



# The Ramp Page



## EAA Chapter 323 Sherman, TX Monthly Newsletter Celebrating our 51st year of service! May 2020



Email: [ea323@hotmail.com](mailto:ea323@hotmail.com)

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

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### President's Mission Brief for June 2020

By John Halterman

Hello EAA 323!

Well the summer is getting closer, but we sure aren't. Social distancing will be the theme for quite some time. The annual convention in Oshkosh WI has been canceled for this year, experiments with virtual racing on TV is the norm, and now there are designer face masks available.



I have received much input regarding a chapter meeting this Thursday May 21st that have been on all ends of the spectrum, including from officers, board, and members. After careful consideration and thought, I believe I've found a balance.

This Thursday will feature the annual Charts N Legends starring Rick Simmons. But the way we'll do it is quite different with both an in-person option and WebEx option.

1) To maintain social distancing, we will not meet at the Sherman Airport Terminal. It is way too dense to enable adherence to the 6' rule. Instead, we'll have the in-person event at the TAC hangar at North Texas Regional. Strict adherence to the 6' rule will be enforced. Sanitizers will be present and wearing a face mask will be encouraged. Bring your own folding chair. Do not come if you feel sick at all, been in the presence of a covid case in the last 14 days, or do not feel comfortable coming. We have an alternative.

2) Last month we had a meeting by WebEx and it worked well. We will simulcast the event via WebEx this month. A link to the event will be sent to all members Wednesday evening to use via the chapter email. This is an excellent alternative.

Again, I emphasize that if you're sick, recently in the presence of a person with covid, or do not feel comfortable attending in person, stay away and participate via the WebEx.

Also, I want to thank Rick in advance for putting together this month's presentation. It's an annual event and he always finds interesting things on the map I never knew about. The follow up to the charts n legends is the annual fly out which will be May 30th. Report to SWI and have your gas tanks topped off by 9am. At 9 am Rick will present the course to fly and you'll need to navigate and predict your fuel burn the old fashioned way—use your E6B and turn off (or cover up) your GPS. Fly the old fashioned way and don't run out of gas!!!!

June 6 will be a board meeting. The plan was to meet at Cedar Mills to review based on the original schedule. For sure we'll keep that date for planning, but I'll follow up later with detailed meeting plans. All are welcomed.

I never imagined that when I was elected for this position that I'd be facing a pandemic. However, it is also an opportunity for our chapter to explore creative ways to do things differently. We will carry on.

John F Halterman  
EAA 323 President



## Flying Eagles of North Texas Training Session

By Ed Griggs

The Flying Eagles of North Texas is a recently formed group of local people who are working towards their Pilots licenses as well as “seasoned” Pilots who are just wanting to “bone-up” on the basics. With the assistance of Volunteer Instructors and Certified Trainers, such as Rick Simmons, Sean Noel, Daniel Hileman and Rex Lawrence we are going over all aspect of a modified Ground training that will help us to not only get past the written but help Us to be better and safer Pilots once in the air.

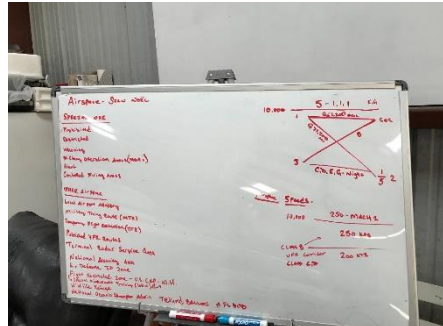
With the support of Texoma Aero Club and while trying to follow the requirements of Covid-19 restrictions, we have been meeting regularly at the Texoma Aero Club hanger and have covered subjects ranging from Charts and Navigation, Airspace and Aircraft systems. If you are interested in joining us, Please contact Ed Griggs at [a\\_model\\_guy@ymail.com](mailto:a_model_guy@ymail.com) for more information!

Pictures from recent training sessions:

### - Charts and Navigation



### - Airspace



### - Aircraft Systems



## CFI Corner: We Go Too Fast!

By Adam Yavner

I get to watch a lot of landings and maneuvers, from the right seat as well as sitting on the ground, and even my own flying (if I'm being objective), and it occurs to me: We just fly too fast! Now, I am not talking about pouring on the coals for a long cross-country – the more the better, I say! But for pattern work and most maneuvers, I notice that smoothness, safety, and precision all increase by slowing down a little.



We learn during training that the “book speeds” are given for a particular airplane at max gross weight, and I think too often this is glossed over or forgotten... speeds make their way onto handy checklists or labels on the panel, and before long end up in memory for quick recall. When can this be an issue?

Imagine you are on short final, doing “book speed”... well, round it up... then add another 5 knots for Mama... and before long, you are 10 knots fast in the flare, and find yourself floating 500 feet down the runway before you can dissipate the airspeed enough to touch down. If you get impatient and pull back abruptly, you can even bounce or balloon. Not a great look, and time to go around.

So how do we fix this? Well, remember that many of the numbers we memorize are only accurate at the maximum weight, and go down as weight decreases. Luckily, you can apply there is a handy formula:

$$\sqrt{\left(\frac{WT}{MtoW}\right)} \times V_{\text{speed}}$$

New Speed =

For example if your Vs0 is 52 knots, plane as loaded weighs 2500 lbs., and max weight is 3000 lbs.:

$$\text{New Vs0} = 52 * \sqrt{(2500/3000)}$$

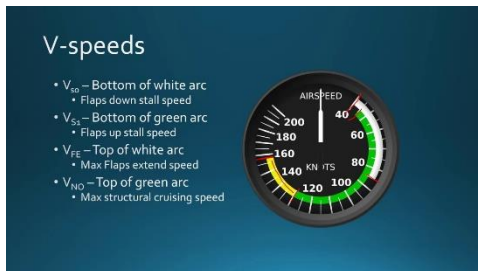
$$\text{New Vs0} = 52 * .91$$

$$\text{New Vs0} = 47 \text{ kts.}$$

That is a substantial difference! Using the FAA recommended  $1.3 * V_{s0}$  for approach speed, you get about 62 knots! Try that next time instead of slinging down final at the book speed of 68, and I bet you find you touch down smoother and use less runway.

It is not necessarily something most people can do in their heads, so I suggest work it out on paper using a few common weight profiles that you fly. At a minimum, I would suggest approach speeds and maneuvering speeds at different weights. If your Pilot's Operating Handbook gives various speeds for different flap configurations, do them all. Keep your results on a handy small laminated chart you can refer to as a checklist.

You can practice this at altitude by configuring for landing with flaps and gear if applicable, then just see if you can nail that target speed with pitch and use your power to work on varying levels of sink rate or even straight and level until you are comfortable with how the plane handles at that speed.



Doing maneuvers? Same concept applies. Work out your new maneuvering speed ( $V_a$ ) and use that instead. This is important for structural reasons; the aircraft is designed to stall before any structural damage would occur from any approved maneuvers or an abrupt full-scale deflection of any single control surface – as long as the correct entry speed is observed.

Certain speeds are structural and fixed, such as never-exceed speed ( $V_{ne}$ ) or gear extension speed ( $V_{lo}$ ), so this discussion does not include those. Indeed, there are other considerations such as gust factor when it is appropriate to add a little extra speed.

So, slow it down a little and see what you think. As always, if you have any questions, shoot me a message and I'll do my best to get an answer!



# FAA Safety Team Corner

By Daniel Hileman

## What is a FAASafety Representative?



Hidee Ho my EAA Neighbors! Just your friendly neighborhood FAASafety Rep here! What is a FAASafety Rep you ask? Well, I'm glad you asked that question. We are here for YOU! That's right, you...and you may not even know about us. First of all, we are NOT the FAA, so let's just get that cleared up right away. In short, we are volunteers who try to represent the FAA to the Aviation community AND represent the Aviation Community to the FAA. A middleman as it were. The FAA's primary goal is for us, the flying community, is to be safe! This is taken from the FAASafety Mission Statement: "Aviation safety volunteers that wish to work closely with FAASafety Program Managers (FPM) to actively promote safety may be designated as FAASafety Representatives. These volunteers receive training and are supported by the FPM with equipment and materials."



We REALLY are here to help. We can counsel/mentor pilots. We can take airport community issues to the FAA, and vice versa...There are many things we do besides the afore mentioned, however, we are primarily here to promote safety via the WINGS program. So, yes, all those seminars? That's the WINGS Program. So, feel free to contact me with an Aviation concerns you may have that you would love to discuss! Let's go flying...just safely!

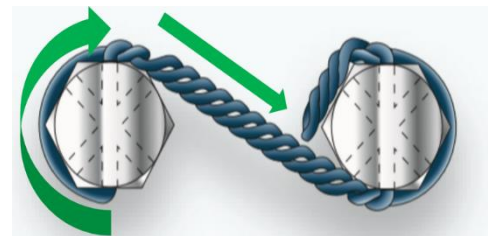
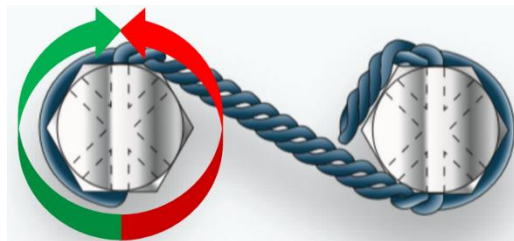
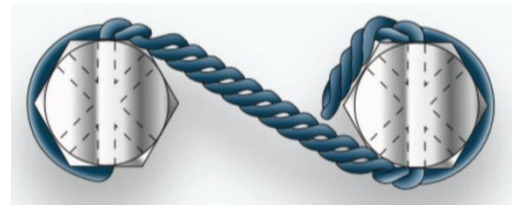
Now, on with the show!

## May Topic of the Month: Safety wire, it's a good thing!

Now, I must admit, this is a topic I was not real familiar with, not being a maintenance background. So, I learned a lot, and if this isn't your background, I hope this shines a bit of light for you as well. "The Bottom line-On Top: If there is a hole in a bolt, or some other locking means, then the wire or other means should be present as well." In the following picture, this is a win for the safety wire! If it had not been installed and working properly who knows what may have happened. The aileron cable is what is broken in this image (Be sure to check control cables as well!) For us not familiar, if the bolt has a hole in it, it should have a wire in it!



"Righty Tightly-Lefty Loosey"



**Right**

← **Tight**



**Loose** →

**Wrong**

← **Tight**



**Loose** →



“Nothing says, I don’t care like a bad safety job...”

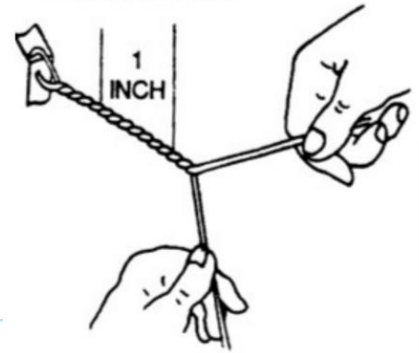


If you see this it might be worth checking to see what else they screwed up. After the nut has been tightened, make sure the rounded or chamfered end of the bolts, studs, or screws extends at least the full round or chamfer through the nut. Flat end bolts, studs, or screws should extend at least 1/32 inch through the nut.”

## Basics

**AC 43.13-1b calls out**

**6 TO 8  
TWIST PER INCH**



The is a very paraphrased version of the Topic of the month power-point. If anyone would be interested in seeing it in its entirety, please email me and I’ll be glad to share it with you!

Thanks!

Thanks for reading and stay healthy and safe! Let me know if I can do anything to help! My contact information is [cfi.dhileman@gmail.com](mailto:cfi.dhileman@gmail.com)

## Nieuport 28,



*On 4/23/2017 an experimental amateur-built World War I fighter replica departed from a private airstrip for a local flight. Shortly thereafter the airplane descended in a steep nose down attitude until it impacted terrain*

## Rusty Pilot, Accomplished Pilot, Wanting to be a Pilot? Join Texoma Aero Club.

By Michael McLendon



TAC’s newest acquisition, a Cessna 172

Texoma Aero Club has quickly become a special part of the NTRA community. Being the only Flying Club in the Texoma area, we have attracted the attention of beginners as well as 20,000 plus hour pilots. We’re still a small club in membership but we have large ambitions with plans of adding a third aircraft soon!

TAC members meet at 7pm every third Tuesday of the month at NTRA. We’d be happy to show you around. Follow us on Facebook or visit our website, [texomaaeroclub.com](http://texomaaeroclub.com) for more information



Today I take my temperature and ...



**Me Watching flying movies during quarantine, pointing out where they did things wrong!**



## **Part 61 vs Part 141: What's the Difference?**

<https://pilotinstitute.com/part-61-vs-part-141> Posted on August 13, 2019

As a future pilot, you're bound to come across the "Part 61 vs Part 141" quandary when you start researching pilot schools. Both sound a lot like Area 51, right? While that'd be exciting, those two aren't highly classified US Air Force facilities. Actually, they designate different types of flight schools. The FAA permits flight school to operate under either part. What does that mean? What's the difference between them? Which one is better?

Let's find out.

### **What Do Part 61 and Part 141 Even Mean?**

To get a better picture, let's start with the Code of Federal Regulations, or CFR.

The CFR is the codification of the general and permanent rules published in the Federal Register by the departments and agencies of the Federal Government. Of the 50 titles that make up the CFR, Title 14 has the federal regulation governing aeronautics and space.

Title 14 contains the Federal Aviation Regulations, or FARs, which regulate all aviation activities in the United States.

The FARs comprises parts, or sections, each regulating a certain aspect of aviation. These include aircraft design, maintenance procedures, and of course, pilot training.

Part 61 deals with the certification of pilots, and both flight and ground instructors. It establishes eligibility, aeronautical knowledge, and minimum flight time requirements to obtain various pilot licenses. Part 141 regulates pilot school certificates, along with pilot certification requirements for schools operating under this part.

The FAA allows pilot schools to operate either under Part 61 or Part 141. Although offering the same quality of training, the two parts differ significantly in their style of flight instruction among other aspects.

### **What's the Difference between Part 61 and Part 141?**

On the surface, the minimum hours to obtain pilot licenses seem like the significant distinction between Part 61 and Part 141. However, that's only one of many differences between the two.

What distinguishes Part 61 from Part 141?

#### **Flexibility**

Without a fixed syllabus, Part 61 provides more flexibility to students as they can adjust the training program to fit their needs and goals. Conversely, Part 141 flight schools feature structured courses with predetermined schedules. Therefore, student pilots haven't got much of a leeway.

#### **Training**

Pilot schools require an FAA-approved curriculum to operate under Part 141, which entails classroom facilities, certified instructors, and lesson plans. On the other hand, the FAA demands none of that from Part 61 flight schools. In Part 141 schools, you must also pass stage checks, which measure students' proficiency at each stage of training. The FAA doesn't require stage checks for pilot schools operating under Part 61.

#### **Time Frame**

With the flexibility of Part 61 schools, obtaining your pilot license largely depends on your availability and progress. Your flight instructor will use his or her judgment to deem you ready for a checkride, or practical test. Therefore, the duration of training varies greatly from one person to another. In Part 141, however, you need to pass stage checks and course tests before getting your license. As students who enroll in Part 141 schools almost always start training as a group, most tend to complete it around the same time.



## Minimum Flight Hours

The rigorous approval process and regular audits by the FAA allow Part 141 schools to have lower flight time minimums than Part 61 for the issuance of pilot licenses. In Part 141, you'll need a minimum of 35 flight hours to apply for a private pilot license, or PPL, while Part 61's minimum is 40 hours. The difference is negligible, especially given that the national average for becoming a private pilot is around twice of either part's minimums.

The difference is hardly trivial when it comes to your commercial pilot license, or CPL, though. Part 141 requires at least 190 flight hours for the CPL, while that minimum goes up to 250 hours in Part 61.

## Cost

With lower flight time requirements, Part 141 schools generally cost less when you pursue a commercial license. Servicemembers, veterans, and their families can also benefit from the GI Bill, which covers the costs associated with getting an education or training. You can receive tuition assistance only if you enroll in a Part 141 flight school, though. However, you can often negotiate aircraft rental and your instructor's rate at a Part 61 school. Moreover, unlike Part 141, you don't have to pay for the ground school. The training cost in either type of pilot school also depends on the school's reputation, state of aircraft, and even location.

## What One to Choose, Part 61 or Part 141?

It depends.

The number one factor is your goal, do you want to become an airline pilot or do you want to fly for fun?

Your availability also plays a key role in deciding between the two.

Part 141 pilot schools offer structured training, which suits full-time students with an aviation career in mind. In contrast, Part 61 schools give you the flexibility to train at your own pace with a personalized program.

Before choosing a flight school, it's a good idea to consider the following:

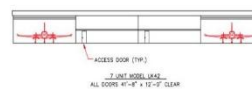
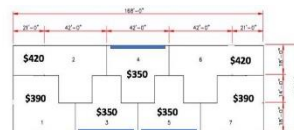
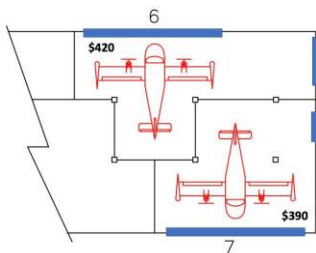
- Reputation – Check the school's reviews online, ask for recommendations, and even go check the facilities yourself.
- Instructors – Know your potential flight instructor's experience, credentials, and track record.
- Aircraft – Find out the school's aircraft types, age, and state.
- Location – Pick a place with good weather all year round, if possible.
- Cost – Compare different schools, ask about hidden fees, and see whether the school offers training packages.

Whichever type of school you choose, you should consider enrolling in a quality online ground school. Pilotinstitute.com, for example, gives you lifetime access to instructors, videos, and resources at a fraction of the cost of a regular ground school. Your choice of pilot school and instructor determine the quality of your flight training. Choose wisely.

## T-Hangar Space Available!

By Ruan Meintjes

FOR LEASE IN SHERMAN (KSWI)!!! \$350, \$390, or \$420 a month! Available as soon as August. Epoxy floors. Electric bi-fold doors. 14 slots left. Going fast. Email reserve@skytrusttx.com or call 214-673-2860 to reserve!



## Quiz: Are You Ready For An Emergency On Your Next Flight?

By Colin Cutler | 04/24/2020 <https://www.boldmethod.com/blog/quizzes/2020/04/vfr-emergency-flight-7-questions-are-you-ready>.

Are you ready to handle an emergency on your next flight?

1) Your RPM starts dropping, and you think it's because of carb ice. You turn your carb heat on, and the engine starts running extremely rough. What should you do?

Immediately turn carb heat back off	Pitch down to increase airflow over your engine	Reduce your throttle to idle	Leave carb heat on
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2) You're using the heater in your aircraft. You and your instructor both start feeling sick (upset stomach). What should you do?

Descend to a lower altitude	Turn the heater off and open the fresh air vents	Leave the heater on and open the fresh air vents	Look outside the cockpit, focusing on the horizon
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3) Your mic is stuck on, and you can't fix it. You turn off your radio so you aren't stepping on ATC and other aircraft. What transponder frequency should you squawk to let ATC your radio has failed?

0076	0077	1200	7000	7500	7600
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4) You're flying a night VFR cross-country, and you inadvertently fly into a cloud. What should you do?

Start a descending turn out of the cloud	Maintain heading and descend out of the cloud	Maintain altitude and make a 180 degree turn to fly out of the cloud	Maintain heading and climb out of the cloud
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5) You're practicing stalls and you inadvertently enter a spin. What should you do with your ailerons as you recover?

Turn ailerons away from the spin	Turn ailerons into the spin	Move ailerons to a neutral position	Rapidly move ailerons left and right
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6) You think you smell an electrical fire in your Piper Cherokee. You're following your checklist, and the next step is to turn off your master switch (ALT and BAT) "off". Will your airspeed indicator continue operating? (6-pack instruments)



7) Your static source becomes completely blocked during your flight. As you descend for landing, what will your airspeed indicator do? (assuming you maintain constant airspeed)



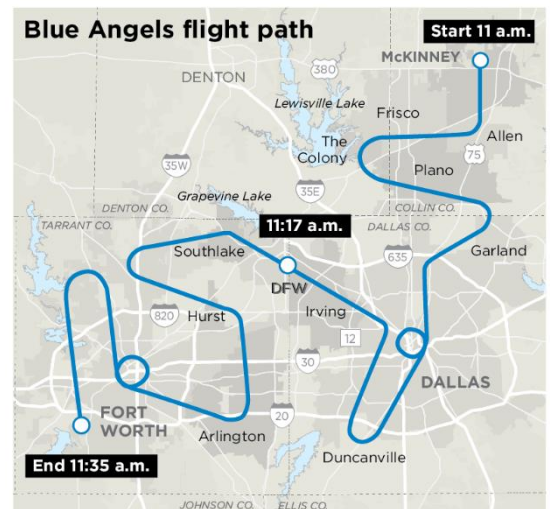
## North Texas treated to flyover by the Blue Angels

By Ed Griggs

The U.S. Navy Blue Angels performed a “fly over” demonstration over North Texas at 11 a.m. on Wednesday, May 6<sup>th</sup> as part of the America Strong program to salute doctors, nurses and other essential workers during the COVID-19 pandemic. The official path started in McKinney but the Angels made a pass over Sherman and local areas as well!



Blue Angels as seen from McKinney Boyd High School



SOURCE: Blue Angels

Staff Graphic



## Aircraft of the Month: 1928 Pietenpol Air Camper

[https://en.wikipedia.org/wiki/Aeronca\\_11\\_Chief](https://en.wikipedia.org/wiki/Aeronca_11_Chief)

The Pietenpol Air Camper is a simple parasol wing homebuilt aircraft designed by Bernard H. Pietenpol. The first prototype that became the Air Camper was built and flown by Pietenpol in 1928.

The Air Camper was designed to be built of spruce and plywood. One of Pietenpol's goals was to create a plane that was affordable and easy to construct for home builders. Building an Air Camper requires basic woodworking skills and tools. Builders also need to fabricate some metal fittings to attach the wooden parts together. Some welding is required. The plans for the Pietenpol Aircamper were originally published in a four-part serial in the "Flying and Glider" Manual of 1932-33.

The original model was flown using an Ace four-cylinder water-cooled engine. The Model A Ford engine later became the standard powerplant used; the design was first flown with one in May 1929.

In the 1960s Bernard Pietenpol began to favor converted engines from Chevrolet Corvair automobiles. The Corvair flat six was higher horsepower, smoother, and significantly lighter, compared to the Model A, and was similar to those already available for general aviation use. The length of a Pietenpol varies with the engine choices, as lighter engines needed to be mounted further forward for weight and balance reasons. Over the years over 30 different engines have flown in the Pietenpol Air Camper. Many modern Pietenpol builders prefer Continental A65, C85 or C90 air-cooled flat fours. Several examples of the Aircamper have been built in Europe and in 2012 were still flying.

In the 1920s and 1930s, kits were available for the design, but there were none available again until 2015 when the Pietenpol Aircraft Company introduced a kit version of the Air Camper, with components supplied by Aircraft Spruce & Specialty. The kit includes all parts except the engine, dope, fabric covering, and hardware.



### 1946 Aeronca Chief 11AC

Data from Wikipedia.org

#### General characteristics

Crew: One pilot

Capacity: One passenger

Length: 17 ft 8 in (5.39 m)

Wingspan: 29 ft 0 in (8.84 m)

Height: 6 ft 6 in (1.98 m)

Wing area: 135 ft<sup>2</sup> (12.5 m<sup>2</sup>)

Empty weight: 610 lb (277 kg)

Loaded weight: 995 lb (452 kg)

Max. takeoff weight: 1080 lb (490 kg)

Powerplant: 1 × Ford Model A automotive conversion engine, 40 hp (30 kW)

#### Performance

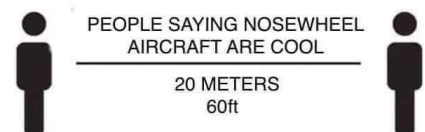
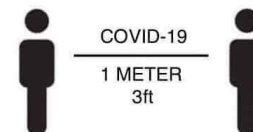
Maximum speed: 86 knots (100 mph, 160 km/h)

Stall speed: 30 knots (35 mph, 56 km/h)

Rate of climb: 500 ft/min (152 m/min)

Wing loading: 7 lb/ft<sup>2</sup> (36 kg/m<sup>2</sup>)

### SOCIAL DISTANCING RULES



## 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. Email your updates and pics to Ed Griggs at [a\\_model\\_guy@ymail.com](mailto:a_model_guy@ymail.com). Thanks!!

An online EAA Builder's Log that is free for all EAA members to use to document their projects and demonstrate compliance with the FAA's 51 percent rule. If you're a homebuilder who hasn't yet utilized the FREE online EAA Builders Log, you're missing out!

<https://eaabuilderslog.org/?blhome>



### Answers to the Quiz on Page 12

When you turn your carb heat on, the ice in your carburetor will start melting, and it will be ingested by the engine. It will sound bad (or terrible), but keep your carb heat on. Eventually, the ice will melt and you'll be back to normal operation.

If you start feeling sick when using the heater, it's highly likely that you're experiencing carbon monoxide poisoning. Shut the heater off immediately and get as much fresh air in the cabin as possible. Then, pick an airport and get yourself on the ground as soon as practical.

7600 is your lost comm transponder code. ATC will know your radios are out, and they'll get other planes out of your way. Remember your light gun signals if you're landing at a tower controlled airport, and if you're landing at a non-towered airport, make sure you overfly the field and keep your eyes peeled for other aircraft.

If you fly into a cloud, you should maintain altitude and make a 180 to fly out the way you flew in.

You should maintain neutral ailerons, and use your rudder to stop the rotation in a spin. Using ailerons can aggravate a spin.

Your airspeed indicator uses ram and static air, not electricity, to operate. So you'll have airspeed even when you turn the master switch off.

Since the static air is trapped from a higher altitude, as you descend, the increase pressure entering the pitot tube will make the airspeed indicator read a higher-than-actual airspeed.

## Mel Asberry

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## FunPlacesToFly

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



## Aviation Words — Squawk

By Ian Brown, Editor <https://eaa.org/eaasearch?term=aviation%20words>

We are all familiar with the word “squawk” and use it often if we have a transponder, but there are some uses of it in the recently released Nav Canada VFR Phraseology guide that you might find interesting.

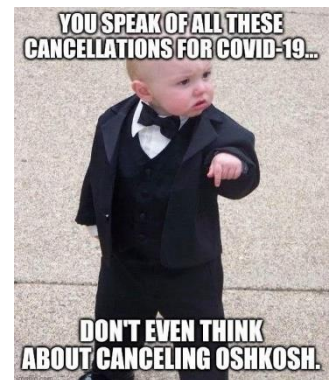
We know what to do when we’re asked to “squawk 1335” or “squawk IDENT”, but did you know that you may also be asked to “squawk Mode Charlie”? That is a request to ensure that you have Mode C selected. You may also be asked to “stop squawk mode Charlie”, that is, turn your transponder off Mode C. You could imagine that if your remote altitude encoder wasn’t working correctly, this might be a good idea rather than trusting erroneous information.

You may also be told to “squawk standby” - turn your transponder to standby mode. Or “confirm squawk” after resetting and recycling your transponder. FSS will also use the phrase “Roger IDENT” or “You are radar identified,” after pressing IDENT or changing to a new code.

The one phrase you don’t really want to hear is “Your transponder appears unserviceable/malfunctioning. Cycle transponder off and back on again.”

It’s also useful to remember 7500, 7600 and 7700 are codes that identify hijack, loss of radio, and emergency, respectively. When setting another code, be careful not to temporarily pass through and broadcast one of these, e.g. if you’re asked to squawk 7531 and you’re set at 1200 (VFR), you would pass through 7500 while setting the first two digits. The advice is to set the transponder to standby while you’re dialing in the new code. Not having ever been given a code beginning with “7”, I suspect that this may be moot.

Squawk is just short form for “set your transponder to...”; not just what to broadcast. It’s been great squawking with you!



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

By Todd Bass

Now more than ever, we need to support our local businesses (especially our Local Restaurants and Shops). Local businesses are being forced to give curbside Service and, in the case of Restaurants, Takeout only!

You can go to Texoma Curbside Restaurants on Facebook as a tool to show you what restaurants are still open and what items they are offering!

### Rebecca Yavner, Agent

214-785-8188

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

GRI - Graduate Realtor Institute, PSA - Pricing Strategy Advisor, RSPS - Resort and Second-Home Property Specialist



## 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 tipping is always a good practice, now is a time to be particularly generous.



**FASTSIGNS**  
More than fast. More than signs.

Texoma

### FASTSIGNS® of Sherman

Todd Bass

1920 N Grand Ave, Sherman, Texas 75090

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

### Garner Feed and Seed

Ray, Chris and Nicole Garner

903-892-1081

706 E Mulberry St, Sherman, Texas 75090



### Vogel Allstate Insurance Group

Brad and David Vogel

5621 Texoma Pkwy, Sherman, TX

75090

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



The Prop-Strike Café, located at North Texas Regional Airport (at 5300 Airport Drive, Denison, Texas 75020 ((903) 419-2299)) is open Monday thru Friday, 6am – 2pm. Come by and see Andrea, Ally, and Chef Greg for a great lunch at Great prices!



**C & J's**  
Family Dining

4531 Texoma Parkway Denison Tx, 75020  
(903) 337-1533

Facebook: C & J Family dining

Instagram: candifamilydining

C & J's Family Dining, located in Denison at 4531 Texoma Pkwy, serves Breakfast from 8am-10:30am and regular menu items from 11am-7:30pm Wednesday- Sunday, Friday brings Catfish, Popcorn Shrimp and Clam Strip plates starting at \$9.99! Someone wins their lunch for FREE at 12:30pm with our lotto lunch every single day!!

We are conveniently located in Sherman, just south of Denison on Texoma Pkwy. We're 1/2 mile north of Midway Mall, and 1/2 mile south of FM-691

5629 Texoma Pkwy, Sherman, TX 75090

903.893.BIKE (2453) > voice only, 903.224.5373 > text only

903.893.5293 > voice only, TexomaBicycle@gmail.com

## Texoma Bicycle



## 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.



**Wednesday, 5/20/20 @ 7 p.m.**

Presenter: Jorge Tavio

**Subject: Getting to Know the Rotax 915 iS Engine**

Qualifies for FAA WINGS and AMT credit.

Tune in to this FAA WINGS and AMT qualifying webinar and learn about the newest Rotax aircraft engine. Rotax Flying and Safety Club (RFSC) instructor Jorge Tavio will provide an overview of the Rotax 915 iS. Special focus is on the differences of this fuel-injected, turbocharged engine, compared to other popular Rotax 9-series engines. Special emphasis will be on proper installation, maintenance, and inspection.

**Wednesday, 5/27/20 @ 7 p.m.**

Presenter: Vic Syracuse

**Subject: Amateur-Built Condition Inspections – FULL**

Qualifies for FAA WINGS and AMT credit.

Vic Syracuse will help educate builders and non-builders on the nuances of performing a condition inspection on an amateur-built airplane. Vic has completed hundreds of condition inspections and will be showing many of his findings, including where to look for maintenance wear items. Vic is owner/operator of Base Leg Aviation, a DAR, has built 11 airplanes, is a member of the EAA Homebuilt Aircraft Council, and additionally writes Checkpoints, a column in EAA's own Sport Aviation Magazine.

**Wednesday, 6/3/20 @ 7 p.m.**

Presenter: Mike Busch

**Subject: Predictive Maintenance**

Qualifies for FAA WINGS and AMT credit.

Manufacturers of aircraft, engines, propellers, and appliances have traditionally called for performing preventive maintenance on a fixed timetable. A prime example is engine and propeller TBOs. More recently, this time-based approach has given way to condition-based preventive maintenance based on regular repetitive inspections. Now we're beginning to see this inspection-driven approach giving way to predictive maintenance based on analysis of data from sensors installed on the aircraft and engine. In this webinar, Mike Busch A&P/IA discusses this latest trend and how it's starting to trickle down to owner-flown piston GA.

**Wednesday, 6/10/20 @ 7 p.m.**

Presenter: Larry Bothe

**Subject: Pass Your Checkride**

Qualifies for FAA WINGS credit.

Larry Bothe will help you prepare for and pass your checkride. Take control of the process and learn how to get ready and keep the examiner happy. Proper administration is as important as knowledge and skill. As a designated pilot examiner, Larry administered over 1,000 checkrides. He will review common mistakes in both the oral and flying portions and how to avoid them.

**Tuesday, 6/16/20 @ 7 p.m.**

Presenter: Mike Lents and Aaron McCartan

**Subject: Two Guys, One Airplane, and the 2018 World Advanced Aerobatic Championship**

Mike Lents and Aaron McCartan from the 2018 U.S. Advanced Aerobatic Team will talk about their adventures and teamwork while representing the United States in Ploiești, Romania. Learn what it takes to have an aircraft shipped across the ocean, put back together using the metric system, and flying across eastern Europe under really different rules you just would not believe.

**Wednesday, 6/17/20 @ 7 p.m.**

Presenter: Chris Henry

**Subject: The Doolittle Raid Story**

Join Chris Henry from the EAA staff as he discusses the story of heroism and inspiration of the men behind the B-25s launched from an aircraft carrier. Chris will share fascinating details of America's first daring strike back at the homeland of Japan during World War II. Tune in for detailed discussion of the 1942 raid as well as other fascinating events which has honored those involved.

EAA Webinars sponsored by



## Upcoming Events

Thursday, 21 May	Monthly Thursday Gathering, 7:00pm at either Texoma Aero Club Hanger at North Texas Regional Airport or via WEBEX (Instructions will be sent separately) Subject: Charts and Legends with Rick Simmons
Saturday, 30 May	Charts and Legends flyout
Saturday, 06 Jun	Planning session @ Cedar Mills
Thursday, Jun 18	VMC Club Monthly Gathering at Sherman Municipal Airport (KSWI), 5:30pm Subject: Pilot Workshop Online Scenarios
	Monthly Thursday Gathering at Sherman Municipal Airport (KSWI), 7:00pm Subject: Police & TV Helicopter Operations with Danny Smith

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

Name	Position	Email Address	Contact Number
John Halterman	President	john.f.halterman@hotmail.com	903-819-9947
Paul Tanner	Vice President	planetanners@yahoo.com	903-819-1940
Sean Noel	Secretary	sean_noel23@yahoo.com	903-816-0094
Ross Richardson	Treasurer	rprichardson46@gmail.com	903-821-4277
Steve Straus	Board of Directors	steve@straususa.com	214-693-1417
Rick Simmons	Board of Directors	rr52s@yahoo.com	903-818-8066
Mary Lawrence	Board of Directors	mary1983cpa@gmail.com	903-821-2670
Mel Asberry	Technical Counselor / Flight Advisor	n168tx@flytx.net	972-784-7544
Jim Smisek	Technical Counselor	jwsmisek@aerotechniques.com	903-819-6428
Joe Nelsen	Technical Counselor	nelsen.n502pd@gmail.com	903-818-0496
Ross Richardson	Membership	rprichardson46@gmail.com	903-821-4277
John Horn	Young Eagles Coordinator	jhorn@ntin.net	940-736-8440
Adam Yavner	Eagles Coordinator	ayavner@yahoo.com	903-744-0384
Ed Griggs	PIO / VMC Coordinator	a_model_guy@ymail.com	903-436-1405

**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: