



# The Ramp Page



**The Monthly Newsletter of the Sherman, TX EAA Chapter 323**

**November 2018**

## President's Mission Brief for December 2018

Be Thankful! Thanksgiving will soon be here. A time to give thanks for so many things in so many areas of our lives!

As I reflect on this past year as President of EAA323, I'm thankful for:

Aviation; If God had wanted man to fly, he'd given us wings - and so he did!!

The EAA for where would Aviation be without this great organization?

Our Chapter and its members, both present and past, who support and have supported.

Our Officers', Board of Directors' and Advisors' who are diligent in their responsibilities.

Our Builders', past and present, whose projects inspire and stimulate our desire to aviate.

Our Young Eagles Coordinator who makes kids smile.

Our Past Newsletter Editor, who, for the last five years, kept us up to date on our activities and spread the chapter news.

Our New Editor and Webmaster, accepting the challenge to spread the news even farther.

All who have volunteered and worked in any chapter activity.

All who read this as we are kindred spirits.

A new year. What does the future hold for our chapter?

Our Nation as no other nation on earth has achieved more in the field of Aviation.

Our God and the blessings bestowed upon us.

Be Thankful!

Mike!



**Mike McLendon**  
**President**

## [Young Eagles soar during recent event](#)

We had a huge turnout with 5 planes and more groundcrew than was needed. It was a great time for the 12 Young Eagles that showed up, as well as their Parents and relatives. Pilots WaaDee Hudson, Rick Simmons, Jim Smisek, Adam Yavner, and Brad Hodge, a conscripted Pilot volunteered by John Halterman who could not be present but loaned his Airplane for the Event, did an excellent job teaching these young possible future pilots about planes and then flying around. The most common thing that they all commented on was the beauty of nature as seen from the air!



John Horn  
Young Eagle Coordinator

Our Young Eagles Coordinator, John Horn, had this to say: "I want to say thank you to all of you that helped with the Young Eagle flights on Saturday. We flew 12 kids! It was a beautiful day. Thanks to my pilots, some of whom braved soggy runways, and to my ground crew. I couldn't have done it without you. The kids all had a great time and are looking forward to next year."

## [Just in case you missed it, here is the write-up from the Herald-Democrat:](#)

### [Flight event takes area children around Denison Dam](#)

<https://www.heralddemocrat.com/news/20181027/flight-event-takes-area-children-around-denison-dam>)

By Future Brown, Herald Democrat

Some area children got to see Lake Texoma and the Denison Dam from above on Saturday.

An event put on by the 323 chapter of the Experimental Aircraft Association took children into the North Texas sky for 20-minute flights. About 15 children attended the free plane introduction and flight lesson at North Texas Regional Airport Saturday. Rescheduled from an event originally planned for September, the weather was optimal for flights, area Young Eagles Coordinator John Horn said.

"We are going to send two children up with each pilot so that they can have a personal experience," he said. "We just want to spark their interest so that maybe they want to learn more about aviation. They could become a pilot or a mechanic or even a recreational pilot that enjoys flying on Saturdays and Sundays."

Pilots brought their planes from surrounding areas like Allen, Bonham and Gainesville to participate.

WaaDee Hudson was one of the volunteer pilots that took the children up in his personal plane. Hudson has been operating small aircraft since 1982.

"It is fun for them and it is fun for the pilots," he said. "It gets them interested in aviation. It calls attention to the pilot shortage all over the world. It kindles an interest in children and if they do not want to be a pilot, the children will be able to say that they have had a great experience."

Hayden Sikes, 12, had never been up in a four-seater airplane before Saturday.

"When we took off in the plane, it was pretty fun," he said. "I was nervous a little bit inside, but I did not show my emotions."

Meredith Mihm, 8, looked less than thrilled before her flight took off, but after viewing some areas she recognized around Texoma from the sky, she said she was excited about the flight lesson. Mihm was even one of the young future pilots that got to steer from the passenger seat.

“My favorite thing was all of the scenery,” she said. “I want to go up again.”

Pilot Rick Simmons also volunteered his time and aircraft Saturday.

“We want to give a kid a chance to see how the algebra he took works when you need to calculate a wind correction angle for flying,” he said. “The wind is blowing a certain direction and you need to land on a runway and there is some correction you need to make for the wind. You need to know how to calculate that. The math plays into that quite a bit.”

Simmons also said physics can play a big role in flying.

“As you are taking off and landing — the weight it has in it makes a difference,” he said of planes. “Today the technology is changing and glass panels are kind of the norm in newer airplanes. Programming is paramount to the newer pilots.”

The Young Eagles, which is an EAA program, launched in 1992 and has had a local chapter for about 20 years. The group has been taking area young people on flights ever since then. About 2,000 children have gone up with EAA pilots in that time.

“We have several members of our chapter that are working on their own planes,” Horn said. “All of the airplanes that are flying today are certified and are not experimental airplanes.”

### [Young Eagles Day Registration Website](#)

If you know of someone who may be interested in signing up for a Young Eagle flight, have them go to the following link (<https://youngeaglesday.com/>) where they can sign up and fill out a Waiver for the event. Keep this link handy for future reference!

### [EAA Eagle Flights®](#)

EAA’s Eagle Flights® is a free introductory flight experience and informal mentoring program designed to welcome and encourage adults who want to discover flying, but don’t know how or where to take that first step. It begins with a hands-on introduction, where you’ll fly with a local EAA-member pilot who will let you follow along at the controls of the airplane to get a feel for what being a pilot is all about.

After the flight, Your Pilot can help you learn more about how to get involved in your local aviation community, including the next steps you can take on the path to becoming a pilot yourself.

The best part? The whole experience is free. No sales. No pressure. Just a whole lot of fun and education with a big take-home point: Your dream of flying is a lot closer than you think.



## [FAA Releases NPRM Supporting EAA Training Initiative](#)

[http://inspire.eaa.org/2018/10/25/faa-releases-nprm-supporting-eea-training-initiative/?fbclid=IwAR3O7ToqQIXaTWLWF4jzDQ5yv43-38\\_8Cdr266Ghhx84Dzj\\_Vx7eX-yKw1vk](http://inspire.eaa.org/2018/10/25/faa-releases-nprm-supporting-eea-training-initiative/?fbclid=IwAR3O7ToqQIXaTWLWF4jzDQ5yv43-38_8Cdr266Ghhx84Dzj_Vx7eX-yKw1vk)

The FAA has released a notice of proposed rulemaking (NPRM) that supports a crucial EAA ultralight and sport pilot training initiative. The NPRM amends 14 CFR 91.319(e)(2) to allow compensated flight training in experimental light-sport aircraft (E-LSA) in certain circumstances under a letter of deviation authority (LODA).



EAA has long sought an expansion to the FAA's LODA policy that will allow for more types of training in experimental aircraft, including limited primary training in certain "low mass, high-drag" types to address a lack of available aircraft for sport pilot and ultralight training. The reform to the E-LSA rule will allow a small number of "grandfathered" operators to continue to provide training, and reverses the removal of E-LSAs from the training fleet, as long as the training is conducted under specific, approved conditions.

"The successful publication of this rule and the accompanying policy change will create new opportunities in ultralight and sport pilot training," said Tom Charpentier, EAA government relations director. "We see ultralights and light-sport aircraft as an increasingly important pathway into aviation, and we are working with the FAA in a variety of ways to remove unnecessary barriers to access. This is one small but important step in that overall process." The revised LODA policy will also improve access to amateur-built aircraft transition training. EAA is working with the FAA to publish the policy as soon as practical, possibly in advance of the final E-LSA training rule. Those wishing to comment on the NPRM may do so before November 23.

## [EAA Webinars](#)

These live multimedia presentations are informative and interactive, allowing the presenter to use slides and audio, while audience members can ask questions and be polled for their opinion. *Some EAA Webinars qualify for credit in the FAA's WINGS or AMT awards program. Visit [www.faa.gov](http://www.faa.gov) for details.*

EAA Webinars sponsored by



### **Tailwheel Flying Techniques**

**Wednesday, November 21 – 7 p.m. CST**

Presenter: Glen Oliphant

*Qualifies for FAA Wings credit.*

[Register Now >>](#)

### **ADS-B: A Practical Guide For Pilots**

**Wednesday, November 28 – 7 p.m. CST**

Presenter: John Zimmerman

*Qualifies for FAA Wings credit.*

[Register Now >>](#)

### **Post-Maintenance Checklist**

**Wednesday, December 5 – 8 p.m. CST**

Presenter: Mike Busch

*Qualifies for FAA Wings and AMT credit.*

[Register Now >>](#)

### **Master the Transition: Earning Your Complex and High-Performance Endorsements**

**Wednesday, December 12 – 7 p.m. CST**

Presenter: Tom Turner

*Qualifies for FAA Wings credit.*

[Register Now >>](#)

### **Tail Wheels 101: Inspection and Maintenance**

**Wednesday, December 19 – 7 p.m. CST**

Presenter: Joe Norris

*Qualifies for FAA Wings and AMT credit.*

[Register Now >>](#)

## New Advisory standardizes non-towered flight operations

MAY 7, 2018 BY GENERAL AVIATION NEWS STAFF

[\(HTTPS://GENERALAVIATIONNEWS.COM/2018/05/07/NEW-ADVISORY-STANDARDIZES-NON-TOWERED-FLIGHT-OPERATIONS/\)](https://generalaviationnews.com/2018/05/07/new-advisory-standardizes-non-towered-flight-operations/)

A new Advisory Circular standardizes traffic pattern altitudes and procedures at airports without operating control towers.

Advisory Circular (AC) 90-66B, Non-Towered Airport Flight Operations, replaces two advisories: One from 1993 that addressed traffic patterns, and another from 1990 that provided communication guidance, according to officials with the National Business Aviation Association.

“No matter what a pilot flies – turbine, piston, parachute, glider, ultralight, lighter-than-air or unmanned aircraft system – they should read this AC, because it clearly presents the standards for operating at a non-towered airport,” said Richard Boll, a member of the NBAA Access Committee. “Not only does it guide the operation of a pilot’s particular aircraft, it gives the expectation of how pilots of other aircraft using the non-towered airport will operate.”

Standardizing the traffic pattern altitude was a primary focus of the members of the FAA’s Aeronautical Charting Forum, said Boll.

Noting the age of the previous guidance, he said the old standard was 800’ to 1,000’ above ground level (AGL). To eliminate that 200’ of confusion, the ACF set the standard at 1,000’ AGL, with left-hand turns, unless terrain or obstacles mandate otherwise.

Large and turbine-powered airplanes should enter the traffic pattern at an altitude of 1,500’ AGL, or 500’ above the established pattern altitude.

A recent change to the Aeronautical Information Manual introduced this standard, and the AC expands on it.

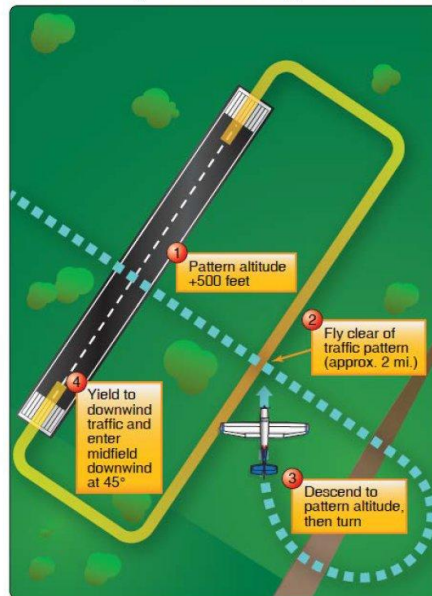
Entering the non-tower traffic pattern and self-announcing a flight’s position and the pilot’s intentions received equal detail and attention. It makes clear that airplanes terminating an instrument procedure with a straight-in approach do not have the right of way over VFR traffic in the pattern, said Boll. And when circling to land, left-hand turns are standard, unless otherwise documented.

The committee’s goal was to improve safety for all by standardizing operational practices and getting everyone who uses non-towered airports on the same 18 pages of the new advisory circular, Boll said.

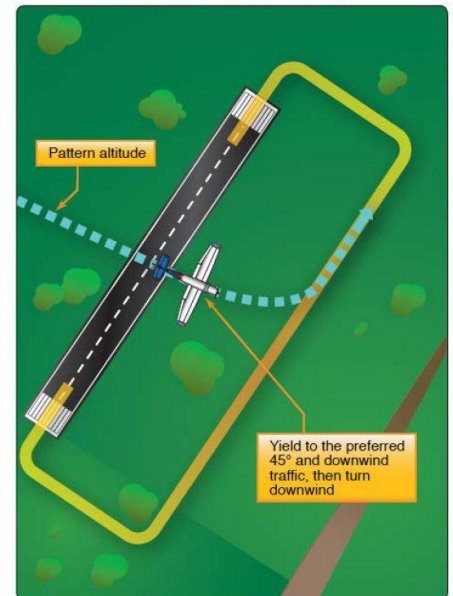
“Everyone seems to focus on towered airport operations, but most of America’s more than 5,000 public-use airports do not have a tower, so safety depends on the pilots flying into them,” Boll said.

Figure 1. Preferred and Alternate Entry When Crossing Midfield (From the PHAK)

Preferred Entry When Crossing Over Midfield



Alternate Midfield Entry



## 1<sup>st</sup> Saturday Project: Bill Porter and his Zenith 750

For those who were able to make it out to the First Saturday Project, we were in for a treat. Bill Porter has been working on his Zenith 750 since October of 2017. He has almost 500 hours in the build and is still looking at more to come. Right now, the frame and fuselage are to the point where he can start working on the wiring and installing all of the Avionics and instruments'. He has made a few deviations from the Kit plans but explained that his changes "just made sense".



Bill Porter



He routed tubing for the Petot tubes and fuel lines to the inside of the aircraft but installed a series of quick-connects (made for Mercury Outboard Marine equipment) making it easy to disassemble the wings as needed at a later date. His wires (once arrived) will be hooked up to a similar 5 pin quick-connect. Another change that he made was to install a Fuel cutoff switch that allows him to control the fuel feed. He can have either tank, both tanks, or shut-off fuel completely. Oddly enough, His fuel gauges (picture on left) are out of a VW Bug. He stated that since the fuel sending units were out of a VW, the fuel gauges from a Bug seemed the obvious route to go.

The most aggravating thing that he has run into so far is that when he was setting up the cable for the brake (having enclosed the firewall and pockets by the Pilots feet) he found 3 (three) Cleco pins that he had overlooked. "You know how hard it is to get in that small of an area to rivet?" he said with a smile on his face!



Clint and Mike looking over the workmanship!  
Both were impressed!!



Bill showing Clint and Ed the routing path that his lines and wires took.



Clint examining differences between his completed Zenith and Bills work! I think he likes it!



## Member Bio of the month: Mary Lawrence

When her last child moved out in 2011, She found that had some time on her hands and so she tried out different events and hobbies. She was once brave enough to have jumped out of an airplane but later figured out that she would rather be flying the plane than jumping out of one. She started badgering a friend of hers, who is a commercial pilot and now flies a Phenom, to give her a ride in a rented Piper and she was hooked! She gushed to a friend at work about the ride and he suggested that she could be a pilot so that is exactly what She did!



Mary and her son in Scotland!



Mary and Ken at Gathering Oaks Retreat

She first soloed on February 8, 2013, which happens to be her brother's birthday. He thought she was nuts and vowed never get in a plane with her. Mary received her pilot's license on July 31<sup>st</sup>, 2013 even though she describes it as the worst day of her life. She felt as though she flew terribly through the Checkride, had a vapor lock in her brain when asked even the simplest of questions but somehow still passed.

She has been a member of EAA Chapter 323 since 2014 and has been on the board since 2015. She is a member of the EAA and AOPA.

She flies for pleasure only. When recounting one of the longest flights she has made, she stated that she flew to a wedding in Wharton, Tx, which is almost 4 hours away. "It was incredibly awesome. Beautiful wedding and my friend was thrilled I had flown down to see her son get married. My oldest son, Scott met me there too." "I've also flown to Alexandria, Louisiana to see my best friend. My favorite flight will always be my first flight to College Station for an A&M football game. I landed at Coulter Field in Bryan where there was an RV gathering. One of the RV's there belonged to a man whose blog I had read when he flew it to Alaska! It was like seeing a celebrity!" she stated!



Mary getting ready to take her best friend on a flight!



Mary and her son on a trip to the mountains!

While she does not currently own a plane, (She rents a plane from a friend that she can get about anytime) She stated that she really doesn't fly enough to justify buying her own plane. "Maybe when I'm retired." She is currently working with others to start up the Texoma Aero Club to help others who don't own a plane to have access to one.

In filling out responses to the questionnaire, she admitted that she is a Flyer and not a builder. In her words, "I can't even put furniture from IKEA together. I don't think it would be wise to try to fly anything I built." Hopefully, we will be able to change that!

Mary revealed that the hardest part about learning to fly is being "50+" and learning anything new, especially obtaining her pilots license, which was not an easy task. Retaining the new information was even harder. "Sometimes, I have to pinch myself when I'm in the air because I can't believe it's me. It's the most wonderful incredible think you could ever do. I wish I had started when I was younger but then again, I just wasn't ready then."

Mary is married to Ken Lawrence and has 2 Adult children. Mary Lawrence is originally born in Omaha, Ne but now lives in Denison, Tx and is the Director of Finance for the City of Sherman. They have been leaders in a ministry called Celebrate Recovery for about 11 years at our church. It's a Christian-based self-help group for all life's hurts, habits and hang-ups. If you or someone you know needs a little extra help getting through life, please give them my phone number.



Mary and Husband, Ken.

## Builder's Corner

### Specialty Tool: The Cleco Fastener

Cleco fasteners (or skin pins as they are sometimes called), have played an important role in automotive, racing and aircraft sheet metal repair for decades. Hand operated Cleco fasteners are used throughout the aviation industry.



Cleco pliers and a Cleco Fastener



A Cleco fastener (installed on the outside of the Airplane) holding the outer Aluminum and window together.

A Cleco is a temporary fastener developed by the Cleveland Pneumatic Tool Company. Widely used in the manufacture and repair of aluminum-skinned aircraft, it is used to temporarily fasten sheets of material together, or to hold parts such as stiffeners, frames etc together, before they are permanently joined.

Clecos are temporarily installed in holes predrilled through the workpieces (usually holes intended for permanent fasteners, such as rivets, to be installed later). They expand on the far side of the workpieces and then draw and clamp them together while maintaining the desired alignment and preventing distortion of the pieces.

Clecos should fit snugly in their holes to prevent shifting of the workpieces and maintain the alignment of fastener holes which do not have Clecos in them. They are blind fasteners; so they can be installed in assemblies where the worker does not have access to the other side. If permanent fasteners are installed in Cleco holes, a Cleco will be removed when its hole is needed. If the workpieces are bonded or welded, then the Cleco holes may need to be filled later.



Blind side look of Cleco Fastener holding Window and Aluminum together



Blind side look of Cleco Fastener holding curved aluminum dash to faceplate.



Upcoming Events:

EAA Chapter 323

Annual Christmas Party

At the home of Ross and Paula Richardson

2115 Turtle Creek Circle, Sherman

(Between FM 1417 & US-75 south of Lambreth Rd, see map)

903.821.4277

**Thursday, December 13<sup>th</sup>, 2018 at 6:30 PM**

Entrée will be baked ham provided by Kris & Molly Worstell. Each family is requested to bring a side dish of your choice.



Punch, wine, and soft drinks will be provided. You are welcomed to BYOB.



For the exciting gift exchange, each person is requested to bring an unmarked wrapped gift (around \$20.00).

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

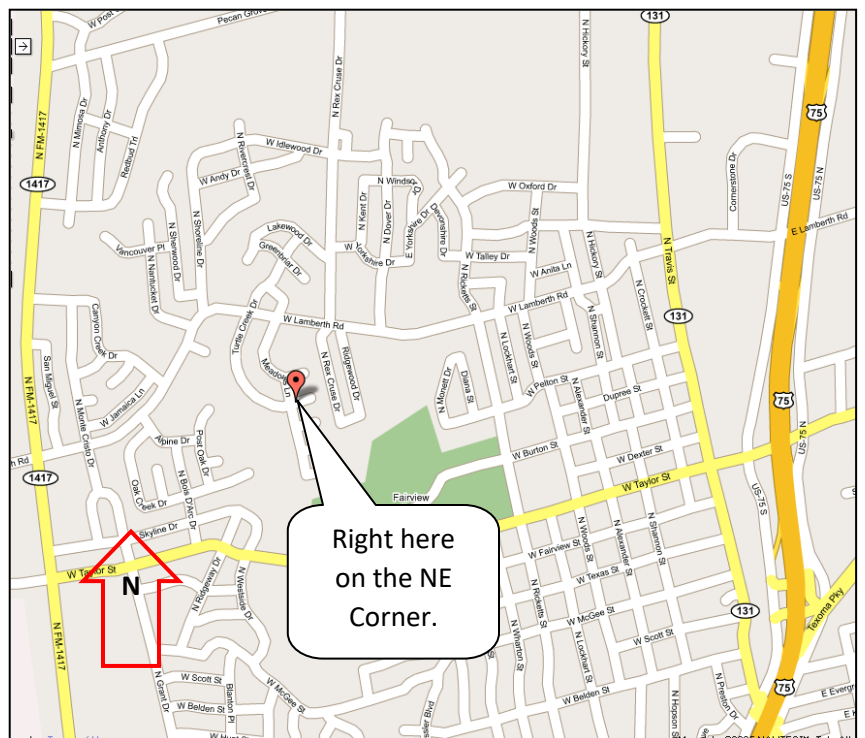
Map to Ross and Paula's Home

2115 Turtle Creek Circle

Sherman, TX 75092

(Northeast corner of Meadow Lane and Turtle Creek Circle)

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



## Air Salvage of Dallas (ASOD)

<http://www.asod.com/>

### CHRISTMAS FLY-IN & SALE!!!

DECEMBER 8TH, 2018

8:00 AM TO 3:00 PM

AIR SALVAGE OF DALLAS --- Located across from the Lancaster Airport (KLNC)  
**FLY-IN OR DRIVE-IN Transportation will be provided!**  
LANCASTER AIRPORT -- fill up at the competitively priced self-serve, check prices at:  
<http://www.airnav.com/airport/KLNC/A>

**ALSO ENJOY EATING AT THE "LANCASTER TAXIWAY CAFÉ",  
they will be serving breakfast and lunch!**

### Upcoming Chapter Events

- Thursday, November 15      Monthly Thursday meeting at the Sherman Airport Terminal  
*Subject: Flying and Medication—Do Those Go Together? By Mike McLendon*  
*5-year vision for EAA323 (an informal discussion)*
- Saturday, December 1      Cavanaugh Museum Visit
- Thursday, December 13      **Annual Christmas Party hosted by the Richardsons**  
*Note the date change to the 2<sup>nd</sup> Thursday due to proximity of 3<sup>rd</sup> week to Christmas*
- Saturday, January 5      John Horn KitFox Project

### Officers/Board of Directors/Key Coordinators

Name	Position	Contact Number
Michael McLenden	President	404-825-4795
Paul Tanner	Vice President	903-819-1940
John Halterman	Secretary	903-819-9947
Ross Richardson	Treasurer	903-821-4277
Steve Straus	Board of Directors	214-693-1417
Rick Simmons	Board of Directors	903-818-8066
Mary Lawrence	Board of Directors	903-821-2670
Mel Asberry	Technical Counselor	972-784-7544
Jim Smisek	Technical Counselor	903-819-6428
Ross Richardson	Membership	903-821-4277
John Horn	Young Eagles Coordinator	940-736-8440
Ed Griggs	Newsletter Editor/Webmaster	903-436-1405

General Email: [EAA323@hotmail.com](mailto:EAA323@hotmail.com)      Website: <https://www.323.eeachapter.org>

