



## The Ramp Page

June 2022

Vol 53, Ed 06

EAA Chapter 323 Sherman, TX  
Monthly Newsletter  
Celebrating our 53rd year of service!



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

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### President's Mission Brief:

By John Halterman

Hi EAA 323!

At the top of June, we held a meeting to review the upcoming agenda for the rest of 2022 and it is packed with a variety of activities. I think you'll be pleased. Also, we are considering a very special activity on Nov 5. I would ask that if you can mark out the day, do so now. We'll be sharing details soon but we've been asked to keep it quiet until the details are worked out. But we will disclose in a few weeks.

We had our gliding competition last weekend and Rick Simmons was the champ! Congratulations!!!

As for this upcoming meeting, on Thursday June 16th at 7pm, Sherman Muni Airport terminal, will be our monthly meeting. It will be a GA Jeopardy event like we did last year that was hosted by Mike Montefusco. It is sure to be fun!!!

Also, on Saturday July 9 in the morning, we will meet at the RV-14 project hangar for an update on its progress. The project is at North Texas Regional Airport North T hangars. If you need assistance getting in, let us know at this coming Thursday meeting and we can give you guidance.

I do want to remind everyone that this is the hot time of year. Be sure to stay hydrated when working in the hangars or flying and watch out for density altitude! Don't let the thin air let you down.

Also, as a reminder, all the chapter members and family and friends are welcome to any of our events. Bring them along!

See you soon,

John F Halterman

EAA 323 President

P.S. We got our gold! Next time there is a "bad weather" weekend, we'll put this up (along with setting up a history case)!



**ASPIRE**  
to  
**INSPIRE**  
before you  
**EXPIRE!**

## EAA 323 loses longtime Member and Friend: Guido Bevoni

<https://www.jeterandson.com/obituary/guido-bevoni>



Guido Vincent Bevoni went home to be with his Lord and Savior, Jesus Christ on June 6, 2022. Graveside services will be held at 2:30 p.m., June 15, 2022 at DFW National Cemetery in Dallas. Officiating will be the Rev. Terry Johnson.

Guido was born in White Plains, New York on May 24, 1925 to the late Leon Bevoni and Mary Strada Bevoni Chiarelli. He married Clyttee Dobson on December 9, 1945 in Columbus Mississippi.

Guido enlisted in the Army Air Corps on March 11, 1945, became a pilot and went on to retire from the US Air Force Reserves as a Lt. Colonel. Although his service to his country began in World War II, he also flew troops and cargo in and out of Korea as well as piloting C130s with troops and cargo in and out of Vietnam. This began his life-long love of flying.

Guido remained employed as a pilot until he was 80 years old. Remarkably, at age 85 he began building his own plane, an RV12. After completing the project, he flew the aircraft for several years. One day he unexpectedly announced to his family, "My flying days are over". When asked why, he said, "OH, the flying is easy but getting in and out of the plane isn't!". Over his lifetime, Guido logged over 35,000 hours in the air.

He is preceded in death by his wife of 61 years, Clyttee Bevoni. Surviving are his son Doug Bevoni and wife Joyce of Arlington, Texas; daughter, Kathy Beckham and husband Tom of Sherman, Texas; three grandchildren, Bart Bevoni and wife Joy of Burleson, Texas, Gregg Bevoni and wife Christi of Mansfield, Texas and Jeff Beckham and wife Sheri of Frisco, Texas along with four great grandchildren, Carson Bevoni, Brett Bevoni, Sydney Beckham and Brooke Beckham.

Guido was a member of First Assembly of God in Sherman, Texas, pastored by Lonny Adams.

Jeter and Son Funeral Home in Dallas, Texas has charge of the arrangements. In lieu of flowers, memorials may be made to: St Jude Children's Cancer Research Center, Cook

Children's Hospital; Sloan-Kettering Cancer Center or the charity of your choice.



Guido in the RV-12 that he built

## The trials and tribulations of being a "CFI":

*By John Halterman*

The following pictures were taken during recent training I gave to a student in Idaho/Oregon!



Beautiful scenery that I was forced to endure!



Very steep runway!



Cabin in the mountains that I was forced to stay at!



Enjoying walks around the Cabin!



Minam Lodge Airport, located in Cove, Or (7OR0)



More of Nature's beauty that I was forced to endure!



## EAA 323 Monthly Gathering (May): Charts 'N' Legends

By Rick Simmons

### Gliders: What Happens when the Big Fan up front Stops



The Waco CG-4 was the most widely used American troop/cargo military glider of World War II. It was designated the CG-4A by the United States Army Air Forces and given the service name Hadrian (after the Roman emperor) by the British. The glider was designed by the Waco Aircraft Company. Flight testing began in May 1942.

Sedalia Glider Base was originally activated on 6 August 1942. In November 1942 the installation became Sedalia Army Air Field, (after the war would be renamed Whiteman Air Force Base) and was assigned to the 12th Troop Carrier Command of the United States Army Air Forces. The field served as a training site for glider pilots and paratroopers. Assigned aircraft included the CG-4A glider, Curtiss C-46 Commando, and Douglas C-47 Skytrain. The C-46 was not used as a glider tug in combat, however, until Operation Plunder (the crossing of the Rhine) in March 1945.

CG-4As went into operation in July 1943 during the Allied invasion of Sicily. They were flown 450 miles across the Mediterranean from North Africa for the night-time assaults such as Operation Ladbroke. Inexperience and poor conditions contributed to the heavy losses. They participated in the American airborne landings in Normandy on 6 June 1944, and in other important airborne operations in Europe and in the China Burma India Theater. Although not the intention of the Army Air Forces, gliders were generally considered expendable by high-ranking European theater officers and combat personnel and were abandoned or destroyed after landing. While equipment and methods for extracting flyable gliders were developed and delivered to Europe, half of that equipment was rendered unavailable by certain higher-ranked officers. Despite this lack of support for the recovery system, several gliders were recovered from Normandy and even more from Operation Market Garden in the Netherlands and Wesel, Germany.



The CG-4A found favor where its small size was a benefit. The larger British Airspeed Horsa could carry more troopers (seating for 28 or a jeep or an anti-tank gun), and the British General Aircraft Hamilcar could carry 7 tons (enough for a light tank), but the CG-4A could land in smaller spaces. In addition, by using a fairly simple grapple system, an in-flight C-47 equipped with a tail hook and rope braking drum could "pick up" a CG-4A waiting on the ground. The system was used in the 1945 high-elevation rescue of the survivors of the Gremlin Special 1945 crash, in a mountain valley of New Guinea.

The CG-4A was also used to send supplies to partisans in Yugoslavia.

After World War II ended, most of the remaining CG-4As were declared surplus and almost all were sold. Many were bought for the wood in the large shipping boxes. Others were bought for conversion to towed camping homes with the wing and tail end cut off and being towed by the rear section and others sold for hunting cabins and lake side vacation cabins.

The last known use of the CG-4A was in the early 1950s by the USAF with an Arctic detachment aiding scientific research. The CG-4As were used for getting personnel down to, and up from, floating ice floes, with the glider being towed out, released for landing, and then picked up later by the same type of aircraft, using the hook and line method developed during World War II. The only modification to the CG-4A was the fitting of wide skis in place of the landing gear for landing on the Arctic ice floes.



## First Saturday Event: Charts N Legends

By Mike McLendon

Mission: Engine out at 4000 feet over Willis Bridge. Can you make a successful landing at Cedar Mills (3T0)?



Leldon Locke, Paul Tanner and Rick Simmons finishing up their Safety brief!

This mission had been originally planned for May 2021 to commemorate the US Army gliders and brave men that flew them and landed in Normandy during the D-Day invasion, June 6, 1944. We salute those men who glided into battle that day as we attempted to recreate what courage and skills that these men showed.

Unfortunately, the weather did not cooperate and was rescheduled to June of 2022!

KTEN stopped in to interview and film our mission.

At 10 AM, Chris brought out his handheld radio to monitor our progress. When he turned on his radio on (which was set to 121.50MHZ also known as "Guard"), He was greeted with the sound of an activated Emergency Locator Transmitter (ELT). All participants checked their aircraft but found their ELT's were silent. So, off we flew with the successful mission beginning about 10:30 AM.



The Ground crew (consisting of Frank Connery, Richard Spring and Chris Worstell (not pictured)) giving a Safety brief.

All participants made safe landings with two gliding in from the east and three from the west. Not spot landings but safe landings as established in the pre-mission briefing.

After everyone was safely on the ground, it was decided that we should head to Pelican's Landing for a much needed de-brief! Lunch and "Hangar" talk with Friends, Can't beat that! Two successful "mission's" In one day. One for the logbook.

The mysterious ELT was still activated long after the mission was completed. Rick Simmons did some Ham Radio type sleuthing and pinpointed the approximate location of the RLT signal. It turns out the ELT belonged to Chris Worstell, located in his Beechcraft which was in his hangar. Evidently, during his annual, a battery wire in the unit was damaged and was intermittently shorting out, which activated his ELT. Just another reason to thoroughly check your aircraft out after an annual.



John Halterman, CFI and Club President, making his approach in his Kitfox!



John Halterman, Club President, speaking with KTEN News Reporter about today's events!

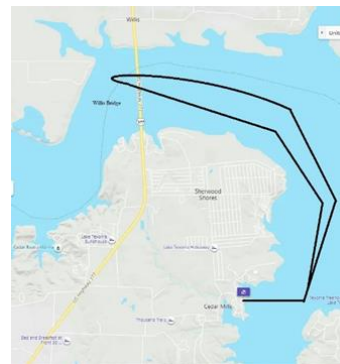


Mike McLendon, Texoma Aero Club President, making his way to the starting line!



Pelican's Landing, located at Cedar Mills Marina & Resort on Lake Texoma

<https://pelicans-landing.com/>  
903-523-4222



The proposed route: Take off from Cedar Mills and head to the Willis bridge. Attain an altitude of 4,000ft when crossing back over the Willis bridge and cut power to simulate a glider situation. From there, "glide" back to Cedar Mills for a landing!



Participants and Ground crew having a last minute conversation!





## Planning Board results

By John Halterman

The Planning Board met on Jun 4<sup>th</sup>, 2022 to schedule events and activities for the group through the end of FY2022. If you have any questions, please contact any Board member or Key Coordinator for more details!

		1st Saturday Event		Monthly Gathering		Special events
Jul	9	RV-14 Project with Frank Connery	21	Ed Griggs' first year Ups and Downs of Aircraft ownership		
Aug	6	Mogas demonstration and explanation with Frank Conney	18	What can the EAA do for you? With John Halterman		
Sep	10	MidAmerica Flight Museum with Mike McLendon	15	Ups and Downs of an Aero Club with Mike McLendon	25	Young Eagles at SWI with John Horn
Oct	1	Brushy Creek with Rick Simmons	20	Zoom call with John Halterman	14 - 16	Cedar Mills Slash-In with Kris Worstell
Nov	12	Pancake breakfast at SWI with John Halterman	17	Elections and Potluck dinner with John Halterman		
Dec	3	Fly out to Red Barn in Sulfur Springs with John Halterman	15	Christmas Party with Ross Richardson		

## VMC Club Question of the Month: Jun 2022

By: Radek Wyrzykowski, Manager of Flight Proficiency

This month's question:

In many mountainous and remote areas, it can be difficult to contact FSS to make position reports, open or close flight plans, or get updated weather information. What communications resources can be used when direct radio communication with an FSS is not available? Answer on Page 11!

## Builder's Corner Updates:

By Ed Griggs

Jim "Smitty" Smith is selling his RV-12iS Empennage/Tailcone Kit with Fiberglass Tips for \$3,200. The unit is 98% complete and is located in his Hangar at McKinney National Airport. For more information, please go to <http://smittysrv.com/rv-12-log.asp>. You can contact him at Email: rv9builder@gmail.com

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. 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! Go to <https://eaabuilderslog.org/?blhome> and setup your free Builders log today!!



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## Texoma Aero Club: Here to assist the Texoma area!

By Michael McLendon

Texoma Aero Club, Texomaland's only flying club, is here to meet and assist the needs of the community, mostly to enjoy the freedom of flight! Members and our Aircraft can be found just about everywhere! From helping out with fly-ins to Young Eagles flights, TAC is there to assist and help out!



"Lucy" the club 172, is equipped with IFR. Using 8 Gallons per hour at \$85/ hour dry. If you haven't flown her recently, check the weather and make a reservation.

Our aircraft use Ethanol free MoGas 91 octane ( as well as 100 LL AVgas) and is currently available at \$4.26 per gallon. Aircraft are available to club members only so check out our website for club membership information.

We have established the Third Tuesday of each month as our meeting date unless there is some circumstance whereby we cannot meet.

Come check us out at Hangar E2 (just north of the the Control tower at North Texas Regional Airport (NTRA)(KGYI)) You can contact me at [michaelmclendontac@gmail.com](mailto:michaelmclendontac@gmail.com) or text me at (404) 825-4795 for further information about Texoma Aero Club.

Come to Have Fun, to Learn, and above all else, Be Safe.



"Glenda" N4594U, has been outfitted with a new certified transponder and GPS source (Trig 22) for ADSB out capability. With fuel cost under \$5 per gallon and hourly rate of \$60 per hour dry, you can fly for under \$100 per hour.

## Pilots N Paws:

<https://www.pilotsnpaws.org/>

Pilots N Paws® is a 501(c)(3) non-profit organization. Our site is intended to be a meeting place for volunteers engaged in the valuable services of rescuing, sheltering and adopting animals, and volunteer pilots and plane owners willing to assist with animal transportation. The intent of Pilots N Paws is to provide an environment in which volunteers can come together and arrange or schedule rescue flights, overnight foster care or shelter, and all other related activities.



Through the Pilots N Paws discussion board, volunteers can exchange information regarding animal transports, coordinate and schedule transports, share rescue stories and recruit volunteers.

All participants are encouraged to check daily for new listings on the discussion board for purposes of volunteering or assisting in our effort to save animals. The discussion board is also intended for participants to develop friendships and relationships and to get to know one another because we are all working toward a common goal, to save the lives of innocent animals.

The only request for those participating is to be aware of the concerns of others. For that reason, the Paws N Paws discussion board includes links to information that is specific to pilots and those involved in the sheltering or rescue process. Aviation is a wonderful alternative to ground transportation, but those involved will have concerns not generally faced by ground transporters.

It's an aviation thing

40 Years CFI



## Why We Fly?

By Rod Machado, July 2021, <https://rodmachado.com/blogs/learning-to-fly/why-we-fly>

Pop psychologist Leo Buscaglia once said, “When you learn something new, you become something new.” This is a vivid description of the benefits of learning to fly.

Students, in the throes of flight training, are constantly undergoing profound personal changes. They’re becoming something new with each flight because of the unique perspective aviation offers. If you’ve ever looked for a reason to fly, continue flying, or involve someone else in flying, you’ve found one—a good one, too. The opportunity for personal transformation is reason enough to invest in earning a pilot license. All the other great benefits are a bonus.

It’s indisputable that any intensive discipline involving both mind and body produces personal growth. Learning to fly does it bigger and better, because it’s a pure performance environment. In the first Star Wars film, Luke says to Yoda that he will try and do better in harnessing The Force. “Try not. Do or do not. There is no try,” says the wise and wizened Yoda. And so it is in aviation. The cockpit is an educational crucible in which the irrelevancies of big talk and half-baked truths are boiled away, leaving a respect for ideas and techniques that work. Pilots, for instance, may brag about their landing prowess, but when they’re on final, in a 20 knot wind, it’s what they know that counts. They either do, or do not. Substance, not flash, is what aviation teaches. The direct application of knowledge and its immediate consequence help shape the way a pilot thinks. This is aviation’s unique perspective.

On the other hand, consider those honorable disciplines where no clear and immediate distinction exists between ideas and their consequences. Art is one that comes to mind. It seems to me that an artist can study for years and still be uncertain as to whether or not he’s producing quality work. This is especially true if he fancies Surrealism or Expressionism.

Unlike landing an airplane, there’s no immediate way to know how well you’re doing as a brush artist. An art expert or critic might be consulted to get an idea of a painting’s quality, and even then you may not really know. Many renowned artists became so only in their later years or after their deaths. I can tell how good a landing is just by seeing if the tires are still smoking, there’s a dent in the runway, or an ambulance has been called.

In my high school art class, when the teacher asked what type of painting I wanted to learn, I said, “Cave painting.” I figured that I could at least do a better job drawing a buffalo than some Neanderthal named Trog who hadn’t made it to the ninth grade. Unfortunately, there were no caves where I lived, so I had to drop the class. The point here is that if you fly, you can’t lie. You can’t kid anyone, nor can you kid yourself, about how well you fly an airplane. If you show up in a neck brace or have your aviation insurance cancelled, you must confront the fact that you need more landing practice.

As a flight instructor, I often see the remarkable changes that flying lessons bring about for my students. One student, in particular, comes to mind. Mona was a young woman who had to sneak out of the house to take flying lessons. Her demonstrative and hyper-insecure husband forbade her participation in anything that even smacked of personal development. (He was an ex police officer who would walk around the house in boxer shorts, sporting a gun belt while packing a megaphone. Word had it that he would march around the house with his megaphone yelling things such as, “Return to your rooms, there’s nothing to see,” and “You have the right to remain silent....”)

During the first few lessons, Mona demonstrated the behavior typical of young men and women deprived of confidence-building opportunities. She was reluctant to act on and apply her knowledge, make decisions, and trust her judgment. In short, she had little faith that she could exercise control over her environment (although she knew how to defend against a billy club and had developed a resistance to the effects of pepper spray). Flying lessons changed this.

Flying lessons offer every student the opportunity to achieve success, Mona took every advantage of that opportunity. She became a goal-achieving machine. To her, the aphrodisiac of accomplishment was overwhelming. From one lesson to the next, she set her crosshairs on achieving a new level of skill. Each lesson increased her confidence. With 45 logged flight hours and a private pilot’s license in hand, Mona was quite different from the person who began training just months earlier. Erupting in self respect, she had become something new.



**Mel Asberry**  
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**KENT FITCH**  
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MCFI/CFII AMEL/ASEL/HELI	A&P Mechanic
SFAR 73 R-21/44 Instructor	UAV Drone Pilot
Advanced/Basic Ground Instructor	ATP AMEL/ASEL/HELI
Instrument Ground Instructor	High Performance/Complex
Night Vision Goggles Instructor	Flight Reviews/IPC



Now more than willing to accept new challenges, Mona went on to test herself with spins, acrobatic flight and mastery of high performance airplanes. Word had it that she even leased an airplane for several months—also known as the “Mona Lease”—to develop her cross country skills by traveling around the western United States. She became more self-reliant, more poised, more self assured at controlling the events in her life. Piloting several thousand pounds of sheet metal filled her with a sense of mastery. With her newly acquired aerobatic knowledge, she finally took her husband, Mr. Testosterone himself, on his first flight. I would have given anything to have been the unseen observer on that flight. Can you just imagine how thick the love was in that cockpit? No doubt Mona began her preflight briefing with, “Come into my parlor, said the spider to the fly.” After liftoff, Mona’s hubby probably raised his megaphone and blurted, “Return to the earth, there’s nothing to see here...besides, it’s cold in these boxer shorts.”

The late actor and pilot, Lloyd Haynes, understood how profoundly flying changes people. As an advocate of aviation’s transcendent potential, he personally funded pre-solo flight training for recalcitrant, underprivileged and delinquent youths. These youngsters had seldom tasted the fruits of goal achievement and of success. Flying changed that for these youngsters, who for the first time in their lives could see the results of their hard work, dedication and commitment. For most of the young people involved, these lessons culminated in a solo flight.

Haynes also understood human nature. He soloed these youngsters on his budget, but if they wanted to continue their training, they had to pay for it themselves. He understood that people tend to appreciate something more if they earn it. Flight instructors originally involved with Haynes tell me that rates of recidivism were the lowest of many competing non-aviation personal development programs. The last I heard, two of the program’s participants had become airline pilots.

If a success-achieving mentality was the only thing flight training offered, that would be enough. It offers much more. Flight training teaches discipline. Above and beyond the basic discipline a pilot learns, one concept stands out as fundamental: Never stop flying the airplane. No more meaningful capsulation of the greater wisdom—that you never give up—exists in aviation. It takes discipline to implement this rule. Despite distractions of immense emotional proportions, pilots learn they can’t give up when things get uncomfortable. The importance of this rule is implicit in every daily experience a pilot has. If someone were to ask how they could justify flight training to earn a pilot’s license if they couldn’t afford to fly often, I’d say that even when they’re not flying, they’d still be using their flight training skills every day.



Another student example in support of these ideas comes to mind. Henry was 16 years old, failing in school, but intelligent. His difficulty was with attention deficit disorder (ADD), at least that’s what the school counselor suggested. Plans were made to move Henry to a special class for treatment (we called it reform school back then). Henry’s concerned and insightful father had different ideas.

Henry’s father had earned a private pilot certificate some 20 years earlier. He knew that learning to fly could have profound effects on the way someone thinks. As a final act of desperation, he gathered sufficient funds to offer his son flying lessons up to the point of soloing. Henry’s father hoped that flight training would produce a positive change in the young man. Henry was thrilled.

I put him through 15 hours of flight training. Through no great skill of my own—I just gave Henry a chance to be successful at something—the demands of flight helped him develop discipline and awakened his latent ability to concentrate. If there is a more dramatic personal change story to tell, I do not know of it. Henry not only survived, he also thrived in the cockpit. Not once did I witness any of the classic symptoms of ADD.

Oh sure, at first I had to use some special motivation techniques to reinforce Henry’s success. During a landing, for instance, I might have said, “Henry, that was great. You’re missing the runway closer now.” But after just a few lessons, Henry was inspired. For the first time in his teenage life he found something he was excited about doing and willing to work hard to accomplish. Flight training provided an excellent metaphor for his personal growth. After soloing in 15 hours, Henry was somehow different from the person who first sat in the seat of that Cessna 150. Henry’s father was pleased with the results.

On the day after Henry’s solo, we all shook hands and parted company. Ten years later, I was walking across the airport tarmac to board an airliner in Ft. Lauderdale, Florida. As I passed by a gaggle of Boeing 737 aircraft, I heard someone saying, “Rod, hey Rod.” At first I thought this was an FAA ramp check, until I looked up and saw Henry in the right seat of one of the parked 737s. My first instinct was to say, “Henry? Henry? Get out of that cockpit and back to your seat before the real pilots show up.” It was immediately obvious that Henry was the real pilot—copilot, that He was part of the crew. Proudly striped, his epaulets were ornamental testimony that he had earned a place in the cockpit of a major airliner. He’d earned a lot more in his life.



**FunPlacesToFly** is.

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



Henry's counselor was wrong. Henry didn't have attention deficit disorder, he simply hadn't had a chance to develop the discipline necessary to do better in life, much less in school. Admittedly, my evidence is only anecdotal, my conclusion not subject to the rigors of the scientific method and my sampling technique is statistically invalid. But I'm convinced that flight training had something to do with Henry's success. In my mind, Henry's counselor, although well intentioned, probably suffered from CDD, otherwise known as Counselor Diagnostic Disorder. Fortunately, CDD is one of those maladies that's easily curable. I would simply prescribe flying lessons. It worked for Henry, and it might also work for the counselor.

Flight training presents us with opportunities for personal development far beyond those offered by most other activities. It certainly affected Mona, Henry and many, many others in a profound way. For them, the cockpit became a place where they learned to think, where they learned to rely on themselves, where they developed their strengths and managed their weaknesses. It became a place where they learned, and became something new.

Perhaps the most important and often unrecognized reason for limiting your training to one good instructor is trust—trust in your instructor. Trust means predictability, which means you don't need to keep second-guessing your instructor's behavior. Trust implies that you're confident that your instructor will keep you safe and prevent you from being harmed. A lack of trust means you'll never quite relax in the cockpit. The way students learn to trust their instructors is by spending time training with them—one on one—and not by switching from instructor to instructor. There is no substitute for trust when it comes to fortifying and accelerating the flight training experience.

Just to be clear, I'm not saying you shouldn't fly with part-time instructors. I'm saying that, if you are going to fly with a part-time instructor because he or she is a real pro, then train with that person exclusively. Yes, it may take more time to earn your pilot certificate. However, if this is the only option you have for training, then it's clearly the best option for you. The fact is that some flight schools endorse the "many instructor" program not because it's good for you. They do so because it's good for them. Your objective in taking lessons is not to keep the flight school in business. It's the flight school's business to stay in business. Your objective is to learn how to fly safely at a reasonable cost all the while enjoying the process. Whatever you do, don't participate in sabotaging your flight training by letting the flight school bump you from one instructor to another. Find a good instructor and stick with this person.

As a final note, none of what I previously said matters if you're enrolling in an art class. After all, if one instructor teaches you to paint the eyes and nose on the same side of the face, so be it. If another instructs you to always leave off the subject's left ear and one nostril, that's fine, too. The worst that can happen is that your finished portrait looks like the guy who pointed out a spelling error in the arm-tattoo of a Hell's Angels biker.

### **Pilot's Tip of the Month: Landing at Unfamiliar Airfields?**

Featuring Wally Moran, <https://pilotworkshop.com/tips/airplane-open-door-03-22/>

Subscriber question: "I went to a small airport new to me and couldn't find a windsock when I flew overhead. The airport had no AWOS, and the uncertainty made me uncomfortable on landing. It worked out, but how should I have handled this?" — Anonymous"

From Bob: "I hate to be overly simplistic, but we can really treat this landing just as we do all our landings if we're properly prepared. First of all, have we done our planning? If we did we should certainly have a general idea of what winds to expect at our landing site.

What was the wind doing to you as you approached the field? What is it doing to the trees, smoke, etc.? Why not plan on doing a low approach to the field to familiarize yourself with conditions if you are at all unsure?

Most of all fly the airplane. If you fly a precise pattern, you will know how the wind is impacting you and respond accordingly. If at any time you are uncomfortable with conditions, go around."



Bob Martens

USAF (ret) Safety Officer, FAA Safety Program Mgr



**I WANT YOUR AIRPLANE!**



**at the next...  
AIRPLANES & COFFEE FLY-IN!**

## Quiz: 6 Questions To See How Much You Know About Aircraft Performance

By Colin Cutler | 06/08/2022, <https://www.boldmethod.com/blog/quizzes/2022/06/do-you-know-these-6-aircraft-performance-questions/>

Answers on page 13!

1) You're at an airport with a field elevation of 5,000' MSL. The temperature is ISA +5 degrees C. How warm is it on the ramp?

5°C	10°C	15°C
20°C	25°C	30°C



2) An aircraft with an aft CG requires \_\_\_\_\_ and is \_\_\_\_\_ than the same aircraft with a forward CG.

More tail down force, more stable	More tail down force, less stable	Less tail down force, more stable	Less tail down force, less stable
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3) Which of these factors has the least effect on density altitude?

Barometric Pressure	Temperature	Humidity
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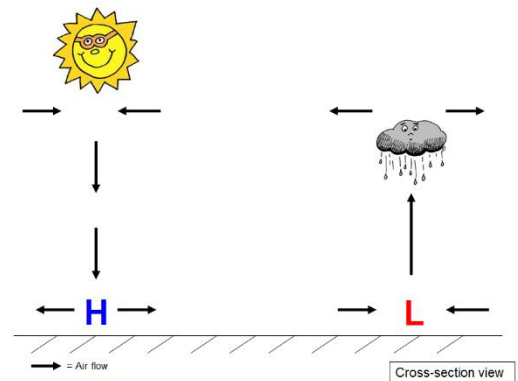
4) A single engine aircraft at max gross weight will have a climb rate of \_\_\_\_\_ at its service ceiling.



0 FPM	50 FPM	100 FPM
150 FPM	200 FPM	250 FPM

5) You're flying a cross country from an area of high pressure to an area of low pressure. If you don't reset your altimeter, your plane will be \_\_\_\_\_ than the indicated altitude on your altimeter.

Lower	Higher
-------	--------



6) An aircraft in a constant altitude, 45 degree bank turn has an approximate load factor of:



1 G	1.4 G	2 G
2.5 G	3 G	3.7 G

**Grayson Avionics, LLC**  
 Avionics Sales-Service-Installs-Repairs

**Lynn Heffley**  
 Avionics Manager

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 Denison, Texas 75020                  lynneheffley@graysonavionics.com



## Aircraft of the Month: Pitts Special

[https://en.wikipedia.org/wiki/Pitts\\_Special](https://en.wikipedia.org/wiki/Pitts_Special)

The Pitts Special (company designations S-1 and S-2) is a series of light aerobatic biplanes designed by Curtis Pitts. It has accumulated many competition wins since its first flight in 1944. The Pitts biplanes dominated world aerobatic competition in the 1960s and 1970s and, even today, remain potent competition aircraft in the lower categories.

Curtis Pitts began the design of a single-seat aerobatic biplane in 1943–1944. The design has been refined continuously since the prototype first flew in September 1944; however, the current Pitts S-2 still remains quite close to the original in concept and in design.

Certified versions of the Pitts are now produced by Aviat Aircraft in Afton, Wyoming. It is available as the S-1 single-seater with an up to 200 hp (150 kW) flat-4 Lycoming engine and a 17 ft 4 in (5.28 m) wingspan, or as the S-2 two-seater variant featuring a 260 hp (194 kW) flat-6 Lycoming and a 20 ft (6.1 m) wingspan. Pitts Specials have been equipped with engines of up to 450 hp (338 kW).

Plans for the single-seat Pitts S-1S are also available from Aviat Aircraft. The S-1C and derivative S-1SS plans and kits are supplied by Steen Aero Lab in Palm Bay, Florida. Many hundreds of homebuilders have successfully completed and flown the Pitts since plans became available in 1960.

In 1962 Curtis Pitts set up Pitts Enterprises to sell plans of the S-1C to homebuilders.

All single-seat (S-1) and two-seat (S-2) Pitts Specials are variations of the basic design from 1944.

The aircraft was popularized by Betty Skelton, Caro Bayley, and other air show performers, which led to the offering of plans in 1962.

Pitts produced limited numbers of aircraft during the 1940s and 1950s. The Pitts Special became the standard by which all other aerobatic aircraft were judged. After a number of homebuilt aircraft were produced from rough hand-drawn plans produced by Pitts, more professionally drawn plans went on sale in 1962. While many homebuilt aircraft were built in the 1960s, earning the S-1 a reputation as an excellent aerobatic aircraft, Pitts worked on the design of a two-seat aerobatic trainer version, the S-2, which first flew in 1967 and gained its type certificate in 1971. Factory-built aircraft produced by the Aerotek company at Afton, Wyoming were joined in production by the single-seat S-1S in 1973.

In 1972, the US Aerobatic Team won the World Championships flying only Pitts biplanes.

### Specifications: Pitts Special

#### **General characteristics**

Crew: one  
Capacity: one passenger  
Length: 18 ft 9 in (5.72 m)  
Upper wingspan: 20 ft 0 in (6.10 m)  
Lower wingspan: 19 ft 0 in (5.79 m)  
Height: 6 ft 7+1/2 in (2.019 m)  
Wing area: 125.0 sq ft (11.61 m<sup>2</sup>)  
Empty weight: 1,150 lb (522 kg)  
Max takeoff weight: 1,625 lb (737 kg)  
Fuel capacity: 29 US gal (24 imp gal; 110 L)  
Powerplant: 1 × Textron Lycoming AEIO-540-D4A5 air-cooled flat-six engine, 260 hp (190 kW)

#### **Performance**

Cruise speed: 152 kn (175 mph, 282 km/h) (max. cruise)  
Stall speed: 52 kn (60 mph, 96 km/h)  
Never exceed speed: 182 kn (209 mph, 337 km/h)  
Range: 277 nmi (319 mi, 513 km) (55% power)  
Service ceiling: 21,000 ft (6,400 m)  
Rate of climb: 2,700 ft/min (14 m/s)



*Pitts*



## Aviation Words – “Ramp”

By Ian Brown, EAA 657159, Editor - Bits and Pieces

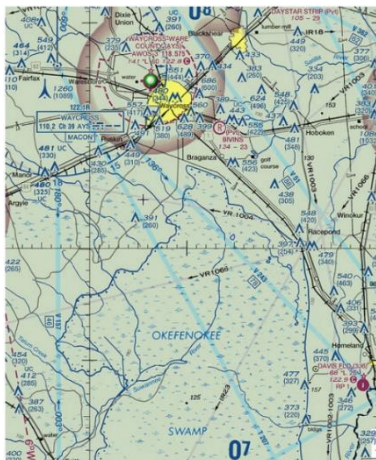
Why is the place where we park our aircraft called a “ramp”? Usually ramps are slopes used to get something to a higher point. Well apparently it's only unofficially called a ramp and then only in the U.S. and Canada.

The use of ramp has its roots in airports that serve both seaplanes and traditional airplanes as a literal ramp from the water to the airfield. Outside the U.S. and Canada, it's a term that virtually no one uses.

The ICAO, FAA, and Nav Canada consistently use the term “apron” but it's probably incorrect to call the ground crew “apronies” instead of ramps!

## EAA323 VMC Club Question of the month June 2022: Answer

By Radek Wyrzykowski, Manager of Flight Proficiency, EAA 1187948,  
920-426-6899, [www.eaa.org/proficiency](http://www.eaa.org/proficiency)



The answer: In many areas, pilots can communicate with an FSS remotely via NAVAID sites such as VORs.

For example, in the area of the Okefenokee Swamp, the Macon FSS can be contacted via the WAYCROSS VOR (see left). The “122.1 R” above the VOR box indicates Macon FSS (identified below the VOR box) receives on 122.1, and can respond to calls via the VOR. When making contact, pilots should indicate they are “Listening Waycross,” and turn up the volume on their VOR receiver to hear the response.

### Answers to the Quiz on Page 10 and 11

- 1) ISA at sea level is 15 degrees C. But since you're at 5,000' MSL, you need to subtract 2 degrees per 1,000' for ISA. ISA on the ramp is 5 degrees C in this case. Since it's currently ISA +5, the temperature is 10 degrees C.
- 2) An aft CG requires less tail-down force. Because of that, the aircraft produces less drag, and has better performance. However, an aircraft with an aft CG is also less stable.
- 3) Humidity has the least effect. Temperature has the most, followed by barometric pressure.
- 4) A single-engine plane will climb at 100 FPM, max gross weight, clean configuration, at its service ceiling.
- 5) "High to low, look out below". You'll be lower than your altimeter indicates.
- 6) In a 45 degree banked level turn, you're pulling roughly 1.4 Gs.



VORTAC



VOR



VOR-DME



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

By Todd Bass

When you think about getting the most out of your money, you might think about long-term investments – things such as high-yield accounts, 401k, IRAs, real estate investment, and so forth.

And as you might imagine, these are all great options for the money you want to keep, but how do you get a return on investment for the money that you spend?

The answer is simple – shop local.

When you shop local, you're making a personal investment in your neighborhood and community. In fact, for every \$100 spent, roughly \$68 to \$73 of it returns to local activity.

Money is kept in the community because locally-owned businesses often purchase from other local businesses, service providers, and farms. Purchasing local helps grow other businesses as well as our region's tax base.

Whether you realize it or not, when you shop local you are individually stimulating the local economy with your support and in turn, helping shape your community's unique character and personality.

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>



**Rebecca Yavner, Agent**

214-785-8188

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



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



## 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.



**6/22/22@ 7 p.m.**

Presenter: Fred Stadler

**Subject: Tips for Flying Into EAA AirVenture 2022  
Qualifies for FAA WINGS credit.**

Learn all about the 2022 AirVenture NOTAM arrival procedures. EAA's volunteer NOTAM Chairman, Fred Stadler, describes FAA required procedures and shares useful tips for reducing pilot workload when flying into Oshkosh for AirVenture 2022.

**6/29/22@ 7 p.m.**

Presenter: Rick Larsen and Dennis Dunbar

**Subject: EAA AirVenture 2022 Features and Attractions**

Rick Larsen, EAA vice president of communities, member programs and AirVenture features and attractions, and Dennis Dunbar, director of airshow operations will discuss the latest news on what to expect at EAA AirVenture Oshkosh 2022.

**7/5/22@ 7 p.m.**

Presenter: Don White/Charlie Becker

**Subject: EAA's Online Builders Log  
Homebuilders Webinar Series**

Don White and Charlie Becker review the features and discuss usage tips of the free to EAA members online builders log.

**7/6/22@ 7 p.m.**

Presenter: Mike Busch

**Subject: TBO 5000  
Qualifies for FAA WINGS and AMT credit**

In 2011, a 14-member Midwest flying club needed to decide what to do about its 1997 Cessna 172R whose Lycoming IO-360 engine had reached its 2,000-hour TBO. The club turned to its maintenance officer for advice, and he turned to Mike Busch's company Savvy Aviation. Thus began a collaboration that resulted in the Skyhawk's engine continuing in service for another decade until it reached the ripe old age of 5,000 hours, saving the club about \$60,000. In this webinar, Mike tells the story of how this was accomplished and talks about why every engine deserves the chance to continue in service "until its time comes."

**7/13/22@ 7 p.m.**

Presenter: Prof. H. Paul Shuch

**Subject: Squawk Talk — All About Radar and Transponders  
Qualifies for FAA WINGS and AMT credit.**

Ever since World War II, radar systems have been used to detect, direct, and destroy aircraft. But, who exactly are you seeing, tracking, or shooting at? In this FAA Safety Team WINGS and AMT Award presentation, Prof. H. Paul Shuch tells you how transponders were developed to precisely locate, and uniquely identify aircraft.

**8/2/22@ 7 p.m.**

Presenter: Marc Cook

**Subject: Homebuilt Highlights from AirVenture  
Homebuilders Webinar Series.**

Kitplanes Magazine's Editor in Chief Marc Cook will cover the important homebuilt news, products, and just plain cool aircraft that caught his eye at AirVenture 2022. Even if you attended AirVenture 2022, put this one on the calendar as you just can't see it all.



EAA Webinars sponsored by



## Upcoming Events:

Thursday, Jun 16	EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI), 1200 South Dewey, Sherman, TX @ 7:00pm Subject: Aviation Jeopardy with Mike Montefusco
Tuesday, Jun 21	Texoma Aero Club meeting, located just north of the Tower at North Texas Regional Airport (NTRA)(KGYI)
Saturday, July 09	EAA 323 First Saturday Event: RV-14 Project with Frank Connery
Thursday, July 21	EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI), 1200 South Dewey, Sherman, TX @ 7:00pm Subject: First year Ups and Downs of Airplane ownership with Ed Griggs
Saturday, August 06	EAA 323 First Saturday Event: Mogas demonstration and explanation with Frank Conney at North Texas Regional Airport (NTRA)(KGYI), Rise Aviation

### Officers/Board of Directors/Key Coordinators

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Frank Connery	Vice President	caapt1@aol.com	214-682-9534
Rex Lawrence	Secretary	rflaw@me.com	918-407-7797
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General Email: [EAA323@hotmail.com](mailto:EAA323@hotmail.com) Website: <https://chapters.eaa.org/ea323>



### LOW FLIGHT

*Oh, I have slipped the gagging bonds of Earth  
And thrashed the skies on grease-spattered blades;*

*Sunward I've climbed and tumbled in the mirth of stormy fog banks  
- and done a hundred things you would not care to do -  
whopped and whumped and auto-rotated low into the  
dingy overcast.*

*Hovering there, I've been passed by sparrows  
and flung my shuddering craft through endless balls of hail.*

*Up, up the long, hysterical climb to 500 feet  
I've topped the towering wheat fields with pounding heart -  
Where never grasshopper, or even june bug flew.*

*And, while with cold and shifty eyes I've tried  
The low untrspassed sanctity of Special VFR,*

*- Put out my hand, and touched a tree...*

### 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 untrspassed 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: