



The Ramp Page



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



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President's Mission Brief:

By John Halterman

EAA 323,

If you read my January newsletter message, I said this year is 2020 and it should be clear visibility (20/20 vision). This year has been anything, but.....

At the end of May, the Charts N Legends Flyout was a wonderful success. There is a full article included in this month's newsletter. A big thank you to all participants and Rick for arranging it. Unfortunately I missed it due to a mistake on planning on my part.

On June 6, the semi-annual meeting for planning our club activities occurred at Cedar Mills. You'll see the fully planned out agenda in this newsletter (subject to change as you can imagine). Also, we developed a backup presentation (Thanks Chris Frederick!) should last minute changes arise. Here are a few key points that came out of the discussions:

- 1) During this period of social distancing, we agreed to return to the Sherman Municipal Airport Terminal as soon as the state of Texas and Sherman City Council permits crowds greater than 10 people in close quarters. That will be our signal to return to our home. To be clear with everyone, Sherman Muni Airport (KSWI) is EAA 323's home and these alternative measures are temporary.
- 2) In order to maintain social distancing yet allow larger crowds, we will use TAC (Texoma Aero Club) at KGYI (North Texas Regional/Perrin Field/Grayson County Airport....take your pick) as a temporary place until such a return to Sherman Municipal Airport (KSWI) can occur. Due to the evenings being quite hot now that we're in the summer, we will meet Saturday morning at 9 AM following the 3rd Thursday of the month when it is necessary to meet on a Saturday.
- 3) For June, we will meet at TAC (instead of Thursday June 18 at 7:00 PM at Sherman Municipal Airport (KSWI), it will be Saturday June 20 at 9 AM at TAC). [If you need the code to enter the gate at KGYI, ask me or another club member and we'll get you in.]
- 4) We will present the schedule for subsequent months as the normal 3rd Thursday meeting at Sherman Municipal Airport (KSWI) and will adjust accordingly based on the above criteria.
- 5) I was reminded, and decided, that the newly forming VMC club will meet at 5:30 PM if Thursday (our normal slot) or immediately following the Saturday EAA 323 meeting.

When you look at the schedule in this newsletter of the 2nd half of the year events, be sure to mark your calendars in advance. The main event will be the EAA 323 Homebuilt Fly-in on September 26th. We are asking ALL EAA 323 members to participate in that event, even if you just show up to say hello. Tell your friends! Please mark your calendars now. Of course, we want you to attend all events that you can. As you look at the schedule, you'll note the 3rd quarter activities are more themed around piloting activities, and the 4th quarter is more focused around homebuilding.

This coming June for our EAA meeting, our own Rick Jones will give a presentation on upset recovery. This was originally scheduled for March. I'm really looking forward to this event and am excited that he's putting this presentation on. Come on out and join us. I'll bring some donuts and coffee! (Remember--Saturday June 20th at 9 AM at TAC, not Thursday for June).



Last item for discussion. Our club has the Worstell award. It is our club's most prestigious award. Any club active member may nominate a candidate for this award. The qualifications for this award should align with EAA's and EAA 323's goals and had made significant contributions to the organization and the sport aviation community. There is no requirement that a candidate is selected every year for this award, but I do want us to keep this award alive and active so it doesn't "fizzle." That being said, if you have an individual you want to nominate, you must submit the nomination to a board of directors member (Steve Straus, Rick Simmons, or Mary Lawrence) prior to October 1, 2020 in a sealed envelope. The board will review nominations and may make a selection. Officers do not participate in the selection process. If you want to nominate a board member, submit your nomination to Mike McLendon. The rules state that the previous president serves as a fill-in should a board member be nominated. The award is presented at the annual Christmas party. Please consider a nomination!

I wish you all the best!

John F. Halterman
EAA 323 President

EAA 323 Monthly Meeting: May 21 Charts and Legends

By Ed Griggs

This month's meeting was one for the records as it was our Chapters first Simulcast of a live presentation and We also gained 3 new members: Chris Frederick, Rubeen Gammel and Leland Kracher. Please be sure to welcome them onboard at the next meeting!

Rick Simmons brought to us the rousing and inspirational re-telling of the life and times of Maj Richard Ira Bong (see his biography in the following page), who accomplished a lot during his short 25-year lifespan and was to be the focal point of our Memorial Day weekend Charts and Legends celebration.

EAA 323 to Host Pancake Fly-In Featuring Best in Show Award for Best Homebuilt!

By John Halterman

Mark your calendars for Saturday, September 26 as we will be hosting an "EAA 323 Pancake Fly-In, Featuring Best in Show Award for Best Homebuilt" at Sherman Municipal Airport. Bring any aircraft in you want - even ultralights! We will be handing out a trophy for Best of Show, with our very own Pam, Adam, Phil, and Frank volunteering to be judges!

Eligibility requirements:

- 1.) Any homebuilt with an Experimental certificate is eligible to participate in the competition.
- 2.) You must arrive by 10am to be in the competition.

Make plans to attend this event, can't wait to see you there!

Young Eagles Flight coming up:

By John Horn

There will be a Young Eagles Flight at Sherman Municipal Airport (KSWI) at the Main building on September 26, at 1pm. 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's (<https://youneaglesday.org/>) (<https://chapters.eaa.org/EAA323>) where they can sign up and fill out a Waiver for the event. Keep these link's handy for future reference!

With the word getting out, more and more Young Eagles are showing up to take advantage of this opportunity! 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!



EAA 323 Memorial Day Weekend Charts and Legends

By Ed Griggs

Tradition has it that each year, EAA 323, under the guidance of Rick Simmons, honors an Outstanding Aviation hero. This year, we have chosen Major Richard Ira Bong and honor his memory and achievements.

Major Richard Ira Bong (1920-1945)

World War II ace Richard Bong probably didn't expect his wartime duties would include doing laundry and mowing grass, but that's exactly what the P-38 pilot was forced to do one morning in 1942. Bong was ordered to perform the chores for an Oakland, California woman whose laundry had been blown off the clothesline by his low-flying antics, which included "looping the loop" around the center span of the Golden Gate Bridge. The punishment apparently worked and Bong later applied his piloting skills to something more productive — shooting down Axis planes.

January, 1943 became an "ace" with five confirmed victories in just over a month.

In April 1944 he recorded his 27th victory to pass Eddie Rickenbacker, World War I ace with 26 victories. He received the Congressional Medal of Honor in December 1944.

After two years of combat including over 200 missions, Bong had 40-recorded victories and seven probable victories.

On Aug. 6th, 1945, in a test flight of the P-80 his plane exploded and Bong was killed. Coincidentally, it happened the very same day the Enola Gay dropped the atomic bomb on Hiroshima.



Lockheed P-80 Shooting Star

Biography

Richard Ira Bong was born on September 24th, 1920, in St. Mary's Hospital in Superior, Wisconsin. He was the first of nine children born to Carl T. Bong and Dora Bryce Bong, and grew up on a farm near the small town of Poplar, Wisconsin, about 20 miles southeast of Superior. His father had come to the United States from Sweden at the age of seven. His mother was of Scots-English descent. "Dick" grew up on the family farm and attended the Poplar Grade School. He then attended the Poplar High School, which consisted of only three grades. He completed his senior year at the Superior Central High School in 1938 by commuting, a 44 mile round-trip.

Dick was a good student and finished 18th in his high school class of 428. Between farm chores and classes, he also played on the school's baseball, basketball and hockey teams. He was active in the 4-H Club, a good fisherman, and an avid hunter. In fact, he spent a lot of time perfecting his marksmanship with his Winchester rifle. He also played clarinet in the school band and sang tenor in the Bethany Lutheran Church choir.

Bong's interest in aviation began in 1928 when President Coolidge was vacationing near Superior and established a summer White House in the Superior High School. He received his mail every day by airplane. Dick was fascinated. Later he recalled that the mailplane "flew right over our house and I knew then that I wanted to be a pilot." Soon he was spending countless hours building model planes.

Bong entered the Superior State Teachers' College in the fall of 1938. Still determined to be a pilot, he enrolled in the college's government-sponsored Civilian Pilot training program. He took flying lessons in a Piper J-3 Cub and earned his private pilot license. Then after two and a half years of college, he enlisted in the Army Air Corps Aviation Cadet Program in early 1941.



Bong entered service at Wausau, Wisconsin on May 29th, 1941, and received orders to the Rankin Aeronautical Academy, a primary flight school near Tulare, California, where he soloed in a Stearman biplane trainer on June 25th, 1941. He underwent his basic flight training in a BT-13 at Gardner Field near Taft, California. Afterwards, Bong received orders to Luke Field near Phoenix, Arizona, for advanced single-engine pilot training in an AT-6 Texan. His gunnery instructor at Luke was Captain Barry Goldwater, who later said, "I taught him fighter gunnery. He was a very bright student.

But the most important thing came from a P-38 check pilot who said Bong was the finest natural pilot he ever met. The pilot recalled that he could never prevent Bong from getting on his tail, even though Bong flew an AT-6, a very slow airplane."

Bong received his fighter pilot wings and was commissioned a second lieutenant in the Army Air Forces Reserves on January 9th, 1942, a month after the attack on Pearl Harbor had plunged America into World War II. But Bong excelled at gunnery so much that his commanding officer kept him at Luke as an instructor for several months. He later transferred to Hamilton Field, near San Francisco, on May 6th, 1942, for aerial combat training in the twin-engine, twin-tail P-38 Lightning fighter.



At Hamilton, Bong first raised the ire and the admiration of Major General George C. Kenney, commanding general of the Fourth Air Force. The field's location resulted in some aerial antics by Bong, such as "looping the loop" around the center span of the Golden Gate Bridge in his P-38, and waving to stenographers in office buildings as he flew along Market Street. But more serious was his blowing clean wash off a clothesline in Oakland. That was the last straw for Kenney who berated him and told him, "Monday morning you check this address out in Oakland and if the woman has any washing to be hung out on the line, you do it for her. Then you hang around being useful – mowing the lawn or something – and when the clothes are dry, take them off the line and bring them into the house. And don't drop any of them on the ground or you will have to wash them all over again. I want this woman to think we are good for something else besides annoying people. Now get out of here before I get mad and change my mind. That's all!"

Later, when General Douglas MacArthur selected Kenney to head the Fifth Air Force in the Southwest Pacific Theater, Kenney called for 50 of his P-38 pilots at Hamilton Field to be sent to Australia, and he arranged for Second Lieutenant Bong to be in that group. As a result, Bong reported to Kenney in Brisbane on September 10th, and was assigned to the 9th Fighter Squadron of the 49th Fighter Group, called the Flying Knights squadron.

Then on November 15th, while the 9th awaited delivery of P-38s, he was temporarily assigned to the 39th Fighter Squadron of the 35th Fighter Group based at Schwimmer near Port Moresby, New Guinea, for combat experience. Although an introvert on the ground, he was always eager for action in the air and took his P-38 into any enemy formation he could find, regardless of the odds.

After a few limited patrols, the 39th engaged the Japanese on December 27th, 1942. Captain Thomas J. Lynch lead a flight of 12 P-38s off Schwimmer airstrip to intercept a flight of 40 Japanese fighters and bombers over Buna on the northern coast of New Guinea. In the ensuing melee, the P-38s shot down 12 of the enemy planes, two of which Bong downed: a Val bomber and a Zero fighter. This performance earned him the Silver Star.

Then on January 7th, 1943, while his squadron was attacking a Japanese convoy bringing in reinforcements to Lae, New Guinea, he added two enemy Oscars to his score. On the following day he downed another over Lae harbor, for which he received the Distinguished Flying Cross. Thus, on January 8th, 1943, he became an "ace" with five confirmed victories in just over a month's time. With that, General Kenney gave him several weeks leave in Australia to recuperate.

On February 3rd, 1943, Bong returned to duty with the 9th Fighter Squadron, then at Schwimmer, and he was to accomplish most of his combat flying with this unit. On March 3rd, the opening day of the Battle of the Bismarck Sea, Bong shot down a Zero while escorting B-17s and B-25s attacking an enemy convoy off Lae. In the end, four destroyers and eight transports were sunk. Then on March 11th he added two more Zeroes and, on March 29th, a bomber to his score. As a result, Kenney promoted him to first lieutenant on April 6th, 1943.

Then, on April 14th, the Japanese moved from their base at Rabaul, New Britain with 92 fighters, dive bombers and bombers to attack U.S. shipping at Milne Bay, New Guinea. In the ensuing battle, Bong downed a bomber, which made him a double ace with 10 victories and earned him the Air Medal.

Reference: Biography taken from <https://www.nationalaviation.org/our-enshrinees/bong-richard/>



Mission Report- Charts n Legends Fly out celebrating Maj. Richard Ira Bong

By Rick Simmons

The morning dawned clear and calm for a change. The weather had been so wet and blustery lately we didn't think we would get to fly. Maintenance had all our aircraft in ready shape and as we assembled, we found the first problem of the day. The fuel pump card reader was inoperative. So, we had to pony up cash to fill the tanks. That problem solved, we assembled in the ready room for the briefing. The mission was reconnaissance and scouting for opposing airfield bases. The plan was laid out involving a long over water route, climbing to avoid detection by opposing scouts, following a rail way, observing several enemy airfields and making a required respite stop, then returning to base via a string of islands, their passageways congested with ships and boats full of distractors and anti-flying devices. Major Richard Bong was back in the states finishing up a war bond drive so we would not have the support of his P-38 squadron. Several of the pilots seemed anxious about the risks involved in such a mission and established a pot for the victor who returned home with fuel still in the tanks. Winds were predicted to be about 10-12 out of the east at 4000. Wizwheels spun and wind drift and distances measured resulted in fuel loads being determined.

Our route was to take us up to Tishomingo, then west with a climb to 3500 to a strip north of Lake Murray, then south above the lake, past an abandoned airfield. Finally descending to a grass strip hidden in the jungle where we could refuel the pilots and then depart back home via those islands. We were supposed to space out with departures every five minutes, but in our eagerness that was soon lost to the sounds of screaming a/c departing KSWI. The trip out was pretty normal till we got to the jungle strip and havoc ensued. Other units were already clogging the fields tie downs and several A/C were in the pattern. Confusion reined as someone reported winds out of the east at 10, so mid-stream the pattern was reversed resulting in several A/C having to go around and reform up. One smart fellow in our group did a low approach and deemed it safer to return home. Hope his lunch was as good as ours. The locals were very friendly and offered our whole squadron rides to and from the respite area. The staff at the respite center did a great job as was rewarded with our smiles, thanks and full belly's. Later adjusting for added weight, the takeoffs commenced with other group's arrivals interspersed. The flight over the islands yielded several encounters with the aforementioned distractors and some reported seeing some equipped with anti-flying devices chilling in coolers.

We traveled home in loose string on our last leg. Upon our return to base the fuel issue had not been resolved, so we were at the mercy of cash once again. Amazingly, Mary yielded and came up with real money from her cache for her part. Unfortunately, all of us participating reportedly missed the mark and used more fuel than predicted. Most likely due to some take off delays, go arounds, and that pesky climb to a different altitude. As I recall most only missed by a gallon or so. Not bad for a bunch who don't get out the charts and old-fashioned planning tools that often.

Thanks to Steve, John, Rex, Chris, Mike, Waadee, Kris and Mary for making this a fun day for me.

D-Day invasion

On June 6, 1944, more than 160,000 Allied troops landed along a 50-mile stretch of heavily-fortified French coastline, to fight Nazi Germany on the beaches of Normandy, France. Gen. Dwight D. Eisenhower called the operation a crusade in which, "we will accept nothing less than full victory."

More than 5,000 Ships and 13,000 aircraft supported the D-Day invasion, and by day's end, the Allies gained a foot-hold in Continental Europe. The cost in lives on D-Day was high. More than 9,000 Allied Soldiers were killed or wounded, but their sacrifice allowed more than 100,000 Soldiers to begin the slow, hard slog across Europe, to defeat Adolf Hitler's crack troops.



CFI Corner: Flight Planning With the ICAO Form!

By Adam Yavner

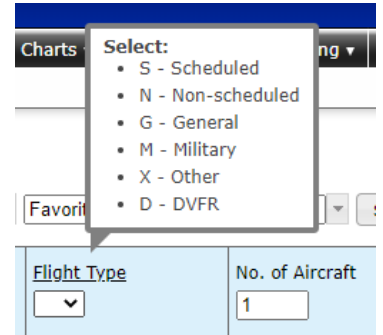
Recently, I was on a longish cross-country trip returning home and I called up and requested VFR flight following. Aside from assigning me a squawk code and noting my position, he asked me my aircraft type and equipment suffix.

I was fleetingly nonplussed! I've had my new (to me) plane for 8 months now but had never filed a flight plan in it and did not have the equipment suffix committed to memory! Beyond that, no one had ever asked that of me when I asked for flight following in the past. I just knew that it was not /G as I do not yet have a GPS, as my previous plane did. Previously, it would have just been /U (Mode C Transponder), but I knew the new rules were in effect mandating the use of ICAO flight plans. In the end, I just relayed the equipment I had and that seemed to suffice, and I got on with my flight.



But it got me to thinking, I should probably go ahead and go through this form and document everything formally so that I'll have something to send when Ed comes a-calling for my monthly article!

The best way to get started is to head over to 1800wxbrief.com and create an account if you don't already have one. Click on Flight Planning and Briefing in the upper-level navigation bar. This brings you to the blank form, along with a notice that all civilian flight plans must be filed as ICAO flight plans. Most of the form is self-explanatory – your Aircraft ID, Flight Rules, Departure airport, dates, name, etc. I will try to focus on the areas that have changed or may be a little less than intuitive.



A quick pro-tip: if you hover over the label for the field, a small window will pop up to let you know what the valid responses are:

So, starting with the ones I feel are non-intuitive, let's walk through the choices and how to select the right one.

Flight Type – as in the above example, most of us will just choose G for general. If you are one of the others, you will probably know (or have someone filling these out for you)

Aircraft Type – you can click on the little magnifying glass next to the field and it will pull up a search tool so you can make sure you get exactly the right variant. For example, mine is BE33, even though its model type as marketed in the POH is 35-33. So this isn't always straight-forward.

Wake Turbulence Category – L for "Light" for the planes we fly.

Aircraft Equipment – Again, click the magnifying glass and tick the appropriate boxes and it will give you what you need. So next time, I know to tell them "LO" when they ask me my equipment suffix.

Surveillance Equipment – this is your transponder and any ADSB equipment you have, see above.



Welcome ADAM YAVNER Fri Jun 12 16:13:48 CDT | 21:13:48 Z

Draft ICAO Domestic

Recent Flight Plans Favorite Flight Plans Save as Favorite Notice: Per FAA Guidance, all civilian flight plans must be filed as ICAO flight plans.

Aircraft ID N981T	Flight Rule VFR	Flight Type G	No. of Aircraft 1	Aircraft Type BE33	Wake Turbulence L	Aircraft Equipment LO
Departure SWI	Area Brief <input type="button"/>	Departure Date & Time 06/12/2020 0900	Evaluate 1-125	Cruising Speed N0150	Level A075	Surveillance Equipment CU1
Route of Flight DCT		Other Information (Optional)				
Destination GLS	Area Brief <input type="button"/>	Est Elapsed Time 0220	Alternate 1 (Optional)		Alternate 2 (Optional)	
Fuel Endurance 0400	Persons on Board 2	Aircraft Color & Markings (Optional) WB	Supplemental Remarks (Optional)		Pilot In Command (Optional)	
Emergency Radios <input type="checkbox"/> UHF <input type="checkbox"/> VHF <input type="checkbox"/> ELBA	Survival Equipment <input type="checkbox"/> Polar <input type="checkbox"/> Desert <input type="checkbox"/> Maritime <input type="checkbox"/> Jungle	Jackets <input type="checkbox"/> Light <input type="checkbox"/> Fluorescent <input type="checkbox"/> UHF <input type="checkbox"/> VHF	Dinghies (Optional) Number Capacity Color		Pilot Contact Information YAVNER, ADAM, (903)744-0384 KGYI, (903)744-0384	

Route Brief File NavLog Return Flight Plan Clear

Cruising Speed – this one you’d never figure out without looking up – you have to put a prefix of “N” (for ‘knots’) followed by 4 digits. So if you cruise at 150, you’d enter N0150. Beyond that, you’d use “M” for ‘mach’.

Level – another funky one – put a prefix of “A” for ‘altitude’, followed by 3 digits – for example A075 for 7500’. Use FL for the flight levels. FL180, for example.

The rest of it is self-explanatory. Once you have it all filled out, you can file it and get your weather briefing and even a navigation log from there. I’ve included an example here, but as always if you have any questions shoot me a message and I’ll get you an answer!

[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, texomaclub.com for more information



FAA Safety Team Corner: “After Market Safety Equipment.”

By Daniel Hileman

Do you know how to properly operate your seat belt without thinking about it? Such as which way to turn it to release? It’s important to know how it operates because you could be in a high stress situation such as an emergency, and (Gulp) or at night.



SEATBELTS/SHOULDER HARNESSSES

“Here’s an exercise that will improve your chances of doing the right things in the right sequence to exit your aircraft or even automobile quickly and safely in emergency situations. It works equally well in daylight or when vision is compromised by darkness, smoke, or injury. Please follow along as we go through the steps.” First of all, imagine you’re sitting in your usual seat in the airplane you usually fly. Visualize which hand you’ll use to open the exit closest to you. Have you got the picture?

Good – now take your other hand, make a fist and hold it against your sternum like this. Our sternum is something we always have with us and it’s easy to find – even in the dark. We’ll use it as a reference to find other important parts of the aircraft. Now slide your hand from your sternum to your lap and from there to your seat. Get a good grip and keep your seat holding hand in position for the rest of the exercise.

Next take the hand not holding your seat and locate your sternum reference point. From there track to your lap and then the door latch. In some airplanes you’ll have to track to 2 door latches. Unlatch the door, push it open, and return to your reference point. From there again track down to your lap and then to your seat belt release all the while holding tightly on to your seat with your other hand. Release your seat belt and prepare to exit. Don’t let go of your seat though. This little exercise could save your life in an emergency and it’s worth a gold seal.” Now I know you’re wondering why you’re still holding on to your seats when the whole object of the exercise was to undo the seatbelt and exit. Answer – Because we might be upside down & unbuckling the belt without preparation could lead to a cracked skull. Also - some buckles are difficult or impossible to unlatch when they’re under load. You can use your seat holding hand to take the strain off the buckle before unlatching it. Just one more thing about seat belts. Buckle placement is important.



In this illustration, the seat belt buckle is low on the pilot’s left side. With the door closed, the buckle will be under the armrest. If the door were jammed, precious time could be spent in cutting the seatbelt & finding another exit. Here the buckle is low on the pilot’s right side and it’s unobstructed – a much better choice for buckle placement.”



FLIGHT DATA MONITORING FOR GENERAL AVIATION?



In its' simplest form, FDM consists of a cockpit voice recorder that records at least the most recent 15 minutes of crew conversations, and a flight data recorder that preserves such things as engine parameters, control position, heading, altitude, and airspeed data.

The equipment and processes to acquire and distribute the data are collectively known as Flight Operational Quality Assurance or FOQA. But this equipment is only for the big guys right? General Aviation aircraft don't have anything like this... Or do they?" While it's true that most GA aircraft don't have dedicated automatic flight data recording devices now; we will be able to enjoy the benefits of equipage in the future. In the meantime it's often surprising to see what we already have:

Manufacturers are already offering self-contained flight data and visual data recorders for GA airplanes and helicopters. Most operators of this equipment must periodically download and analyze the recorded data – often with the aid of dedicated computer programs.

ENHANCED VISION

Infrared cameras are available for installation on GA airplanes and their output can be displayed on multi-function displays. Of course it's nice to be able to see wildlife and other obstructions on the runway but they're also quite useful in depicting terrain in weather or on a dark night. A word of caution though. Enhanced vision technology takes some getting used to. You'll have to make the transition to visual reference at some point and that can be a challenge.



SYNTHETIC VISION

For some time now, we've been able to combine imagery from sensors and navigation systems, with our view out the window to see the world as never before. We call this Synthetic Vision. Using information from navigation databases we can create a picture of the flight environment and overlay that picture with aircraft instrumentation, and weather information to create a single image that contains all of the information necessary for safe flight operations. Developed for tactical military flying, the HUD or Head Up Display presents information from aircraft instrument displays directly in pilots' fields of view as they look through their wind screens. HUD technology is already installed in many airline cockpits and it's making its way to General Aviation as well. It sure has the potential to increase safety in IMC and/or night flying conditions doesn't it?

AOA (Angle Of Attack) INDICATOR



AOA indicators are showing up on many new aircraft and there are also a number of affordable options for retrofit as well. Angle of attack sensing & display that go a long way toward reducing the number of stall/spin accidents. How cool would it be to know your angle of attack? Also, quiz time...what approximate AOA do most GA Aircraft wings stall? Answer: 15-18 degrees!



And the list goes on

Flight Management Systems
Autopilots
Survival Gear **Engine Analyzers**
Ballistic Parachutes

And the list goes on. Whew!! It seems like there's a new product every week. They're all great of course but how many improvements can you make to one airplane and still have room for people and their luggage? There's one major safety asset that we haven't yet discussed and I'll bet you know what it is.

PILOT PROFICIENCY

Well trained, proficient pilots are competent, confident, and safe. That's why we recommend investing in a robust, comprehensive proficiency training program. There's simply no better way to ensure flight safety.

- Can you imagine how well professional athletes would perform if they didn't practice between games or stay in shape during the off season?
- Would you choose to be treated by doctors who had no continuing education since graduating from medical school?
- Or how about a professional pilot flight crew who never train for emergencies?

Pros know that proficiency is not a destination but rather a journey that never ends. Regular training keeps the them at peak performance every time they take to the air.



This Article was created from excerpts from the June 2020 TOM as well as paraphrased. If you would like to see the Power-Point in its entirety, or have anything you would like to discuss, please feel free to contact me! Thanks for reading!

Daniel Hileman

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Inaugural meeting of EAA 323 VMC Club

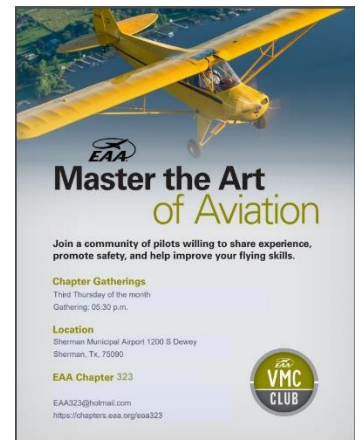
By Ed Griggs

I'm proud to announce that EAA 323 will be hosting a VMC gathering. VMC, which stands for Visual Meteorological Conditions, is open to ALL EAA members and is absolutely no cost! Non-instrument rated pilots who want to improve their proficiency now have an excellent new resource through EAA's VMC Club.

Founding members Ed Griggs, Sean Noel, Michael McLendon, Joe Nelsen, and Rick Simmons are working hard to make sure that Open ended forum is a place where Pilots from all different knowledge levels can get together and talk about real-world scenarios in a "What would you do" environment.

The VMC Club offers monthly gatherings in which pilots can network and share knowledge and experience. The meetings use real-world scenarios to engage members, and allow a free exchange of information that improves awareness and skills. The intent is to create a community of pilots willing to share information, provide recognition, foster communications, promote safety, and build proficiency.

This inaugural gathering will be held directly following the regular EAA 323 meeting on 20 Jun at approximately 1030! It is our hope that more and more people will show up to discuss issues that arise before, during and after flight!



Civil Air Patrol: Here to serve when you need Us!

by Jim Fendley

The Civil Air Patrol (CAP) is an auxiliary component of the U.S. Air Force and is tasked with carrying out emergency services and disaster relief missions nationwide. It is composed of over 60,000 citizen volunteers who search for and find the lost, provide comfort in times of disaster and work to keep the homeland safe. It is the largest operator of Cessna aircraft in the world with a fleet of over 550 aircraft. The aircraft are mainly C-172, C-172 G1000, C182, C-182 G1000 and C-206. CAP also promotes aviation and related fields through aerospace education and helping shape future leaders through CAP's cadet program.

Civil Air Patrol's Mission Statement: "Supporting America's communities with emergency response, diverse aviation and ground services, youth development, and promotion of air, space and cyber power."

Civil Air Patrol has five congressionally mandated missions:

- 1. To provide an organization that encourages and aids citizens of the United States in contributing their efforts, services, and resources in developing aviation and in maintaining air supremacy; and encourage and develop by example the voluntary contribution of private citizens to the public welfare.**
- 2. To provide aviation education and training especially to its senior and cadet members.**
- 3. To encourage and foster civil aviation in local communities.**
- 4. To provide an organization of private citizens with adequate facilities to assist in meeting local and national emergencies.**
- 5. To assist the Department of the Air Force in fulfilling its non-combat programs and missions.**

CAP Pilots fly Cadet Orientation Flights, Teacher Orientation Flights, Low Level Route Surveys for the Air Force, Counterdrug Flights for the Border Patrol and DEA, Disaster Relief Flights, Flights to locate ELT reports, Assessment Flights after Tornadoes, Hurricanes, Flooding or other natural disasters. There is also a Mountain Flying Workshop annually in Alpine for new and renewal certification of pilots wanting mountain flying experience. There are monthly Search and Rescue exercises. These exercises are designed to establish a learning environment for players to exercise Search and Rescue, Disaster Relief, and Impact Assessment functions under the guidance of CAP policies and procedures.

The search and rescue exercises focus on the following objectives:

- Aerial Photography with the associated upload of photographs.
- Planning and execution of a rapid route search of an assigned area for a missing person search.
- Planning and execution of a deliberate search of the assigned area in coordination with a Ground Team.
- Electronic searches by a combination of Ground Teams and Aircrews to silence ELTs, EPIRBs, or PLBs.
- See that ICS is effectively used by the exercise participants for the response and coordination structure of the exercise incident.
- Communications support to deployed and/or remote search resources.
- Operation of HF/ALE vans during ground sorties
- Demonstration of communications capabilities during a failure of the commercial infrastructure.

In addition to maintaining flight skills through Search and Rescue exercises and actual missions, CAP pilots can take advantage of funded Proficiency Flights to maintain aircrew proficiency. CAP also allows currently qualified CAP Pilots to use CAP airplanes for flight instruction toward any FAA certificate, rating, or endorsement. A CAP member who is not a current and qualified CAP Pilot may seek authorization to receive flight instruction toward an FAA certificate, rating, or endorsement.



Major Aristotle Rabanal shows A-10 to CAP cadets from Louisiana and Texas



Each aircrew has a qualified Mission Pilot paired with observer, and scanner/photographer, as required by the tasking. Transport Mission Pilots may also be used where appropriate. Trainees are authorized on air sorties. There must be at least one qualified Evaluator/Trainer (SET) on the sortie if trainees are included.

Civil Air Patrol has three missions at the core of our program:

Emergency Services

Members of the Civil Air Patrol perform emergency services for state and local agencies as well as the federal government as the civilian auxiliary of the U.S. Air Force and for states/local communities as a nonprofit organization. They assist not only in times of disaster but also to search for the lost and protect the homeland.

Aerospace Education

Civil Air Patrol's awarding-winning aerospace education program promotes aerospace, aviation and STEM-related careers with engaging, standards-based, hands-on curriculum and activities. It shapes the experiences and aspirations of youth both in and outside of CAP's cadet program.

Cadet Programs

Civil Air Patrol's cadet program transforms youth into dynamic Americans and aerospace leaders through a curriculum that focuses on leadership, aerospace, fitness and character. As cadets participate in these four elements, they advance through a series of achievements, earning honors and increased responsibilities along the way. Many of the nation's astronauts, pilots, engineers, and scientists first explored their careers through CAP.

If you are interested in learning more, please contact Jim Fendley at jamesrfendley@gmail.com or by phone at 713-857-6893

Today I take my temperature and ...



EAA 323 Schedule looking ahead

As previously mentioned, on June 6, the semi-annual meeting for planning our club activities occurred at Cedar Mills. This is the fully planned out agenda that may be subject to change (as you can imagine).

Jun	6 – Planning session @ Cedar Mills	20 – Upset Recovery @ 9:00AM TAC Hangar	Rick Jones
Jul	4 – SKIP	16 – ICAO Flight planning	Adam Yavner
Aug	1 – SKIP	20 – Martin UAV's	Rick Simmons
Sep	26 – Parade of Homebuilts , Young Eagles @ KSWI & pancake breakfast (John Halterman)	17 – Brats and hot dogs / Flyin planning	Rick Simmons
Oct	3 – Brushy Creek Fly in and 2020 Planning 10 – Gainesville Antique Flyin 16 – 18 – Cedar Mills Safety Seminar	15 - How to get started in a homebuilt	Jim Smisek
Nov	7 – Ozzies @ Norman, OK Fly out	19 – Chili and Project Walk Around	John Halterman
Dec	5 – Project Visit TBD	17 - Christmas Party	Ross Richardson

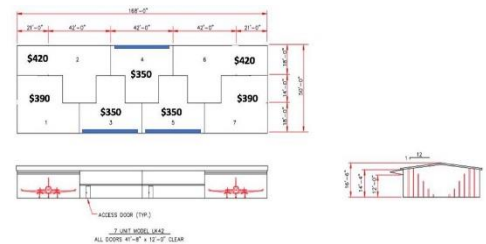
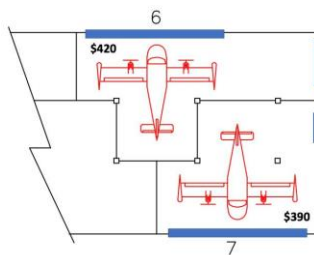
T-Hangar Space Available!

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!



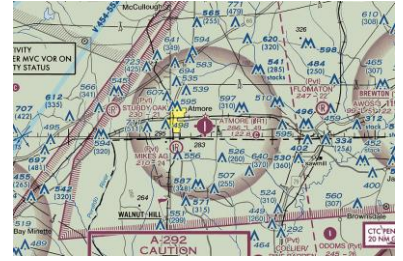
"Mikey, can you stop screaming and let us have a good time? It's not our fault you forgot your parachute."



Quiz: Are These VFR Scenarios Right, or Wrong??

By Corey Komarec/ 05/25/2020 <https://www.boldmethod.com/blog/quizzes/2020/05/are-these-6-vfr-scenarios-right-or-wrong/>

1) You're approaching Atmore (OR1) at 1,600' MSL during the day when you see some clouds ahead. The clouds are reported at 2,300' AGL. Because it's a VFR day, you know that the highest altitude you can fly beneath these clouds is approximately 1,800 MSL. Is this right or wrong?



2) You're preflighting a Cessna 172. You check the aircraft's maintenance logbooks during preflight, you see that the last 100 hour inspection was completed at 2310.4 hours. The aircraft is currently at 2405.8 hours. The aircraft is used for commercial operations, so it needs a 100 hour inspection. Maintenance isn't available to do the inspection, so you cancel the flight because the aircraft needs the inspection. Is this right or wrong?



3) You are descending in your carbureted Cessna 152, when you notice the engine starts to run rough. You realized you forgot to apply carb heat, so you turn on the carb heat. When you do, the engine runs worse than before. Despite an increase in the roughness of the engine, you don't turn carb heat off, because you know it will improve over time. Is this right or wrong?



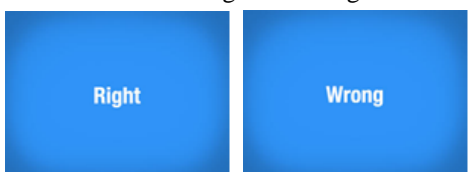
4) You are in your Gulfstream G650 at 5,500' MSL, south of Swanson (2W3), flying northbound. You are at 230 KIAS, and you pull the thrust levers back, because you know you have to be at or below 200 KIAS when you are under the Class B shelf. Is this right or wrong?



5) You're in your Cessna 172 about 5 miles south of the Dells VOR. You're maintaining a heading of 360 and you have the 180-degree radial tuned in with a FROM flag. You turn to a heading of 030, and you notice the CDI needle move to the left. Is this right or wrong?



6) You're in a Piper Arrow that's equipped with a controllable pitch, constant speed propeller. You are cruising with the propeller set to 2500 RPM. You apply an additional 5 inches of manifold pressure, and when you do so, the propeller increases pitch to maintain 2500 RPM. Is this right or wrong?



Aircraft of the Month: Taylorcraft B

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

The Taylorcraft B is an American light, single-engine, high-wing general aviation monoplane that was built by the Taylorcraft Aviation Corporation of Butler, Pennsylvania

The Model B was constructed in large numbers during the late 1930s and early 1940s and was available for delivery from the factory as a land plane and a floatplane. Like many light aircraft of its day, the fuselage is constructed of welded steel tubing and covered with doped aircraft fabric. The wings are braced using steel-tube struts.



Taylorcraft B

General characteristics

Crew: one

Capacity: one passenger

Empty weight: 860 lb (390 kg)

Gross weight: 1,500 lb (680 kg)

Fuel capacity: 18 U.S. gallons (68 L; 15 imp gal)

Powerplant: 1 × Continental C-85 four-cylinder horizontally opposed aircraft engine, 85 hp (63 kW)

Propellers: 2-bladed metal

Performance

Maximum speed: 120 mph (190 km/h, 100 kn)

Cruise speed: 110 mph (180 km/h, 96 kn)

Stall speed: 38 mph (61 km/h, 33 kn)

Range: 300 mi (480 km, 260 nmi)

Service ceiling: 17,000 ft (5,200 m)

Rate of climb: 700 ft/min (3.6 m/s)



TAYLORCRAFT



Builder's Corner Updates

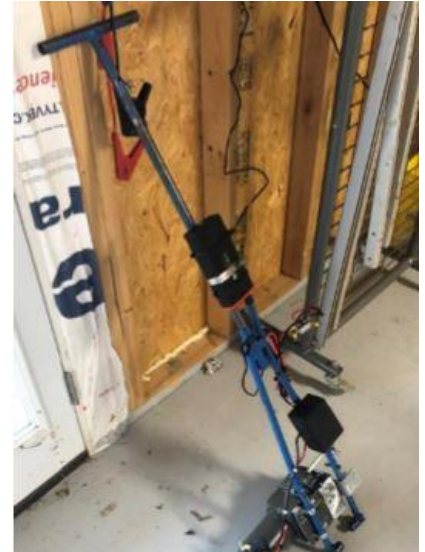
By Ed Griggs

Our own Adam Yavner has been acting like a mad scientist/engineer and has come up with his own creation utilizing a tow-bar, portable battery and a 2500lb capable winch. At our last meeting, Adam introduced us to his creation, lovingly known as Franken-tow.

Whether out of an altruistic desire, or just being too cheap to spend the \$1600.00 for a new towing machine, Adam has created a towing device for his Beech Debonair that cost him a little less than \$100.00 and works perfectly.



Franken-tow hooked up to Adam's Debonair ready to pull the aircraft both in and out of his hangar!




Franken-tow is light-weight, breaks down for travel, can be used with or without a battery (Just a regular tow bar without the battery). And best of all, no welding and it still cost him under \$100!

Feel free to get with Adam for his "step-by-step" instructions on how he built this, and you can have your very own Franken-tow!

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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NEW AIRPORT CODES

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DNG Dining Room	OFC Office
BTH Bathroom	WNC Wine Cellar
BKY Backyard	HGR Hangar
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[mypilotstore](https://mypilotstore.com)

Aviation Words — True Air Speed

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

We all learned this as student pilots, but I, for one, manage to ignore it in routine flights. The use of GPS for over-the-ground speed measurements has largely superseded the need for awareness of true airspeed for longer cross-country flights.

Pilots were all taught that the pitot-based airspeed indicator system is only accurate at standard air pressure and temperature. Unless you're flying at below sea level (generally not a good idea in most parts of the world), inaccuracies increase with altitude, because air pressure goes down and so does outside air temperature.

At higher speeds the compressibility of air must also be considered, since we're not just thinking about how fast the air is flowing but also about how much it is being compressed in the pitot system. The calculation for relatively low speed flight is based on the formula $TAS = EAS \times \sqrt{\rho_0/\rho}$, where TAS is true airspeed, EAS is equivalent airspeed, ρ_0 is the air density at sea level in the International Standard Atmosphere (15 °C and 1013.25 hectopascals, corresponding to a density of 1.225 kg/m³), and ρ is the density of the air in which the aircraft is flying.

For our purposes, equivalent airspeed is close to indicated airspeed in a well-calibrated system at sea level at standard pressure and temperature. Let's say we're flying at 6,500 feet on a day with standard pressure and temperature at sea level. At this altitude, the air pressure drops from 1013.25 to about 800 hectopascals. The square root of dividing sea level pressure by air pressure at altitude gives us 1.13. In other words, our true airspeed is 13 percent higher than that indicated.

As temperature goes up, the air pressure also goes down, and we start to see similar errors closer to the ground. Remember, it's true airspeed that's giving us lift; even though we might have done our stall testing at or close to standard pressure and temperature using indicated airspeed, those numbers don't stay the same with varying conditions, like summer flying in the mountains.

My little Dynon D10A is a marvelous instrument. I don't think I gave it enough respect when I installed the outside air temperature probe and the pitot system. Using its knowledge of OAT and altitude and a slick little algorithm in its programming, it will happily give me true airspeed. Maybe I'll start paying that indication more attention.



True airspeed indicator on D10A.



Answers to the Quiz on Page 12

In Class E airspace, above 1,200' AGL but below 10,000' MSL during the day, the cloud clearance requirements is 500' below, 1,000' above, and 2,000' horizontal. Because clouds bases in AWOS/ATIS are always given in AGL you must convert AGL to MSL by applying field elevation. 2,300' AGL + 286' MSL = 2,586' MSL. Since you have to be at least 500' below clouds, you should subtract 500' from 2,586' MSL. 2,586' MSL - 500' = 2,086'. This is the highest altitude you can fly below the clouds VFR.

The aircraft is still airworthy for another 4.6 hours. After this, the aircraft may only be flown to an airport that has maintenance, and is able to perform the 100 hour inspection. The 100-hour limitation can not be exceeded by more than 10 hours while en route to reach a place where the inspection can be done. And, the excess time used to reach a place where the inspection can be done must be included in computing the next 100 hours of time in service.

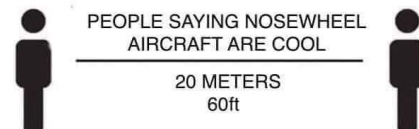
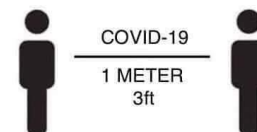
When you encounter carburetor icing, applying carb heat will cause the ice in the carburetor to start melting, sending ice and water through the engine. This will cause the engine to run rough momentarily, until the carburetor is clear of ice.

According to 91.117, no aircraft underlying a Class B airspace area may be traveling faster than 200 KIAS. Because you are at 230 KIAS near Swanson Airport, you would need to start decelerating to meet this restriction.

Because you are reverse sensing in this scenario, flying to the station with a FROM indication, a turn to 030 would cause the needle to deflect to the right.

Since a constant speed propeller will maintain the desired RPM, as you increase manifold pressure, the propeller will increase in pitch, to maintain 2500 RPM.

SOCIAL DISTANCING RULES



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!



FASTSIGNS® of Sherman

Todd Bass
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Rebecca Yavner, Agent

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EAA Webinars Schedule

<https://www.eaa.org/eaanews-and-publications/eaawebinars>

These live multimedia presentations are informative and interactive, allowing the presenter to use slides and audio, while audience members can ask questions and be polled for their opinion. Pre-registration is recommended since space is limited to the first 1,000 registrants.



6/24/20 @ 7 p.m.

Presenter: Joe Norris

Subject: Your Airworthiness Inspection — Be Ready

Qualifies for FAA WINGS and AMT credit.

The final step in building your amateur-built aircraft is the FAA inspection. In this presentation, EAA staff member and designated airworthiness representative Joe Norris will discuss how to prepare for the inspection and how to avoid the most common mistakes.

7/1/20 @ 7 p.m.

Presenter: Mike Busch

Subject: Was Justice Served?

Qualifies for FAA WINGS and AMT credit.

After a fatal air crash, the NTSB investigates and eventually publishes a probable cause. Civil litigation often ensues, usually brought by the family of the decedents. These lawsuits often result in a settlement, but sometimes they go all the way to trial. NTSB findings are inadmissible at trial, so the jury has to make its own determination of who was at fault. In this webinar, Mike Busch takes you through the details of a fatal accident involving a Cessna 421 that crashed shortly after coming out of an annual inspection. You'll learn what the NTSB determined, what the jury decided, and what really happened.

7/8/20 @ 7 p.m.

Presenter: Prof. H. Paul Shuch

Subject: Fast Track to Experimental

Qualifies for FAA WINGS and AMT credit.

Learn the differences between an ultralight, an E-LSA, an S-LSA, and an E-AB, and what can and can't be done with each type. Can you convert one to the other? How would you accomplish that, and why might you want to? Learn about these differences from Prof. Shuch, a longtime member of EAA.

7/14/20 @ 7 p.m.

Presenter: Paul Dye

Subject: Shuttle, Houston — a Look Inside Space Shuttle Mission Control

Former NASA lead flight director and EAA member Paul Dye provides a compelling look inside 30 years of space shuttle missions, relaying stories of missions and their grueling training in vivid detail. Paul examines the split-second decisions that mission control and astronauts were forced to make in a field where mistakes are unthinkable, and errors can lead to the loss of a national resource, and more importantly the astronaut crew. This presentation is based on Dye's new book, *Shuttle, Houston*, set for release on July 14 of this year.

8/5/20 @ 7 p.m.

Presenter: Mike Busch

Subject: Why Valves Stick

Qualifies for FAA WINGS and AMT credit.

Sticking and stuck exhaust valves are a frequent problem in piston aircraft engines. In early stages, it manifests itself as roughness after engine start (so-called "morning sickness"), and it can progress into something much more serious and a significant cause of power-loss incidents and accidents. Conventional wisdom says that it's caused by carbonized oil buildup due to excessive heat. In this webinar, Mike Busch explains that the real culprit is lead, not carbon, and it's actually insufficient heat that's the problem. Proper powerplant management techniques can minimize this problem, and Mike shows you how.

8/19/20 @ 7 p.m.

Presenter: Mike Bauer

Subject: How to Use Your Pilot's Operating Handbook

Qualifies for FAA WINGS credit.

Do you know what's in your airplane's pilot's operating handbook (POH)? Do you even have a POH? Maybe you have an owner's manual instead. What's the difference? Mike Bauer will discuss why you need a POH, what it contains, how to use it, and what to do if you don't have one.

EAA Webinars sponsored by



Upcoming Events

Saturday, Jun 20	Monthly Gathering at Texoma Aero Club Hangar at North Texas Regional (KGYI), 9:00am Subject: Upset Recovery with Rick Jones
	VMC Club Monthly Gathering at North Texas Regional (KGYI), 10:30am Subject: Pilot Workshop Online Scenarios
Thursday, Jul 16	VMC Club Monthly Gathering at Sherman Municipal Airport (KSWI), 5:30pm Subject: Pilot Workshop Online Scenarios
	Monthly Gathering at Sherman Municipal Airport (KSWI), 7:00pm Subject: ICAO Flight planning with Adam Yavner
Thursday, Aug 20	VMC Club Monthly Gathering at Sherman Municipal Airport (KSWI), 5:30pm Subject: Pilot Workshop Online Scenarios
	Monthly Gathering at Sherman Municipal Airport (KSWI), 7:00pm Subject: Martin UAVs with Rick Simmons
Saturday, Sep 26	Homebuilt Fly-in at Sherman Municipal Airport (KSWI), 9:00am Young Eagles at Sherman Municipal Airport (KSWI), 9:00am

Officers/Board of Directors/Key Coordinators

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Paul Tanner	Vice President	planetanners@yahoo.com	903-819-1940
Sean Noel	Secretary/ VMC Coordinator	sean_noel23@yahoo.com	903-816-0094
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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

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)*



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Membership dues for EAA
Chapter 323 are \$30/year.

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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 _____

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helping with:

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Newsletter
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Plane, Projects (%complete) and Interests: