



# The Ramp Page October 2022

Vol 53, Ed 08

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



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

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

Like us on Facebook @[ea323](https://www.facebook.com/ea323)

## President's Mission Brief:

By John Halterman

Hi EAA 323!

Well, this month keeps plugging along with lots of activities. We had a fly in at Brushy Creek and the breakfast at splash in. I want to thank everyone for the support and the volunteers that helped out!



This Thursday Oct 20, 7 PM, at Sherman Airport Terminal, we have a special presentation on iFlyGPS by Brolin McKay. This is an app that is an alternative to some of the flight planning tools out there. He will give us the ins and outs on it. Come on out and bring a friend!

Last, our semi-annual pancake breakfast fundraiser is on Saturday morning of November 12 is on! We will need volunteers to help. This is one of our major fundraisers of the year and your support is needed. Also, I do want to thank in advance for the many donations we typically receive. Thanks in advance! It is at Sherman Muni Airport and we'll need help that morning. Pancakes served 8:30-10:30am.

As an FYI, we decided not to do the DC-3 flight on the weekend of Nov 4-5. We learned a lot about this event and the planning, insurance, advertising challenges we had. However, we will address these gaps to generate more interest and give this a try again the future. A big thanks to Rich Kreekon for working on this challenge. We will try again.

I want to thank Bruce and Geneva McJunkin who have volunteered to carry the newsletter forward and let Ed enjoy retirement (it paid a "LOT". We look forward to your touch on the newsletter. A BIG THANKS!

Last, the elections are scheduled for the November chapter meeting. If you're interested in a position, let an officer/board member know.

No other news to report, but enjoy this fall weather and be safe!

John F Halterman  
EAA 323 President



## EAA 323 Young Eagle event:

By John Horn

Once again, Volunteers, ground Crew and Pilots showed up in full force and helped EAA 323 to have yet another successful Young Eagles event! 14 potential Future pilots showed up to get a taste of what it was like to be in the air! The theme of the day was most definitely Family!

Ground Crew staff consisted of Wadee Hudson, Ross Richardson, Nathan Wieck, Ed Griggs, and Joe Nelsen. Pilots included Heather Fahle (EAA Chapter 661), John Halterman, Jim Smisek, John Horn, Rex Lawrence, Danny Smith, and Leldon Locke. We can't thank Texoma Aero Club enough for their support, Pilot's and Aircraft as well!



Pilot's and Ground Crew waiting for the Young Eagles to show up!



Rex Lawrence and Young Eagle after a successful flight!



Pilot Leldon Locke making sure that everyone in buckled in and safe!



John Halterman explaining the process and path that the Young Eagle's flight will take!



Leldon Locke showing a Young Eagle's group around the plane, introducing them to the various working parts!



John Halterman and prospective Pilot after a successful Young Eagle flight!



Jim Smisek and a very happy family after a successful flight!



Danny Smith and a very happy and excited Young Eagle!



Ground Crew members Ross Richardson and Joe Nelsen, along with Pilot Heather Fahle (EAA 661 Volunteer) taking a much needed break!





Dad (Far right) who is also a Pilot talking with Ross Richardson, watches as his kids get an indoctrination from Leldon Locke!



Paul Tanner and Nathan Weick talking while waiting for the next young Eagle's flight to arrive!



Danny Smith and an excited family after a successful Young Eagle's flight!



Heather Fahle (EAA 661) assisted and had an excited family after a fun Young Eagle's flight!



Young man asked Mom for a Plane or a boat, He got a Young Eagle's flight instead! Mom has work ahead of her!



John Halterman heading out with a Young Eagle!



Jim Smisek going over last minute details prior to take-off!



Heather Fahle (EAA 661) showing her flight members the outer working of her aircraft, including retractable gear!





Rex Lawrence and another Young Eagle getting ready for a flight!



Pilots Rex Lawrence and John Halterman had their hands full as they got to take this family up! It was a great time for all!



John Halterman and his Young Eagle safely back on the ground!



Look, Parents! There goes your Young Eagle!



Rex Lawrence giving a last minute instruction while Paul Tanner, Ground Crew, looks on!

### EAA323 VMC Club Question of the month: October 2022

By EAA VMC Staff



This month's question: An aircraft has a max gross weight of 3,000 pounds and a published maneuvering speed of 100 knots. What would the approximate maneuvering speed be if the aircraft is loaded to a gross weight of 2,700 pounds?

### DC-3 Fantasy Flight:

By EAA 323 Staff

We are saddened to announce that, due to unforeseen circumstances, this event is going to be postponed! We will keep everyone posted!



## EAA First Saturday event (September): Mid-America Flight Museum

By Mike McLendon

Stated mission: EAA 3223 member's (along with anyone else who wanted to fly that morning) depart Sherman Municipal Airport (KSWI) and fly to Mt Pleasant, Tx and visit the Mid America Flight museum and have lunch!

5 aircraft carrying ten people. John Halterman and Romie, John Horn, Jim Smisek and Grandson, Tom Shad and James (from Gainesville), Frank Connery, Rick Simmons and Myself

Rick Simmons and I were slightly delayed due to a battery issue but arrived around 9:30.

The Tour started around 10 with Wayne Minor as our Host and Tour Guide. He gave a lot of details about the aircraft that were present in the Museum and stated that All aircraft have been restored to flying condition.

Rick, Tom, Frank, James, and I ate at Luigi's after the tour! Great food!

MID AMERICA  
FLIGHT MUSEUM



Wayne Minor

602 Mike Hall Parkway  
Mt. Pleasant, TX. 75455

Cell: (903) 563-0693

Email: wminor511@gmail.com  
www.MidAmericaFlightMuseum.org



Wayne Minor, our host MAFM



Jim Smisek and Frank Connery listening on as the tour begins!



One of the Original "Billy Bad-A's" of Taildraggers!!



1963 Bell 47 Multipurpose Light Helicopter



An original, and one of the last, 1931 Fordson buses surrounded by a Ford Tri-Motor, C-47, and Grumman HU-16 Albatross!



Go to their website at <https://midamericafightmuseum.com/our-mission/> to learn more about their work and to schedule a tour of the facility!



## EAA First Saturday event: Brushy Creek Fly-In

By Rick and Pam Simmons

Thank you doesn't seem enough. Our 26th fly in was a great day of Flying, stories, old friends and new catching up and enjoying a beautiful day. We had a dozen or so aircraft and 70 folks out for the festivities. There was about 5 gallons of chili, 60 brats and 45 hotdogs consumed along with desserts and side that folk brought.

Speaking of bringing it your donations to Your Neighbors House, our local food pantry was \$300 and close to a couple hundred pounds of food, diapers and baby supplies. The paper airplane contest was very competitive, and the adults even managed to set a good example of sportsmanship for the kid that participated. There were some pretty exotic designs brought out, I think some of Yall have been practicing.

Thanks to all who helped marshal, manage the grill, set up and clean up. And a big thanks to our sponsors, PKSolutions and Slater Land and Cattle for the beef for the chili. We could not make it without the helpers that pull this though.

Put it down for next year October 7,2023.



Now this is a pair to draw to! TAC's very own Glenda, a Cessna 150, flown in by Mike McLendon and Ed Griggs' 46 Aeronca Chief!



Look, we even let Kitfox's in! John Halterman (lt) and John Horn (rt)



Guess who got himself a new (to him) plane? Rick Simmons 41 J-3 Piper Cub!



Another TAC favorite, Lucy, a Cessna 172C, flown in by Rex Lawrence and Mary Lawrence



A different view upstairs of everyone enjoying the fun and food!



Absolutely Gorgeous day for a fly-in!

Teach your  
**CHILD**  
The Love Of **FLYING**  
And They Will  
**NEVER** Have  
Money For  
**DRUGS**

<https://HangarFlights>



## Cedar Mills Safety Seminar and Fly-In

By Kris Worstell

The total number of planes that arrived this year was down from last year but the Weather forecast (which turned out to be in our favor) was probably an issue. Even with that being said, the turnout was great!

The various Seminars had a good turnout as there were a number of Safety and Aviation related subjects to be covered.

Friday and Saturday evening dinner's had approximately 55 people each. Sunday morning's pancake breakfast, hosted by EAA Chapter 323, probably served 35 or so visitor's. A number of planes left Saturday afternoon to beat the weather but, All in all, a good time was had by all. Cant wait to see everyone next year!



Friday night dinner provided by the Pelican's Landing



Guest's attending a Seminar, with an emphasis on Safety!



Saturday night dinner at the Lodge!



## Upcoming Events:

### 37th Annual Fly M Ranch Flyin & Campout

By Dave and Marcia Mason

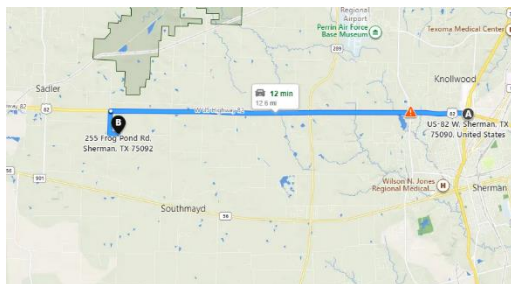
Otherwise known as Reklaw, this event is in its 37th year of celebration! Come on out, campout and enjoy the fun Oct 21-23!



### 9th Annual Frog Pond Fly-in

By Tanci and Mike Cuthbertson

In its 9th year of celebration, Tanci and Mike Cuthbertson invite all out for a fun-filled aviation themed celebration!



Frog Pond is located in Sherman, Tx (approximately 12 miles west of the US75/82 intersection on US82). Take the Spalding Rd exit (South depending on the direction you are heading).

Approximately 3/4 of a mile, turn left onto Frog Pond Rd and enjoy the fun and festivities!

FUN BEGINS	1130
CHILI CONTEST	1200
POTLUCK LUNCH	1230
DESSERT CONTEST	1300
LIVE BAND	AFTERNOON
FLOUR DROP CONTEST	AFTERNOON
SPOT LANDING CONTEST	AFTERNOON
SHORT FIELD T/O CONTEST	AFTERNOON

**SATURDAY, NOV. 12, 2023**

BRING YOUR CHAIRS AND DRINKS  
ALONG WITH YOUR BEST POT OF CHILI,  
FAVORITE DESSERT, OR SIDE DISH

TROPHIES | PRIZES | BOUNCE HOUSE

MIKE CUTHBERTSON 903.421.3764  
TANCI CUTHBERTSON 903.421.3800  
1446 FROG POND RD.  
SHERMAN, TX 75092

14XA  
N 33.39 541 W 096 47 355  
14 RH TRAFFIC PATTERN  
32 LH TRAFFIC PATTERN

### EAA 661 Denton Cookout:

By Heather Fahle

EAA 661 (Denton) is hosting a cookout on Saturday 10/29 from 11:00 to 2:00. We are asking for a \$8 donation for adults and \$5 students, of any kind. We'll have burgers, dogs, all the fixin's, drinks, waters, and more. We'll be meeting at the US Jet Center just south of the tower.



## FunPlacesToFly

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



## The Arcane Aviation Texas Fact: Daniel "Wrong Way" Corrigan

By Clay Coppedge

Source: <http://www.texasescapes.com/ClayCoppedge/Wrong-Way-Corrigan.htm>

<https://www.nonfictionminute.org/the-nonfiction-minute/wrong-way-corrigan>



There is a right way to do something and there is a wrong way, but sometimes the wrong way is the only way. That's one of the lessons we can take from the saga of Daniel "Wrong Way" Corrigan who made a transatlantic flight from New York to Dublin in 1938 but did it by flying the wrong way. Or so he said. For his part, Corrigan always insisted he just made a simple mistake.

Wrong Way Corrigan, as he will forever be known, was another in a long line of aviation pioneers from Texas who earned a certain degree of fame and fortune by being part of the first generation to leave the confines of earth in a flying machine. He was born in Galveston in 1907 but moved around a great deal as a child, eventually ending up in Los Angeles where he took his first flight lesson. From that point on he was usually flying an airplane, building an airplane or repairing one. He worked as an airplane mechanic for a company that built the "Spirit of St. Louis" for Charles Lindbergh but simply having an association with the world's first transatlantic flight wasn't enough for Corrigan. He had his eyes set on a distant shore - Ireland's. (In case the surname hasn't already given it away, Corrigan was of Irish descent.)

After quitting the factory and becoming one of those pilots who flew into small towns and offered people an airplane ride for a small fee, Corrigan applied to federal aviation officials for permission to make his own transatlantic flight. The feds decreed that the plane was stable enough to fly cross-country but not across the ocean. Corrigan made some adjustments and tried again. And again. Permission denied, and denied again.



Finally deciding - and we are sure of this - that it would be easier to obtain forgiveness than permission, Corrigan flew from California to New York after filing a flight plan that called for him to fly back to California on July 17. He took off on that day from Brooklyn in a heavy fog with instructions to head east out of the airport and then veer west, toward California, once he cleared the airport's airspace. To the airport officials' dismay, Corrigan kept going east.



Twenty-eight hours and 31 minutes later, Irish officials were as appalled as their American counterparts when Corrigan landed his plane in Dublin. Corrigan explained that he got lost in the fog and his compass stuck and he thought he was going west until he came out of the clouds after flying for 26 hours and saw a large body of water. Since he hadn't been in the air long enough to be over the Pacific Ocean, he figured out that he was over the Atlantic.

No one believed him, no matter how many times he explained it. "That's my story," he finally said, and he said no more.

Irish officials let him go and Corrigan returned to a hero's welcome in New York and the rest of the country. People admired the spunk and audacity of the man they affectionately called Wrong-Way Corrigan. His ticker tape parade in New York matched Lindbergh's. Corrigan took full advantage, endorsing a watch that ran backwards, of course, and writing a best-selling autobiography, *That's My Story*. After more than a decade in the public eye Corrigan returned to Texas, bought an 18-acre orange grove in Coleman County and moved his family there in the 1950s.



That he knew nothing about growing oranges deterred Corrigan not at all. Corrigan said he climbed to the roof of his barn to watch what his neighbors were doing, and then did the same thing. When they set out smudge pots, he set out smudge pots. When they irrigated, he irrigated. Even late in his life he was interviewed many times and always insisted he simply made a mistake on his flight because the dadgum compass got stuck.

His wife, Elizabeth, was diplomatic about the issue. In a Jan. 26, 1960 article in the "Santa Ana Register," she said, "He always told me the truth and he still sticks to his story."

We're glad he did.



# Class G Airspace, Explained

By Boldmethod08/11/2022, <https://www.boldmethod.com/learn-to-fly/airspace/class-g-airspace-explained/>

Class G airspace is the only form of "uncontrolled" airspace in the United States. It isn't charted, and it exists wherever Class A, B, C, D or E doesn't. But to truly understand Class G airspace, it helps to understand Class E airspace first. If you want to start with that, we have an article about Class E airspace here.



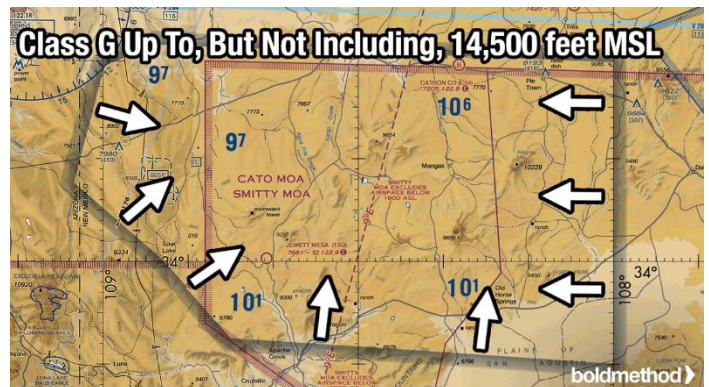
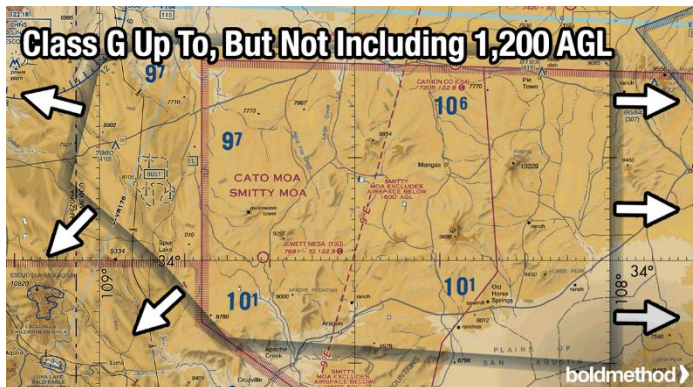
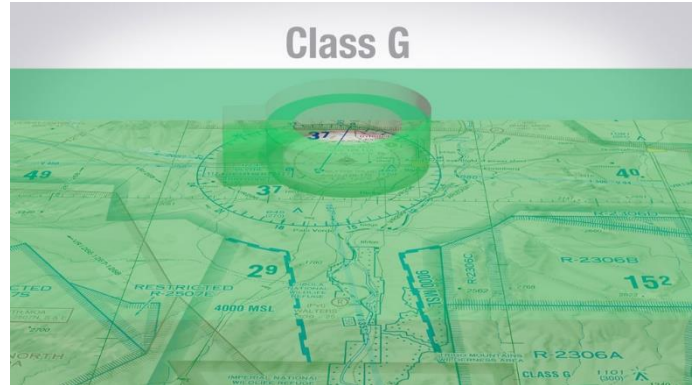
## What Is Class G Airspace?

Like Class E airspace, you can fly through Class G airspace at airports (the "terminal environment") and while en-route. However, Class G airspace isn't controlled. Neither VFR (Visual Flight Rules) nor IFR (Instrument Flight Rules) aircraft need an ATC clearance to operate in Class G airspace.

## How To Find It

Class G airspace exists wherever Class A, B, C, D or E airspace doesn't. Practically speaking, it starts at the surface and extends up until it hits Class E airspace. On a map, Class G's ceiling is the floor of Class E airspace. And, it's always exclusive. For example, if Class E starts at 700 feet AGL, Class G goes up to, but doesn't include, 700 feet AGL.

Class G airspace is most easily found on a sectional map when a fading, thick blue line appears. This line shows enroute Class E airspace starting at 1,200 ft AGL on the soft side of the boundary. What's below it? Class G.



There's a Class E/G boundary on the hard side of the line as well. In this case, Class E starts at 14,500 feet MSL, and Class G is below it. It's pretty easy to find these airspace markings in the Western US, but on the East Coast, it's rare to find airspace designated in this way. In the sections below, you'll find out how to find it regardless of whether it's marked on your map.



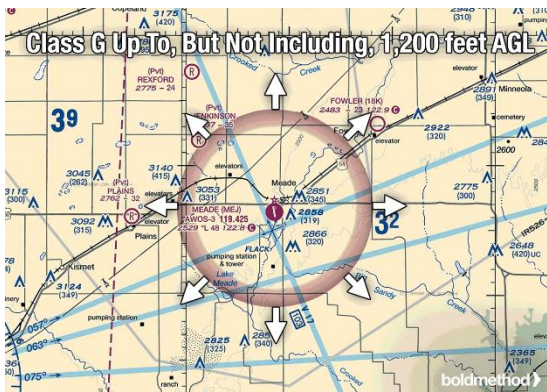
## Class G Up To 700' AGL

If Class E starts at 700' AGL, Class G starts at the surface and extends to - but doesn't include - 700' AGL. This is called a 'transition area', where VFR and IFR traffic are separated around an airport to avoid conflicts or collisions.



## Class G Up To 1,200' AGL

In the airspace highlighted below, Class E starts at 1,200' AGL, so Class G automatically starts at the surface and extends to - but doesn't include - 1,200' AGL.



## Weather Requirements

Class G minimum weather requirements exist so that you can see and avoid other aircraft and stay out of the clouds. Let's break the minimums down into three major categories:

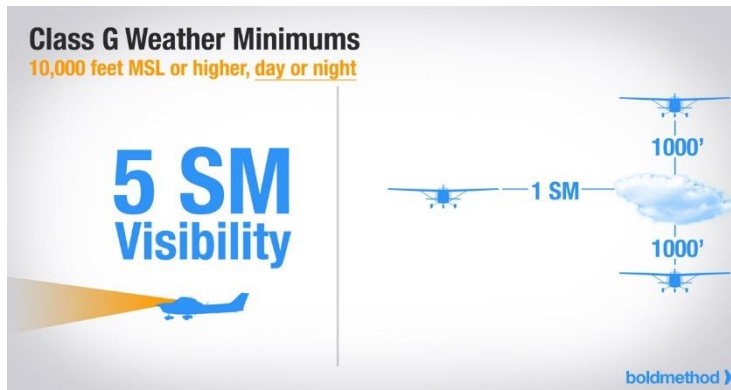
### 1) 1,200 feet AGL and lower



### 2) Above 1,200 feet AGL, but lower than 10,000 feet MSL



3) 10,000 feet MSL or higher



So why is there a difference in weather minimums at different altitudes? Because starting at 10,000' MSL, you can fly faster than 250 knots, and you need more visibility and distance from the clouds to see and avoid other aircraft.

### Communications

Do you hear that? Neither did we. That's because you don't need to talk to anybody in Class G airspace. However, when you're flying into an uncontrolled Class G airport, we recommend that you communicate your position at all times.

If you're landing at an airport in Class G airspace, you don't need to talk to anyone or make any radio calls. However, it's strongly recommended you do. The AIM suggests that you make position calls around the airport at these points:

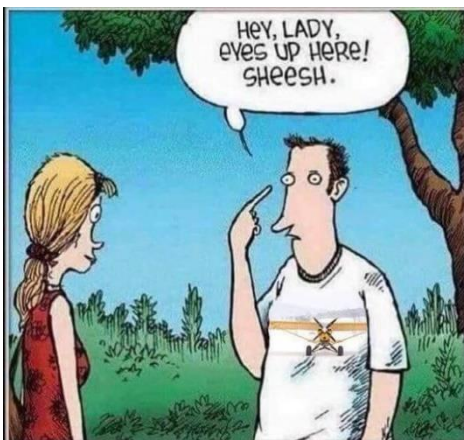
- 10 miles away from the field
- 5 miles away from the field
- Airfield overflight (if necessary)
- 45 degree entry to the downwind
- Downwind
- Base
- Final

### Restrictions

In Class G, you can't fly faster than 250 knots when you're below 10,000' MSL. By limiting planes from going faster than 250 knots below 10,000', it's easier for planes to see and avoid each other, helping reduce the chance of mid-air collisions.

### Equipment

If you're below 10,000 feet MSL, there's NO required equipment. But if you're 10,000 feet MSL or higher, and more than 2,500 feet AGL, you'll need a Mode-C transponder. Fortunately, that's not too much to keep track of.



## Weber's Law

By Rod Machado, October 2019, <https://rodmachado.com/blogs/learning-to-fly/webers-law>

If you closed your eyes, held out a cup, and asked someone to gently pour water in it, how much liquid would need to be added before you noticed a change in weight? One drop? Probably not. One ounce? Maybe. The answer is called the discrimination threshold for detecting weight differences. Interestingly enough, it depends on how heavy the cup is. By the way, don't try this experiment in a public place or the change you notice will be the coins at the bottom of your cup and you could get arrested for panhandling.



Ernst Weber (an 18th century German physician considered one of the founders of experimental psychology) discovered that there is a relationship between the degree of stimulation you're receiving and the amount it must change before you can recognize the difference. For instance, the discrimination threshold for sensing a change in pressure on the skin is approximately 16% (discrimination thresholds vary for different senses). Vary the pressure by 10% and people will not reliably notice the change. This finding has some interesting cockpit applications.

Let's assume that you've just entered a climb from straight and level flight. After establishing the nose-up pitch attitude, you find yourself holding so much elevator back pressure that you look over at your passenger and say, "Hey, spot me!" Being an astute student, you immediately spin the trim wheel with the enthusiasm of a Wheel of Fortune contestant, hopefully not while yelling, "Come on a thousand!" Suddenly, a great deal of hand-yoke pressure disappears, which is easily recognized because the change exceeded the discrimination threshold of 16%.

But what happens if you trim away less than 16% of the yoke pressure you're holding? You might not notice the pressure change. This is precisely what happens to timid trimmers. They trim a little bit, but not enough to notice any real difference in yoke-hand pressure. They then release the controls, only to notice a deviation in airplane attitude. Unfortunately, they repeat this process several times, wasting a lot of valuable time in the process.

When you watch experienced pilots trim their airplanes, you'll often see them make several large twists of the trim wheel (come on ten-thousand!) so they can easily feel the sudden decrease in control yoke pressure. With the airplane near its trimmed condition, they'll maintain very light hand contact with the yoke (that's right, they don't let go) then trim to keep the nose attitude and/or the VSI needle indication stabilized. Attempting to make the final trim adjustment using only the sense of touch can be difficult since the pressure change needed often does not exceed the minimum threshold for pressure detection.

Discrimination thresholds apply to other areas of flight. For instance, the discrimination threshold for sound is about 10%. Our ability to detect a change in pitch, however, is about 33 times more sensitive, with a discrimination threshold of .3%. Holy bat talk! That's sensitive. Now you know why singing off key drives people away, unless it's karaoke night, which brings them together.

This is one reason a pilot might not notice the sound of decreasing engine power, which could result from an accumulation of induction system icing or from an aft sliding throttle. However, he might more easily notice a pitch change resulting from an increase in propeller speed (perhaps due to a loss of oil pressure in an airplane having a constant speed propeller).

The discrimination threshold for determining differences in the perceived length of a line is approximately 1%, meaning that we're quite sensitive to detecting such visual changes. This is one reason we can effectively use our perception of length difference between the near and far end of the runway as a means of detecting a deviation from a previously stabilized glidepath. As you climb above or descend below a previously stabilized glidepath, the distance between the near and far end of the runway increases or decreases, respectively.

There are many variables that alter or affect Weber's law. One of them is time. If a stimulus changes slowly, you might not notice the change. This helps explain how a pilot can get into an accelerated stall when turning from base to final with an excessive bank, yet not notice the increase in pressure on his derriere (i.e., increasing g-force). Here are discrimination thresholds for a few sensory stimuli in order of our decreasing sensitivity to them: pitch .3%; length 1%, brightness of lights 1.6%; odor 5%; loudness 10%; pressure on skin 16%; and saltiness of food 20%.

Of course, we don't usually use our sense of taste to fly. This is fortunate for two reasons. One, we aren't very sensitive to a change in it. Two, no one can ever tell you that your landings taste a bit "pancake like."



# The 4 Types Of Airspeed, And What Each One Means For You

By Boldmethod, 07/28/2022, <https://www.boldmethod.com/blog/lists/2022/07/the-four-types-of-air-speed-and-how-each-one-works/>

Airspeed is more than simply reading off your airspeed indicator. Here are the 4 types of airspeed, and what each means for your flying...

## 1) Indicated Airspeed (IAS)

This one's pretty simple. It's read right off your airspeed indicator and is usually what you'll reference in the cockpit for speed changes. The speed limits of the sky, like not exceeding 250 knots below 10,000 feet MSL, are all written as indicated airspeed values.



## 2) True Airspeed (TAS)

True airspeed is the speed of your aircraft relative to the air it's flying through. As you climb, true airspeed is higher than your indicated airspeed. Pressure decreases with higher altitudes, so for any given true airspeed, as you climb, fewer and fewer air molecules will enter the pitot tube. Because of that, indicated airspeed will be less than true airspeed. In fact, for every thousand feet above sea level, true airspeed is about 2% higher than indicated airspeed. So at 10,000 feet, true airspeed is roughly 20% faster than what you read off your airspeed indicator.

Many aircraft, such as those with gas turbine engines, can reach a higher TAS at higher altitudes because their engines are more efficient at higher altitudes.

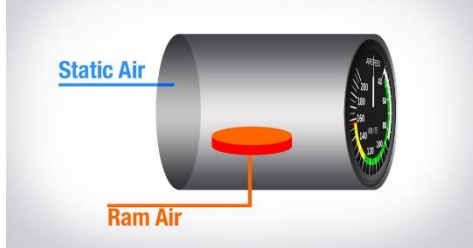
## 3) Groundspeed (GS)

The movement of your airplane relative to the ground is called groundspeed. It's true airspeed corrected for wind. With a true airspeed of 100 knots and a tailwind of 20 knots, you'd be flying a groundspeed of 120 knots.

If you shot a police radar gun at a plane flying by, you'd be measuring groundspeed of the airplane, assuming the officer was stationary.



## Airspeed Indicator - Round Dial

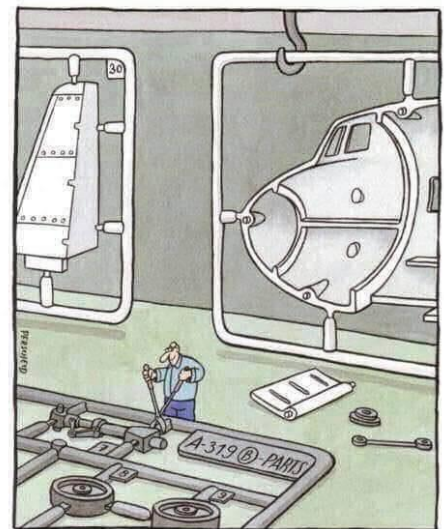


## 4) Calibrated Airspeed (CAS)

Calibrated airspeed is indicated airspeed corrected for instrument and positional errors. At certain airspeeds and with certain flap settings, the installation and instrument errors may total several knots. This error is generally greatest at low airspeeds, with nose high pitch attitudes.

When flying at sea level under International Standard Atmosphere (ISA) conditions (15 degrees Celsius, 29.92 inches of mercury, 0% humidity), calibrated airspeed is the same as true airspeed. If

there is no wind it is also the same as ground speed.



Juergen's job at Airbus was exactly like his childhood dreams.

## Pilot's Tip of the Month: Keys To Good CRM?

Featuring Bob Martens, <https://pilotworkshop.com/tips/keys-to-good-crm-bob/>

Subscriber question:

"We hear a lot about CRM (Cockpit/Crew Resource Management). There are lots of theories involved, but what are the practical keys to effective CRM?" — Joe W.

Bob:

"First of all, time management—recognize that rushing works against us in all circumstances. Give yourself enough time to do the job (each task) right the first time. This involves the planning, preflight and the enroute phases of flight.

*Information management*—with good information you'll make good decisions. If you are having trouble making a decision, get more information so you can do it right.

*Workload management*—all pilots have a breaking point. Use your quiet time (during the flight) to free up your skills for the critical phases of flight.

*Prioritization*—recognize the difference between critical actions and routine actions. Manage your cockpit so that the critical phases of flight (takeoff, approach, and landing) are never interfered with or compromised.

*Situational awareness*—ALWAYS be aware of where you are and what is going on around you that could impact your flight. It is the direct opposite of complacency.

Finally, risk management—every decision we make, big or little, has consequences. We need to consistently review our decisions for accuracy and appropriateness to ensure desired outcomes are achieved. No flight is perfect. It is only when we link together a series of bad decisions that we impact safety."



USAF (ret) Safety Officer,  
FAA Safety Program Mgr

## Pilots N Paws:

By Rich Kreekon



The next time you are thinking about that \$100 hamburger, might I suggest that you look up Pilots N Paws. Pilots N Paws is a 501c3 charitable organization who, through the help of general aviation volunteer pilots, transport rescue animals by air.



Three beautiful ladies take to the sky - and one is actually named Lady! The story begins in OK, where Lady's owner passed and she had no place to go. Thanks to some caring people, a foster home was located for her and a team of pilots worked together to get her from OK to Houston. Volunteer pilots Elizabeth and daughter Isvet flew the final leg from Dallas to Houston. Looks like all 3 "Fly Girls" enjoyed taking to the skies. Thank you pilots Elizabeth & Isvet.

We have flown thousands of rescue animals, military working dogs, service dogs, and dogs soldiers have adopted from war zones to safe havens provided by rescues and families. To find out how you can help, please visit [pilotsnpaws.org](http://pilotsnpaws.org).

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# Quiz: 5 Questions To See How Much You Know About Class G Airspace

By By Corey Komarec 07/20/2022 [https://www.boldmethod.com/blog/quizzes/2022/07/5-questions-about-class-g-airspace-can-you-get-them-right/?fbclid=IwAR1u7GbzlqDI3ihluxRqCoNT96lqo3XU0vpQEUEtKDx\\_R0Aj8L\\_8w1No-PU](https://www.boldmethod.com/blog/quizzes/2022/07/5-questions-about-class-g-airspace-can-you-get-them-right/?fbclid=IwAR1u7GbzlqDI3ihluxRqCoNT96lqo3XU0vpQEUEtKDx_R0Aj8L_8w1No-PU)

Answers on page 19!

1) What Class G equipment requirements are there below 10,000' MSL?

Mode S transponder	Two way radio	Mode C transponder	No required equipment
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2) What altitude does Class G extend up to at Airlake (KLVN)?



Up to, but not including, 700' MSL	Up to, but not including, 700' AGL
1,200' AGL	4,000' MSL

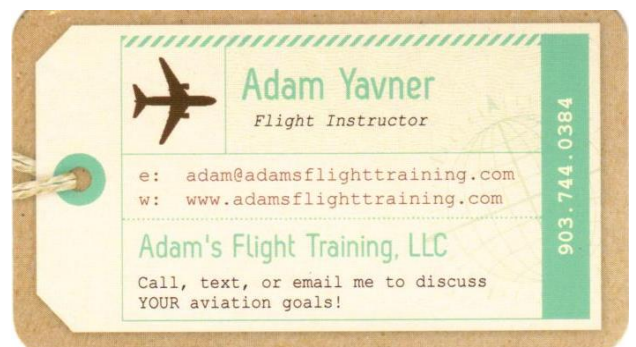
3) You're on the ground at Tulia/Swisher County airport (106). The current weather is OVC013 and 1 1/2 SM visibility. It is 1400 local time. Could you depart for a local pattern flight?

No, the ceiling must be higher than 2,000' AGL	No, the visibility must be at least 3 SM	Yes, visibility is greater than 1 SM
--	--	--------------------------------------



"And let's get one thing straight. There's a big difference between a pilot and an aviator. One is a technician; the other is an artist in love with flight."

E. B. Jeppesen





4) What are the vertical dimensions of Class G airspace at Sikes (KCEW) during its normal airport operating hours (1200Z - 0400Z)?

Surface - 700' AGL	Surface - 1,199' MSL
Surface - 699' AGL	Class G doesn't exist here



5) According to the AIM, how far out should you start announcing your position/intentions when arriving at a Class G non-towered airport?

2 NM	20 NM	10 NM	4 NM
------	-------	-------	------

## CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER



**KENT FITCH**  
 Designated Pilot Examiner  
 Gold Seal & Master CFI Fixed & Rotary Wing

MCFI/CFII AMEL/ASEL/HELI SFAR 73 R-11/44 Instructor Advanced/Basic Ground Instructor Instrument Ground Instructor Night Vision Goggles Instructor	A&P Mechanic SUAV Drone Pilot ATP AMEL/ASEL/HELI High Performance/Complex Flight Reviews/IPC
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## Aircraft of the Month: Standard J

[https://en.wikipedia.org/wiki/Standard\\_J](https://en.wikipedia.org/wiki/Standard_J)

*The Illustrated Encyclopedia of Aircraft* p.2835

*EAA's Standard J-1 Makes First Post-Restorative Flight". EAA. EAA. 2 October 2014. Retrieved 10 May 2017.*

The Standard J is a two-seat basic trainer two-bay biplane produced in the United States from 1916 to 1918, powered by a four-cylinder inline Hall-Scott A-7a engine. It was constructed from wood with wire bracing and fabric covering. The J-1 was built as a stopgap to supplement the Curtiss JN-4 in production.

Charles Healy Day had designed the preceding Sloan H series of aircraft and continued the line under the Standard Aero Corporation (later Standard Aircraft Corporation). Four companies, Standard, Dayton-Wright, Fisher Body, and Wright-Martin, delivered 1,601 J-1s between June 1917 and June 1918. The Standard J-1 can be differentiated from the Curtiss JN series by its slightly swept-back wing planform, triangular king posts above the upper wings, and the front legs of the landing gear which were mounted behind the lower wing's leading edge, just about where the forward wing spar of the lower wing panel attaches to the fuselage.

Although produced in large numbers, its four-cylinder Hall-Scott A-7a engine was unreliable and vibrated badly. While JN-4 production outnumbered J-1s by about two to one to June 1918, fatalities in JN-4s versus J-1s numbered about seven to one as a result of the limited use of the J-1s. Few later production J-1s left their delivery crates.

In June 1918, all Standard J-1s were grounded, although training remained intensive. Sufficient JN-4s were available to meet training needs, and at \$2,000 per aircraft it was not cost-effective to convert them to use Curtiss OX-5 engines. Contracts for 2,600+ JS-1s were canceled, and those not used for ground instruction by the US Army were sold as surplus or scrapped. Curtiss, which produced its competitor (the Curtiss JN) bought surplus J-1s which they modified with different powerplants, for resale.

Many J-1s were flown by civilian flying schools, and for joy-riding and barnstorming operations, until they were worn out, or were forced into retirement by new air transport legislation in 1927 which banned passenger aircraft with wood structures due to a number of high-profile accidents.

### Specifications: Standard J

#### General characteristics:

Crew: 2

Length: 26 ft 7 in (8.10 m)

Upper wingspan: 43 ft 11 in (13.39 m)

Lower wingspan: 32 ft (9.8 m)

Height: 10 ft 10 in (3.30 m)

Wing area: 429 sq ft (39.9 m<sup>2</sup>)

Airfoil: R.A.F No 3

Empty weight: 1,350 lb (612 kg)

Gross weight: 1,950 lb (885 kg)

Fuel capacity: 31 US gal (26 imp gal; 120 L)

Powerplant: 1 × Hall-Scott A-7 water-cooled straight-4 engine, 100 hp (75 kW)

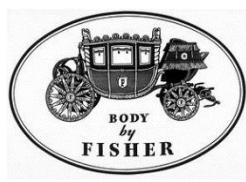
#### Performance:

Maximum speed: 68 mph (109 km/h, 59 kn)

Stall speed: 37 mph (60 km/h, 32 kn)

Range: 350 mi (560 km, 300 nmi)

Time to altitude: 10 minutes to 2,600 ft (790 m)



## Aviation Words – “Pilot”

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

Reading an aviation-based newsletter you could be excused for thinking that the word “pilot” was invented for aviators, but you’ve probably also heard it used in several other ways. Actually, the word is about 500 years old and was generally used to refer to someone who steered a boat. It’s still in use in that sense today, but in the more restricted sense of someone who boards a ship to steer it through the difficult bits, like entering a harbour. In that case, they’re often local to the area and might pilot one ship after another all day since they have local knowledge.

The origin of the word “pilot” comes from the Greek *pēdon* meaning “oar.” In the early days, and still today, oars were not only for propulsion but also for steering. The word is also used more abstractly for the concept of pilot programs, with the idea that they will do some steering for larger versions.

Growing up on the mouth of the River Tyne, in North East England, there were pilots in my area who probably never were on an aircraft! If you’ve ever seen a style of sailboat called a pilot cutter, it was used in the days when pilots would race out to meet an arriving ship, to offer their services. The faster and more seaworthy they were, the more work the pilots got.

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

By EAA VAM Staff

Answer: The percentage change in speed is approximately half the percent change in weight. Since the weight has decreased by 10 percent, maneuvering speed will decrease by approximately 5 percent. In this case, maneuvering speed will be approximately 95 knots (95 percent of 100 knots).

## Builder’s Corner Updates:

By Ed Griggs

If you are currently building an aircraft or doing any restoration work and want to be included in Builders Corner, we would like to hear from you. Email your updates and pics to Ed Griggs at [a\\_model\\_guy@ymail.com](mailto:a_model_guy@ymail.com). Thanks!!

An online EAA Builder's Log that is free for all EAA members to use to document their projects and demonstrate compliance with the FAA's 51 percent rule. If you're a homebuilder who hasn't yet utilized the FREE online EAA Builders Log, you're missing out! Go to <https://eaabuilderslog.org/?blhome> and setup your free Builders log today!!

## Answers to the Quiz on Page 16 & 17

1) In Class G airspace, there are no specific equipment requirements below 10,000' MSL. As long as you are outside of a Mode-C veil and below 10,000' MSL, you don't need a radio or a transponder.

2) Class G airspace ends up to, but not including, 700' AGL.

3) Weather minimums during the day below 1,200' AGL in Class G airspace are 1-mile visibility and clear of clouds. So, given the weather in this scenario, you are legal to practice landings in the pattern. That being said, you should always be cautious about flying VFR in low-ceiling conditions.

4) The dashed magenta line represents Class E to the surface during normal operating hours. So, Class G doesn't exist here unless it's after 0400Z and before 1200Z.

5) The AIM recommends you start self-announcing at a distance of 10NM.



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

By Todd Bass

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

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

The answer is simple – shop local.

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

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

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

The following Companies have been very supportive of EAA323 and are deserving of our patronage.

# FASTSIGNS®

### FASTSIGNS® of Sherman

Todd Bass

1920 N Grand Ave, Sherman, Texas 75090

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

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## Keep Calm SHOP LOCAL

Here are some ways you can continue to support our local businesses during this season where they may experience economic hardship.

- Buy gift cards now for later use.
- Buy items now for future pick up.
- If you know a business owner, ask how you can help them during this time.
- Keep your membership current. Most places rely on your dues to operate.
- While tipping is always a good practice, now is a time to be particularly generous.

Sherman  
CHAMBER • COMMERCE



## 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.

**10/19/22 @ 7 p.m.**

Presenter: Larry Bothe

**Subject: When the Engine Goes Silent  
Qualifies for FAA WINGS credit.**

What should you do when it gets quiet up front? Nine-time engine failure survivor and certified flight instructor Larry Bothe will tell us what really works and what doesn't when the engine quits. Not only what you do, but when you do it, can have a big impact on your likelihood of survival. Join us for Larry's informative presentation.

**10/26/22 @ 7 p.m.**

Presenter: Catherine Cavagnaro

**Subject: Avoiding Loss of Control  
Qualifies for FAA WINGS credit.**

Catherine Cavagnaro from Ace Aerobatic School will discuss the aerodynamics of common flight situations that lead to a loss of control, associated recovery techniques, and ways to avoid those situations in the first place. Catherine will share original video clips which will help the aerodynamics make sense.

**11/2/22 @ 7 p.m.**

Presenter: Mike Busch

**Subject: Real-Life Breakdowns  
Qualifies for FAA WINGS and AMT credit.**

Every aircraft owner dreads a mechanical breakdown while away from home on a trip. These events are emotionally charged. You're typically stuck somewhere you don't want to be and at the mercy of strangers you don't know whether to trust. It can be frustrating, frightening and exasperating. In this webinar, maintenance expert Mike Busch A&P/IA discusses a half-dozen real-life breakdowns and how his team of veteran A&Ps helped the owners get back in the air quickly, and he offers some rules for dealing with such situations.

**11/3/22 @ 7 p.m.**

Presenter: Paul Maloy, AeroEducate Program Manager and Danielle Schmick, AeroEducate Educator

**Subject: Using AeroEducate in an Education Environment**

AeroEducate is EAA's newly launched youth education initiative designed to actively engage youths from kindergarten through high school graduation to explore the technologies and the opportunities of aviation and aerospace. AeroEducate offers free, real-world, plug-and-play, fun, hands-on, enrichment activities that can be easily inserted into any STEM curriculum, home learning, or youth club environment. Come see and hear our EAA educators show what the possibilities and potential rewards are for your students!

**11/8/22 @ 7 p.m.**

Presenter: Chris Henry and Ben Page

**Subject: Past Aircraft of the Collection  
Museum Webinar Series**

Chris Henry and Ben Page from the EAA Aviation Museum staff take a dive into the museum archives to explore the history of the EAA museum and look at some of the aircraft which are no longer in the collection, and where they are today.

**11/9/22 @ 7 p.m.**

Presenter: Prof. H. Paul Shuch

**Subject: Talk to the Tower — Communicating in Controlled Airspace  
Qualifies for FAA WINGS credit**

Pilots who trained in a non-towered environment are sometimes overwhelmed when first they venture out to a big city municipal airport. Though their flying skills are quite up to the task, they often find the fast-paced radio chatter intimidating. This WINGS award webinar Prof. H. Paul Shuch will help you to make sense of what you're hearing, and come across on the radio as calm, cool, and collected.

**11/16/22 @ 7 p.m.**

Presenter: Gary Reeves

**Subject: ForeFlight IFR Pro Tips  
Qualifies for FAA WINGS credit.**

This is a must-attend webinar for IFR students, pilots, and instructors that want to gain a mastery, not minimums level of knowledge, using ForeFlight to make single-pilot IFR easier and safer. This special presentation is by Gary "GPS" (Guy in the Pink Shirt) Reeves, the 2019 FAA National CFI of the Year. With two decades and more than 8,300 hours of real-world experience flying more than 50 different aircraft types in every U.S. state and internationally, "GPS" will share tips and techniques that go far beyond other good instructors and training programs.



EAA Webinars sponsored by



## Upcoming Events:

- Thursday, Oct 20      EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI),  
1200 South Dewey, Sherman, TX @ 7:00pm  
Subject: Brolin McKay of iFly GPS by Adventure Pilot
- Friday, Oct 21-23      37th Annual Fly M Ranch Flyin & Campout, Reklaw, Tx  
See <http://reklawflyin.org/> for more information!
- Saturday, Oct 29      Lonestar STOL Competition & HUSKY National STOL Finals at Gainesville, TX (KGLE)  
See <https://nationalstol.com/lonestarstol/> for more information!
- Denton EAA 661 Cookout, 11:00 to 2:00
- Saturday, Nov 12      First Saturday Event: Pancake Breakfast Fly-In, Drive-In at Sherman Municipal Airport (KSWI),  
1200 South Dewey, Sherman, TX @ 8:30am – 1030am
- 9<sup>th</sup> Annual Frog Pond Fly-In with Tanci and Mike Cuthbertson
- Thursday, Nov 17      EAA 323 Monthly Gathering at the Sherman Municipal Airport (KSWI),  
1200 South Dewey, Sherman, TX @ 7:00pm  
Subject: Thanksgiving Potluck and Elections with John Halterman

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**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 WWII)*



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Copilot (spouse, friend, other) \_\_\_\_\_

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City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone Home: \_\_\_\_\_ Mobile: \_\_\_\_\_

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Pilot/A&P Ratings \_\_\_\_\_

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