



The Ramp Page

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



Mid-May 2019

Email: ea323@hotmail.com

Website: <https://www.323.eaachapter.org>
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President's Mission Brief for July 2019

By Mike McLendon

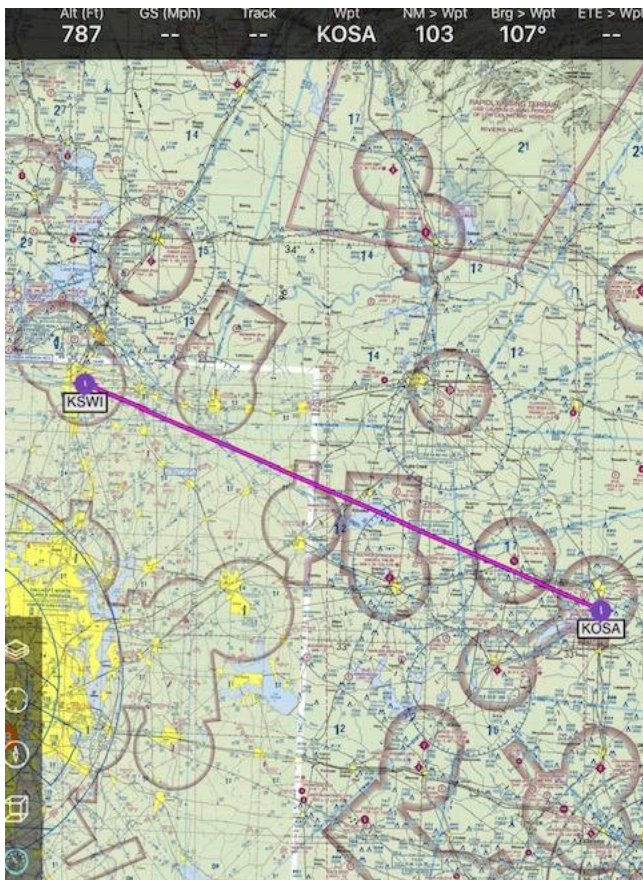
Yes, it's Memorial Day Weekend but we have a special event scheduled for Saturday morning! This is how Chapter 323 recognizes all the Military airmen and women who've served this great country and to those who died for our freedom.



We have Eagle participants who will be there for their first flight so we need as many aircraft as possible for this flight. Ideally, we would like to have a "one on one" with a pilot. For those aircraft with 4 seats, the Eagle should be up front. Let's not leave anyone behind or have empty seats. We will update all on Friday evening with a count of aircraft and Eagles.

Charts and Legends Event

By Mike McLendon



All Pilots and Crew should meet at Sherman Municipal Airport (KSWI) this Saturday, May 25th at 9am for flight to Mt Pleasant.

Saturday morning, we will plot the course (no electronic gizmos) and estimate fuel usage for round trip.

Rick Simmons will record all "guesstimated" fuel usage.

We will fuel up and fly the predetermined course.

Slowest aircraft take off first.

Closest recorded fuel usage without going over wins the prize, which will be determined when we get back to KSWI and refuel.

Let's Aviate!



Chapter 323 begins EAA's Flying Start program

By Ed Griggs

EAA's annual International "Learn to Fly Day" was celebrated in style by EAA 323. Under the guidance of Adam Yavner (along with mentor pilot's Frank Connery, Rick Simmons, and Mike McLendon), 4 eager attendees (Wayne Wallace, Brian Baca, Tracy Rains and Ed Griggs) showed up to the EAA's Flying Start program, which consisted of an EAA-prepared presentation and video that provided information about topics ranging from what is involved in flight training and the types of certificates one can pursue, to how much it will cost in both time and money. The new program is being offered by the EAA and Chapter 323 and hosted by Texoma Aero Club on Saturday, 18 May 2019. This program gives chapters the opportunity to reach out to the local community and engage with people who are interested in the world of flight. Through Flying Start, chapter members can break down the perceived barriers that prevent people from participating in general aviation.

After the presentation, Master Chef Extraordinaire Rick Simmons cooked up a mess of Taco fixin's and some of the best Brownies that I can remember! Flying Start attendees can experience aviation first-hand with a free introductory Eagle Flight provided by an EAA volunteer pilot. Attendees will also get a free six-month EAA membership, and participating chapters are encouraged to pair that with a six-month chapter membership as well.

Isn't it Time?

EAA has developed pathways to flight making it easier, more affordable, and more accessible.

Stop dreaming. Start flying.

What is Eagle Flights all about?

The Eagle Flights program is about sharing a hands-on flight experience with an adult who has already expressed an interest in aviation. It is not a program for adults to simply get an airplane ride during a Young Eagles rally. Eagle Flights gives you the resources and organizational support to share the fun of flying with friends, family members, and co-workers - something many of our members already do. EAA chapters should view this program as an opportunity to invite new participants into their local aviation community.

How is this program different from Young Eagles?

The Eagle Flights program focuses on introductory flight experiences for adults, which includes offering them support and mentorship after the flight to help them achieve their dream of becoming a pilot. As with Young Eagles, the success of Eagle Flights is up to us as volunteer pilots, chapter leaders, and field representatives. With that said, Young Eagles and Eagle Flights will remain two separate programs and you do not have to participate in Eagle Flights to participate in Young Eagles.

Will Eagle Flights be handled like Young Eagles rallies?

No. With Eagle Flights we want to emphasize quality over quantity. However, we envision this program as a one-to-one, hands-on experience for the Eagle including extensive pre-flight, in-flight, and post-flight counseling. If the parent or legal guardian of a Young Eagle requests a flight during a rally, we recommend arranging a time outside of the rally to conduct an Eagle Flight.

Who "qualifies" for an Eagle Flight?

Any person 18 years of age or older who has expressed an interest in learning to fly. Adults who contact EAA about an Eagle Flight are asked some questions about their aviation interest to help us determine if they are serious about pilot certification. If you are contacted directly by someone in your area regarding an Eagle Flight, we encourage you to do the same. You may want to consider inviting them to be a part of your chapter before scheduling an Eagle Flight.

What do Eagle Flights participants receive?

Eagle Flights participants will receive a free, six-month EAA membership after the completed Eagle Flights registration form is received by the Eagle Flights Office. We are currently working with several aviation companies to develop additional flight training resources and benefits that will help Eagles along their path to joining our community of aviators.

Texoma Aero Club!

By Michael McLendon

Texoma Aero Club is accepting applications for membership so be sure to check them out at their website (www.texomaaeroclub.com) and get your application in! To request an application, send an email to texomaaero@gmail.com or to membership@texomaaeroclub.com



CFI Corner

By Adam Yavner

Eligibility, Proficiency, and Hours – Oh My!

Some of the most commonly asked questions I get, either from prospective students or the public in general, are around the requirements. Things like “What is the minimum age?” “How much is there to learn?” and “How long will it take?”.

Like with everything in aviation, these are surprisingly broad questions, and the answers are often some variation of “it depends”. And I’ll normally approach the question with another question: “what are your goals?”

Whether you are going for Recreational, Sport, Private, Commercial or whatever – it helps to know that the answers can be found in 14CFR Part 61. In fact, all of the information we need can be found in the FAR/AIM or online. But let’s break it down further.

First of all, there are considerations of **Eligibility**. This is simply a matter of your age, citizenship, speaking English, etc. For example, 61.83 tells us you must be 16 years of age for a Student Pilot certificate (14 for glider or balloon) and be able to read, speak, and understand English. 61.103 tells us for a Private Pilot certificate you must be 17 years old (16 for glider or balloon), read speak and understand English, then lines out other requirements such as a knowledge test, aeronautical experience, and training. 61.123 gives the same sort of information for the Commercial Pilot Certificate.

Secondly, we move to **Areas of Operation** or in other words, **proficiency**. These are the items you are required to learn and can constitute something of a grey area when trying to nail down a timeline – since we are dealing with proficiency, it just takes as long as it takes. For example, 61.105 and 61.107 list the Aeronautical Knowledge and Flight Proficiency for a Private Pilot.

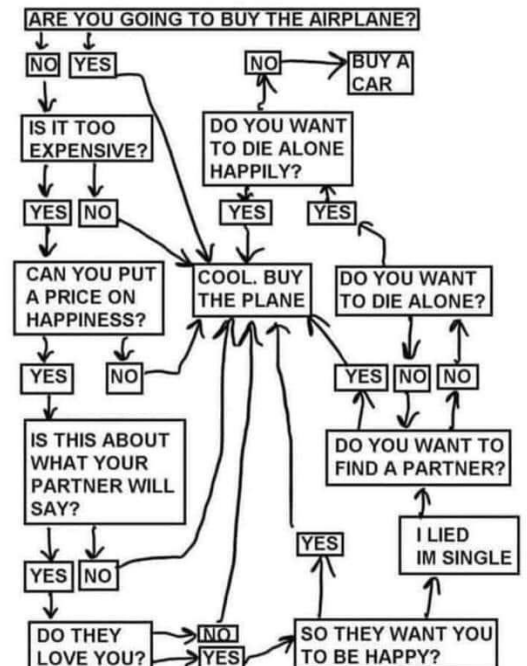
And lastly, there is **Aeronautical Experience** – how many hours do I need?? These are, of course, minimums and are further broken down by type of experience. 61.109 says that a minimum of 40 hours are required for a Private Pilot – but then breaks it down by solo, dual, cross country, night, etc.

So in the end, to keep from simply regurgitating the regulations here and taking up several pages, I’ve talked about a way to approach the question. When you know what your goal is, you can find the eligibility, proficiency, and aeronautical experience requirements in the FAR/AIM or online. Some certificates have lower certificates as a prerequisite.

For further info, I’ve included some links broken down by certificate type:

- [Recreational pilots - https://www.law.cornell.edu/cfr/text/14/part-61/subpart-D](https://www.law.cornell.edu/cfr/text/14/part-61/subpart-D)
- [Sport pilots - https://www.law.cornell.edu/cfr/text/14/part-61/subpart-J](https://www.law.cornell.edu/cfr/text/14/part-61/subpart-J)
- [Student pilots - https://www.law.cornell.edu/cfr/text/14/part-61/subpart-C](https://www.law.cornell.edu/cfr/text/14/part-61/subpart-C)
- [Private pilots - https://www.law.cornell.edu/cfr/text/14/part-61/subpart-E](https://www.law.cornell.edu/cfr/text/14/part-61/subpart-E)
- [Commercial pilots - https://www.law.cornell.edu/cfr/text/14/part-61/subpart-F](https://www.law.cornell.edu/cfr/text/14/part-61/subpart-F)
- [Ultralights \(part 103\) - https://www.law.cornell.edu/cfr/text/14/part-103](https://www.law.cornell.edu/cfr/text/14/part-103)

To cover the most common types. Feel free to shoot me any questions if anything is unclear and I’ll do my best to find an answer!



Grass Roots Rebuild (Also known as Nothing but my pride and Wallet were hurt!)

By Ed Griggs

As some of you may or may not know, Last October while training for Flight, I had a hard landing and found some bad welds on my Airbike (shoddily done by the previous Owner) that lead to a pretty nasty incident at Finney Field!



6 months later, after numerous trips to and from Welders, Machine Shops, Sandblasters and Painters, Rheuben Gammel, Joe Nelsen and I are starting to put my Airbike back together.



Majority of the pieces laid out on the ground!



Both pieces of the airframe put together!



Me (Ed Griggs) sanding on the struts to make them fit!



Rheuben Gammel working on the other strut. Work, work, work!

Mel Asberry

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What Can You Do If You Lose Elevator Control?

By Swayne Martin 08/07/2018

<https://www.boldmethod.com/learn-to-fly/systems/is-there-anything-you-can-do-if-you-lose-elevator-control/?fbclid=IwAR3pPQ7IDd10QFqreWlkXJuEfV0z-A9QWaNyHPKY7A59tpOysnx5UxQ9xSA>

The loss of a primary flight control is something no pilot wants to experience. But if you do lose elevator control, there are some strategies you can use to keep your airplane in the sky.

But First, How Is The Elevator Controlled? In many airplanes, the elevator is controlled by an "up" cable and a "down" cable. And according to the FAA's Airplane Flying Handbook, a break or disconnect in only one of these cables normally does not result in a total loss of elevator control. In most airplanes, a failed cable just results in a partial loss of pitch control. We'll dig deeper on this below.



Scenario 1: You've Lost "Up" Elevator Control

If the "up" elevator cable fails (the "down" elevator is intact and functional), the control yoke would move aft easily but produces no response. It'd feel similar to pulling the yoke back during a preflight check, with no airflow giving any back pressure feedback.

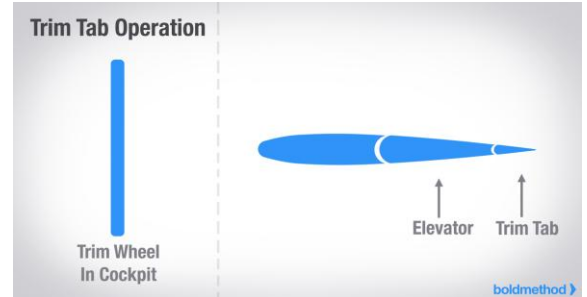
With the down elevator cable intact, forward control pressure would result in your aircraft pitching down. If this happens to you, there are a few ways you can attempt to maintain nose-up pitch control:

Applying considerable nose-up trim

Pushing the control yoke forward to attain and maintain desired attitude

Increasing forward pressure to lower the nose and relaxing forward pressure to raise the nose

Releasing forward pressure to flare for landing



Scenario 2: You've Lost "Down" Elevator Control

With a failure of the "down" elevator cable, forward movement of the control yoke produces no effect. If the "up" control cable is still intact, you should still have partial control of nose-up pitch attitude with aft control pressure.

If this happens to you, there are a few ways you can attempt to maintain nose-down pitch control:

Applying considerable nose-down trim

Pulling the control yoke aft to attain and maintain attitude

Releasing back pressure to lower the nose and increasing back pressure to raise the nose

Increasing back pressure to flare for landing



Trim Could Save You

If the entire linkage between the cabin and elevator fails in flight, the elevator could be left to weathervane freely in the wind. This can leave you with no nose-up or nose-down pitch control through the yoke or stick. Fortunately, elevator pitch trim is often an isolated system with separate control cables. And by using the trim tab, you can move the elevator up or down. **Trim becomes less effective at slow speeds, so if you're in a situation where you need use trim to control pitch for a landing, find the longest runway possible, and carry extra airspeed to the runway.** Your airplane might will most likely be slow to respond to pitch up and down commands through trim, but at least you have some level of control.

Power Changes Can Help Too

Depending on how your airplane is built, changes in power or thrust settings will affect pitch attitude. An airplane has a low thrustline when the line of thrust passes below the CG. When power is increased, the nose will have a tendency to pitch up in this case.

The opposite occurs when the line of thrust passes above the CG. When power is increased in these aircraft, the nose will have a tendency to pitch down.

Keep in mind that trim holds airspeed as well. Generally speaking, as you add power and accelerate, your plane will pitch up to maintain the airspeed you're trimmed for. The opposite is true as you slow down. If you reduce power, you'll decelerate, and your plane will pitch down to maintain airspeed.

What If Your Elevator Is Fully Jammed?

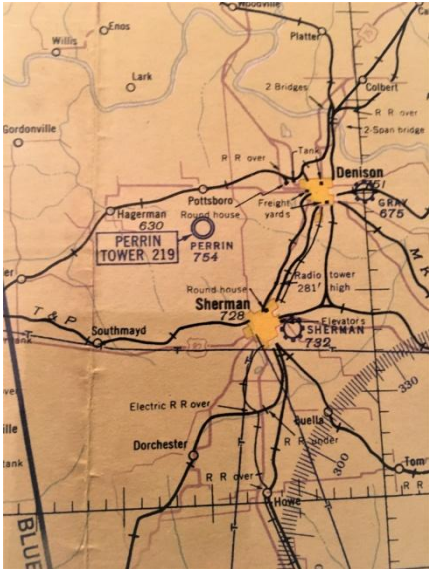
According to the AFH, if your elevator is completely jammed, resulting in a total loss of elevator control movement, various combinations of power and flap extension offer a limited amount of pitch control. How you control pitch through power and flap extension depends on your aircraft design, and successful landing under these conditions is challenging, but it can be done.



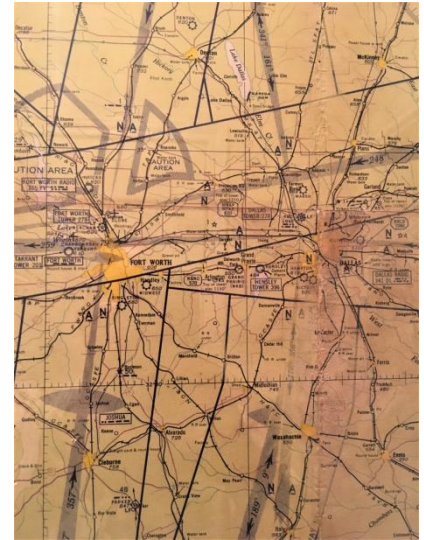
EAA 323 Monthly Meeting: May 16 Charts and Legends

By Rick Simmons

This Season's presentation took us back 76 years: Back when men were men and Pilots were Aviators, airports were airfields, the equipment was built stoutly and the world was much simpler. A few years ago, EAA Chapter 323 President Mike McLendon found some old sectionals from 1943 in an antique store. Finding them interesting, he brought one to me to share. A few weeks later, I went to the store to see if I could find any of interest. I found the pile of sectionals, lots of them. I bought several especially the Dallas Chart which now hangs in our home, framed and under glass. I wondered who the pilot was, why his cache of this many US charts wound up in this little shop, and what stories could be told about them.



These and other recent events caused me for this time to look back at navigation in 1943. Looking at the sectional for our area, several things become apparent. No Hwy 75, no Hwy 82, not a lot of obstructions (towers) or private airfields, No Lake Texoma, it wasn't built yet. Sherman and Denison were much smaller and several miles apart, features in general were less concentrated on the map. I have included a picture of the Metroplex for you to look over for similar comparison.



We discussed the charts of today and compared them and the legends of yesteryear. Navigation was dead-reckoning, AM radio if you had an ADF and IFR, I follow roads, or railroads. Also noted were the A-N radio ranges as well as the lighted markers and beacons on the airways. In the presentation we learned about the Adcock ranges, some questionable decisions about course indicators and listened to the A and N Morse code as well as the signal of being "on the beam" and slightly off. Hours of droning along at 80 miles per hour with a clamp on your head and that tone. What Amazing stamina you had to have back then!

For the Legend part, I shared information about Dick Cole. A good-fellow who happened to be the last of the Doolittle Raiders from WWII who passed away April 9, 2019 at the age of 103 and was the catalyst for this presentation. I shared some of his accomplishments and pictures of a dashing young Aviator whose place is marked in history as the copilot in the lead ship with Doolittle. With 467 feet of take off roll available off the USS Hornet, in stripped down B-25s with four 500 pound bombs each, all 16 ships successfully launched.



Retired Air Force Lt. Col. Richard E. "Dick" Cole, last of the Doolittle Raiders



We reviewed the events of April 18 1942 and the bombing run over Japan by these Air Corps aviators who became Navy Pilots. The raid, as we shared, did little real damage to Japan, but the mental effects on the Japanese people, raising doubts about their leadership's ability to protect them and the subsequent morale boost in the US was consequential. An interesting side note was left out. Lt Col Doolittle as leader of the flight was concerned that when he got back he would be court-martialed for losing all 16 ships. Instead he was promoted two ranks to Brigadier General and awarded the Medal of Honor.

The weather was not favoring our fly out Saturday May 18 so we will gather on May 25th and hopefully find a way to honor those brave men with a flight back to the past.

FunPlacesToFly



[Young Eagles Day Registration Website](https://youngeaglesday.com/)

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!



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Supporting Our Community, Shop Local, Shop Texoma:

By Ed Griggs



Garner Feed and Seed

Located at 706 E Mulberry St, Sherman, Texas 75090, Garner Feed and Seed is a locally owned, family run business that supports the local community and EAA. Their generous donation helped Us get a booth at KidsFest on March 30. Please stop by and show Owners, Ray, Chris and Nicole, your support.



FASTSIGNS® of Sherman

FASTSIGNS® of Sherman, located at 1920 N Grand Ave, Sherman, Texas 75090 (<https://www.fastsigns.com/608-sherman-tx>) is another Sponsor of the Community and EAA. It was the posters that were provided by Todd Bass, Owner, which made a huge impact on the turnout for the recent Young Eagles Flight! Please show your support.

Vogel Allstate Insurance Group

Brad and David Vogel, located at 5621 Texoma Pkwy, Sherman, TX 75090 (<https://agents.allstate.com/david-vogel-sherman-tx.html>) have been proudly serving the Texoma area's Insurance needs since 1974. Their support was helpful in the turnout during the recent Young Eagles Flight!



Upcoming Events

Thursday, Jun 20 7pm

Monthly Thursday meeting at the Sherman Airport Terminal
Subject: General Aviation International flying by Leldon Locke

Saturday, Jul 06

Happy 4th of July, No First Saturday Event scheduled

Thursday, Jul18 7pm

Monthly Thursday meeting at the Sherman Airport Terminal
Subject: ATC etiquette, Talking to the Tower by Robert Honey

Officers/Board of Directors/Key Coordinators

Name	Position	Email Address	Contact Number
Michael McLendon	President	macpharm@icloud.com	404-825-4795
Paul Tanner	Vice President	planetanners@yahoo.com	903-819-1940
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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	n168tx@flytx.net	972-784-7544
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Adam Yavner	Eagles Coordinator	ayavner@yahoo.com	903-744-0384
Ed Griggs	PIO	a_model_guy@ymail.com	903-436-1405

General Email: EAA323@hotmail.com

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





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: