



The Ramp Page

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



November 2019

Email: eaa323@hotmail.com

Website: <https://www.323.eaachapter.org>
 Like us on Facebook @eaa323!

President's Mission Brief for December 2019

By Mike McLendon

Soon to be Past President Mission Brief



Breaking news, this just in, Adam Schiff has announced that another whistle blower has come forth to bring to light another hearsay scandalous issue, occurring, this time in the great state of Texas, Texoma area. EAA 323 President Michael McLendon has been accused of colluding with the Chinese to have all ATC tower communications be transmitted in Mandarin.



EAA presidential candidate, Clint(on). Seen here in a recent meeting with his advisors, is calling for impeachment of McLendon.

Presidential Candidate Clint(on)'s campaign's MEAGA, Make EAA Great Again rallies are gaining momentum with this unconfirmed accusation.

Woaaaa. wait a minute. WTH? President Clint(on)....?????

..... Mike wake up! you're having a bad dream... a nightmare.

Two pots of coffee later.....

Hey Clint, we had you going there. You're a good sport and a great asset to this chapter. And my friend.

Now.....

A formal announcement from your soon to be Former President.

I am pleased to present the nominations for EAA 323 Officers, 2020:

John Halterman, President
 Sean Noel, Secretary

Paul Tanner, Vice President
 Ross Richardson, Treasurer, Membership

Mary Lawrence, Director
 Steve Straus, Director

Rick Simmons, Director

Jim Smisek, Technical Counselor
 Mel Asberry, Technical Counselor

Joe Nelsen, Technical Counselor

John Horn, Young Eagle Coordinator

Adam Yavner, Eagle Coordinator

Ed Griggs, PIO



The election will be held on November 21st during our chapter meeting as is tradition.

Our November meeting will be a “Thanksgiving” potluck style dinner with Chili being the main course. We’re asking everyone to bring something to the table, perhaps a seasonal favorite dish, drink, dessert,

Tri Motor Wing Restoration Fund. Please continue to contribute. We’re suggesting \$20. Ross will accept your donation.

Mike Gilliam, Air Traffic Controller at North Texas Regional Airport (NTRA), will be our guest speaker.



What a great turnout for Cedar Mills Splash In Fly In! Over 100 aircraft.



Not good on farewells, especially since I’m not going anywhere, but I do want to give a big **Thank You** to my officers, directors, counselors, coordinators, and especially Ed (who always makes me look good in print). The past two years have been very special to me. You all have supported me, but most importantly, you’ve supported EAA 323. Keep up the good work and continue to provide support and encouragement to John as he takes 323 to new heights and adventures. Welcome Sean, a newbie to the officer’s ranks, for stepping into a 323-leadership role.

Thank You My Fellow Aviators and Friends,

Mike

Texoma Aero Club wants You!

By Michael McLendon

**We
Want
You To
Join Our
Group!!**

I’ll get straight to the point. Texoma Aero Club needs Members. Some of you have inquired about the club. How about taking the next step and becoming a member? We still have Charter Member slots open.

Our goal is to increase our Full Membership roll by five this month. So, if you are a member, invite someone. And thanks for your membership. If you are still undecided, what can we do to convince you to become a member?

Texoma Aero Club needs a 172 to round out our livery. Many of you have inquired about the club adding a third aircraft with training and cross country capability. Let’s face the facts. A 150 is a great trainer but not all students or Rusty pilots fit comfortably in one. The Grumman is available for training also. For current pilots, it requires some additional check out hours. Once you do, you’ll be hooked. And many of you already have 172 time. If you have a 172 that would fit our mission, let us know.



Young Eagles Day Registration Website

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

Also, for All persons involved, whether acting as Pilot, Ground crew and Crowd Control, it is requested that you go to <https://www.eaa.org/ea/youth/youth-protection-policy-and-program> and complete the EAA Youth Protection Policy and Program. Once completed, please let John Horn know so he can add you to his list of qualified persons! Thanks!!



[Silver Falcon Aero estates gets go ahead from Sherman P&Z](#)

By Michael Hutchins, Herald Democrat

Posted Oct 23, 2019 at 12:01 AM

<https://www.heralddemocrat.com/news/20191023/silver-falcon-aero-estates-gets-go-ahead?fbclid=IwAR2m83-c0ZmK54YyrqgbKe1VaXehWD20LIWA6m9ZO0R3A8wVskDPkyzEXK4>

A new development aimed at pilots and aviation enthusiasts has been cleared for liftoff at Sherman Municipal Airport. A series of requests and variances for Silver Falcon Aero Estates — a residential development featuring homes that will come equipped with hangars for aircraft storage was approved through Sherman Planning and Zoning Commission Tuesday.

Expecting to have about 67 residential units across 32 acres of land, developers are proposing to build the new community directly adjacent to Sherman Municipal Airport.

“This is really a green light for us to go full speed with this project,” SkyTrust CEO Marius Meintjes.

The units will range in size from patio homes to full-size residences featuring about 3,000 square feet of space, Strand A&E Business Development Director Eric Cantrell said. While primarily a gated community, the development will also include a fixed-based operator, clubhouse and restaurant that will be open to the public.

Members of P&Z expressed some confusion on the thoroughfares in the development as they will service both airplane and motor vehicle traffic. Cantrell compared this to about a dozen other communities in the Dallas-Fort Worth Metroplex that have similar shared access.

“So you can literally drive your plane up to your house,” commission member Shawn Davis asked.

Cantrell said the development will feature reduced setbacks with areas adjacent to the road controlled and maintained by the development. This will reduce obstacles along the roads and give clearance as some aircraft can be nearly 50 feet wide.

“It is about controlling those areas, controlling them for safety,” Cantrell said.

Some members of the public brought up concerns with the project ranging from safety issues and concern about drug trafficking to worries about what the additional traffic and development would have on the community.

Sylvia Dickson, who lives on Gribble Street, said she is worried about the condition of the roadway especially following damage from heavy vehicles over the summer. She also expressed worry that the construction could damage water infrastructure that stretches across the airport. Previously, she received a \$400 water bill after her line was cut due to work at the airport.

Meintjes said he did not expect there to be issues with the infrastructure. But, he said he has plans to bring in a septic sewer for the project which will open up access to the neighboring properties.

Robin Barnum expressed concern about the effects of additional traffic at the airport from a noise standpoint. Currently, there are planes flying in at late hours which could increase with the development.

“Ever since traffic has increased there, it has been noise, noise, noise, noise,” she said.

Meintjes said he has considered the noise issue, but will leave the decision up to the newly-formed airport advisory board to set guidelines on how late planes can operate at the site.



Eric Cantrell speaks before the Sherman Planning and Zoning Commission regarding the Silver Falcon Aero Estates, a new gated community adjacent to Sherman Municipal Airport aimed at pilots and aviators. [Michael Hutchins / Herald Democrat]



With Tuesday's approval by the commission, some of the requests will still need to go before the City Council for approval. They will include zoning requests and specific-use permits to allow the project to move forward.

Regardless, developers viewed Tuesday as a success and the start of momentum. Despite only now getting plans approved, Meintjes said he has already had tentative reservations made for the development.

"We are hoping now to go full speed with the reservation process," he said.

The approval also puts the project on a timetable to start construction within a year.

Cedar Mills Fly-in

By Mike McLendon



Quiz: Are You Legal To Fly In These 6 Scenarios?

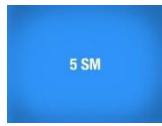
By Colin Cutler 07/15/2019

<https://www.boldmethod.com/blog/quizzes/2019/10/six-questions-to-see-how-much-you-know-about-this-airspace/>

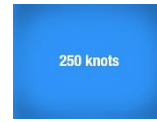
1) You're overflying Northwest Florida airport at 2,500' MSL while the tower is operating. Are you in Class D airspace?



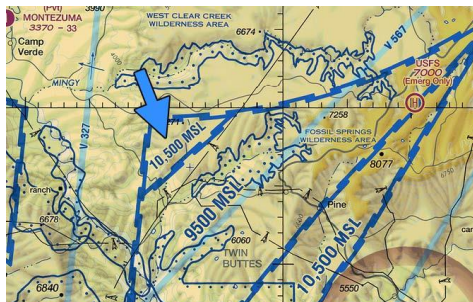
2) You're flying in the mountains at 12,500 feet MSL, and you're 1,100 AGL in Class G airspace. What is the minimum required visibility during the day?



3) You're landing at Daytona Beach (KDAB), and you're within 2 miles of the airport at 1,000 feet AGL. What's the maximum speed you can fly?



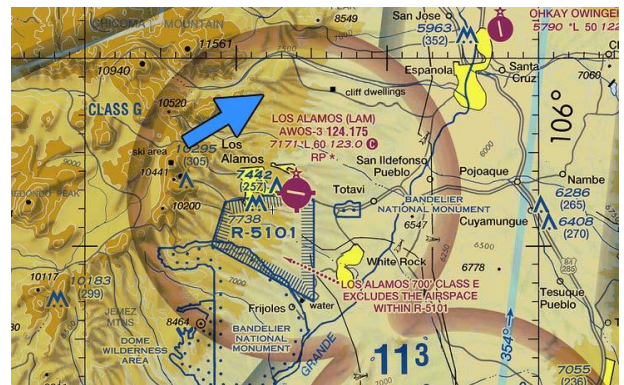
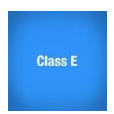
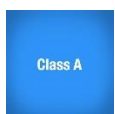
4) You're flying here at 18,000 feet MSL (blue arrow). What airspace are you in?



5) As a non-instrument rated private pilot in an airplane, can you request a SVFR clearance to land at an airport after sunset?



6) You're flying here (blue arrow) at 800' AGL. What airspace are you in?



CFI Corner

By Adam Yavner

Night Flight

It's that time of year again – it gets dark at 5:00 and you feel like you need to be in bed by 7:30. Suddenly, it is a little harder to plan a cross country with any comfort level that you will make it home before dark. Time to brush up on your night flying! The two major considerations here are Currency (are you legal?) and Proficiency (are you safe?).



Anyone with at least a Private Pilot certificate and no restrictions can just get in a plane and fly at night as long as the weather and visibility minimums are there. In terms of currency however, there are some considerations if you want to take a passenger with you. You need to know what equipment must be available. And, you need to know what lighting is required.

According to 14 CFR part 1.1, night is simply defined as the time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the Air Almanac, converted to local time. So you can log any time flown during this period as Night Flight.

However according to 61.57b, to maintain currency for the purpose of carrying passengers, you need in a 90 day period 3 takeoffs and landings to a full stop beginning 1 hour AFTER sunset to 1 hour BEFORE sunrise.

So we have a situation here where you could take off after sunset, fly to a nearby airport and land – and be able to log the night flight but not the landing. Make sure to keep a close eye on the clock if you are aiming for logging some night landings.

91.155 gives all of the weather and visibility minimums for day and night in the various airspace, and 91.205c gives all of the minimum required equipment for night VFR. 91.209 will fill you in on when your lights are required to be on – it is worth taking a moment to brush up on these.

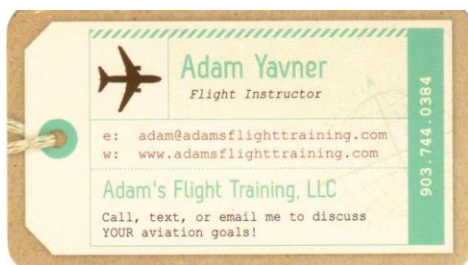
OK, so you are legal... but are you proficient? Much like instrument flight, night flying is a perishable skill. In poorly lit areas, you may not even be able to discern a visible horizon. Without a horizon, it is impossible to trust your body's sensations and really you'd be best off with an instrument rating. As an example, try this – in a long hallway in your house stand at one end and try to walk perfectly straight with your eyes shut. Odds are you won't reach the other end without hitting a wall – EVEN if you felt like you were keeping a straight line! Practice is paramount, and the best time to get some practice is on a perfectly clear moonlit night in a well-populated area with plenty of streetlights. Consider increasing your personal minimums by a wide margin.

In addition to increasing personal minimums, there are some other considerations. If departing on a cross-country, you want to be absolutely sure that the weather and visibility will allow comfortable margin above those minimums along the entire route. Know whether your destination has lighting, and how to activate it. Check NOTAMs to be sure they aren't out of service. Even as low as 5,000 feet, lower oxygen can affect your eyesight – even worse if you are a smoker – so consider bringing along portable oxygen. Be aware that some optical illusions exist – the “black hole” illusion could cause you to land short in an area of poor lighting. Or you could mistake a well-lit straight road for runway lights!

Beginning with the preflight, avoid bright lights to allow your eyes to accommodate. Invest in a high-quality flashlight (or three) with a red light. This will allow you to view the instruments or charts without ruining your hard-earned night vision. Be sure well ahead of time that any panel or cabin lighting works, and that you know how to turn it on and off and adjust it. Do not operate strobe lights if there is any chance you will enter fog or mist or a cloud – this can cause extreme vertigo.

Night flying is some of the best flying our certificates have to offer. It is normally cooler and smoother, less-busy, and the controllers are more laid back. If you want to get current and proficient, why not give me or a fellow CFI a call – you'll be glad you did!

As always, if you have any questions, shoot me a message and I'll do my best to get you an answer!



FunPlacesToFly

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

Builder's Corner Updates

By Ed Griggs

Ed Griggs' Ison Airbke Update:

Look what I received in the mail on Saturday, 11/02/19. Still sitting in my living room, waiting on installation!!



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!!

Answers to the Quiz on Page 5

The top of the Class D airspace is 2,500' MSL, denoted by the "25" in the box next to the runway.

Regardless of your MSL altitude, as long as you're 1,200 feet AGL and lower, your daytime vis requirement is 1 SM.

When you are within 4 nautical miles and 2500' of the surface of a Class C airport, you are speed restricted to 200 knots.

Class A airspace starts at 18,000 feet MSL over the entire Contiguous United States.

To request an SVFR clearance into an airport, you need to hold a private pilot certificate, and you can only operate SVFR between sunrise and sunset. To operate SVFR after sunset, you need to be qualified for instrument flight under FAR 61, and your aircraft needs to be equipped for instrument flight as well.

The magenta shaded ring means Class E airspace starts at 700 feet AGL.

**I BOUGHT A NEW Plane
AND THEN SHE ASKS,**



**"ARE YOU GONNA SELL
THE OLD ONE?"**

Mel Asberry

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[EAA Webinars Schedule](https://www.eaa.org/eaanews-and-publications/eaawebinars)

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

EAA is pleased to announce their November and December webinars that you can enjoy from the comfort of your home. EAA webinars are free to all aviation enthusiasts. Pre-registration is recommended since space is limited to the first 1,000 registrants.

Tuesday, November 12 at 7 p.m.

EAA Ray Aviation Scholarship – 2020 and Beyond

Presenter: David Leiting Jr.

Wednesday, November 13 at 7 p.m.

The First 400 Feet

Presenter: Tom Turner | Qualifies for FAA WINGS credit.

Wednesday, November 20 at 7 p.m.

Crew Resource Management: How To Do It Right

Presenter: Prof. H. Paul Shuch | Qualifies for FAA WINGS credit.

Tuesday, November 26 at 7 p.m.

Emergency Notification Systems

Presenter: Phil Lightstone | Qualifies for FAA WINGS credit.

Tuesday, December 3 at 7 p.m.

Chapter Roster Management Application

Presenter: Charlie Becker

Wednesday, December 4 at 7 p.m.

Is Hangaring Worth It?

Presenter: Mike Busch | Qualifies for FAA Wings and AMT credit.

Wednesday, December 11 at 7 p.m.

Vans RV Maintenance Gotchas

Presenter: Vic Syracuse | Qualifies for FAA WINGS and AMT credit.

Tuesday, December 17 at 7 p.m.

IAC - Where We've Been and Where We're Going!

Presenter: Robert Armstrong

Wednesday, December 18 at 7 p.m.

What You Need to Know About Airframe Icing

Presenter: Scott Dennstaedt | Qualifies for FAA WINGS credit.

EAA gratefully acknowledges the support of [Aircraft Spruce and Specialty Co.](#) for its generous sponsorship of our webinar programs.



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Supporting Our Community, Shop Local, Shop Texoma:

By Todd Bass

Our goal is to educate the public about the benefits of buying local. We work local and we live local so why not buy local.

A recent study found each \$100 spent at local independents generated \$45 of secondary local spending, compared to \$14 for a big-box chain. "Independent retailers return more than three times as much money per dollar of sales than large chain competitors." Don't forget that even franchises are locally owned. Our very own McDonalds, Chic-fil-a, FASTSIGNS and many more are locally owned and operated.



Rebecca Yavner, Agent

214-785-8188

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

GRI - Graduate Realtor Institute, PSA - Pricing Strategy Advisor, RSPS - Resort and Second-Home Property Specialist



FASTSIGNS® of Sherman

Todd Bass

1920 N Grand Ave, Sherman, Texas 75090

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

Vogel Allstate Insurance Group

Brad and David Vogel
5621 Texoma Pkwy, Sherman, TX
75090

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



Garner Feed and Seed

Ray, Chris and Nicole Garner
903-892-1081
706 E Mulberry St, Sherman, Texas 75090



The Prop-Strike Café, located at North Texas Regional Airport (at 5300 Airport Drive, Denison, Texas 75020 ((903) 419-2299)) is open Monday thru Friday, 6am – 2pm. Come by and see Andrea, Ally, and Chef Greg for a great lunch at Great prices!



Pop's Place, located in Denison at 4531 Texoma Pkwy, (and Pop's Place Too located at 21136 Hwy 56 West in Southmayd) serves Breakfast from 8am-10:30am and regular menu items from 11am-7:30pm Wednesday- Sunday, Friday brings Catfish, Popcorn Shrimp and Clam Strip plates starting at \$9.99! Someone wins their lunch for FREE at 12:30pm with our lotto lunch every single day!! Our Denison location is now available for delivery with Texoma Delivery, must be within a 15 mile radius of the restaurant!!



Upcoming Events

- Saturday, November 9 Second Saturday Event: Open house at Texoma Aero, Fly in or Drive in, 10-3. Grill will be in use
- Thursday, November 17 Monthly Thursday meeting at the Sherman Airport Terminal
Chapter meeting is Thanksgiving "Chili" Supper. Election of Officers. Open forum discussion -
Future direction of 323.
- Saturday, December 7 First Saturday Event: Visit to Cavanaugh Flight Museum. No charge to Chapter members. Details
to be decided. Fly, Drive, carpool, all of the above. This could be a "Flying Start" Eagle Event.
Weather permitting.
- Thursday, December 12 Christmas Party December 12/@ 6:30PM at the Richardson's. More details to follow.

Officers/Board of Directors/Key Coordinators

Name	Position	Email Address	Contact Number
Michael McLendon	President	macpharm@icloud.com	404-825-4795
Paul Tanner	Vice President	planetanners@yahoo.com	903-819-1940
John Halterman	Secretary	john.f.halterman@hotmail.com	903-819-9947
Ross Richardson	Treasurer	rprichardson46@gmail.com	903-821-4277
Steve Straus	Board of Directors	steve@straususa.com	214-693-1417
Rick Simmons	Board of Directors	rr52s@yahoo.com	903-818-8066
Mary Lawrence	Board of Directors	mary1983cpa@gmail.com	903-821-2670
Mel Asberry	Technical Counselor	n168tx@flytx.net	972-784-7544
Jim Smisek	Technical Counselor	jwsmisek@aerotechniques.com	903-819-6428
Joe Nelsen	Technical Counselor	nelsen.n502pd@gmail.com	903-818-0496
Ross Richardson	Membership	rprichardson46@gmail.com	903-821-4277
John Horn	Young Eagles Coordinator	jhorn@ntin.net	940-736-8440
Adam Yavner	Eagles Coordinator	ayavner@yahoo.com	903-744-0384
Ed Griggs	PIO	a_model_guy@ymail.com	903-436-1405

General Email: EAA323@hotmail.com

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



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)*



EAA SHERMAN CHAPTER 323 MEMBERSHIP APPLICATION AND RENEWAL FORM

- New Member
 Renewal
 Info Change

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

Make checks payable to
EAA Chapter 323

Mail application to:
Ross Richardson
2115 Turtle Creek Circle
Sherman, TX 75092

National EAA offices:
Experimental Aircraft Association
EAA Aviation Center
PO Box 3086
Oshkosh, WI 54903-3086

National EAA Membership:
(800) JOIN EAA (564-6322)
Phone (920) 426-4800
Fax: (920) 426-6761

Name _____

Copilot (spouse, friend, other) _____

Address _____

City _____ State _____ Zip _____

Phone Home: _____ Mobile: _____

Email address _____

EAA # _____ Exp date: _____

(Chapter 323 membership requires National EAA membership)

Pilot/A&P Ratings _____

I am interested in
helping with:

Fly-Ins
Programs
Newsletter
Young Eagles
Officer

Plane, Projects (%complete) and Interests: