



The Ramp Page



EAA Chapter 323 Sherman, TX Monthly Newsletter
Celebrating our **50th** year of service!
February 2019

Email: eea323@hotmail.com

Website: <https://www.323.eaachapter.org>



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President's Mission Brief for March 2019



On February 26, 1969, EAA 323 became an official chapter 50 years ago! I was very surprised to hear this from Serena Kamps at EAA Oshkosh in a recent email. This is quite a milestone. While there are over 800 active Chapters in existence, there have been more than 1600 chartered since EAA, from Hales Corner, Wisconsin, came into existence. This Spring we're going to celebrate. Stay tuned for details.



In January, I had the unique opportunity to attend the Chapter Leadership conference held at EAA Headquarters in Oshkosh. As many of you know, I didn't make my first AirVenture last July because of illness. Maybe that was meant to be because this recent trip allowed me a close up view of the behind the scenes machinery of EAA, the Legacy of Paul, and the staff of EAA, who work on our behalf to advance Experimental Aviation through the chapter level.



Paul Poberezny, EAA Founder

Charlie Becker, John And Molly Egan, Kyle Voltz, David Leiting, Serena Kamps comprise the Chapter level team lead by Charlie. You may have seen EAA chapter videos hosted by Charlie.



Paul and Audrey Poberezny in their office at the beginning of the EAA!

I came away from the Leadership conference, tired (18 pages of notes), excited, and very proud of our chapter. Most chapters average 50+ members (that's us). Many chapters are growing (still us). Some chapters are status quo (not us). And a few are in decline (not us). What make our chapter successful. YOU! The lifeblood of any chapter is its membership. Again, I'm proud to say - Our heart is pumping strong.

But, I believe we can do more. I came away the conference with a renewed vision of what 323 can do. There are areas we can improve and promote.



In the coming months, I ask that we embark on several fronts.

Eagles - let's get this program going. I happy to say we've got someone that's willing to step up and coordinate this important project. I will make the announcement at a later date.

Hospitality - Steve Straus along with Joe Nelsen has agreed to coordinate a Hospitality Team. They will greet you at the door. And will make visitors and new members welcome before each meeting. You'll be seeing some new name badges too.

Ray Aviation Scholarship. Go to EAA.org Ray Aviation and read about this great opportunity. I have applied for a scholarship for our Chapter. If awarded, we have our work to do but it's going to be great to work with and mentor someone who wants to aviate. It would be an honor for our chapter to do this. There will be scholarship candidates visiting our February Chapter meeting. Step up and show them our support.

Young Eagles - We now have better software available to support Young Eagle registrations as well as an easier way to handle required paperwork. Our upcoming Young Eagles event, scheduled for the afternoon of April 28 (a Sunday) is a departure from our past events format. We still need plenty of Aircraft, Pilots and ground crew. Contact John Horn as soon as possible to volunteer.

We need to get the word out to the youth of our communities that EAA323 needs their support and we in turn support them. The youth of today are the future of 323.

Restoration Volunteer Coordinator: Someone to coordinate volunteers to restore the T33 at AirFrame Services of North Texas (Ben Sly) to static display configuration and to help assist restorations at Cavanaugh Flight Museum Hanger. Both at NTRA.

50th Year Celebration. Late April is our target date. We are working on the details. It's quite possible that someone from the Chapter Level Team At Oshkosh will be coming to help us celebrate. Ed is working with the media to promote a full day of events highlighting our 50th year. BTW: If you know of a member who was here 50 years ago, let them know how important it would be for them to celebrate with us. Late breaking news is that the One Week Wonder RV12 make be making an appearance at our celebration. Stay tuned for further developments.

I'm just a little bit excited. Can you tell?

Thanks. Y'all are the best.

Blue Skies. Mike



[Texoma Aero Club is officially here!](#)

Texoma Aero Club announces that it has a new website (www.texomaaeroclub.com)!

While still under construction, please feel free to take a look. To request an application, send an email to texomaaero@gmail.com or to membership@texomaaeroclub.com.



[Young Eagles Day Registration Website](#)

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

[Young Eagles Flight being lined up:](#)

John Horn has announced that there will be a Young Eagles Flight at North Texas Regional Airport (NTRA) on Sunday, April 28 at 1pm (Alternate date of Sunday, May 05 in case of inclement weather).

With the word getting out, more and more Young Eagles are showing up to take advantage! We need any and all ground-crew, pilots and, last but not least, PLANES to be present for this mission! Please get with John if you are able to support this event!

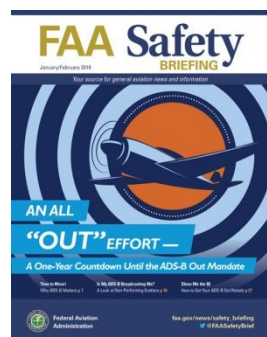


[Texoma Area Kids Fest](#)



On March 30th, Join 93.1 KMKT, 97.5 KLAK and Mad Rock 102.5 for our 4th Annual Texoma Kids Fest brought to you by Pediatric Dentistry of Sherman – and benefiting the Grayson County Children’s Advocacy Center. Members of Our Chapter will be hosting a booth, the exact location of the Booth will be given once we have all of that information gathered up. Our agenda will be to push membership in the EAA and the upcoming Young Eagles Flight! We will have Posters, Fliers and pamphlets on-hand. “Snoopy” will be there! Make plans to come out and support Us! It should prove to be an interesting time!!

[ADS-B Out — A One Year Countdown](#)



The January/February 2019 issue of FAA Safety Briefing focuses on Automatic Dependent Surveillance-Broadcast (ADS-B) technology, a foundational component of FAA’s NextGen system for improving the safety and efficiency of the NAS. Building off our previous ADS-B focused issue in March/April 2017, articles here continue and expand the discussion about the safety and technology benefits of ADS-B, as well as provide important details and updates on the purchase, installation, and operation of ADS-B equipment. Remember – the deadline to equip with ADS-B Out is January 1, 2020. For more information, go to https://www.faa.gov/news/safety_briefing/



January's Special Guest Speaker: Col Dan Ward

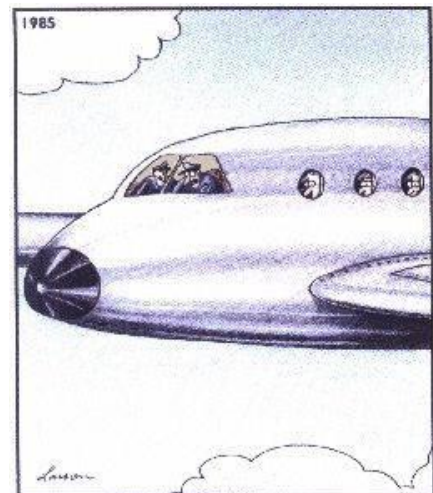


On 17 Jan 2019, EAA Chapter 323 members were treated to a discussion with Col Dan Ward with regards to the 1962 Cuban Missile Crisis. Col Wards insight and now declassified explanation about just one piece of the Crisis puzzle brought home just how close to a Nuclear War we truly were.

After a nerve racking trip back from the Incirlik Air Base in Southern Turkey to the States, Col Ward and his squadron of F-100C's sat on the tarmac in the Carolina's for about a week anxiously waiting on the word from our President to take off and deploy their nuclear armament on the small island nation of Cuba.



As it turns out, cooler heads prevailed, Soviet Secretary General Nikita Khrushchev backed down and President Kennedy prevailed!



"The fuel light's on, Frank! We're all going to die! ... We're all going to die! ... Wait, wait, ... Oh, my mistake—that's the intercom light."

1st Saturday Event – John Horn Kitfox Tour at Freedom Field



It was overcast and a dreary day as members of EAA 323 arrived at John Horn's hangar at Freedom Field. His KitFox S7 Supersport, which is on its 26th month is in its final stages as all of the build is completed. The first engine start happened on December 16. He has spent approximately 950 hours building to this point (these are actual hours building and doesn't include time spent researching or planning). John stated: "As you can imagine, all builders move at their own speed. It will be finished when the last item is checked on the list. I expect that to be sometime this spring."

Being at the hangar has definitely slowed him down but he keeps moving forward. Although it's not that far from his home, it is not as accessible as it was when it was in his backyard and being that it is now winter, working in the cold is not something he enjoys."

Project details: KitFox S7 Supersport, Rotax 912iS (fuel injected, electronic ignition)
Dynon glass panel (Quick Panel by Advanced Flight Systems), Two axis autopilot, Oratex fabric



This is John's second airplane build. The first was a WaieX, which was all metal. "Drill, Cleco, updrill, disassemble, debur, reassemble and then rivet (close to 10,000)." "I'm not saying it wasn't difficult, but it's a very different skill set than is needed on a tube and fabric aircraft. This build has been challenging, as I've had to learn new skills, such as covering with fabric. Fabric over a straight surface is not too hard, but throw in some curves, and the degree of difficulty increases exponentially. Rib stitching and taping adds to the skill set. I also painted the fiberglass myself, also a new skill for me. By the way I didn't master painting or applying fabric around a curve, but I enjoyed the challenge.





The wiring on this project was much more difficult than on the WaieX. The engine has fuel injection and a complex electrical system that needs several electronic engine monitoring systems to operate. Some of the panel wiring was done by the panel builder, but I had to make several wiring harnesses and locate and install 8 electrical components (ADSB, GPS, radio, ADHRS, transponder, EMS, magnetometer, AP servos). Lights,



heater, trim servo, and several antennas as well as the ELT were also necessary. And while he looks forward to flying for the first time on Saturday morning, he doesn't know which Saturday morning. Awesome build, John! We look forward to seeing you in the air!!

EAA Eagle Flights®

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

After the flight, Your Pilot can help you learn more about how to get involved in your local aviation community, including the next steps you can take on the path to becoming a pilot yourself. The best part? The whole experience is free. No sales. No pressure. Just a whole lot of fun and education with a big take-home point: Your dream of flying is a lot closer than you think.

The Infamous Ground Loop!

March 21, 2010 Judy Birchler, founder and president of the LadiesLoveTaildraggers organization and web-host of www.LadiesLoveTaildraggers.com.

So what exactly is a ground loop? If you are flying a taildragger, no doubt you know and, hopefully, are focused on every landing to make sure it doesn't happen to you. If you are considering flying a taildragger, you NEED to know; a ground loop, simply put, is when the front end of your airplane switches places with the back end.



T-6/SNJ in a Ground Loop

During take-off, and especially during landing, taildraggers are directionally unstable – stability is the function of the pilot. Any swerving movement on the ground has the tendency to tighten and, if not corrected by the pilot, can result in a ground loop. In a crosswind, a taildragger will tend to weather-vane into the wind increasing the possibility of a ground loop. This must be counteracted by the pilot by keeping the tail firmly planted on the ground, applying the appropriate amount of opposite rudder and keeping the wing that is into the wind down.

This video (located at <https://youtu.be/q5trygRQaV0>) is stuffed full of actual video shots of taildraggers experiencing ground loops. It also shows some unbelievably uncontrolled tricycle aircraft moments before touching down and how miraculously forgiving a tricycle gear aircraft can be. And lastly, it offers some basic and necessary simple instruction on how to land a tailwheel aircraft correctly.





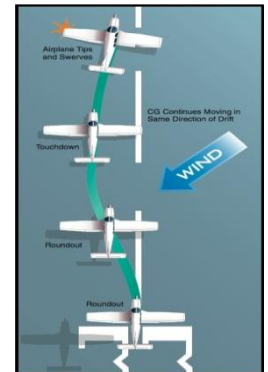
These few paragraphs from Dodgen Aircraft Training are a reminder to even seasoned tailwheel pilots and a must read for student and low time tailwheel pilots:

The ground loop is probably the most feared occurrence that pilots think can happen in a tailwheel aircraft. It is also what most frequently causes damage to tailwheel aircraft. A ground loop is something that need never happen in a tailwheel pilot's career as long as they understand the limitations of their aircraft, their ability based on their piloting experience, and how to properly avoid letting the aircraft get into this condition.

The ground loop is when the tail of the aircraft loses directional stability and rotates about the horizontal axis of the aircraft. This leads the tail to want to spin around the nose of the aircraft as it is disturbed from a straight line. When this happens, the momentum will carry aircraft partway or potentially all the way around until the tail of the aircraft is headed in the direction that the aircraft nose was originally aimed if no correction is made.

In many cases, the momentum will cause a wing to dip and may cause a wing strike on the outside of the ground loop, leading to a cart wheeling effect in which the other wing will be caused to strike as well.

As the ground-loop happens, directional control is lost and the aircraft will frequently travel off the runway surface and be subjected to the potential hazards that exist off the runway such as lights, ditches, or unimproved surfaces.



There can be no doubt that this can cause damage that may range from minor to very severe and is something that no pilot would choose to do.

To avoid ground looping an aircraft the pilot will need to be able to maintain proper rudder control at all times, even through what most tricycle gear pilots will consider a moderate or slow taxi. Tailwheel aircraft have the ability to ground loop to some extent at virtually any speed of travel above stopped, the speed simply controls how much momentum will be available when the aircraft ground loops.

This momentum will determine how far or bad the ground loop will become if it is encountered. It is for this reason that the pilot should taxi slowly, perform landings that will allow for appropriate stopping and get themselves to a controllable taxi speed as soon as possible when landing.



EAA Webinars

The objective of the WINGS Program is to address the primary accident causal factors that continue to plague the general aviation community. By focusing on this objective, we hope to reduce the number of accidents we see each year for the same causes. As you will see, it is not a simple "Award" program but is instead a true proficiency program, designed to help improve our skills and knowledge as pilots.

EAA Webinars sponsored by



Note that completion of any Phase of WINGS satisfies the requirement for a flight review. So not only will you complete a review of the most common weak areas that have led others to the accident site, but you end up with a flight review, as well! Visit www.faa.gov for details.

Date	Time	Title	Presenter(s)
2/27/19	7 p.m. CST	Paramotors: Learning, Flying, and Buying the Smallest, Most Portable Aircraft Qualifies for FAA Wings credit.	Jeff Goin

Jeff Goin takes you through a typical journey of learning to fly a powered paraglider, including the options, costs, challenges, and capabilities. He'll include choices that improve the fun and reduce your chances of the bad things. The incredible capability is contrasted with how to avoid the dark side, including some fun anecdotes along the way. Myths will be busted and questions will be answered from a secret airport location deep in the Green Swamp of Central Florida while beating off snakes, alligators, and fire ants.

3/6/19	8 p.m. CST	An IA's Dilemma Qualifies for FAA Wings and AMT credit.	Mike Busch
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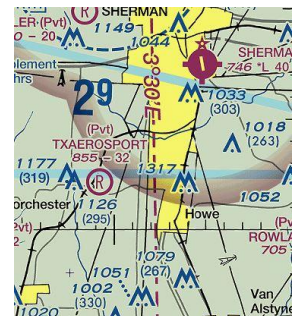
When performing an annual inspection, what should an A&P mechanic with inspection authorization do when they find something significant in the aircraft's maintenance records that conflicts with what the aircraft owner says? Who should the A&P/IA believe the owner or the logbooks? Like many things in aviation, the answer is it depends. Maintenance expert and A&P/IA Mike Busch explores this thorny issue with the help of two real-life case studies whose outcomes were quite different.

Upcoming Events:

Thursday, February 21st is our Monthly Thursday meeting at the Sherman Airport, 7:00pm. Our special guest speaker will be Ralph Williams, an accomplished Helicopter pilot, who will be here to speak with Us as a group about his experiences!

Saturday, February 23rd will be the Stephanie Nichols Classic Car & Vintage Plane Show located in Georgetown, Tx (500 Terminal Rd, Georgetown, Texas 78628). The event is free to the public but any donations made at the show benefit the Epilepsy Foundation of Central & South Texas. They will be providing rides on their C-47 WW2 aircraft during the show for \$60 per seat. Come find our booth and have a once in a lifetime experience!! Come fly with us & keep history ALIVE!!

Saturday, March 2nd from 0800 – 1200 will be our 1st Saturday visit to Finney Field with Joe Nelson and Ed Griggs. Joe will be giving tours and information on his Sonex Model A and Ed will be showing off his Ison Airbike. There will be other planes and aircraft available to tour as well!! Finney Field is located on Fm 902 between Howe and Dorchester, 1.5 miles east of TXAEROSPORT. The address is listed as 9007 Fm 902. Donuts and Coffee will be provided.



Saturday, March 16, 2019 from 9 AM – 5 PM the Airpower History Tour in Fort Worth will be hosted by the Commemorative Air Force B29 B24 Squadron, Commemorative Air Force and the Vintage Flying Museum at Meacham Airport. See one of only two flying B-24 Liberators in the world when Diamond Lil and her war bird friends touchdown in Fort Worth, Texas. Joining Lil will be the AT-6 Texan, the C-45 Bucket of Bolts, and the legendary PT-13 Stearman. Tour all the planes on the ground or book a flight in one or all four aircraft!

Future Chapter Events

Thursday, March 21	Monthly Thursday meeting at the Sherman Airport Terminal Subject: Oshkosh Leadership Conference report by Michael McLendon
Saturday, March 30	4 th Annual KidsFest, Downtown Denison Hosted by KMKT
Saturday, April 06	Frank Connery RV-14 visit
Thursday, April 18	Monthly Thursday meeting at the Sherman Airport Terminal Subject: Charts and Legends by Rick Simmons
Sunday, April 28	Young Eagles at North Texas Regional Airport (NTRA). Alternate date of Sunday, May 05 in case of inclement weather.
Saturday, May 04	Charts and Legends with Rick Simmons. Afterwards, tentatively planning to fly to Mt Pleasant for a museum visit and back.
Sunday, May 05	Backup date for Young Eagles flight in case of weather.
Sunday, May 16	Monthly Thursday meeting at the Sherman Airport Terminal Subject: TBA

Officers/Board of Directors/Key Coordinators

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

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