



# The Ramp Page - February 2024

EAA 323's Monthly Newsletter  
Vol 55, Ed 02  
Sherman, TX  
Celebrating our 55th year of service!

Email: eaa323@hotmail.com

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

Like us on Facebook @eaa323



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

## President's Mission Brief:

*By Frank Connery*

Let me start by wishing everyone a Happy February. As I write this it's Super Bowl Sunday before the game. This past week has been some terrific winter weather...70 degrees and light winds. Amazing. I will not be at the Thursday meeting; we are leaving on a cruise Wednesday for three weeks.



We will be "officially" awarding Tucker White the Ray Aviation Scholarship award before the meeting. Tucker was our Chapter's entry to EAA and he was selected amongst a very strong field of Candidates! This will be a significant step in this young man's life! I would like to request that as many people that can attend, please do so. Let's show up and out!

Rex will preside over the meeting and first Saturday in March. Thursdays meeting will feature Mike McLendon speaking about the "goings on" with Texoma Aero Club (TAC).

Saturday March 2 will be a field trip to SESU's flight school in Durant. Guided by Michael Mitchell.

We had some bad news from Vans this week. We got a kit specific list of possible faulty parts. So far those parts show no signs of problems, so maybe we dodged a bullet.

One Final thought. Vans and Boeing seem to be suffering from major quality control problems. Washington and Oregon have legalized Marijuana. Coincidence?

Keep 'em Flying,

Frank C



## Mike McLendon awarded the Worstell Award/Spirit of Aviation Award

By Frank Connery

At our regular gathering on Jan 18, Mike McLendon was awarded the Rich Worstell Award, also known as the Spirit of Aviation award. This award is in honor of Rich Worstell, one of our founding members. It was decided to provide an award in his name to a chapter member that most exemplifies Rich's passion for Chapter 323.

The candidates' qualifications should include the support of the Experimental Aircraft Association and Sherman Chapter 323 goals and objectives. Areas to consider are welcoming new members, the encouragement of "Young Eagles", participation in programs and events and the support of "Sport Aviation" in general. To be encouraged are candidates from the "Grass Roots" area of the organization.

Congratulations to Mike on receiving this award!

***Here is a copy of the writeup honoring Mike!***

*1. I would like to nominate Michael McLendon, Member Nr 1130815, as the Rich Worstell Spirit of Aviation Award winner for the year 2023. Michael McLendon exemplifies the standards set by the Rich Worstell award and EAA, nor EAA 323, could not have a better friend than He!*

*2. Reference (a) states that the candidates' qualifications "should include the support of the Experimental Aircraft Association and Sherman Chapter 323 goals and objectives. Areas to consider are welcoming new members, the encouragement of "Young Eagles", participation in programs and events and the support of "Sport Aviation" in general. To be encouraged are candidates from the "Grass Roots" area of the organization". I firmly believe that Mike fits all of these qualifications.*

*A. As a general member, Mike supports the Young Eagles program as both Pilot and Ground crew and actively encourages other members to participate as well.*

*b. As a general member, Mike also utilizes the Eagles program by taking potential Pilots for their Discovery flight's!*

*c. He uses his knowledge to give Ground school/Private Pilot "training" to others. Specifically, the Eagles of North Texas (a now defunct group that is on life support due to Covid) where he was often a guest speaker on a variety of subjects! He provided requested training to EAA 323's first Ray Aviation candidate and is actively working with the current candidate.*

*d. Through his support, my duties as Newsletter Editor and Webmaster for the EAA 323 "blossomed". His support made our electronic footprint in the world happen. His guidance led to me searching out and contacting local media to showcase how EAA 323 provided support for the local community! He instilled in Me a desire to be "the best" and under his tutelage, I think we can all agree that it worked!*

*3. As the President of EAA 323 from 2018 to 2021, He led EAA 323 through the 50th Anniversary Celebrations, which consummated celebrations at both Sherman Municipal Airport and North Texas Regional Airport. It was through his ability to reach out to various entities that we had support from the Cavanaugh Museum's and Alert Hangar's providing static displays and rides to members. Both Sherman Local leadership, City Council Members as well as EAA National Leadership (specifically, John Egan (Chapters Manager) and his wife) came specifically to EAA 323 to commemorate our 50th year of service to the Texoma area.*

*4. During his tenure as President, He saw the need for an Aero Club in the Texoma area and went about ways to set up what has become a successful Club that exemplifies Aviation in the Texoma area! His ability to work with EAA 323 members lead to the creation and co-existence of the Texoma Aero Club, a separate entity from EAA 323 but one that upholds the beliefs of the EAA in general.*

*5. As Club President for the Texoma Aero Club, He ensures that Texoma Aero Club supports every EAA 323 function. Be it Young Eagles, Pancake Breakfasts or "Flyins", Texoma Aero Club can be found supporting EAA 323 at all of their functions!*

*6. Texoma Aero Club, through Mike, supports the VMC Club by hosting training facilities and equipment on a monthly basis. This is yet another way that Micheal McLendon supports the EAA/EAA323 by participation in programs and events that support safety and the spirit of "Sport Aviation" in general.*

*7. In short, I believe that Micheal McLendon exemplifies all of the requirements of the Rich Worstell Spirit of Aviation Award and that he should be granted this honor!*



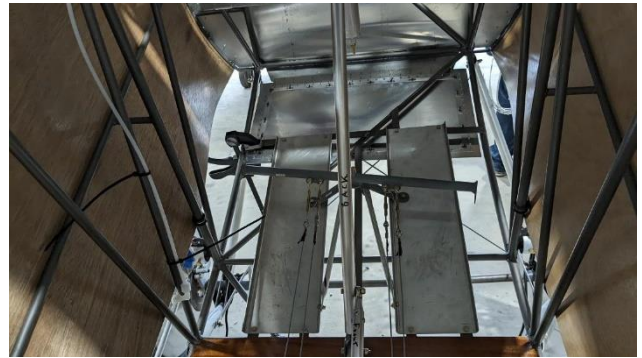


## First Saturday Event: Trip to Donna Field with updates on 2 planes being built!

By Ed Griggs, Pictures by Nathan Wieck and Frank Connery

Thanks to everyone who braved the cold and visited both Brad Pickle and Oliver Spatscheck airplane builds! Lots of comments were made and a good time had by all!!

### Oliver Spatscheck's Fokker





## Brad Pickle's RV-10



((As a side note, both planes will be ready to fly on Thursday, date to be determined!))

## 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/eaaircraft-building> and start your own blog! Email your updates, pics or any questions to Ed Griggs at [a\\_model\\_guy@ymail.com](mailto:a_model_guy@ymail.com). Thanks!

**IF YOU THINK IT'S  
EXPENSIVE  
TO HIRE A QUALITY  
AIRCRAFT  
MECHANIC  
JUST WAIT UNTIL  
YOU HIRE A  
CRAPPY ONE.**



**ONCE UPON A TIME,  
THERE WAS A BOY  
WHO REALLY WANTED TO**



**BECOME A PILOT  
IT WAS ME. THE END.**

## Texoma Aero Club February 2024

By Mike McLendon, TAC President

Happy Valentines Day, Wednesday February 14! (Lent - Ash Wednesday begins February 14 too!)

TAC Board of Directors met in January for their annual meeting.

The Board discussed curtailing monthly Pancake breakfasts during the cold weather and suggested we restart in April. However, we will conduct a meeting in the TAC Maintenance Hangar office on Saturday, February 17, starting at 9 AM. VMC Club will follow.

Membership dues structure was discussed and changes will be announced to TAC members at our next TAC Monthly. For example: Family Membership monthly dues were revised and are now set at \$80 per family member, when 2 or more are members in this category. Previously, the initial Family member,(PPL), would be required to pay \$140 per month, additional members \$75.

Tucker White (Ray Aviation Scholarship recipient) has begun his training as a TAC Student member. John Halterman is his instructor. Let's hope the weather becomes more conducive for flying for this young man and all our other students and pilots

Aircraft Update:

Lucy, N1528Y, was recently offline for her Annual Inspection. We only missed 3 good days of weather while she was down. No major issues were found and she was placed back in service. Prior to the inspection , the AI and DG (vacuum) were troublesome. The AI was serviced and the DG is next. We explored the possibility of replacing both with G5's but the cost (\$12,000) was prohibitive at this time. Thanks to Rex, Nathan, Gary, Vic, and Raymond for handling this inspection.



Glenda, N4594U, is still offline due to the avionics upgrade. We made a mid course change to a different audio panel which required a harness rewire. This rewire should be completed this coming week and installation of the "new" equipment will begin. We're installing: Garmin 480( Com 1 WAAS,GPS) Apollo SL15 audio (PMA7000), ICom A200(Com 2), MD200-206 CDI, and Bendix Marker Beacon. Two AV30's will be installed at a later date. We will remove the vacuum system at that time. Thanks to Joe Nelsen for his advisory assistance.



Restorative work on N7589M continues:



Vic and Wes(IA), have focused their efforts forward of the firewall and the engine management system. Rex has invested countless hours in wiring the avionics and instrument systems. Joe Nelsen has assisted in his EAA Advisory role.

Lupe and Gary, from Legionaire, have been called upon many times to answers those really tough technical questions. They will be inspecting all avionics work as installation progresses.

And yes, even I have been involved. Knowing someone who has and can expertly use a pneumatic hammer, we have the cowling "bubble" roughly shaped and I am learning how to use the "English" wheel to carefully smooth the curvature. The bubble is needed to allow room for a filtered intake.



Beating metal into shape!

This project got off to a slow start as most aircraft restorations do. Many changes occur along the way for unanticipated issues. However, all involved with this project are excited to see the progress made and anticipate this bird will fly on Saturday (date to be determined) 🤗

That's all for now. Stop in for a visit. Recommend TAC when you can. Remember, Texoma Aero Club was just a conversation at EAA 323 in 2018.

Blue Skies,

Mike





## VMC Club

By Ed Griggs

As we missed last month's meeting due to the cold, 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 can't 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: February 2024

By EAA VMC Staff, (Answer on Page 12)

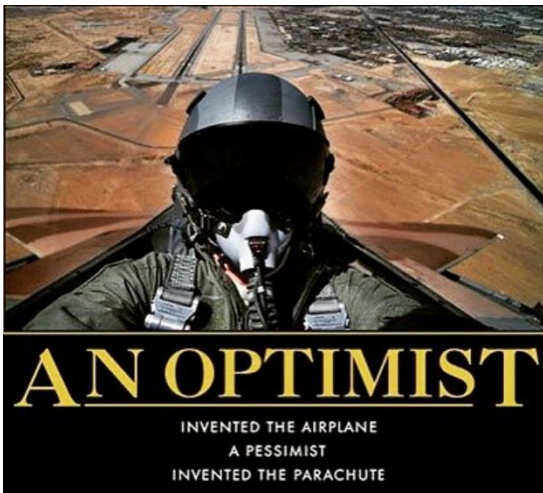
Question: What is the difference between three- and four-digit identifiers for military training routes (MTRs) charted on a sectional chart?



EAA VMC Club  
Question of the Month



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



**Three words to live by:**

- Aviate
- Navigate
- Communicate

**"Fly the Danged Plane"**

## Perfecting Your Preflight Inspection

<https://medium.com/faa/perfecting-your-preflight-inspection-17a2b6f2d21a> FAA Safety Briefing

Maintenance-related problems are one of the deadliest causes of accidents in general aviation (GA). Contributing to this is a pilot's failure to identify maintenance discrepancies because of a lack of knowledge or improper techniques used during the preflight inspection of the aircraft — red flags that could have been easily discovered and mitigated with more rigorous scrutiny. Enhancing your relationship with your aircraft's history and your mechanic are both critical components of an advanced preflight and can make the difference between a safe flight and your last flight.



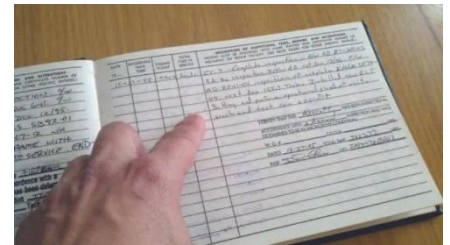
### **Just How Well Do You Know Your Aircraft?**

Advanced preflight is a practice that helps aircraft owners and pilots become more aware of all the safety-related data pertaining to their aircraft. In addition to using the preflight checklist, it focuses on being more cognizant of who maintains your aircraft and how to apply a detailed approach to your preflight inspection based on a review of the aircraft's maintenance history. The foundation of any effective preflight inspection is knowledge: knowledge of your aircraft's history, its systems and components, and its propensity for possible failures or vulnerabilities — the sometimes-inconspicuous items not always covered in an Airworthiness Directive (AD) or a manufacturer's Service Bulletin.

A quality records review is the best way to acquire an intimate knowledge of an aircraft's maintenance history. You should examine all available resources, including logbooks and records, maintenance manuals, ADs, manufacturer's service letters, and bulletins, as well as any repair and alteration history. This can take some serious probing, so be sure to ask an AMT, a type club member, or even your local FAA Team representative if you need assistance.

Once you've gathered all of your aircraft's resources, separate your research into six major groups:

1. Airframe records and documents
2. Powerplant records and documents
3. Propeller records and documents
4. Avionics records and documents
5. Accessories records and documents (if contained separately)
6. AD Compliance records



Organize your documents from each group in numerical date order, starting from oldest to most current. Review one group at a time, starting from the earliest record, reading all pieces of information and documenting:

- Date of all overhauls
- Time of all overhauls
- Overhauling person or organization
- Total time of aircraft at time of overhaul
- If an accessory was installed new or after an overhaul, list the part description, part number, serial number, date, and aircraft time at installation.

To develop your additional items checklist, you'll want to use your list of information on reoccurring ADs applicable to your aircraft, additional safety-related information you determined you need to inspect during the preflight, any major repairs or alternations, and all inspection times and types.

- Review your Airplane Flight Manual (AFM) or Pilot Operating Handbook (POH) and ensure all required operational information concerning installed or removed Supplemental Type Certificate (STC) items is correct.
- Record your tachometer and/or Hobbs times in order to begin tracking your next AD and inspection times.
- Record the location and type of major repair or alternation complied with on the aircraft; you'll want to focus additional attention on this area of the aircraft during preflight.
- Record the information regarding the affected item and the recommended inspection for any applicable ADs.
- Document all limitations involving additional installed equipment (e.g., how many vortex generators can be missing before the aircraft is rendered unairworthy).
- Document any information permitting operations without installed equipment from your Type Certificate Data Sheet or keep a hard copy for reference.



- Record a note reminding you to use your hands during the inspection to check for security of installation of the components you are inspecting.
- Add inspection items to your additional items checklist on items you have added for your safety. These items may include over-water required items, fire extinguishing and other personal protective gear, flashlights, first aid kit, and survival equipment if applicable.

Although time-consuming, adding these additional items to your preflight inspections will reduce your risk of an accident and could save you, and your passengers', lives.

### Getting Acquainted with Your AMT

Now that know the details of your aircraft, how familiar are you with your AMT? Part of an advanced preflight is getting to know your AMT and asking questions before a procedure or repair is done to ensure the AMT is qualified and has the proper experience with your type of aircraft or component. Don't forget that you can always get a second opinion if you're not completely comfortable with a specific suggestion or mechanical diagnosis. Building a rapport with your AMT will not only help you learn more about your aircraft, but it may also enable you to feel more comfortable with pointing out items that you're unsure of or believe need corrective action.

### Advanced Application


Equipped with better knowledge of your aircraft and who is maintaining it, you're ready for the practical application of an advanced preflight: the walk-around inspection, which is likely your last chance to determine the safe operational condition before a flight. When conducting your inspection, assume that there is something wrong, even if you used the best mechanic. Assuming that everything is good can make it difficult to catch an issue if there is one. Always scrutinize any part of the aircraft that had maintenance performed on it.

Start your inspection with the manufacturer's checklist if one is available. While most checklists are thorough, they won't always cover everything you need to examine. So use the checklist to form the basis of your preflight inspection, but don't limit yourself to it during the inspection. Every aircraft is unique so your preflight should be unique too, there's no one-size-fits-all when it comes to checklists.


It's also important to be aware of how vague some checklists can be. The word "check" can indicate several things, so learn what you're specifically checking for with the item you're inspecting. For instance, when checking flight control surfaces, the act of checking involves integrating and interpreting visual, aural, and tactile cues. With control surfaces, you'll want to apply movement with pressure against hinge points while looking for cracks, feeling for looseness or binding, and listening for any abnormal sounds.

During your inspection, don't forget to use your senses, and a notepad, to write down anything you detect that is not right. Listen to the airplane (not just the engine!). Do you smell anything abnormal? Fuel? Oil? Does it vibrate more than usual (feel)? Do you taste (or smell for that matter) any of that acrid smoke that comes with burning electrical items? Step 10 to 15 feet back from the airplane. Does anything look out of place? Be prepared to abort takeoff if something goes wrong or doesn't feel right.

### Kickstart Good (Advanced) Habits

 **Learn all you can about the maintenance that was performed.**

Discuss all work that was done with the mechanic. Ask what to look out and watch for during the first flight. Do not just accept that the work was done. Ask: What was touched, repaired, or replaced, and what was accomplished?

 **Don't assume the part(s) replaced are the only parts removed.**

Ask what was removed and/or disconnected to facilitate the work performed. Often disassembly needs to be done to get to the inoperative part. For example:

- Upholstery/seats, tracks, floors/emergency exits





- Interior and exterior access panels especially in hard-to-see places of the aircraft
- Yokes/control cables, linkages, and surfaces
- Equipment and appliances/wires and connectors
- Hydraulic/vacuum/brake/pitot and static/fuel lines

**✂ Pay attention to trim positions. Check for unimpeded flight control surface deflections. Make sure they go in the proper direction!**

**✂ Make sure all inspection panels are secure and their fasteners are tight.**

Inspect all control fasteners for missing cotter pins. Inspect locknuts, making sure the bolt or stud extends at least the full round or chamfer through the nut. Flat end bolts, studs, or screws should extend at least 1/32 inch through the nut. Check all visible bolts. If there's a hole in the bolt, it requires safety wire in it. See FAA Advisory Circular 43.13-1B, Acceptable Methods, Techniques, and Practices — Aircraft Inspection and Repair, for procedures.

**✂ Check fuel tank for water, sediment, and proper fuel grade.**

Use a sampler cup to drain a small quantity of fuel. Place it in front of a white (not blue) background to see what's in the fuel. Pull out the strainer drain knob for about four seconds to clear it of water or sediment.

**✂ After an oil change, always check the engine oil level to ensure it has the proper amount of oil.**

**✂ Always check your logbook and paperwork prior to flight to ensure the correct records have been entered.**

Check for proper log entries for the work performed and the return to service, or the aircraft isn't legal to fly. Always ensure you have your aircraft's correct documents (e.g., airworthiness certificate and registration) onboard.



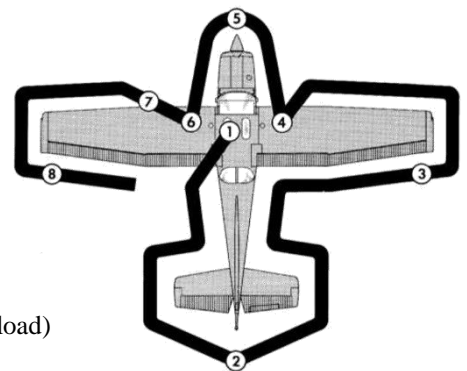
**✂ If you see a warning tag / sign on the aircraft, or on the sign-out or status board, DO NOT FLY THE AIRCRAFT! Check with the maintenance facility prior to taking the aircraft.**

**✂ Participate in, or observe your mechanic perform, an annual or 100-hour inspection.**

It's a great way to learn about your aircraft's systems, components, and any areas prone to failure or weakness.

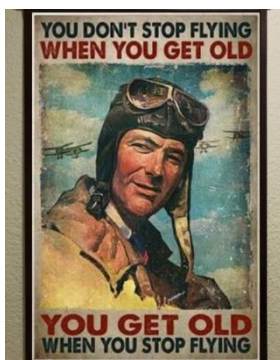
### Preflight-In-A-Box!

Ready to put your preflight prowess to the test? Check out the preflight-in-a-box hands-on exercises being offered at different locations nationwide this month to help you practice the skills of a good preflight. See the seminar links below or search the Seminars & Webinars section of [FAASafety.gov](http://FAASafety.gov).



### Resources

- Advanced Preflight After Maintenance from [faa.gov](http://faa.gov) (PDF download)
- Pilots: Perform Advanced Preflight After Maintenance from [ntsb.gov](http://ntsb.gov) (PDF download)
- FAA's Advanced Preflight Pamphlet (PDF download)
- Advanced Preflight," FAA Safety Briefing, Mar/Apr 2012 (PDF download)
- Human Factors: Sometimes it's the little things — General Aviation New



### Fifty Years Ago — Pocket Calculators Were Interfering!

Interesting little side note from 50 years ago. This brief warning appeared in EAA Sport Aviation.

#### POCKET CALCULATORS

The Canadian Ministry of Transport has just concluded tests that prove that the popular new pocket calculators can interfere with ADF and they suspect that VHF and UHF can also be affected under some circumstances. If you carry your calculator with you while flying, better keep it switched off.



## **Quiz: 5 Questions To See How Well You Can Preflight Your Plane**

By Colin Cutler, 02/05/2024, <https://www.boldmethod.com/blog/quizzes/2024/02/5-questions-to-see-if-you-are-ready-for-preflight/>

Ready to get started? Answers on page 17

1. You're checking the maintenance logbook, and the last annual was completed on February 3rd, 2023. Today is February 5th, 2024. Can you fly?

**Yes**

**No**

2. You check your oil, and it's just under the low mark on the dipstick. Assuming you're a private pilot, can you top it off yourself, or do you need a mechanic to fill it for you?

**I can fill it myself**

**I need a mechanic,  
the FARs don't  
let me do it**

3) If you take a fuel sample and there's water in it, where will it be in your fuel strainer?

**Water floats to  
the top**

**Water sinks to  
the bottom**

4) You check your aircraft lights, and your red nav light isn't working. Can you fly during the day (VFR) with it inoperative?

**Yes, as long as it is  
made inoperative  
per FAR 91.213**

**No, nav lights  
are required for  
daytime VFR flight**

5) Finally, you get back to the cockpit, when you notice that your panel-mounted clock isn't working. Can you fly during the day (VFR) with it inoperative?

**No, a clock is required  
for daytime VFR flight**

**Yes, as long as it is  
made inoperative  
per FAR 91.213**

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## Pilot's Tip of the Month: "Preflight After Annual"

Featuring Dean Showalter, <https://pilotworkshop.com/tips/preflight-after-annual/>

Subscriber question: "I always do a thorough preflight after an annual inspection and have never found anything amiss. Is there anything special I should do in addition to a really careful preflight?" — Sarah W.

Dean:

"During an annual inspection, all kinds of things get taken apart, and it's more common than we'd like that something will not be put back together perfectly. There might be loose screws, something might be improperly assembled, or there might be a panel hanging loose under the airplane.



Dean Showalter  
A&P/IA, CFI



A friend told me about a disturbing noise in flight on a Cessna 172 on the first flight after an inspection. After landing, he discovered the round panel for accessing the elevator trim actuator was hanging loose and was flopping in the airstream. One time, I had finished an annual inspection and I thought I had things closed up. I asked another A&P to look things over and he was satisfied as well. Later, I decided to do one last final check—and that's when I noticed some loose and missing screws under the airplane.

For a check like this, a creeper is your best friend. Here's what I'd recommend: Grab a Phillips screwdriver and a creeper; roll around under the airplane, front to back, left to right looking for loose or missing screws. One way to detect loose screws is to lightly move your fingers across the panel screws. A loose screw will often make just enough sound when you bump it to detect it's not tight.

Don't just walk around the airplane when you preflight after an annual inspection. Be sure to take a close look under the airplane as well."

## EAA323 VMC Club Question of the month January 2024: Answer

By EAA VMC Staff, (Question from Page 5)

Answer: A four-digit identifier is used for routes that are entirely between ground level and 1,500 feet AGL (generally flown VFR). A route with a three-digit identifier (or less) has at least one segment above 1,500 AGL (generally flown IFR). It should be noted that military aircraft may operate on these routes at speeds in excess of 250 knots, even when below 10,000 feet MSL. Width of MTRs can vary from 4 to 16 miles.

Source: FAA Aeronautical Chart User's Guide, P. 19

## RV-12iS Parts for Sale

By Jim "Smitty" Smith

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



Chad Smolik  
5713 Comanche Peak Drive  
Fort Worth, TX 76179  
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682-583-0474

## [The Arcane Aviation Texas Fact: The Makers](#)

By Mike Cox, Updated: March 30, 2018, <http://www.texasescapes.com/MikeCoxTexasTales/MikeCoxTexasTales.htm>

The two faux leather-bound publications look like high school annuals, but the story they tell has to do with war, not homecoming kings and queens, football scores, club activities, prom night or who became valedictorian and salutatorian.

After earning their wings, the students whose mostly baby-faced photographs appear in “The Cadet,” a yearbook published during World War II at Bruce Field in Ballinger, went on to pilot the fighter planes and bombers that helped in defeating Nazi Germany, fascist-controlled Italy and the Japanese empire.

In addition to the dozens of cadets in their fleece-collared flight jackets and leather headgear and goggles, the yearbooks feature photos of dark-jacketed Army officers and dozens of khaki-clad civilian flight instructors.

Among them are R.C. and L.C. Maker, brothers who helped win the war without ever firing a turret gun, dropping a bomb or evading anti-aircraft fire.

Okies who spent the rest of their lives in Texas once they got here, the Maker boys grew up on a farm near Clinton, OK. While neither made it past high school, that didn’t impede their business success.

But flying defined them.

When a barnstormer named Herman Spansky buzzed Clinton one day in 1938, the Makers hurried to see his plane when it landed.

“He took off and dived down across the field and pulled up and landed [with a] real sharp turn to the left,” Red recalled. “Boy, that was something.”

Taking off again, Spansky made another dive, pulled out of that and started another hard turn when the plane stalled and crashed.

Maker and a bystander managed to unbuckle the pilot’s safety belt and pull him out of the airplane. He looked dead, but soon got up to assess the damage.

Not long after the crash, a man hoping to sell a Piper Cub flew into Clinton. When the Makers showed up to admire his airplane, he asked if they wanted flying lessons. Two years later, both young pilots were licensed flight instructors running the Clinton airport.

Maker happened to be flying over southern Oklahoma on Sunday, Dec. 7, 1941 when the Japanese attacked Pearl Harbor. While the death toll and damage to the U.S. Pacific fleet was staggering, the Makers soon experienced a smaller-scale disaster when a tornado destroyed their hangar and seven airplanes.

The brothers ruled out rebuilding, mainly because they had been getting letters from all over offering jobs as Army civilian flight instructors. The proposition that seemed most interesting would take them to West Texas.

Even before Pearl Harbor, readying for possible conflict, the Army signed contracts with nine civilian flying schools to train its fledgling aviators. By the end of 1941, 45 privately-owned military flying schools were in operation.

Fred Harman owned one of those schools, and he hired the Makers. Son of a pioneer Dallas aviator and airport founder, Harman also had spent some time barnstorming and later as an airline station manager.

Named for Ballinger civic leader R.E. Bruce, who helped convince the Army to build on a 640-acre cotton field at the edge of town, the airfield became operational in October 1941. The field had three paved runways extending 2,100 feet, four large wooden hangars, a flight control center, classroom buildings, barracks and other structures.

The Makers traveled to Bruce Field, easily passed a flight test, and soon taught primary flying. Though civilians, the Makers wore uniforms and carried a second lieutenant’s rank.

With an instructor-student ratio of one to five, cadets learned to fly in a Fairchild PT-19s, an open cockpit, two-seater, single-engine aircraft.





Initially, cadets received nine months of training – three months of primary training (what the Makers taught), three months of basic instruction and three months of advanced schooling. When a pilot left Ballinger for further training, he had 65 flying hours. As demand for pilots grew, the Air Corps cut each training segment to 10 weeks and eventually nine weeks.

“We’d have a hundred airplanes with students in the traffic pattern or out in the practice area without a tower and without any radios – and without even a light gun,” Red recalled. “We never ran into anyone.”

By October 1944, with an Allied victory in sight, the Army began reducing the extent of its flight training and deactivated Bruce Field. The city repurposed it as Ballinger’s municipal airport.

After the war, the Makers applied for flying jobs with Braniff Airlines. With both about to be hired, Roscoe changed his mind. As Red put it, “My brother just didn’t want to be [an airline] pilot. I don’t know why...”

Where Roscoe went, Red went, so they bought 84 acres just west of Abilene. Bulldozing a 1,900-foot unpaved runway, they built a cinderblock hangar and opened Maker Brothers Flying Service. They taught flying, flew charters and took people up for joy rides.

“We had a gull-wing Stinson, a Culver Cadet and a Stearman that we used for instructing,” Red remembered. “You got an hour of dual for \$6 or you could go solo for \$4.”

To attract customers, one of the brothers would do acrobatic stunts over town. As soon as a crowd gathered, they’d sell rides.

The Makers cashed out of their airport in 1950 and turned to other business ventures, including building two motels. Roscoe opened a hobby shop in Abilene and built some apartments. Red and his wife had a farm, invested in a travel agency and did contracting.

Heart trouble finally grounded Red in 1988. By then, he had more than 8,000 hours of flying time. He died on Jan. 2, 2006; Roscoe followed him in death on May 18, 2012, two members of the Greatest Generation who never saw enemy fire but did their part to help win World War II.

## CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



## FAA Cross Country Book - Out of Print

By Rod Machado, January 2024, <https://rodmachado.com/blogs/learning-to-fly/faa-cross-country-book-out-of-print>



Over the years the FAA has published many outstanding advisory circulars. One in particular stands out in my mind. It's titled Terrain Flying (AC 91-15) and was last revised in 1967. It's no longer in print. It's the best accumulation of information I've ever seen on mountain flying route selection.



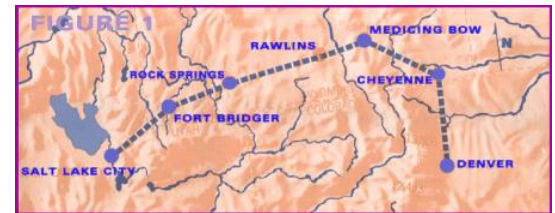
I present this information knowing full well that you'll recognize it was last updated in 1967 (and yes, I've added a few missing pictures). Since terrain doesn't move (not even in shaky California), you can be pretty sure that comments regarding terrain are still valid but airspace is not (you must check to ensure that you meet all the relevant airspace requirements). Any reference to cities and their populations are out of date. The information here is presented as a preliminary step in preparing a flight via any of the listed routes and not the final source for your preflight planning. (It's an old document, OK?).

It's your job to familiarize yourself with all the other available information necessary to conduct a flight safely (I sound like the FAA don't I?). In other words, you'll need to check and make sure these listed routes don't penetrate special use airspace as well as Class B, C, and D airspace. Hey, you're all big boys and girls and can figure this out easily. So, be careful. Additionally, don't run while holding sharp objects because if you fall you might hurt yourself. I think you see what I'm saying, right?

Of course, even though I'm showing the text of AC 91-15 in its original form, I can't help but make a few clarifications. Some of the syntax in this AC is strange and I can't help but comment and clarify. Nevertheless, I've tried to leave the document in its original form, unmodified, as much as possible. Any comments I make are included in brackets [e.g.].

### Denver to Salt Lake City

The direct route is over high terrain with very few service points as shown below. Better go by way of Cheyenne. Remember that the high turbulence and high wind velocity effects increase during the day throughout this region. Plan this flight, as well as most others described hereafter, for early morning.



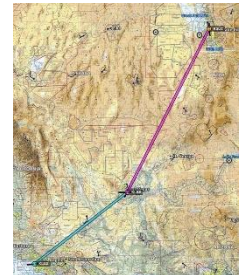
Avoid all summer thunderheads in and around Salt Lake valley. Sometimes these produce hailstorms which can cause serious damage to all-metal airplane and which could be fatal to fabric-covered airplanes.

During the winter months, smoke from factories in the Salt Lake valley area reduces visibility considerably, especially in the early morning hours.



### Reno to San Francisco

Follow the airway. It takes 8,000 to 9,000 feet to get over Donner Pass. In summer months thunderheads will build over this area during the day, dissipating in the late afternoon. Terrific snowstorms, freezing temperatures and high winds are encountered in winter months.



### Salt Lake City to Los Angeles, Via Las Vegas

.... There are some mountains along the route which call for the usual care in mountain terrain flying. Stick to the airway between Salt Lake City and Las Vegas. Follow the highway west of Las Vegas. If Mint Canyon is closed in, take an alternate route from Victorville though [the] Cajon Pass via San Bernadino.



### Winslow, Arizona to Daggett, California, via Needles, California

This route is suggested only for planes with higher horsepower and long range, because of the distances involved, high altitude, winds, thunderstorms and snow. There is much snow between Winslow and Kingman during winter months. Gusty and high surface wind conditions usually prevail during afternoon hours. There are usually strong westerly headwinds. Pilots should follow Highway 66 and take all the precautions advised for both mountain and desert flying.





### **El Paso to Phoenix, Via Tucson**

This route is suggested for the itinerant pilot whose trip would terminate in southern Arizona and California. The ranges are lower, weather conditions better, service points more numerous and generally good flying conditions prevail during early morning and late afternoon. Take mountain and desert precautions.

### **Phoenix to Los Angeles, Via Blythe, California**

Here the flight had best be made in the early morning. In San Geronio Pass, flanked by San Jacinto Peak (10,804 feet) and San Geronio Mountains (11,502 feet), high winds and turbulence can become violent in the afternoon. The peaks make excellent landmarks, however. The same conditions prevail as on the Sale Lake-Las Vegas-Los Angeles flight.

### **Tucson to San Diego**

One suggested route is via Blythe and Los Angeles. A careful check of the coastal weather between Los Angeles and San Diego should be made before continuing on the last leg. Another suggested route is via Gila Bend, Yuma and El Centro since there are good airports along this route. However, one word of caution on this latter route. Pilots are warned that is a good practice to stop [and refuel as well as making] a thorough check of the weather ahead before going over the mountains to San Diego. The Navy at one time required all transient aircraft from the east to stop at El Centro before overflying El Centro, because they were getting lost or running out of fuel in the coastal fog or stratus clouds.

### **San Diego to Oregon State Line, Via Los Angeles**

Pilots will normally experience good flying conditions along the coastal area in both summer and winter. Coastal fogs, prevailing between March and July, usually burn off by 10 a.m. or noon, and there are occasional high fogs during winter months [they're referring to mountain fog or upslope fog], suggesting a careful weather check. Smog may be encountered in the Los Angeles area [no kidding!]. Crossing the Tehachapi Mountains can be accomplished most any time during the day and most any time of the year. However, there are occasional thunderheads over these mountains in the summer and fairly heavy snow in the winter. Ideal flying conditions usually prevail in the San Joaquin-Sacramento Valley during the summer and winter, with a few low fogs in the winter [those fogs will also occur in the summer too!]

Experienced pilots who know the northern Rockies, the valleys and passes of the Cascades, the Siskiyou and the Bitter Roots give a general description of the outstanding topographic features of the Northwest States and explain the bearing this has on flying in general. Here are the descriptions given by these experienced aviators:

"On the western edge of Oregon and Washington there is an irregular, not too high, range of mountains known as the Coastal Range, topped to the north on the Olympic Peninsula by the very rugged and sparsely settled Olympic Mountains [remember, this AC was last updated in 1967!]. These are between Puget Sound and the Pacific Ocean just south of the Strait of Juan de Fuca. Through this Coastal Range between Oregon and Washing flows the mighty Columbia River. In southern Oregon this Coastal Range is fused with the Cascade Mountain by the Siskiyou Mountains."

"East of the Coastal Range from Vancouver, B.C., south along the edge of Puget Sound to Tacoma, Centralia, and Portland is a fairly wide valley known as Western Washington Valley, through which arterial highways and railroads run. South of Portland to a little below Eugene is the Willamette Valley. These two valleys vary in elevation from practically sea level to approximately 400 feet, except where the fringes of the Cascade Mountains project toward the west near Kelso and Castle Rock, Washington, and just northwest of Portland where the Coastal Range projects towards the Columbia River. South of Eugene to Medford and the east-west Siskiyou Mountains, the foothills of the Coastal Range and Cascades intermingle, which in some instances make for hazardous flying in bad weather."

"East of the valleys mentioned above is the north and south range of mountains, rugged and sparsely settled for most of its distances, known as the Cascade Mountains. This range of mountains has many prominent high peaks. Just south of the Canadian border is Mt. Baker, 10,778 feet, and east and southeast of Mt. Baker are many mountain peaks that rise up to an elevation of more than 8,000 feet. One of these, Glacier Peak, has an elevation of 10,568 feet. South of Mt. Baker and Glacier Peak near Seattle is Mt. Rainier, 14,410 feet, and south of Mt. Rainier are Mt. St. Helens 9,677 feet [I don't think it's quite as tall nor as wide now!] and Mt. Adams, 12,307 feet."

"In Oregon south of the Columbia River, are Mt. Hood, Mt. Jefferson and Three Sisters, all of which extend above 10,000 feet and Mt. Thielsen and Mt. McLoughlin, both of which are above 9,000 feet in elevation. Through the Cascade Range of mountains are several passes that are used by railroad, highway and flyways: Stevens Pass, between Wenatchee and Everett; Snoqualmie Pass, east of Seattle to Yakima and Wenatchee; the gorge following the Columbia River; and the McKenzie River Pass, east of Eugene...."



"East of the Cascades in Washington, the Columbia River Basin extends eastward almost to the Washington-Idaho line. To a larger degree this area is agricultural and flat open country. East of the Cascades in Oregon the land is much higher, with some mountainous areas extending northeast to the Wallowa and the Blue Mountains of eastern Oregon...."

"In northern Idaho and western Montana there are many mountain ranges running generally northwest-southeast that make up the great Rocky Mountain chain, and consist of some rugged terrain and sparsely settled areas. Through these chains of mountains there are few passes. The main pass follows the Coeur d'Alene, St. Regis, and Clark Fork River Valleys and takes you over Mullan Pass, Superior, and Missoula Valleys. In south central Idaho there are some very rugged mountains that branch off from the Bitter Root Range and cover a vast area. Included in the general "primitive" area are some desert and lava-bed areas. In the Bitter Roots near Butte, Montana, and to the north is the Continental Divide. From the Divide eastward, the territory generally sweeps out into high plateaus except for scattered high mountains such as those north of Yellowstone Park, southeast of Great Falls and south of Billings where the Big Horn Mountains extend from Montana into Wyoming."

In southeastern Idaho the mountains are offshoots of more extensive mountains of western Wyoming which include the Tetons and Wind River Range in Wyoming, and the Wasatch Mountains of northeastern Utah.

These mountains make for rather easy navigation. But the weather is strange there and the rugged and sparsely settled areas make it necessary that the pilot be versed in more than just piloting ability. Knowledge of topography is very important.

The pilot flying in either summer or winter in this area must know the fundamentals of meteorology. The topography has a lot to do with the variable weather conditions.

There can be several types of weather prevalent in these regions at the same time say the experienced pilots. There can be valley or coastal fog west of the Cascades, even rain, and clear weather east of the Cascades, with a still different kind of weather in the mountains of Idaho and Montana. Many times during the summer in the mountainous regions, particularly those of Montana and Idaho, there can be severe turbulence from thunderstorms often accompanied by hail; and it is not always possible to accurately forecast hail. Icing conditions can be found either in summer or winter and this is of special importance to any pilot.

The greatest problems for the inexperienced pilot in this Northwest Country are those associated with the weather, and the pilot must finally make his own decision. He should be willing to wait for improvement in conditions where he feels unsure, and must learn to turn back a little sooner than necessary if he encounters worse weather than anticipated enroute.

Experienced pilots warn against what they call a fairly prevalent practice in this area of flying "on top." This leads to numerous incidents and a few accidents each year when pilots either become lost or are unable to get down VFR. Conditions should be carefully evaluated before venturing on top in this mountainous area for extended flight. Don't permit yourself to get into a situation where you run "fresh out of experience." Weather at [your] destination can change quite rapidly or the tops can easily build to heights beyond the altitude performance of the aircraft and the pilot. Extended flights above 10,000 feet without the use of oxygen should be avoided. With the loss of an engine while flying on top, even in a light twin-engine aircraft may be unable to maintain an altitude above the clouds and thus force the pilot into IFR conditions....

Here is a list of eight flyways that are usually followed in this area.

Route 1: Salt Lake City to Pendleton, Via Ogden, Malad City, Burley, Twin Falls, Boise, Baker and LaGrande is ordinarily a good flying route. You may want to take a lower altitude route; in this case, fly north from Ogden via Snowville, Strevell and Malta. The area in southern Idaho can be very hot in the summer, very cold in the winter and high winds often prevail. Check carefully on the weather over the Blue Mountains.

Route 2: From Ogden through Great Falls to Cut Bank, Montana, is one of the most difficult airways in the United States in the winter. There is more snow at Idaho Falls than at any other airport in this area. High elevations mark this route from Ogden, Pocatello, Idaho Falls, Dubois, Whitehall, Butte, Helena, Great Falls, to Cut Bank. The airport at Butte is at 5,554 feet elevation and Monida Pass is almost 7,000 feet....

Route 3: From Sheridan to Great Falls, via Billings and Lewiston is a route with conditions similar to those already described. From Billings to Lewiston the airways go to the east of the Big Snowy Mountains. However, the easiest and lowest elevation is along a route west of the Big Snowy through Judith Gap and Buffalo. From Lewiston to Great Falls, generally follow the course of the railroad over not too rugged terrain, but at an altitude of about 4,200 feet.



Route 4: From Butte and Helena to the west, go via Deer Lodge, Garrison, Drummond, Superior, St. Regis, Mullan Pass, Kellogg, Coeur d'Alene, and Spokane.

Route 5: California to Oregon or Washington, via Red Bluff, California, into Klamath Falls or Medford, Oregon, depending on whether the destination is to be east or west of the Cascades. The most general route is Medford, Eugene, Portland, Tacoma, Seattle and Bellingham. In winter, bad weather often exists just south of the Oregon line over the Siskiyou Mountains and in the Willamette and West Washington Valleys. In most cases, the weather is better east of the Cascades.

Route 6: The route from Klamath Falls to Bend, Redmond, the Dalles, Yakima and Ellensburg is generally open and flyable. In the summer the temperatures on this route can get quite high. It is generally advisable to go north between Mt. Lassen and Mt. Shasta, with Shasta and the Cascades on the left. Always check the winds at these high altitudes, especially in the summer.

Route 7: Spokane, Ephrata, Ellensburg, Easton and Seattle is a route over fairly flat country and generally flyable.

Route 8: Between Ellensburg and Seattle there are many occasions when the weather east of the Cascades will be CAVU, with fog boiling over the Cascades and dissipating on their eastern slopes. Snoqualmie Pass on this route is at an altitude of about 3,500 feet and on many occasions fog from the west makes VFR flight impossible. You can get into trouble trying to fly over or under this fog. Many pilots turn south from Ellensburg to Yakima and follow the Columbia River Gorge into Portland and thence to Seattle. Or, when Snoqualmie is closed, Stevens or Stampede Passes might be used. In Oregon, pilots flying between Eugene and Redmond or Bend use the McKenzie river Pass. These last three named passes are not on the airways and pilots should approach and fly through them with care and with sure knowledge of the weather.

Experience pilots have a few words of caution for those who plan to fly the Columbia River Gorge route.

They tell us that the Columbia River Gorge route is only safe when the right weather conditions exist. Many pilots have become involved in accidents while attempting flights through the gorge when ceilings and visibility were too low.

Numerous power lines cross the Columbia River. Some of them are quite high above the water. During low visibility conditions, particularly when there is precipitation, it is almost impossible to see these lines. Before a pilot attempts a flight through the gorge, he should know the location of these lines and how high they are above the river.

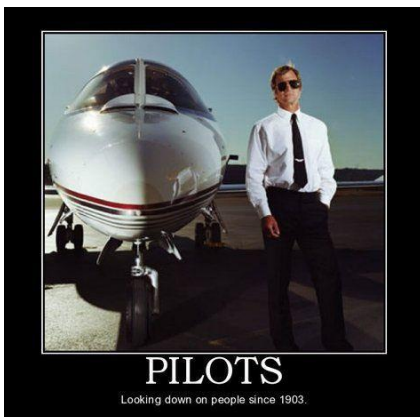
A large amount of traffic uses this flyway when other routes are closed. The gorge is very narrow in some areas which make it difficult to reverse course. Because of these narrow areas, it also becomes increasingly important for the pilots to remain alert for airplanes coming from other directions.

## Aviation Words – “Tarmac”

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



Tarmac is a general term used to describe the areas in which airplanes move, including runways, taxiing areas, alleys, etc. It is often used to describe airport parking areas, but it is actually a type of pavement. Tarmac is a trademark of Tarmac limited, which supplies construction materials for a number of airports. Although the use of the apron is covered by regulations, it is typically more accessible to users than the runway or taxiway.



### Answers to the Quiz on Page 10

- 1) According to FAR 91.409, an annual inspection needs to occur within the preceding 12 calendar months from the date it was last performed. This means that you can fly the plane until February 29th, 2024, before it needs an annual.
- 2) According to FAR par 43, (c) Preventive maintenance (6) "Lubrication not requiring disassembly other than removal of nonstructural items such as cover plates, cowlings, and fairings." is allowed by licensed pilots.
- 3) If you have water contamination, it will sink to the bottom of your fuel strainer, because water is heavier than avgas.
- 4) According to 91.205 (c) (2), approved position lights (nav lights) are required for night flight, but not for day. As long as you make the lights inoperative per 91.213 (or an MEL, if that's what you have), you're good to go.
- 5) According to 91.205 (b), you don't need a clock for daytime VFR flight. So as long as you make it inoperative per FAR 91.213, or MEL it if you have a minimum equipment list, you're good to go.



## Aircraft of the Month: Davis D-1

[https://en.wikipedia.org/wiki/Davis\\_D-1](https://en.wikipedia.org/wiki/Davis_D-1)

The Davis D-1 is an American light two-seat parasol-winged monoplane of the late 1920s.

### Development and design

The Davis D-1 was developed from the Davis V-3, which in turn was developed from the Vulcan American Moth. The Davis Aircraft Corporation had its factory at Richmond, Indiana. The D-1 is a parasol-winged aircraft of mixed construction with a two-spar wing and a rectangular welded steel-tube fuselage, the whole being covered by fabric. There are tandem open cockpits and it is fitted with a fixed tailwheel undercarriage which is attached by struts to the fuselage top and bottom. The wing is braced by struts from the lower fuselage. Various engines of between 60 and 125 hp (45 and 93 kW) have been fitted.

### Operational history

The D-1 was used from 1929 by sporting pilots and by private pilot owners for leisure flying. In September 1930, Art Chester bought a Davis D-1-85 parasol, and flew it to victory in the 1930 National Air Races. A late model D-1W "The Whistler II" was built in 1933 for Davis with a canopy. It was raced in the 1934 Miami air race by Art Davis, winning the category at 133.478 mph. It was later owned by movie star Richard Arlen and restored to become a Grand Champion antique.

Most Davis aircraft were sold in the United States but at least one went to Argentina. Fourteen examples remained in 2001 in various states of airworthiness and several are still airworthy in 2011.

### Specifications: Davis D-1

#### General characteristics

Crew: one  
Capacity: one passenger  
Length: 20 ft 4 in (6.20 m)  
Wingspan: 30 ft 2 in (9.19 m)  
Height: 7 ft 3 in (2.21 m)  
Empty weight: 925 lb (420 kg)  
Gross weight: 1,461 lb (663 kg)  
Powerplant: 1 × Warner Scarab seven-cylinder radial air-cooled piston, 125 hp (93 kW)

#### Performance

Maximum speed: 142 mph (229 km/h, 123 kn)  
Cruise speed: 122 mph (196 km/h, 106 kn)  
Stall speed: 46 mph (74 km/h, 40 kn)  
Range: 480 mi (770 km, 420 nmi)  
Service ceiling: 14,800 ft (4,500 m)



Davis D-1-W, open cockpit, 2 seater



Davis D-1-W light aircraft  
NC854W of 1929 at Bartow,



## Supporting Our Community, Shop Local, Shop Texoma:

By Kim and Todd Bass

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

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

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

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

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

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

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**Rebecca Yavner, Agent**

214-785-8188

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Monday through Friday from 8:00 A.M. to 4:30 P.M.



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(972) 562-6898

[larryab5kr@gmail.com](mailto: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/eaanews-and-publications/eaawebinars>

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



**Thursday, February 15, 7 p.m.**  
**Presenter: Tom Charpentier**

**Subject: Mental Health and FAA Medical Certification**  
**Qualifies for FAA WINGS Credit**

There has been a lot of discussion in the past year of the FAA's approach to certification in mental health cases, and how this approach causes many pilots to be reluctant in seeking treatment. In this webinar, EAA Government Relations Director Tom Charpentier will discuss the current state of FAA policy, recent improvements to the handling of some cases, and EAA's advocacy goals moving forward.

**Wednesday, February 28, 7 p.m.**  
**Presenter: Tom Turner**

**Subject: Maintaining Insurability**

Tom Turner, from the American Bonanza Society Air Safety Foundation, discusses the insurance challenges for pilots with low experience in type, pilots who want to maintain high levels of insurance protection, those flying harder-to-insure aircraft, and older pilots, and a strategy for making themselves better risks for otherwise hesitant insurance underwriters.

**Tuesday, March 5, 7 p.m.**  
**Presenter: EAA**

**Subject: Hosting a Flying Start Event 101**

May 18 is 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. Topics covered will include event planning, event best practices, and what resources EAA provides to simplify the hosting process for chapters.

**Wednesday, March 6, 7 p.m.**  
**Presenter: Mike Busch**

**Subject: Unleaded AVGAS -- Cure or Curse?**  
**Qualifies for FAA WINGS and AMT Credit**

In this webinar, Mike Busch explores what we know about valve recession and lead, and discusses how much of an issue this is likely to be.

**Tuesday, March 12, 7 p.m.**  
**Presenter: Chris Henry**

**Subject: Swallow and Travel Air**  
**Museum Webinar Series**

One of the special things about Pioneer Airport is the opportunity to have flights right at the EAA Aviation Museum. We will talk about the two biplanes which can be not only seen by our visitors, but actually flown in by anyone wanting a ride.

**Wednesday, March 13, 7 p.m.**  
**Presenter: EAA**

**Subject: Jumpers Away! Seeing and Avoiding Skydivers |**  
**Qualifies for FAA WINGS Credit**

Skydivers may not be ADS-B equipped, but they share the same airspace as we pilots do. In order to see and avoid those who don't mind jumping out of a perfectly sound airplane, we need to know how, where, and when skydivers operate. This FAA Safety Team WINGS award webinar will help you to anticipate their actions, altitudes, and location when you hear the magic words "Jumpers Away!" on the common traffic advisory frequency.

**Wednesday, March 20, 7 p.m.**  
**Presenter: Keith Clark**

**Subject: Fueling V F T - Learning from Mistakes to Prevent a Tragedy**  
**Qualifies for FAA WINGS Credit**

Everyday aircraft are fueled, and what happens during this time is the key to preventing a tragedy. Keith Clark from Phillips 66 Aviation discusses proper communication of aircraft fuel orders and strategies to ensure verification. Keith reviews examples of past mistakes and how to learn from these mistakes to prevent another aircraft misfueling.

EAA Webinars sponsored by



[https://www.faasafety.gov/WINGS/pub/learn\\_more.aspx](https://www.faasafety.gov/WINGS/pub/learn_more.aspx)





## Upcoming Events:

- Saturday, Mar 02      EAA 323 First Saturday Event: Air Tractor with Frank Connery
- Thursday, Mar 21      EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI)  
1200 South Dewey, Sherman, TX @ 7:00pm  
Subj: Ray Aviation Update: Tucker White with Mike McLendon
- Saturday, April 06      EAA 323 First Saturday Event: Pancake Breakfast  
1200 South Dewey, Sherman, TX @ 8:00am  
More information to follow!
- Thursday, April 18      EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI)  
1200 South Dewey, Sherman, TX @ 7:00pm  
Subj: Weather KXII/KTEN with Rick Simmons

## **Officers/Board of Directors/Key Coordinators**

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John Horn	Board of Directors	jhorn@ntin.net	940-736-8440
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Ed Griggs	VMC Coordinator	a_model_guy@ymail.com	903-436-1405
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**General Email: [EAA323@hotmail.com](mailto:EAA323@hotmail.com)**

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





### High Flight

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

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



## EAA SHERMAN CHAPTER 323 MEMBERSHIP APPLICATION AND RENEWAL FORM

- New Member
- Renewal
- Info Change

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

Make checks payable to  
 EAA Chapter 323

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

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

National EAA Membership:  
 (800) JOIN EAA (564-6322)  
 Phone: (920) 426-4800  
 Fax: (920) 426-6761

Name \_\_\_\_\_

Copilot (spouse, friend, other) \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone Home: \_\_\_\_\_ Mobile: \_\_\_\_\_

Email address \_\_\_\_\_

EAA # \_\_\_\_\_ Exp date: \_\_\_\_\_

(Chapter 323 membership requires National EAA membership)

Pilot/A&P Ratings \_\_\_\_\_

I am interested in  
 helping with:

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

Plane, Projects (%complete) and Interests: