



The Ramp Page October 2021

Vol 52, Ed 10

EAA Chapter 323 Sherman, TX

Monthly Newsletter

Celebrating our 52nd year of service!



Email: ea323@hotmail.com

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

Like us on Facebook @ea323

President's Mission Brief:

By John Halterman

Fall has arrived EAA 323!

On October 2nd, the board of directors and officers met to take care of some routine business matters and set the schedule for the first half of 2022. We have a lot of exciting activities planned for next year that include a variety of interests. We always welcome more ideas if you have any, so don't hesitate. I will share with you all the 1st half 2022 agenda in the December newsletter. Also, the Brushy Creek Fly In that occurred following the board meeting was a wonderful event as always, and we congratulate it on its 25th Anniversary! And the chili was superb!



Our monthly chapter meeting will be Thursday October 21st, 7 PM, at the Sherman Municipal Airport Terminal. The subject matter will be Aerobatics. Steve Riffe has arranged with Oliver Spatscheck and Mike Plyler to give us an aerobatic presentation to the chapter. I'm sure they'll turn us upside-down!

On the morning of Saturday November 6th, we will have our fall Pancake Breakfast and Fund Raiser. It will be at Sherman Muni Airport. We have 2 major fundraising events each year, and it is really critical to get the chapter member's support for this. These additional activities enable us to upgrade our projector as an example. Your membership dues essentially help pay for the insurance. At the October chapter meeting, I will be looking for volunteers like I did for the spring event and it worked really well. Positions include cooking, set up, tear down, marshalling, and a few others. Please consider your participation. This chapter only "ticks" with its member's contributions.

At the November chapter meeting, we will have our annual election for board members and officers. If you would like to volunteer for any of these positions, feel free to express an interest! Let me know and I can describe what the job entails.

Last, I want to remind everyone of the Rick Worstell Spirit of Aviation Award, EAA Chapter 323. The award is the highest honor our chapter has. Its main purpose is to acknowledge those in our chapter that have made a significant long-term contribution to the sport aviation community—whether it be piloting, homebuilding, maintenance, community building, or whatever. It honors those that exemplify the spirit of aviation that has been instilled in EAA. If you want to nominate a person, please send your nominations to any of the board of directors' members (Mary Lawrence, Rick Simmons, or John Horn) for consideration. If you want to nominate one of the board members, then please submit your bid to Mike McLendon. (The rules stipulate the previous president fills in for a board member for nomination process). Previous winners include:

2012: Evans Gauthier
2013: Ross Richardson
2014: Joe Nelsen
2016: Guido Bevoni
2020: Rick Simmons

Enjoy the fall weather!

John F. Halterman
EAA 323 President!



EAA 323 Monthly Gathering: Aviation Jeopardy

By Ed Griggs



Leldon Locke not looking happy with an answer as Pat Smith, Joe Nelsen and Rich Kreekon look on!

Members of 323 were treated to a special event with Mike Montefusco acting as Emcee for the event! The audience was divided up into groups of 3 or 4 and were teamed up against each other!

The winning Team was that of John Horn, Frank Connery, and George Bryant. The team in last place (otherwise known as the first losers!) was comprised of Joe Nelsen, Rich Kreekon, and Pat Smith!

There were prizes for 1st and Last Place! Win or lose, it was a fun night and interesting learning experience!



And the Winners are!

Tx Annual Antique Aircraft (AAA) Fly-In at Gainesville TX (KGLE) Oct 9 2021

By Mike McLendon

Raymond Fulencheck and I flew over in TAC's 172 "Lucy" to add more time on the new engine. We were faced with 20-30 mph winds with gusts up to 30 mph. Talk about a challenge! It was an excellent day to demonstrate "crabbing" into the wind as we didn't have much of a choice. Literally, we started our base leg at KGLE midfield to make our turn to final!

Frank Connery was there as well as Vic Moreland, our TAC next door neighbor (Hanger E1 KGYI), drove over.



Gnome Engine WWI vintage Sopwith Camel powerplant.



Rans S21 Experimental



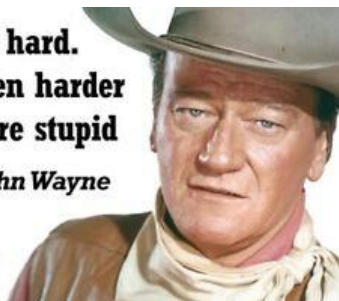
This WACO is impressive:

EAA Oshkosh 2021 Customized Aircraft Champion Bronze Lindy NC31674. 1942 WACO VKS-7F

Owned by Neal Goodfriend Sanger, TX.

**Life is hard.
It's even harder
if you're stupid**

— John Wayne



**THERE ARE
OLD PILOTS
AND
BOLD PILOTS,
BUT NO OLD,
BOLD PILOTS.**



EAA 323 hosts yet another successful Young Eagles event!

By Ed Griggs

EAA 323 hosted 15 Young Eagles at Sherman Municipal Airport on Sunday, 26 Sep 2021! Thanks to all the Pilots and Ground crew for making this an exciting event for the Young Eagle's! Without you there sharing both your time, stories and talents, none of this would have been possible!!



Just landed and Jacinta Hsu is still 10 feet off of the ground!



Big brother Jacob Hsu getting instructions from Mike McLendon



One happy family posing with Mike McLendon!



John Halterman doing his part by showing Tristan De La Rosa his Kitfox!



Mike McLendon showing Lyndsey Garner the ropes!



Robert Allen with his daughter, Jaycee, getting ready for a flight with Frank Connery!



Gavin Garner enjoying a ride in Frank Connery's recently painted RV-10!



Dustin Wallace and John Horn



Guest Pilot Dustin Wallace taking Alexander De La Rosa up in his Rutan VariEze!

We can't go without mentioning a special guest pilot that showed up to help out! Capt. Dustin Wallace, a member of the 7th Airlift Squadron stationed at Altus Air Force base, found our Young Eagles event while looking at youngeaglesday.org and decided to set out on a mission to help with us out by making the 171 mile trip from Altus Air Force Base in his Rutan VariEze! Talk about going the extra mile! Thank you for your service and thank you for the assist! It was GREATLY appreciated!!

When asked what the best part of the event was, for my money, it had to be the smiles on the faces of these Young Eagles! Please take a minute to verify and update your EAA Youth Protection Policy and Program status and participate in this truly fulfilling event! The following link (<https://www.eaa.org/eea/youth/youth-protection-policy-and-program>) will take you to the website! Once completed, please let John Horn know that you are ready to be either a Pilot Mentor or Ground Crew! Thanks!



2021 Antique Aircraft Awards

<http://eaavintage.org/2021-antique-awards/>

You can go to the link above to see all of the winners!!



Grand Champion Gold Lindy
Mid American Flight Museum
Mount Pleasant, TX
NC8112
1929 Travel Air 6000

Reserve Grand Champ Silver Lindy
Roger James
New Carlisle, OH
NC14139
1934 WACO YKC



Silver Age (1928-1936) Champ
Bronze Lindy
Fredrick Hansen
Fox Lake, IL
NC692H
1929 Travel Air 4D

Bronze Age (1937-1941) Champ
Bronze Lindy
Dennis Van Gheem
De Pere, WI
NC18410
Stinson SR-9C



World War II Era Champ
Bronze Lindy
Frederick Stimson
Fort Worth, TX
NC67716
1944 Beechcraft D17S
Staggerwing

Customized Aircraft Champ
Bronze Lindy
Neal Goodfriend
Sanger, TX
NC31674
1942 WACO VKS-7F



World War II Military
Trainer/Liason Aircraft Champ
Bronze Lindy
Grant Van Den Heuvel
Oconomowoc, WI
N61807
1943 Taylorcraft L-2

Silver Age Runner Up

Bernard Harrigan
Fontana, WI
NC431K
1929 Fleet 2



World War II Era Runner Up

Hunter Harris
Easton, MD
N909PT
Stearman PT-17

World War II Era Outstanding
Open Cockpit Biplane
Jill Manka
Lakeland, FL
NC33NA
1942 Stearman PT-17



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Chad Smolik
5713 Comanche Peak Drive
Fort Worth, TX 76179
aviationinsuranceexperts@gmail.com
682-583-0474



FunPlacesToFly

<http://FunPlacesToFly.com>
<http://VansAircraftBuilders.com>
<http://SmittysRV.com>
<http://EAA1246.org>
<http://ThisNewOldRV.com>
<http://OpenAirNet.com>

Does IFR traffic have right of way over VFR traffic?

By <https://www.facebook.com/goldstandardaviation.miami/>

Let's say you are shooting an ILS approach at an uncontrolled airport and an airplane turns base directly in front of you. Who has the right of way? Which pilot is expected to break off and rejoin the pattern?

FAR 91.113 and AC90-66B state that aircraft established in the pattern have right of way over an aircraft approaching a runway from a 'straight-in' position such as one on an instrument approach or one doing a long straight-in final. Contrary to popular belief the FAA does not recognize IFR pilots on an instrument flight plan as having priority over VFR pilots in the traffic pattern.



IFR pilots must understand that they are responsible for maintaining safe separation from VFR traffic in the pattern and should plan to terminate their approach with a 'circle to land' maneuver to join the traffic pattern and follow preceding aircraft if necessary. Additionally, IFR pilots should make standard VFR position reports as they approach the airport to warn VFR traffic of their intentions.

It's all good until someone crashes into another.

Texoma Aero Club holds Steak cookout!

By Michael McLendon

Members and their Guest were treated to a steak dinner on Tuesday, Sept 21. Master Chef Rick Simmons outdid himself once again!! After the delicious meal, Mary Lawrence gave a small presentation on how to use Flight Circle (our chosen scheduling software) and to update your online profile as well as uploading required documents!



Club President Mike McLendon and Safety Coordination Rex Lawrence presented safety and informational updates about Club planes!

TAC meets the second Tuesday of the month! All club members are encouraged to attend as well as anyone interested in becoming a member. TAC is located at hanger E2, NTRA.



An attentive and well-fed audience listen on as the Speakers speak!



Mike McLendon and Rex Lawrence going over recent Upgrades and additions!



Rex Lawrence going over procedures and safety requirements!



Don't get in the plane with me if you are going to scream everytime we almost Crash!!



Gotta love the Red, White and Blue

By Ed Griggs

For those of you who have not seen it, Frank Connery unveiled the new paint work on his RV-14 at the Young Eagles event on September 26, 2021! What an awesome looking bird! Congrats, Frank!



Frank's before Picture



A funny thing happened on the way to the ... Part 5

By Ed Griggs

Massive Update: Going through the processes of purchasing all of the parts needed to do a field overhaul of my C-85 motor, the cost was going to be exorbitant (Yeah, I had to look it up to make sure the spelling was right!). Through a stroke of luck and some SERIOUSLY major help, I was able to purchase a newly reconditioned C-85 (Modified to C-90).

Don't miss that my "new" engine has 2 new Slick mags AND a Starter! As a further bonus, I was given a "new in the box" Generator for an electrical system!



Rheuben Gammel helping me to install the "new" motor onto my Chief! Can't wait to get her into the air!



CFI Corner: SVFR

By Adam Yavner

So... what can you do if you are flying VFR and upon reaching your destination, you see an area of localized cloud coverage or low visibility near your airport? Or you are about to depart when such an area looms into view before your eyes – and you know that if you can just get out safely from under that the rest of the trip is smooth sailing?



Turns out, there is a tool at your disposal just for that – Special VFR. This is a clearance you can request from ATC when visibility and/or cloud clearance is less than required by 91.155.

FAR 91.155 (c) says:

“Except as provided in FAR 91.157, no person may operate an aircraft beneath the ceiling under VFR within the lateral boundaries of controlled airspace designated to the surface for an airport when the ceiling is less than 1,000 feet.”

So then – 91.157 provides the guidance here. If you determine that you have a minimum of 1 statute mile of visibility, and can remain clear of clouds – read on. Some of the highlights include:

- Used below 10,000 ft MSL
- ATC clearance required
- 1 statute mile flight visibility and clear of clouds
- Use between sunrise and sunset (unless pilot and plane are instrument-rated and equipped)

Requesting it is straight-forward enough – if you are flying into a towered airport, call the tower. Otherwise, contact Flight Service and they can coordinate with ATC. If you are already communicating with ATC via flight following, you should be able to get it directly from them. One thing to note, this is a service the pilot must request – ATC is not allowed to suggest or offer it to you. It is up to you to make the determination that you can use it safely (and then maybe do some introspection later on weather planning).

In my opinion, it should not be used as a tool to go plunging off into unknown or deteriorating conditions or to deliberately “scudrun”. If in doubt, better to put the trip off until conditions improve or go ahead and file an IFR flight plan.

Note that there are some larger airports that do not allow SVFR clearances – there is a list in FAR 91, Appendix D, Section 3. The quickest way to tell is by looking at the sectional – it is spelled out clearly above the airport’s name and identifier: As always, if you have any questions shoot me a message and I’ll do my best to get you an answer!

EAA323 VMC Club Question of the month: October 2021

By Radek Wyrzykowski, Manager of Flight Proficiency, EAA 1187948, 920-426-6899, www.eaa.org/proficiency

This month’s question:

What does the blue dashed line around KJWN indicate if it appears it is a non-towered airport? Do you need to establish any communication to enter this airspace?



FAA INFORMATION EFFECTIVE 09 SEPTEMBER 2021

Location

FAA Identifier: F0N
Lat/Long: 36-16-58.8786N 86-53-11.3832W
36-16-58.8786N 86-53-11.3832W
36-16-58.8786N 86-53-11.3832W

Elevation: 501 ft. (152.7 m (surveyed))
Variation: 01W (2010)
From city: 1 mile NW of NASHVILLE, TN
Time zone: UTC -5 (UTC -6 during Standard Time)
Zip code: 37209

Airport Operations

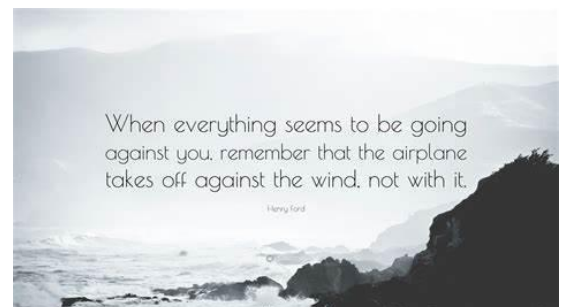
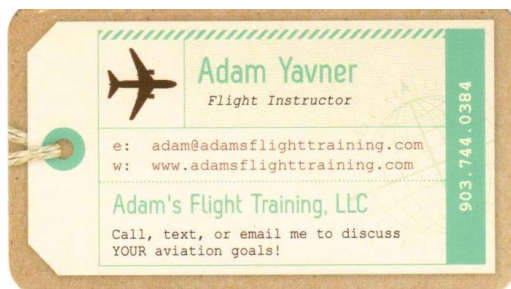
Airport use: Open to the public
Activation date: 01/19/66
Control tower: no

UNICOM: COMMUNICATIONS CENTER
FSS: NASHVILLE FLIGHT SERVICE STATION
NOTAMS facility: BNA (NOTAM-D service available)
Attendance: CONTINUOUS

Wind indicator: lighted
Segmented circle: no
Lights: SS-SR
Beacon: white-green (lighted land airport)
Operates sunset to sunrise.

Airport Communications

CTAF UNICOM: 122.7
WX AWOS-3: 127.075 (615-350-6222)
NASHVILLE APPROACH: 119.35
NASHVILLE DEPARTURE: 119.35
CLEARANCE DELIVERY: 124.35
WX ASOS at BNA (11 am to 5 pm): PHONE 615-360-6133



When everything seems to be going against you, remember that the airplane takes off against the wind, not with it.

Henry Ford

Quiz: 6 Questions To See How Much You Know About Fall Weather

By CoreyKomarec | 09/27/2021, <https://www.boldmethod.com/blog/quizzes/2021/09/6-questions-how-much-you-know-about-fall-weather/>



1) A dry line is a type of boundary that is predominately characterized by the difference in _____ on either side of the front.

Temperature	Dewpoint
Wind speed	Lapse rate



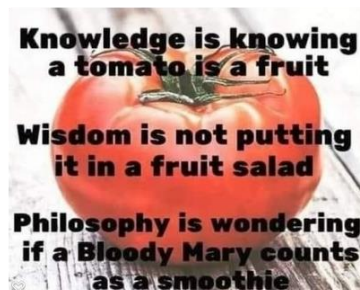
2) If you see a _____ cloud formation, it's often a sign of mountain wave turbulence.



Standing lenticular	Cumulonimbus mammatus
Cumulus mongestus	Wall cloud

3) Cumulonimbus Incus, or an anvil...is formed how?

The tropopause	Stable atmosphere and lapse rate
Jetstream	All of these



In my defense...the flight attendant said please familiarize yourself with all the safety features aboard the aircraft.



4) What phrase is used to describe expansion cooling or compression heating?

Katabatic process

Catabolic process

Adiabatic process

Coriolis process

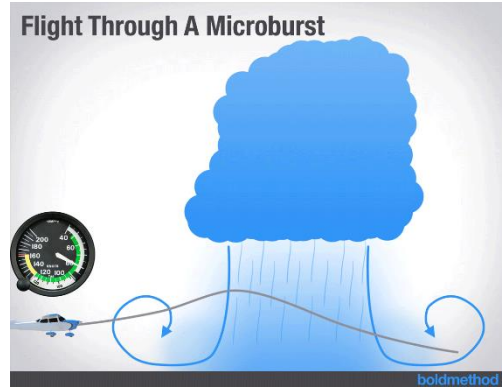
5) Microburst downdrafts can travel as quickly as _____ downward.

4,000 ft/min

6,000 ft/min

8,000 ft/min

9,000 ft/min



6) What primarily determines the speed of a weather front?



Coriolis effect and varying latitudes

Upper-level winds

Stability of the airmass

Temperature differential

EAA323 VMC Club Question of the month October 2021: Answer

By Radek Wyrzykowski, Manager of Flight Proficiency, EAA 1187948, 920-426-6899, www.eaa.org/proficiency

The answer is found in the NOTAMS. Class D was established before the new tower was built. The tower started service on 9/1/2021, but the Chart Supplement has not yet been updated.

Location	Number	Class	Start Date UTC	End Date UTC	Condition
JWN	06425	Aerodrome	06/23/2017 1437	PERM	RWY 02/20 GROOVED 1706231437-PERM
JWN	08975	Aerodrome	09/01/2021 1300	PERM	SVC PCL FREQ CHANGED TO 119.480 210911200-PERM
JWN	09030	Common	09/01/2021 2327	PERM	COM CLR DELIVERY 121.7 COMMISSIONED 2109012327-PERM
JWN	09031	Common	09/01/2021 2327	PERM	COM GND COM OUTLET 121.7 COMMISSIONED 2109012327-PERM

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Advanced/Basic Ground Instructor
Instrument Ground Instructor
Night Vision Goggles Instructor

A&P Mechanic
SUAV Drone Pilot
ATP AMEL/ASEL/HELII
High Performance/Complex
Flight Reviews/IPC



Aircraft of the Month: Aeronca 7JC Tri-Con

<http://www.8kcab.com/8KCAB-Hist3.html>

https://en.wikipedia.org/wiki/Aeronca_Champion#cite_note-Simpson_13-6

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

Champion Aircraft Corporation was formed in 1954 by Robert Brown. Headquartered in Osceola, Wisconsin airport, it began production in 1954 of the 7EC design which it had purchased from Aeronca Aircraft Corporation. Through the 1950s and the 1960s Champion introduced variations on the 7-series design. Champion also developed and began production of the significantly upgraded follow-on to the 7-series, the 8KCAB Decathlon, as well as the twin-engined Lancer. Champion was acquired in 1970 by Bellanca Aircraft Corporation, which continued to produce most of the Champion designs in production at the time of acquisition.

Speaking specifically about this month's Aircraft of the Month, the oddball 7JC "Tri-Con" (Tri-Con for tricycle-conventional gear), was introduced in 1960 and at least 26 were built. New to this model was the third wheel under the baggage compartment. Yes, it looked very strange (many were later converted to 7EC's). Given the angle, there wasn't any improvement to the existing excellent visibility but most suspect that the ground handling would have deteriorated given the geometry, but it was one more attempt to make an elderly design modern.

Specifications Aeronca 7JC Tri-Con

Data from FAA Type Certification Data Sheet, Plane & Pilot and Montgomery

General characteristics

Crew: one
Capacity: one passenger
Length: 21 ft 6 in (6.55 m)
Wingspan: 35 ft 0 in (10.67 m)
Empty weight: 740 lb (336 kg)
Gross weight: 1,220 lb (553 kg)
Fuel capacity: 13 U.S. gallons
Powerplant: 1 × Continental A65-8 four cylinder, horizontally opposed piston aircraft engine, 65 hp
Propellers: 2-bladed fixed pitch, wooden

Performance

Maximum speed: 95 mph (153 km/h, 83 kn)
Cruise speed: 85 mph (137 km/h, 74 kn)
Stall speed: 38 mph (61 km/h, 33 kn)
Never exceed speed: 129 mph (208 km/h, 112 kn)
Range: 270 mi (430 km, 230 nmi)
Service ceiling: 12,500 ft (3,800 m)
Rate of climb: 370 ft/min (1.9 m/s)



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Aviation Words – ‘Scud Running’

By Ed Griggs https://en.wikipedia.org/wiki/Scud_running

October 2021 – In general aviation, scud running is a practice in which pilots lower their altitude to avoid clouds or instrument meteorological conditions (IMC). The goal of scud running is to stay clear of weather to continue flying with visual, rather than instrument, references. This practice is widely accepted to be dangerous, and has led to death in many cases from pilots flying into terrain or obstacles, such as masts and towers, normally referred to as CFIT; however, even instrument-rated pilots sometimes elect to take the risk to avoid icing or embedded thunderstorms in cloud, or in situations where the minimum instrument altitudes are too high for their aircraft.



Scud running is occasionally described as "maintaining visual contact with the ground while avoiding physical contact with it" or "if the weather's too bad to go IFR, we'll go VFR." A procedure under instrument flight rules (IFR), called a contact approach, is often referred to as a form of "legalized" scud running. The term gets its name from scud, which is used to describe small, ragged, low cloud fragments that are unattached to a larger cloud base, and often seen with and

behind cold fronts and thunderstorm gust fronts.

In the United States, most controlled airspace below 10,000 ft (3,000 m) MSL requires a pilot flying under VFR to remain 500 ft (150 m) below a cloud ceiling and to maintain 3 statute miles (4.8 km) visibility. However, outside of airport control zones and major terminal areas, controlled airspace typically begins at 1,200 feet (370 m) above ground level; below that is uncontrolled (class G) airspace, where (at that altitude) a pilot is required only to remain clear of clouds and to maintain 1 statute mile (1.6 km) visibility.



Pilot's Tip of the Month: An Alternative To Water?

Featuring Bruce Williams, <https://pilotworkshop.com/tips/better-than-drinking-water/>

Subscriber question:

"Not to be too graphic, but if I drink enough water to stave off thirst on a long flight I have to stop too often or use a 'receptacle' in the airplane, which isn't easy. Do the pros fly thirsty or do they know something I don't?" - William P.



Bruce Williams:

"Pilots have invented about as many ways to balance fluid intake versus outflow as they have methods to hot-start an engine. Here's my solution, proven on many long-distance flights: Grapes.

I wash and chill clusters of grapes (green or red, your choice, but definitely seedless) and keep them handy in a small cooler or insulated bag. They're mostly water, so snacking on them helps you feel less thirsty without gulping liquids. Grapes also are a low-calorie, low-salt, satisfying snack that doesn't leave crumbs in the cockpit.

Other mostly-water fruits, like oranges, also can work, but they all require peeling and handling that can get sticky. Grapes come in tidy, ready-to-eat, single-serve clusters. Next time you plan a long leg, bring a bunch of grapes and see if they improve your endurance."



Answers to the Quiz on Page 08 and 09

- 1) Dry lines often appear in central Texas where warm moist air front Gulf of Mexico meets warm dry air from the deserts to the west. This rapid change in moisture content across the boundary is the reason why it is also called a dew point line.
- 2) You will usually find standing lenticular clouds near the tops of mountains, however, you can find them many miles downwind from the mountain peaks as well. Flying into or around these types of clouds can be very turbulent.
- 3) The vertical development of thunderstorms is dependent on one main factor - the stability of the atmosphere. If the temperature of the air decreases quickly with altitude, then a thunderstorm will continue accelerating upwards. However, the tropopause, which separates the troposphere and the stratosphere, is characterized by a very stable lapse rate. This means the vertical development stops and the storm flattens out. The anvil portion is formed when the jet stream takes these flattened clouds and pushes them downwind from the storm.
- 4) Adiabatic cooling occurs when the pressure of a parcel of air is reduced. The opposite occurs when a parcel of air is compressed - it will heat up.
- 5) According to the AIM, microburst downdrafts can be as strong as 6,000 feet per minute.
- 6) What drives fronts is dependent on the speed and direction of the jet stream or upper-level winds. If winds blow directly across the front (perpendicular to it), then you can expect them to move fast. If they move more parallel to the front, then you can expect the front to move very slow.

Supporting Our Community, Shop Local, Shop Texoma:

By Todd Bass

Connect. Shop. Buy.

Local businesses define our communities and are very much at risk right now. Use this site (<https://www.graytvlocal.com/market/sherman-tx>) to identify local businesses that are open, how to purchase from them and their hours.

Another tool to use is Texoma Curbside Restaurants on Facebook (<https://www.facebook.com/groups/texomacurbside>) as a tool to show you what restaurants are open and what items/services they are offering!

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

FASTSIGNS®

FASTSIGNS® of Sherman

Todd Bass

1920 N Grand Ave, Sherman, Texas 75090

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

Texoma Bicycle

5629 Texoma Pkwy,
Sherman, TX 75090
903.893.BIKE (2453)
TexomaBicycle@gmail.com



Rebecca Yavner, Agent

214-785-8188

<https://rebeccayavner.exprealty.com/index.php>

Vogel Allstate Insurance Group

5621 Texoma Pkwy, Sherman, TX
75090

<https://agents.allstate.com/david-vogel-sherman-tx.html>



**GARNER'S FEED
AND SEED**



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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.



10/20/21@ 7 p.m.

Presenter: Dr. Scott Dennstaedt

Subject: Preventing VFR Into IMC: Using Your Personal Weather Minimums
Qualifies for FAA WINGS credit.

Flying VFR into instrument meteorological conditions (IMC) kills more pilots than all of the other weather-related accidents combined. Dr. Scott Dennstaedt will dive into the reasons why even experienced pilots make these fatal mistakes and explain how to use personal minimums to quantify the risk prior to making a flight, especially as it relates to adverse weather.

10/27/21@ 7 p.m.

Presenter: Rod Machado

Subject: A Clue (or Two) For Your Next Flight Review
Qualifies for FAA WINGS credit.

Would you like to learn a little history about the flight review? Perhaps you'd like to make your next flight review a more pleasant and enjoyable experience? Or, would you like to know what is required of you during the flight review? If any of these strike your fancy, then please join award-winning CFI Rod Machado for a fun and educational discussion on this topic.

11/3/21@ 7 p.m.

Presenter: Mike Busch

Subject: How Hot is Too Hot?
Qualifies for FAA WINGS and AMT credit.

Keeping CHTs under good control is one of the most important contributors to piston aircraft engine longevity. But how hot is too hot? Is cooler always better? And if CHTs are too hot, how can you figure out why and what can you do to correct it? In this webinar, Mike Busch A&P/IA offers the operational guidelines and troubleshooting techniques you need to keep your CHTs well-behaved.

11/9/21@ 7 p.m.

Presenter: Chris Henry/Ben Page

Subject: The Autogyro
Museum Webinar Series

There are several gyroplanes in the EAA Aviation Museum's collection. These aircraft have been used from everything from news aircraft to flying around the world. Join Chris Henry and Ben Page from the EAA museum staff as they discuss the gyros preserved here in the museum as well as the history behind this type of aircraft.

11/17/21@ 7 p.m.

Presenter: Laura Herrmann

Subject: Bravo Buster: Adventures In and Around the National Airspace System
Qualifies for FAA WINGS credit.

"I have a phone number for you to call when you are on the ground, advise when ready to copy." Those are words no pilot wants to hear! Join Laura Herrmann as she describes her inadvertent foray into O'Hare Class B airspace and the events that followed. She'll also discuss her flight around the Washington, D.C., SFRA, including what kind of training is involved. Additionally, she'll be answering the questions: what's the Fluky gate, why is the Leesburg airport special, and how are P56 and R-6608A different? Join us for a tour around some challenging and difficult airspace!

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Upcoming Events:

Sat/Sun, Oct 16-17	Splash-In at Cedar Mills
Sunday, Oct 17	EAA 323 Sponsored Pancake Breakfast Sunday morning at Splash-In
Thursday, Oct 21	EAA 323 Monthly Gathering at the Sherman Municipal Airport (KSWI), 1200 South Dewey, Sherman, TX @ 7:00pm Subject: Aerobatic flying with Steve Riffe
Saturday, Oct 30	EAA 1475 Mineola-Wisener "Chilly"- Dog Fly-In and Fly-Mart (3F9)
Saturday, Nov 06	EAA 323 Pancake Breakfast @ Sherman Municipal Airport (KSWI) EAA 914 Majors Field Fly-In 2021 @ Greenville Municipal Airport (KGVV)
Thursday, Nov 18	EAA 323 Monthly Gathering at the Sherman Municipal Airport (KSWI), 1200 South Dewey, Sherman, TX @ 7:00pm Subject: Thanksgiving Potluck and Elections with Mike McLendon

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High Flight



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

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



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