will be watching a training video entitled "A Fuel's Errand?"! Flight planning is a fine balance between thinking through every possibility and going with the flow. When a fuel stop reveals the fuel isn't flowing at the pump, will you backtrack with a tailwind or press on with a "creative solution"? Or is it time to exercise Plan C?

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: April 2024](#)

By EAA VMC Staff, (Answer on Page 7)

Question: What is the difference between torque and P-factor?



EAA VMC Club
Question of the Month



Texoma Aero Club April 2024

By Mike McLendon, TAC President

Well we survived the Solar Eclipse, no Zombies were detected! I don't know how many Californians came to Texas but it looked like a mass migration westbound on Hwy 82 the afternoon after the event and the next morning. 😊

Now back to TAC business.

TAC welcomes new members: Morgan, Jacy, Brad, Blake, Tucker and Landry. TAC congratulates Lane and Blake for achieving their IFR rating. TAC will resume with monthly Pancake Breakfast this April 20 in the TAC hangar, 8:30 AM. Business meeting to follow.

VMC club meeting after business. Come test your knowledge against the “experts” as they challenge your VFR skills in handling VMC conditions.

Lucy has had a busy month so far in spite of the blustery conditions. Crosswind training has been the norm.

FYI note the new runway designations. 17/35 are now 18/36, and updated due to magnetic variation. Those of you who flew last week got firsthand experience taking off and landing on the west 4000 foot runway. It was somewhat confusing but kudos to the tower staff for having patience with “us” who forgot to check the Notams 🙇 .



Progress on restoration and refitting of N7589M is continuing. The bubble addition to the cowling is taking shape. Thanks to Vic Moreland and Joe Nelson for their expertise in metal fabrication.

Rex has installed the avionics and is tidying up wiring and testing the equipment. Come take a peek at how neat the wiring and instrument installation looks behind the panel. Great job Rex! Calibration of the JPI fuel instrumentation will take place in the very near future.



TAC has signed a five year lease with NTRA after several months of negotiations. Our 501C status was a positive factor in this process as well as our mission to provide and promote GA access for young and old at NTRA. Thank you RMA Board Members, Grayson County Officials, and TAC members who helped to keep Texoma Aero Club flying at NTRA!

Blue Skies to all. Hope to See you at breakfast April 20.

Mike

Builder's Corner Updates:

By Ed Griggs

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

Three words to live by:

- Aviate
 - Navigate
 - Communicate
- “Fly the Danged Plane”



Quiz: Can You Answer These 5 Private Pilot Checkride Questions?

By Corey Komarec, 04/15/2024, <https://www.boldmethod.com/blog/quizzes/2024/04/can-you-answer-these-5-private-pilot-checkride-questions/>

Ready to get started? Answers on page 12

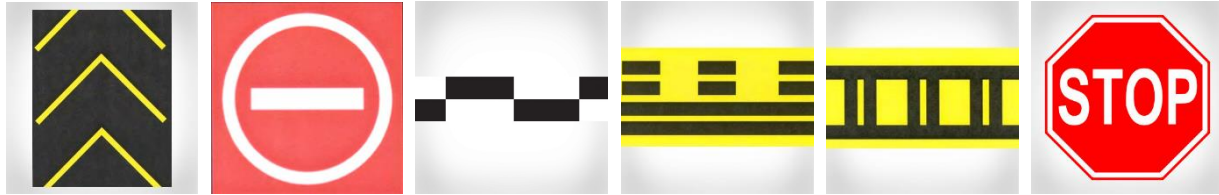
1. Maneuvering speed (Va):



Increases with increased aircraft weight

Decreases with increased aircraft weight

2. Tower tells you to hold short of the runway. What marking are you looking for?

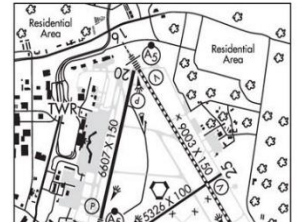


3) How far away is Richmond International Airport from the city of Richmond?

4 miles south	167 miles north	5 miles west
37 miles north	3 miles southwest	6 miles east

RICHMOND INTL (RIC)(KRIC) 6 E UTC-5(-4DT) N37°30.31' W77°19.18'
167 B S4 FUEL 100LL, JET A
OX 3, 4 TPA—See Remarks LRA ARFF Index—See Remarks NOTAM FILE RIC
RWY 16-34: H9003X150 (ASPH-GRVD) S-125, D-200, 2S-175, 2D-340 HIRL CL
RWY 16: MALSR. VASI(V4L)—GA 3.0° TCH 56'.
RWY 34: ALSF2. TDZL.
RWY 02-20: H6607X150 (ASPH-GRVD) S-125, D-200, 2S-175, 2D-340 PCN 70 F/C/W/T HIRL
RWY 02: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 49'. Pole.
RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 49'. Tree.
RWY 07-25: H5326X100 (ASPH-GRVD) S-125, D-200, 2S-175, 2D-340 PCN 57 F/C/W/T HIRL
RWY 07: Railroad.
RWY 25: REIL. VASI(V4L)—GA 3.0° TCH 52'. Tree.

WASHINGTON
H-10H, 121, L-34E, 36H
IAP, AD



4) You want to take your friends up for a night flight to tour the city in your Cessna 172. In the past 90 days, you've logged 4-night touch-and-go landings and 2 night full-stop landings in your plane. Can you take your friends on the flight?

Yes	No
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5) You're a non-instrument rated private pilot, and you pick up a Special VFR clearance into a Class E airport during the day. What's the minimum visibility you need to land?

.5 SM	1 SM	3 SM
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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: "When I make a mistake flying, I get really flustered. What can I do to let it go and move on?" — Billy H.

Penny: "I once asked an unlimited-level aerobatic pilot how he moved on after an error during dangerous maneuvers. His technique was to visualize a little toilet and say, 'Flush it! What's next?'"

This is sound advice that I pass along when teaching athletes and pilots alike. I tell them to picture the tiny toilet, say 'Flush it,' and then take three slow, deep breaths. This is the best way to recover from a mistake and move on.

The toilet trick works for two reasons. First, it blocks out any image we have in our mind of the error. It also stops our negative self-talk. After a mistake, most of us say something like 'Boy was I stupid' or 'I'm definitely getting busted for that.' These thoughts keep us from moving on to handling the task at hand, which is flying the airplane.

The three breaths are important because when we are flustered our breathing and heart rate increase. This is a stress reaction. That little trick helps slow down our heart rate and reduces anxiety.

This clears the mind and lets us move on with the flight. It gets us ready to remedy our mistake and do 'what's next.' "



Dr. Penny Levin
CFI, Psychologist, and
Aviation Speaker

EAA323 VMC Club Question of the month April 2024: Answer

By EAA VMC Staff, (Question from Page 4)

Answer: Torque is the force that counters rotation of the propeller, whereas P-factor refers to the asymmetrical propeller thrust caused by the difference in angle of attack between the ascending and descending propeller blades. Both are responsible for the left turning tendencies experienced by a single-engine aircraft during climb.

Source: FAA-H-8083-25C, Pilot's Handbook of Aeronautical Knowledge, Pp. 5-30, 31

Aviation Words – "Handshake"

<https://aviationoiloutlet.com/blog/12-aviation-slang-terms/>

Not specifically unique to aviation, but often used, this is the ability of two computer systems to initiate the process of "talking to each other." The idea is fairly obvious. It's the first step in the process of establishing a dialogue. The only thing here is that humans, and their hands, are not necessarily involved in the process. You might also have heard the term "pinging" where the device in your aircraft, ADS-B or whatever, makes the initial contact over the airwaves.

The more we have electronics in our cockpits, the more devices will be shaking hands with whatever their group of "friends" happens to be.

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Making Training Better for Primary Students (Part II)

By Rod Machado, November 2023, <https://rodmachado.com/blogs/learning-to-fly/making-training-better-for-primary-students>

(You can call them Learners but I'll stick with 3,500 hundred years of historical precedent and call them Students.)

Part II continues from last month:

When CFIs Go BAD!



**How Our Industry
Might Offer Better Training
To Its Primary Students**
www.rodmachado.com

Use Guilt, Shame, and Honor to Compel Better Behaviors

Have you ever stopped to think that we expect flight instructors to be professional in their behavior without ever asking them, much less compelling them to do so? Has anyone ever asked you to commit to being a good flight instructor? And when I say, “commit,” I mean putting some skin in the game. This might involve allowing your performance to be voluntarily peer-reviewed, much like military pilots are debriefed after a military sortie. Few instructors are asked to make this commitment.



We certainly require ATP applicants to be “of good moral character” as part of FAR 61.153(c). We also require occupational therapists, accountants, law enforcement officers, and medical professionals to take a loyalty oath to essentially do good and do no harm. We don't, however, make even the slightest contractual demand (either verbally or on paper) that flight instructors do likewise. Why not? I suspect that few folks have seriously considered it or simply think it won't change a person's behavior.

Years ago, I wrote a Facebook post on adding the “be of good moral character” rule to the eligibility requirements for flight instructors. Many supported the idea. A few argued that they didn't want to be judged by others. Ironically, these same individuals didn't have an issue judging me, my post or others that disagreed with them. That argument is about as silly as trying to convert temperatures from magnetic to true. Good golly. We're always being judged by others, and if that hurts our feelings, then we need to make peace with this.

If you are worried that the “be of good moral character” rule might be abused by those in power (i.e., The Man), try and find any those instances where an ATP-certificated pilot went down on a “of good moral character” rap. Good luck finding more than a few of these. These legal cases are very difficult to make, much less find. Finding one usually involves an ATP doing something stupidly inappropriate, such as mooning a troupe of Boy Scouts from the cockpit of his taxiing DC-3. There's just no evidence that this regulation has a history of abuse. If anything, its use is completely justified based on the rare evidence I've seen.

You might argue that the “be of good moral character” rule would have no effect on a flight instructor's behavior. You might also suggest that some type of loyalty oath would be similarly ineffective. If that's your position, then please explain why FAR 61.153(c) exists in the first place. Please explain why so many professions have loyalty oaths for new hires. Clearly, these rules exist so that individuals know what is expected of them and hint at what might happen if they fail to honor their personal commitments.

The “be of good moral character” rule is also an emotional cudgel that can dispense a measure of guilt and shame when irresponsible instructors are forced to confront their bad behavior. The rule can inspire self-criticism, which is a poor instructor's most valuable asset (should he choose to use it). Loyalty requirements and oaths do matter. They also work. This is why AOPA has a “Personal Minimums Contract” that you voluntarily agree to by fixing your signature to a contractual document. The act of doing this is a means of encouraging better decision-making on your part. The folks at AOPA have the right instincts here.

So why are loyalty oaths, personal-minimums contracts, or moral-character regulations likely to affect someone's behavior positively? They do so for the same reason that a military man will risk his life to avoid leaving a wounded comrade behind enemy lines; for the same reason a law enforcement officer will show up at your door on a spooky night and risk his life to protect you and your family when threatened by an armed intruder, and so on. It's simply a matter of honor. The loyalty oath gives people something tangible to reach for that's bigger than themselves and to feel rewarded for doing so. We humans have a transcendental temptation that allows us to be inspired to do the right thing when something bigger than us is at stake—our honor, in this instance.

When CFIs Go BAD!



Most importantly, the loyalty oath reminds instructors that they have an obligation to behave properly while defining what “properly” means. I remember a Rabbi being asked why he wears a Jewish yamaka (a small, skull cap). The Rabbi replied, “It’s to remind me of where I end and God begins.” Now, I’m not suggesting that flight instructors wear the occupationally equivalent of a propeller hat (although I wouldn’t discourage it, either). I am, however, suggesting that the FAA add the “of good moral character” clause to the flight instructor eligibility requirements in the FARs. At least we can point to it in the regulations when instructor malfeasance shows up on the flight line. Perhaps this instructor might realize he has no business teaching others and look for an easier job, such as becoming a loadmaster on a Cessna 150.

Let Mommies and Daddies Teach Their Kids to Fly

On August 23, 1956, the FAA began offering something known as the limited flight instructor certificate (LFIC) to non-instrument-rated private pilots. Applicants for the LFIC needed a minimum of 200 hours total time to meet the necessary skill standards along with a demonstration that their students could fly safely under their supervision. The LFIC was instituted successfully as an experiment by the FAA. It disappeared in May of 1962 for political reasons, and not because the students of LFIC-rated instructors weren’t competent and capable.

The main benefit of the LFIC was that private pilots could train family members to also become private pilots. That meant dads, moms, uncles, aunts, grandmas, and grandpas could teach their kin to fly. Can you think of anyone who would take a deeper and more active interest in a student than those they considered to be their loved ones? I doubt that you’d see many parents posting humiliating aviation videos of their kids on Facebook just for the fun of it. More likely, you’re guaranteed to get better training from someone who has an active interest in your well-being.

Furthermore, you’re not likely to see private-pilot-rated parents dumping their siblings at 1,500 hours and running off to the airlines. It seems to me that any private pilot pursuing an LFIC (should such a thing become available again) would do so because he wants to share his enthusiasm and love for flying with others, not because he wants to build flight time. A real spiff here is that encouraging private pilots to teach will certainly make them better private pilots. Richard Bach, in his book, *Illusions*, spoke to this idea when he wrote, “We teach best what we need to learn most.”

“Wait a minute. Hold on,” you say, “private pilots don’t have the experience to teach others to fly properly. Well, if you believe that, then you probably believe that it was Abraham Newton who freed the slaves from the bonds of gravity. You’re standing pretty much alone in your opinion here. After all, the FAA sport pilot regulations (having ½ the flight time requirement for private pilot certification), allow sport pilots to earn a sport pilot instructor certificate with only 150 hours total time. Therefore, private pilots with comparable flight time and basic instructor training are more than capable of becoming competent CFIs.

As I stated at the beginning of this piece, there is absolutely no evidence suggesting that poor instruction results from instructors who don’t receive “enough” training. Yes, a minimal amount of training to meet the current standards is necessary, but training beyond this point doesn’t seem to produce better results, especially in those instructors who don’t want better results for themselves. It’s a good bet that every mature (adult) private pilot who obtains an LFIC flight instructor certificate would do more good for our flight training community than all the additional educational hours added to our current flight instructor certification requirements.

Keep in mind that the sport pilot instructor certificate would accomplish the same thing as the LFIC were it not for the limited supply of light sport airplanes. However, this may change if the anticipated MOSAIC regulations are adopted. This would allow many more smaller and common GA airplanes (i.e., Cessna 150, 172, Warrior, etc.) to fall into the sport pilot airplane category.

Let’s Put Retired (Or Nearly So) Airline Pilots to Work as CFIs

Have you ever stopped to consider how much potential aviation experience rides around in golf carts on our nation’s golf courses? My guess is that there are more than a few retired professional pilots who would love to share their love of flying with others. These experienced pilots would make excellent instructors if there was an easy path to instructor certification.

As I see it, there’s no reason whatsoever for an active or retired ATP-rated airline captain to take the FOI exam or the flight instructor knowledge exam. All that should be necessary for instructor certification at this age and experience level is a flight instructor checkride given by a designated examiner. To make this transition easier, my friend Gary Reeves, and his airline pilot partner, Les Abend, have recorded a webinar on the subject.

“Whoa, hold on just a minute,” you say, “what about the liability of a retired airline pilot training students?” After all, this is one reason many retired airline pilots dismiss a return to GA as a risky proposition for fear of being sued by “ambulance chasing” lawyers. Fortunately, there is liability insurance offered by several entities such as AOPA, Avemco, NAFI, etc. There are also such things as liability waivers.



Years ago I thought these contracts weren't worth the paper they were written on. I changed my mind on this issue when several lawyers schooled me on the subject. It turns out that, according to the legal profession, you can protect your assets by having your students sign some form of hold-harmless contract. While it's not within the scope of this article to show you how to create a liability waiver, you should work with your own lawyer to learn more on this subject.

Do these contracts actually work? There are several cases where individuals signed away their right to sue the pilot in command should an accident occur. One of these accidents occurred in Watsonville, CA many years ago. A customer in this example took a sightseeing flight in a Stearman biplane. Unfortunately, the airplane crashed and the passenger didn't survive. The pilot did survive, but the passenger's heirs didn't sue because that passenger signed a liability waiver before departure. Whether or not you agree with the propriety of this isn't the issue here. Legally, this can be done and it does offer some protection.

Now for the question I know you want to ask: Why would primary students elect to sign away their right to sue just to take flight training with you? The answer is: So they can take flight training with you! It's not more complicated than that. A student can either fly with a less experienced instructor and take a chance on receiving poor instruction, or reach for the gold standard of flight training by signing your liability waiver. If a potential student expresses a concern about signing this waiver, then have them ask you how many times you crashed your airliner. That should pretty much settle the issue of signing any waiver.

Maybe We Don't Even Need Flight Instructors to Learn to Fly

What if we could eliminate the problem of bad flight instructors by minimizing the participation of the flight instructor in the training process? Here's how this might work by way of a history lesson.

Over the years, the FAA has allowed more flight simulation time to meet the total time requirement for the private pilot certificate. Flight centers operating under Part 142 of the FARs are allowed to use as much as five hours of simulator (flight training device) time to meet the 35-hour minimum private pilot requirement. Clearly the FAA sees training value in today's sophisticated flight training devices.

Doesn't this make you wonder if there is more training value in flight simulation than meets the eye? Years ago I wrote an article describing how a student, having logged only two previous intro flights (with no previous flight experience) took a 60-hour flight simulation class from master teacher Ed Valdez at Cypress College in California. The course was based on supervised training using Microsoft Flight Simulator, version "X." After completion of the course, this student scheduled a third demo flight where he asked the CFI to let him do as much as possible on the flight. The student started the airplane, obtained a clearance, taxied, obtained a takeoff clearance, departed, flew a pattern, and successfully landed the Cessna 172, all without the instructor touching the flight controls. This, however, is not an uncommon experience for many flight simulation students.

I know from my own experience that students who earnestly studied the flight lessons in Microsoft Flight Simulator X (MFSX) and, thereafter, began actual flight training, learned much quicker than those without this experience. That's a fact. Yes, a few learned some bad habits that needed correcting. But many more students learned bad habits from their bad instructors that are seldom corrected. One of the reasons MFSX was so effective as a teaching tool resulted from the visionary programming skills of some very smart people at Microsoft headquarters. In 2006, these individuals created a programming masterpiece by adding interactive flight lessons to the "X" version of its flight simulation software. I was fortunate enough to design and narrate those lessons. In doing so, I created flying lessons that replicated the training process I used for years to teach others to fly airplanes. Because of its utility as a training tool, MFSX is now used in many of today's general aviation and military flight training platforms.

Keep in mind that in 2006, artificial intelligence software for the general public wasn't available as it is now. Today, any smart entrepreneur with a skilled team of programmers could design a flight-instructor package for student flight training based on the use of artificial intelligence. To the best of my knowledge, this hasn't been attempted beyond that created by the Microsoft team in 2006. I suspect, however, that this will happen very soon.

So where am I going with this? Ultimately, given the sophistication and ubiquity of artificial intelligence software, pilot applicants will soon be able to take flight training in the comfort of their own home. That's right. You won't need a flesh-and-bones flight instructor on-site to learn the basic principles of stick and rudder flying. You heard that right. I'm advocating having Hal 2000 in the bedroom to provide flying lessons. This, of course, requires the hardware necessary to meet the necessary authenticity requirements for training (i.e., rudder pedals, semi-wrap around or multi-monitor environment, ATC simulation software, etc.). None of this, however, is prohibitively expensive. I could easily imagine someone earning a private pilot certificate at one-third the cost of what students pay today.



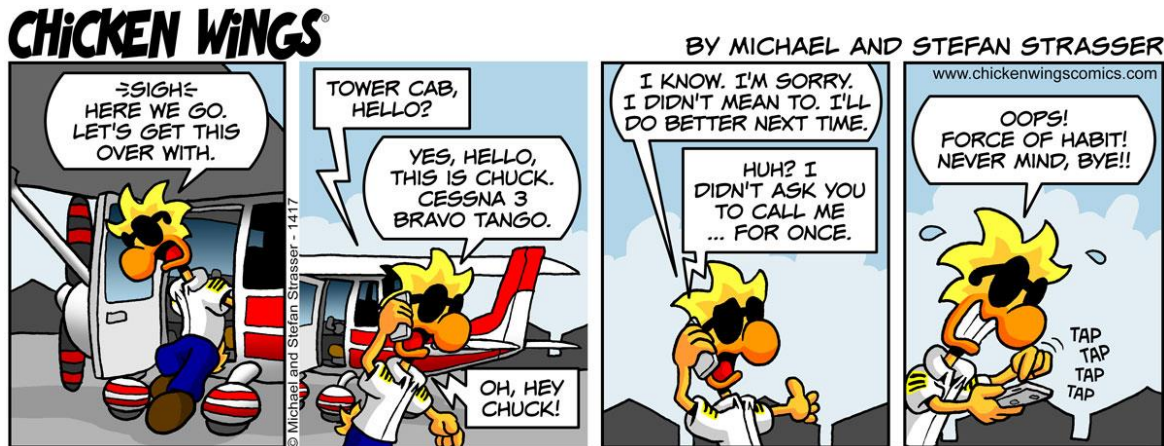
Of course, some minimum experience in an actual airplane would be necessary for sport or private pilot certification. I'm speaking of a skills-review phase-check at two or three intervals before allowing a student to fly solo. Let's not forget that the FAA (sadly) doesn't place a great deal of emphasis on solo flight time, given its reduction to a minimum of only five hours for sport or private pilot certification. Therefore, when Hal 2000 indicates that you've met the required performance standards for certification, Hal schedules a "skill assessment" phase check in the actual airplane with a qualified instructor. Eventually, the training software would recommend you for a checkride, but only if your name isn't Dave.


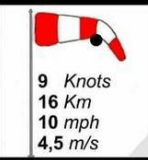
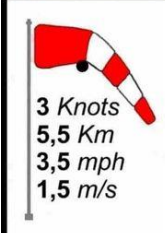
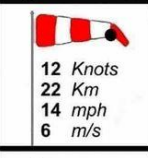
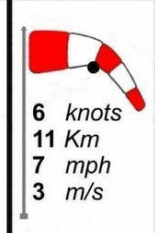
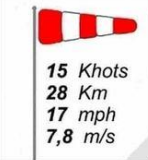
Before any of this is possible we'll need an entirely new set of regulations for cognitive, perceptual, and motor skill assessment. These new regulations would assess a student's skill on an "objective" basis. Total flight time wouldn't matter as long as the student could meet the required performance standards. It takes very little imagination to see how primary students can be properly and thoroughly trained in this manner. Additionally, there's potentially very little overall cost to the student when training to the highest possible behavioral standards. If the student has to (or elects to) spend 10 additional hours in the AI module that teaches decision-making, so be it. The cost will be negligible.

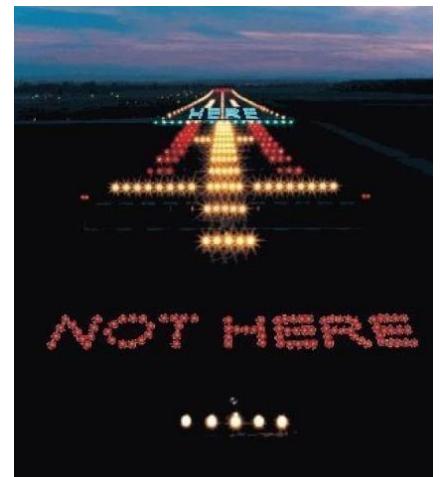
Another benefit is that students would have less exposure to malpracticing CFIs who might ruin their experience of aviation for an entire lifetime. I can easily see our AI-based instructor software being trained on the best practices of aviation's most capable flight instructors. AI training in this manner is something we already do. Many people have trained Chat GPT software to answer their website questions, monitor production lines, do employee accounting, and so on. The technology is here. It just needs to be applied to flight training.

Welcome to the Future

I'm not saying that any or all of these ideas will solve the problem of poor instruction in aviation. Nor am I saying that there are more bad instructors in aviation than there are stellar ones. That's absolutely not true. I'm simply saying that there are bad instructors that harm our industry and we need to limit our exposure to them. What I've offered here are suggestions (some new, some not) that might be useful and practical when applied in earnest. At a minimum, the most effective advice I can offer anyone seeking flight training is to do the gumshoe work and search for a good teacher. This is the one guaranteed way to ensure that students have a good flight training experience.



	 9 Knots 16 Km 10 mph 4,5 m/s
	 12 Knots 22 Km 14 mph 6 m/s
 3 Knots 5,5 Km 3,5 mph 1,5 m/s	 15 Knots 28 Km 17 mph 7,8 m/s



Aircraft of the Month: Lincoln-Page LP-3

https://en.wikipedia.org/wiki/Lincoln-Page_PT

The Lincoln-Page PT was an American open-cockpit two-seat single-bay biplane trainer aircraft produced from 1929 to 1931.

Manufacture and operations

Lincoln-Page were eager to take a share of the emerging trainer market. Using their Lincoln-Page LP-3 as a basis they set about designing the PT. The resultant aircraft was quite different from the LP-3, having tandem cockpits and a lengthened rear fuselage. The design bears a resemblance to the Swallow aircraft, partially from manager Victor Roos prior history with the company.[1] Structure was standard for its day:- welded steel tube warren girder fuselage with spruce spars and basswood ribs for the wings. With the ubiquitous Curtiss OX-5 the PT proved quite versatile and able to perform basic aerobatic maneuvers without too much effort. It was awarded ATC no 181 in July 1929.[2]

The aircraft was also offered with a Curtiss OXX-6 100 hp (75 kW) engine, but no evidence exists that any were produced. However, a later variant using a Kinner K-5 radial engine was named Lincoln PT-K.



Specifications: Lincoln-Page LP-3

General characteristics

Crew: 2
Length: 23 ft 7 in (7.19 m)
Wingspan: 32 ft 3 in (9.83 m)
Height: 8 ft 10 in (2.69 m)
Wing area: 297 sq ft (27.6 m²)
Empty weight: 1,290 lb (585 kg)
Gross weight: 1,800 lb (816 kg)
Fuel capacity: 30 US gal (25 imp gal; 110 L)
Powerplant: 1 × Curtiss OX-5 water-cooled V8 engine, 90 hp (67 kW)
Propellers: 2-bladed fixed pitch propeller

Performance

Maximum speed: 105 mph (169 km/h, 91 kn)
Cruise speed: 90 mph (140 km/h, 78 kn)
Range: 300 mi (480 km, 260 nmi)
Service ceiling: 14,000 ft (4,300 m)
Rate of climb: 800 ft/min (4.1 m/s)
Landing speed: 38 mph (33 kn; 61 km/h)

Answer's to question from Quiz on Page's 6

1) Maneuvering speed increases as aircraft weight increases. This is because aircraft at higher weights need to fly at a higher angle of attack at a given airspeed to produce enough lift for level flight. Since the aircraft is at a higher AOA, it will more quickly reach the Critical AOA if a full, abrupt control movement is used.



2) You need to stop short of the hold-short sign.

3) "6 E", in the top line of the A/FD, means the airport is 6 miles east of the city.

4) To meet night takeoff and landing experience (FAR 61.57(b)), you need to make at least 3 takeoffs and 3 landings to a full stop between 1 hour after and 1 hour before sunrise. Since you've only performed 2 night landings to a full stop, you're not night current to carry passengers.

5) You'll need 1SM visibility, and to remain clear of clouds on your SVFR clearance.



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

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75090

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larryab5kr@gmail.com



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/eee/news-and-publications/eee-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.

Thursday, April 18, 7 p.m.

Presenter: Russ Erb and Karl Major

Subject: Mr. Bearhawk's Wild Ride: Surprise Encounter with Extreme Turbulence Qualifies for FAA WINGS Credit

Russ Erb and Karl Major, retired USAF flight test pilots, discuss their encounter with an invisible mountain wave rotor, and their subsequent analysis of what happened. Includes a re-creation video depicting the sequence of events, and details of how the airplane was inspected for damage after the incident and thoughts on how this event could have been mitigated.

Wednesday, April 24, 7 p.m.

Presenter: Andy Matthews

Subject: Four Ways to Save Fuel, Time, and Money with Better Flight Planning Qualifies for FAA WINGS Credit

Andy Matthews, of iFlightPlanner, discusses four simple ways you can save fuel and fly faster every time you step in the cockpit using iFlightPlanner. EAA members receive special discounts of 20% plus on iFlightPlanner. Andy will review key features and how to use iFlightPlanner to the maximum benefit.

Wednesday, May 1, 7 p.m.

Presenter: Mike Busch

Subject: Borescope Initiative Qualifies for FAA WINGS and AMT Credit

The borescope is one of the most important and versatile tools for inspecting GA aircraft, and is the gold standard for assessing cylinder condition in reciprocating aircraft engines. However, aircraft and engine manufacturers have provided no guidance on how to perform a proper cylinder borescope inspection, and A&P training doesn't cover it. In this webinar Mike Busch, A&P/IA, discusses what his company (Savvy Aviation) has done recently to fill this vacuum.

Wednesday, May 8, 7 p.m.

Presenter: FAA Safety Team

Subject: Slip Slidin' Away – All About Uncoordinated Flight Qualifies for FAA WINGS Credit

We were all taught, from our very first lesson, to step on the ball and avoid uncoordinated flight. After all, slips and skids can lead to stalls and spins, can't they? And then, three or four lessons later, we were taught how to slip. But why on earth would anyone want to do that? Doesn't that lead to the dreaded stall/spin accident? In this FAA Safety Team WINGS award webinar, you will learn how to do forward and side slips, staying both uncoordinated and perfectly safe.

Wednesday, May 22, 7 p.m.

Presenter: Doug Stainbrook

Subject: Solid Edge Synchronous and Ordered Modeling

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.



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



EAA Webinars sponsored by



Upcoming Events:

- Thursday, April 18 EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI)
1200 South Dewey, Sherman, TX @ 7:00pm
Subj: Tucker White, Ray Aviation Scholarship Winner
- Saturday, Apr 20 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: "A Fuel's Errand?"
- Saturday, Apr 27 EAA 323 Young Eagles Special event with Durant High School
1200 South Dewey, Sherman, TX @ 8:00am
- Thur – Fri, May 9-11 EAA Ford Tri-Motor Event at North Texas Regional Airport.
- 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 (just north of the Control Tower)
- VMC Club Meet and Presentation (to follow the TAC Monthly gathering)
Subject: "Something's Come Up"
- Saturday, Jun 01 EAA 323 First Saturday Event: Charts and Legends Flyout

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Ed Griggs	PIO/Newsletter Ed	a_model_guy@ymail.com	903-436-1405

General Email: EAA323@hotmail.com

Website: <https://chapters.eaa.org/ea323>





High Flight

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

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



EAA SHERMAN CHAPTER 323 MEMBERSHIP APPLICATION AND RENEWAL FORM

- New Member
- Renewal
- Info Change

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

Make checks payable to
 EAA Chapter 323

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 2115 Turtle Creek Circle
 Sherman, TX 75092

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

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 Phone: (920) 426-4800
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Name _____

Copilot (spouse, friend, other) _____

Address _____

City _____ State _____ Zip _____

Phone Home: _____ Mobile: _____

Email address _____

EAA # _____ Exp date: _____

(Chapter 323 membership requires National EAA membership)

Pilot/A&P Ratings _____

I am interested in helping with:

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

Plane, Projects (%complete) and Interests: