The Ramp Page
February 2023

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EAA Chapter 323 Sherman, TX
Monthly Newsletter
Celebrating our 54th year of service!

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President's Mission Brief:

By John Halterman

EAA 323,

I'm drafting this as I'm on the flight home from Oshkosh where I just attended a leadership training summit at EAA headquarters. You'll see an article later in the newsletter about the trip.

Our next chapter gathering is on Thursday Feb 16, 7pm at Sherman Muni Airport Terminal. The subject will be a guest speaker, Robert "Trigger" Wallace. He is currently a test pilot for the F-35 and has previous military experiences. He'll be sharing that with us during the evening.

On Saturday March 4, we will go to the hangar at North Texas Regional Airport (North T hangars) and check out the Club's RV14 project and get a full update. The team has really been making progress since our last visit.

As we come to our typical spring events, I'd like to remind all that our spring Pancake Breakfast Fundraiser will be at Sherman Municipal Airport the morning of Saturday April 1. Also, Young Eagle Rally is slated for Sunday April 30. Mark your calendars!

Ok…enough of me and go out there and enjoy aviation! Warmth is just around the corner!

John F Halterman
EAA 323 President

EAA 323 Monthly Gathering – January

By John Halterman

Our January meeting was a mix of various elements! First we talked about arrival procedures and practices for the upcoming Fly-In to the Cavanaugh Museum of February 4th. Being under the Mode "C" vail can be tricky and ATC for Addison Airport has a standard approach pattern to keep visitors from flying into the Class B airspace that is adjacent to the airport.

Recognizing people who have stepped up to do a variety of jobs for the Club is always an exciting and fulfilling part of the job. These awards are given on behalf of Club members to those who have stepped up! We started to hand out awards and recognition at the Christmas party and needed to finish giving out awards to those persons who were not present. The following is a listing of awards that were handed out. Congratulations to all of the Awardees!

President: John Halterman
Vice President: Frank Connery
Secretary: Rex Lawrence
Treasurer: Ross Richardson
Membership: Ross Richardson
Young Eagles: John Horn
Eagles: Adam Yavner
Tech Counselor's: Joe Nelsen, Jim Smisek, Mel Asbury
Web Editor, Newsletter Editor: Ed Griggs

Ed Griggs awarded the Rich Worstell Award:

By Michael McLendon

The Rich Worstell Award is EAA 323's highest honor and is awarded to any Member who exemplifies the "Spirit of Aviation"! In general, the candidates' qualifications should include the support of the Experimental Aircraft Association and Sherman Chapter 323 goals and objectives. Areas considered are welcoming new members, the encouragement of "Young Eagles", participation in programs and events and the support of "Spirit of Aviation" in general. To be encouraged are candidates from the "Grass Roots" area of the organization. Past winners of the Rich Worstell Spirt of Aviation Award are Ross Richardson, Joe Nelsen, Evans Gauthier, Guido Bevoni and Rick Simmons! This is the highest honor in our chapter.

This year, Ed Griggs has been nominated for this prestigious award. Five years ago while I was president of our chapter, Ed volunteered to serve as the editor of our chapter newsletter which was in desperate need of revitalization. He also took charge of publicity, an activity he knew quite well how to handle since this had been one of his responsibilities as a Navy Chief.

Our chapter, being a very active chapter, needed an improved venue which would advertise and inform the Texoma area how much aviation was and still is a vibrant activity to the community.

Ed took charge and hasn't looked back ever since. The newsletter grew into a multi-page format that contains something about aviation for everyone. It is viewed nationally, probably internationally. EAA mothership has acknowledged the publication as being a great example of what a EAA Chapter newsletter can be.

He encouraged many to become contributors to the monthly publication and he himself entertained us with his growth in aviation knowledge and skill with his entry into aircraft ownership and its trials and tribulations as well as the thrill of being an aviator. Ed encouraged us all to reach out to news outlets and any venue which would spread the word about EAA membership. The chapter gained new members and recognition through this work. In closing, Ed has achieved the title "Aviator" by providing us, EAA323, with visions of and documentation of what aviators do best, and that is To Fly! I've enjoyed watching Ed grow in skill as a pilot as well as teach us how to communicate what EAA is all about.

I believe Ed Griggs exemplifies what we recognize as the chapter member who goes above and beyond the routine. Who repeatedly sets the example of volunteer. Someone who is deserving of the Worstell award.

Congratulations, Ed!

Chapter Leadership Boot Camp

By John Halterman

During the weekend of January 27-29, I attended the chapter leadership summit in Oshkosh WI at the EAA headquarters.

During that weekend, I had an intense deep dive into what resources are available for us to use. Also, it served as an opportunity to meet the key leaders at Oshkosh and other chapter leaders from across the country.

Some of the key programs reviewed during the event were the Ray Aviation Scholarship, insurance, advertising, better ways to conduct a chapter gathering, website support, risk management, and the introduction to a new educational program called AeroEducate. This is available online to students and is a way to engage the students of our area and earn merit badges too. We have been working to augment our engagement with the Sherman HS and this may be another opportunity for us. If you're interested, take a look at EAA.ORG/AeroEducate.

One thing I found quite useful were some clearer guidelines on the responsibilities of what officers should entail. Also, there are some cool tools to look at to get the word out about our chapter that would continue to grow us!

During the event, we got fed quite well and was never dehydrated (if you catch my drift). I stayed for 2 nights at the lodge and my roommate was from Brodhead, WI—home of the Pietenpol airplane. He was a nice person and talked a bit about the C150 he just sold.

On Friday night, we had a tour of the Sonex factory and on Saturday night, we had special access to the museum where I got a photo in the P-51 that Paul Poberezny use to own.

As I write this on my flight home Sunday late afternoon, I'm glad I went. I went 3 years ago, and it was a good reminder of a few things I forgot and it is refreshing as the President to see us continue to move forward.

During the last Saturday in February, EAA will have a crash course version of what I went through near Waco TX. Some of the leaders of our chapter may be headed that way. After that event, I'll be getting together with the officers, board, and key leaders to review what we learned and continue to chart our path forward in March.

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EAA 323's Newest Taildragger Pilot

By Mike McLendon

CONGRATULATIONS to Dr. Brad Hodges on his newest rating of Tailwheel certified! Brad had his first tailwheel training with John Halterman in his Kitfox 11/19/2017. He also trained in a Cessna 170 and an RV-7 before finally getting signed off by Sean Noel in a Legend Cub on 1/5/2023! Great Work, Doc!

Finney Field Aviators invade Davis, Ok!

By Ed Griggs

On January 20th, Flyers from Finney Field and Gainesville invaded local BBQ joint, Smokin' Joes, in Davis, Ok for a great lunch and celebration of flight! All in all, we had 7 aircraft (A Legend Cub, Super Cub, Carbon Cub, Cessna 180H, Cessna 180J, Stinson Voyager, and a Piper Tri-Pacer), and 1 helicopter to arrive and enjoy our time together! What a way to enjoy a lunch!

In attendance were Mike Everhart, Sammy Adams, Tom and Paul Schad, Jim Utley, Phil Dean, Tim Terry, James Lavender, Jimmy Finney and I made the trip! The Pilot of the Helicopter (while more than welcomed to join our group) was just stopping in on his own!

Tom and Paul Schad's Cessna 180

Timothy Terry's Carbon Cub

Phil Dean's Stinson Voyager

Jay Pratt's Cessna 180J

Robinson R44 Helicopter

James Lavender's Piper Tri-Pacer

Tailfeather artwork on Tim Terry's Carbon Cub! Looks neat!

Group photo facing North

Group photo facing South

Jimmy Finney, Jim Utley and Mike Everhart having a good laugh!

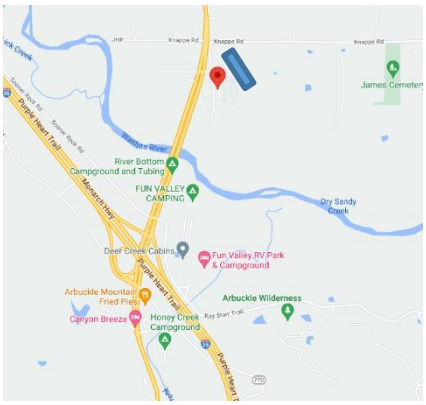
Phil Dean, Paul Schad and Tim Terry ready for Lunch!

And now that the hard part over just getting there is over, let's let the eating commence!

Great lunch and communication! A combination that can't be beat!

Menu and Sides to choose from! Too many to choose from!

Moments before disaster struck but it was still a great time!



Smokin' Joe's Rib Ranch
3165 Jollyville Rd,
Davis, OK 73030
(580) 369-2818
smokinjoesribranch@yahoo.com

Grass Airstrip is within walking distance of the Restaurant and Gift Shop! Closed Wed and Sun!

Rack of Ribs looks great! Trust me when I say that there was NOTHING left but bones!

Sausage and Sliced beef with sides! Nothing missing!

Can't take Mike Everhart anywhere! But the truth be told, I think he was setup! Thank goodness that the sauce was TERRIFIC!

Note to self: Never do anything "slightly embarrassing" when you have a Newsletter editor sitting across from you! LOL

Yes, they cater!!

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SMOKIN JOES Rib Ranch

Guess who is going to be cooking and Flying!

By Ed Griggs

Its that time of year again! Time for some of the best pancakes to be found area! Master Chef Rick Simmons will be overseeing operations and the cooking! Mark your calendars for a fun event!

EAA Chapter 323
Pancake Breakfast
Sherman, TX
Saturday, Apr 01st, 0830am - 1030am

WHAT:
You are invited to join us for our Fly-In, Drive-In or Walk-In Pancake Breakfast and Fundraiser! Afterwards, we will be hosting a Young Eagles event! We hope to see you there!

WHERE:
Sherman Municipal Airport (KSWI)
1200 S. Dewey Ave.
Sherman, TX 75090

CONTACT US:
John Halterman, President at eaa323@hotmail.com

Young Eagles Flight being lined up:

By John Horn

Its getting to be that time of year again! EAA 323 is ramping up for another Young Eagles Flight at Sherman Municipal Airport (KSWI) on Sunday, Apr 30 at 1pm (Alternate date of Sunday, May 07 in case of inclement weather). Please get with John Horn and let him know of your availability for this fun and fullfilling activity! The smiles on these kiddoes faces when they emerge from the plane are priceless!!

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

This is also a chance to verify and update your EAA Youth Protection Policy and Program status. The following link (https://www.eaa.org/eaa/youth/youth-protection-policy-and-program) will take you to the website! Once completed, please let John Horn know! Thanks!

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!

TAC Operations!

By Michael McLendon, February 2023

Texoma Aero Club was founded by several EAA323 members in 2019, to offer chapter members and non-members an alternative to aircraft ownership. Our charter and bylaws encourage support of EAA 323 activities. Flying (Rusty, Student, or Active) memberships as well as Social (Good stories always welcomed), memberships are available. See the Texoma Aero Club website.

As a reminder, TAC monthly meeting date and time has changed. Beginning this month TAC will meet on the third Saturday morning of each month. We will start our meeting at 8:30 with a pancake breakfast. Volunteers are needed to help with the preparation starting at 7:30. As always, breakfast "desserts" (defined as Donuts) are welcomed. TAC Business meeting and housekeeping from 9 to 10:30. Discovery Flights begin at 10:30. Contact either myself or Rex to schedule a discovery flight. Both Lucy and Glenda have been reserved until 1 PM for this purpose.

N4594U "Glenda", the Club's 1964 Cessna 150D

We will continue fueling Lucy with 100LL. Ethanol free MoGas is now available in our tank for fueling Glenda.

N1528Y "Lucy" , the Club's 1962 Cessna 172C

Restoration and refitting of N7689M (1959 Cessna 175), continues in Executive Hangar E1, just South of the TAC hangar. Installation of wiring, harnesses, etc., are to begin soon once the cockpit interior has been tidied up. This aircraft may be an addition to TAC livery. For now we're helping with its refurbishment. Volunteers are ALWAYS welcomed.

As you may know, Vic Mooreland's Hangar (Hangar E1) provides us with a place to meet when it's cold or hot. There is a Restroom amenity, plenty of tools and plenty of "Hangar" talk and camaraderie, along with the Occasional "believable" aviation story. If you are interested in helping with this project, stop in for a visit. We're usually there Tuesdays,Thursdays, and Saturdays.

Also, Anyone have my experience using one of these (English wheel)? We could use some expertise.

For you eBay enthusiasts. Take a look at North Texas Airplane Parts. Rex has done a phenomenal job listing old vintage (and some new) aircraft parts, avionics, tools, memorabilia. Revenue received is being used to fund instrumentation of the panel shown above such as the Garmin 530. If you have anything aviation related that you can donate for this cause, please contact Rex.

Happy Valentines Day to all!
Mike

TRSA Asks: Can You Handle The Truth?

By Paul Berge -Published: August 14, 2022, Updated:August 16, 2022 https://www.avweb.com/insider/trsa-asks-can-you-handle-the-truth/

The Oxcart English/Aviation Dictionary defines TRSA as: Terminally Redundant Suspicious Airspace. And here now to illustrate how TRSAs continue to evade mention in polite aviation salons, is a transcribed actual event that could've happened. Reader discretion is advised but not expected.

It began like any Tuesday, coming sharp on the heels of another Monday. A former student rode his eBike down the runway, fell off, leaned it against my hangar but delayed entering. Something was on his mind, but he was hesitant to speak. So, I called, "How was summer camp?" He's a second lieutenant in the Air National Guard and a composite of six of my former students, wonderful people all. He mumbled in that adorable way butter-bar O-1s do, "Um, like, you know."

He took a seat on an overturned bucket, and we stared at the airplane I was pretending to wax. I've pretended doing that for years with little progress. More importantly, as I searched for more importance, I could tell he burned to ask me something but was too embarrassed. Surrendering to that burning sensation, he mumbled, "Some of the captains at camp had, like, FAA manuals." His voice broke. "With, like, graphics."

Uh-oh. He was abusing "like."

He continued. "And they, like, showed me."

"Stop saying, 'like'!" I imagined shouting.

His narrative turned accusatory: "You didn't tell me everything I needed to know about … you know … airspace." I reminded him that we'd discussed airspace ABCs in ground school—" But he interrupted, "I mean all of it, including the stuff no one talks about."

I glanced at the portrait on the wall of former FAA Administrator Jane Garvey (not a pilot), and we exchanged knowing winks. It was time for The Talk. Time to teach without obfuscation the facts of flight, especially where airspaces come from. I repacked my pipe. I don't smoke, but it imparted gravitas. "You see, Timmy—"

"It's Justin."

"When two airspace analysts really like each other, they …" And I retold the wondrous story about how airspace classes A through G—skip F because we don't mention that crazy uncle in the attic—were created in the 1993 airspace reformation. And waving my pipe stem so the smoke formed uppercase letters in the air, I explained that prior to alphabet soup airspace, the sky was filled with unpronounceable creatures called ARSAs, TCAs and ATAs that are now Class C, B and …. Justin interrupted, "But no one told me about TRSAs!"

Awkward.

"I didn't think you were ready," I whispered.

Flight instructors can be uncomfortable talking about TRSAs, because like unicorns or Bitcoin, they don't exist, unless we believe they do. Thirty US airports believe they have TRSAs, and I'm guessing a like number of pilots understand them. TRSA really means Terminal Radar Service Area, and pilots flying through these spaces of air, surrounding designated terminal facilities (airports), can receive radar service. It's possible to operate inside a TRSA without a transponder or talking to ATC, but that might be rude.

At first glance, a TRSA resembles Class C airspace, but it's not. It's nothing. Sectional charts (remember those?) depict this airspace hermaphrodite with black lines surrounding a core airport that has Class D airspace. I consider the lines more charcoal than black, but whatever. Class D airspace, depicted with dashed blue lines, has a control tower, and when it's open, pilots shall establish two-way communication with the tower prior to entering the D airspace. Like this: "Kalamazoo tower, Citabria 26PK." When tower replies, "Cessna 1508Y, Kalamazoo tower," they're talking to someone else, so be patient and try again. Once establishing two-way communication, you may enter D airspace but can't land D airplane without a clearance. No transponder required, unless the D airspace happens to sit inside a Mode C ring surrounding more challenging Class B airspace. There are exceptions for aircraft "not originally certificated with an electrical system." (FARs 91.215, 91.225)

When approaching a TRSA, associated with Class D airspace, VFR pilots should—not shall—contact approach control for radar service, which for VFR is mostly safety alerts, traffic advisories and sequencing, similar to Class C radar service. So, why the difference? And why have TRSAs at all?

No one knows.

Legend holds that TRSAs were still in gestation when the airspace ABCs were born. Their arrival eliminated old-school dominions, such as ARSAs. After alphabets filled the sky, someone noticed that TRSAs had hatched but lacked the Part 71 or 91 regulatory provenance conferred upon the newer designations. These orphaned TRSAs existed but didn't, and those in charge didn't know how to eliminate them. Still don't.

Think of TRSAs as the ultralights of airspace. Part 103 sorta regulates ultralights. They're not airplanes—mostly lawn chairs with wings—and because they're not really airplanes anyone can attempt to fly one without a license. Crash, and you're just another crumpled idiot on YouTube. Crash an ultralight inside a TRSA, and the FAA's attorney, Tom Hagen, will conclude, "It's like you never existed."

Here's what you need to know about TRSAs: Not much. Unless you're on a check ride. After that, still not much. When encountering one (VFR; IFR pilots don't need to know much airspace stuff), call approach control for radar service; there are few reasons to decline it. If flying an electrically deficient Aeronca Champ, skip approach and go straight to tower. They won't understand anything you're saying on your wheezy KX99 handheld, so watch for light signals.

When I finished explaining TRSAs to Justin, he seemed overwhelmed and yet disappointed to learn that there was much that primary instructors don't teach. I was about to launch into my bilious fallback, "Learning is a lifelong adventure," but instead, asked, "You okay?"

He shrugged, yes.

"Questions?"

He sat thinking. Then, "So, does this mean I'm not 'prohibited' from entering Prohibited Areas?" A spreading grin implied forbidden intrigue with the prospect.

"Ask you mother," I answered. "And quit using air quotes!" I resumed pretending to wax the airplane.

EAA323 VMC Club Question of the month: February 2023

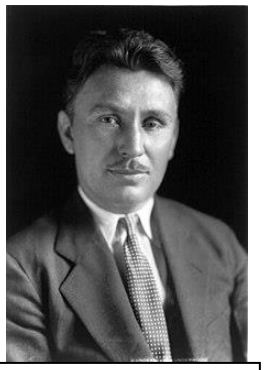
By EAA VMC Staff, (Answer on Page 22)

EAA VMC Club
Question of the Month

Question: What three factors constitute a "stabilized approach" when making a VFR approach and landing, and when should the aircraft be stabilized?

The Arcane Aviation Texas Fact: Wiley Post

https://en.wikipedia.org/wiki/Wiley_Post
https://www.britannica.com/biography/Wiley-Post



Wiley Hardeman Post

(November 22, 1898 – August 15, 1935)

Wiley Hardeman Post (November 22, 1898 – August 15, 1935) was a famed American aviator during the interwar period and the first pilot to fly solo around the world. Also known for his work in high-altitude flying, Post helped develop one of the first pressure suits and discovered the jet stream. On August 15, 1935, Post and American humorist Will Rogers were killed when Post's aircraft crashed on takeoff from a lagoon near Point Barrow in the Territory of Alaska.

Post's Lockheed Vega aircraft, the Winnie Mae, was on display at the National Air and Space Museum's Steven F. Udvar-Hazy Center from 2003 to 2011. It is now featured in the "Time and Navigation" gallery on the second floor of the National Air and Space Museum in Washington, D.C.

Early life

Post was born to parents who cultivated cotton on a farm near Grand Saline, Texas. His father was William Francis and his mother was Mae Quinlan Post, a person of mixed Cherokee heritage. His family moved to Oklahoma when he was five. He was an indifferent student, but managed to complete the sixth grade. By 1920, his family settled on a farm near Maysville, Oklahoma.

Young Wiley's first view of an aircraft in flight came in 1913 at the county fair in Lawton, Oklahoma. The plane was a Curtiss-Wright "Pusher type". The event so inspired him that he immediately enrolled in the Sweeney Automobile and Aviation School in Kansas City. Seven months later, he returned to Oklahoma and went to work at the Chickasaw and Lawton Construction Company.

During World War I Post wanted to become a pilot in the U.S. Army Air Service (USAS). Joining the training camp at the University of Oklahoma, he learned radio technology. Germany agreed to an armistice before he completed his training, the war ended, and he went to work as a "roughneck" in the Oklahoma oilfields. The work was also unsteady, and he turned briefly to armed robbery. He was arrested in 1921 and sent to the Oklahoma State Reformatory, serving more than a year there, and was paroled in the summer of 1922.

Early flying career

Post's aviation career began at age 26 as a parachutist for a flying circus, Burrell Tibbs and His Texas Topnotch Fliers, and he became well known on the barnstorming circuit. On October 1, 1926, Post was badly injured in an oil-rig accident when a piece of metal pierced his left eye (an infection permanently blinded him in that eye, and he typically wore an eyepatch thereafter), but he used the settlement money to buy his first aircraft.

Winnie Mae, Wiley Post's Lockheed Vega when it was on display at the Steven F. Udvar-Hazy Center

Around this time, he met fellow Oklahoman Will Rogers when he flew Rogers to a rodeo, and the two eventually became close friends. Post was the personal pilot of wealthy Oklahoma oilmen Powell Briscoe and F.C. Hall in 1930 when Hall bought a high-wing, single-engine Lockheed Vega, one of the most famous record-breaking aircraft of the early 1930s. The oilman nicknamed it the Winnie Mae after his daughter, and Post achieved his first national prominence in it by winning the National Air Race Derby, from Los Angeles to Chicago. The fuselage was inscribed "Los Angeles to Chicago 9 hrs. 8 min. 2 sec. August 27, 1930." Adam Charles Williams finished second with a time of 9 hrs. 9 min. 4 sec. Post earned a prize of $7,500. (The equivalent of $112,053 in 2020).

Wiley Post with Harold Gatty in Germany, 1931

Around the world

In 1930, the record for flying around the world was not held by a fixed-wing aircraft, but by the Graf Zeppelin, piloted by Hugo Eckener in 1929 with a time of 21 days. On June 23, 1931, Post and the Australian navigator Harold Gatty left Roosevelt Field on Long Island, New York, in the Winnie Mae with a flight plan that would take them around the world, stopping at Harbour Grace, Flintshire, Hanover twice, Berlin, Moscow, Novosibirsk, Irkutsk, Blagoveshchensk, Khabarovsk, Nome (where his propeller had to be repaired), Fairbanks (where the propeller was replaced), Edmonton, and Cleveland before returning to Roosevelt Field.

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They arrived back on July 1, after traveling 15,474 miles (24,903 km) in the record time of 8 days and 15 hours and 51 minutes, in the first successful aerial circumnavigation by a single-engined monoplane. The reception they received rivaled Charles Lindbergh's everywhere they went. They had lunch at the White House on July 7, rode in a ticker-tape parade the next day in New York City, and were honored at a banquet given by the Aeronautical Chamber of Commerce of America at the Hotel Astor. After the flight, Post acquired the Winnie Mae from F.C. Hall, and he and Gatty published an account of their journey titled Around the World in Eight Days, with an introduction by Will Rogers.

First solo pilot

After the record-setting flight, Post wanted to open his own aeronautical school, but could not raise enough financial support because of doubts many had about his rural background and limited formal education. Motivated by his detractors, Post decided to attempt a solo flight around the world and to break his previous speed record. Over the next year, Post improved his aircraft by installing an autopilot device and a radio direction finder that were in their final stages of development by the Sperry Gyroscope Company and the United States Army.

In 1933, he repeated his flight around the world, this time using the auto-pilot and compass in place of his navigator and becoming the first to accomplish the feat alone. He departed from Floyd Bennett Field and continued on to Berlin where repairs were attempted to his autopilot, stopped at Königsberg to replace some forgotten maps, Moscow for more repairs to his autopilot, Novosibirsk, Irkutsk for final repairs to the autopilot, Rukhlovo, Khabarovsk, Flat where his propeller had to be replaced, Fairbanks, Edmonton, and back to Floyd Bennett Field. Fifty thousand people greeted him on his return on July 22 after 7 days, 18 hours, 49 minutes.

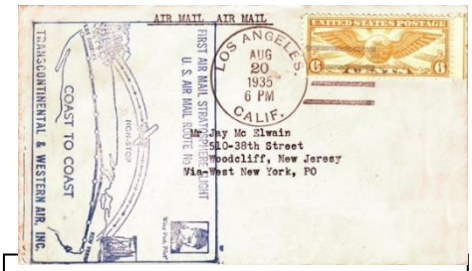
Pressure suit

Wiley Post in his third pressure suit

In 1934, with financial support from Frank Phillips of the Phillips Petroleum Company, Post began exploring the limits of high-altitude long-distance flight. The Winnie Mae's cabin could not be pressurized, so he worked with Russell S. Colley of the B.F. Goodrich Company to develop what became the world's first practical pressure suit. Three pressure suits were fabricated for Wiley Post; only the final version proved successful. The first suit ruptured during a pressure test. The redesigned second suit used the same helmet as the first but when tested was too tight and they were unable to remove it from Post, so they had to cut him out, thus destroying the suit. The third suit was redesigned from the previous two.

The body of the suit had three layers: long underwear, an inner black rubber air pressure bladder, and an outer layer made of rubberized parachute fabric. The outer layer was glued to a frame with arm and leg joints that allowed him to operate the flight controls and to walk to and from the aircraft. Attached to the frame were pigskin gloves, rubber boots, and an aluminum-and-plastic diver's helmet. The helmet had a removable faceplate that could be sealed at a height of 17,000 ft (5,200 m), and could accommodate earphones and a throat microphone. The helmet was cylinder-shaped with a circular window. In the first flight using the suit on September 5, 1934, Post reached an altitude of 40,000 ft (12,000 m) above Chicago. Eventually flying as high as 50,000 ft (15,000 m), Post discovered the jet stream and made the first major practical advances in pressurized flight. As of 2022 the suit is on display.

Attempted high altitude non-stop transcontinental flights



Cover flown by Wiley Post on all four of his attempts to make the first high altitude non-stop transcontinental flight from Los Angeles to New York. February–June 1935

Between February 22 and June 15, 1935, Post made four unsuccessful attempts to complete the first high altitude non-stop flight from Los Angeles to New York, all of which failed for various mechanical reasons. The first attempt on February 22 ended just 57.5 miles north of Los Angeles at Muroc Field, CA (Now Edwards AFB). This was followed by attempts on March 15 (Cleveland, Ohio; 2,035 miles), April 14 (Lafayette, Indiana; 1,760 miles), and June 15 (Wichita, KS; 1,188 miles).

As the attempts were also meant to be the "First Air Mail Stratosphere Flight" over U.S. Air Mail Route #2 (AM-2) from Los Angeles to New York, Post also carried a quantity of 'cacheted' covers sponsored by Transcontinental & Western Air, Inc on all four flights. When Post was killed on August 15, 1935, thus ending the possibility of any more attempts to complete the AM-2 stratosphere flight, the covers were finally cancelled in Los Angeles on August 20, 1935, and forwarded to their addressees.

EAA Chapter 323 Est. 1969 Sherman, Texas

Final flight and death

Post with Will Rogers, August 1935
In 1935, Post became interested in surveying a mail-and-passenger air route from the West Coast of the United States to Russia. Short on cash, he built a hybrid using parts salvaged from two different aircraft: the fuselage of an airworthy Lockheed Orion and the wings of a wrecked experimental Lockheed Explorer. The Explorer wing was six feet longer in span than the Orion's original wing, an advantage that extended the range of the hybrid aircraft. As the Explorer wing did not have retractable landing gear, it also lent itself to the fitting of floats for landing in the lakes of Alaska and Siberia. Lockheed refused to make the modifications Post requested on the grounds that the two designs were incompatible and potentially a dangerous mix, so Wiley made the changes himself.

Post with Will Rogers, August 1935

Post's friend Will Rogers visited him often at the airport in Burbank, California, while Pacific Airmotive Ltd. was modifying the aircraft, and asked Post to fly him through Alaska in search of new material for his newspaper column. When the floats Post had ordered were delayed, he used a set designed for a larger type, making the aircraft more nose-heavy than it already was. According to the research of Bryan Sterling, however, the floats were the correct type for the aircraft.

After making a test flight in July, Post and Rogers left Lake Washington, near Seattle, in early August and made several stops in Alaska. While Post piloted the aircraft, Rogers wrote his columns on his typewriter. On August 15, they left Fairbanks, Alaska, for Point Barrow. They were a few miles from there when they became uncertain of their position in bad weather and landed in a lagoon to ask for directions. On takeoff, the engine failed at low altitude, and the aircraft, uncontrollably nose-heavy at low speed, plunged into the lagoon, shearing off the right wing, and ended up inverted in the shallow part. Both men died instantly. Post is buried in Memorial Park Cemetery (section 48), Oklahoma City, Oklahoma.

Gravestone of Wiley Post

What You Need To Know About Class A Airspace

By Swayne Martin, 11/03/2016, https://www.boldmethod.com/learn-to-fly/airspace/everything-you-need-to-know-about-class-a-airspace/

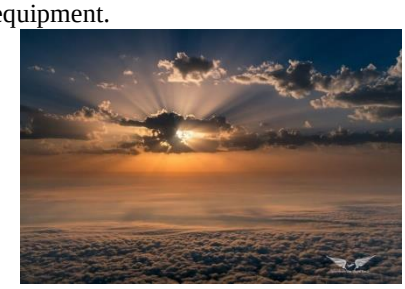
Flying into Class A airspace is more than just filing an IFR flight plan. What happens if you're in the flight levels under visual conditions and experience a radio failure? Do you follow the standard route and altitude procedures described in FAR 91.185, or do you deviate and land as soon as practical?

Here's what to do...

Regulations

You'll be required to fly under instrument flight rules (IFR) in Class A airspace, according to FAR 91.135. That means you'll need a clearance before operating inside Class A. This doesn't mean you have to be "cleared into the Class A;" just having an IFR clearance with an altitude into the Class A is enough.

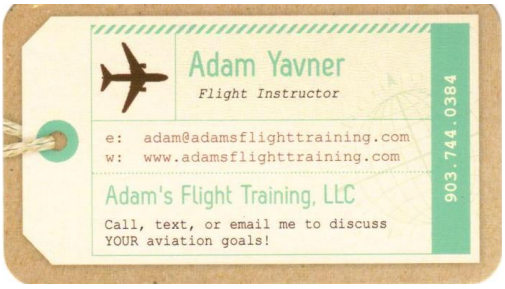
You'll also need to maintain two way radio communications with ATC and follow FAR 91.215 when it comes to transponders with altitude reporting capabilities. After January 1st, 2020, any aircraft operating in Class A airspace will be required to follow FAR 91.225, which details requirements for the installation and use of ADS-B and TIS-B equipment.



Aerobatics are prohibited in Class A airspace. Without prior permission from ATC, ultralight vehicles and parachute jumps are also prohibited within Class A airspace. *One nice benefit of flying through Class A? There are no weather minimums to worry about since you're under IFR!*

It's Not Marked

Unlike other forms of airspace, Class A is not marked on VFR sectionals or IFR enroute charts. Class A extends from 18,000 feet MSL to Flight Level 600 (FL600). So, in an alternate universe, if you manage to get your Cessna Skyhawk sputtering up above FL600, you technically could cancel your IFR clearance and fly under visual flight rules.



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But What Exactly Is A "Flight Level?"
A flight level is an altitude at standard pressure. All aircraft flying above 18,000 feet MSL are required to set their altimeters to 29.92 inches on their altimeters. This means that all aircraft flying in the flight levels will have the same altimeter setting, no matter what, so that aircraft can be separated and clear of each other. FL180 on a standard day (pressure setting of 29.92 inches) would equal 18,000 feet MSL. At a different atmospheric pressure, actual altitude above sea level would vary.

Aircraft flying in the flight levels fly at thousand-foot levels, ie: FL190, FL220, FL430, etc. And when aircraft have the right equipment, Reduced Vertical Separation Minimums in Class A allow aircraft to fly just 1,000 feet above and below each other.

You'll usually find jets and turboprops flying in Class A airspace, but you also might find some turbocharged and turbonormalized piston aircraft, like the Cirrus SR22T we fly out of Boulder, Colorado. Check out some of our adventures in the flight levels here.

What Happens If Your Radio Or Transponder Fails?

It's rare to lose your radios or transponder without other serious electrical problems. But if you do have an individual radio or transponder failure, follow the checklists for your airplane and try to problem-solve.

FAR 91.185 prescribes the procedures for handling a radio failure in IMC.

If you're flying in IMC, follow the route and altitude specified under 91.185. **With all of these rules in mind, what happens if you break out of the clouds into VMC?** If you encounter VFR conditions during a radio failure, you should continue the flight under VFR and land as soon as practical. **This procedure is the same whether you're in Class A airspace or not.** ATC would rather aircraft divert safely under visual conditions, if possible, than remain the IFR system without radios for hundreds of miles.

Advanced aircraft have multiple backup sources for communication if radio problems are experienced. But if you're flying something older, technology at your disposal may be limited.

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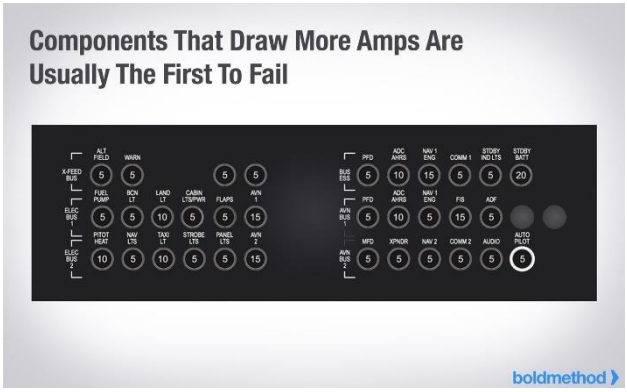
Planning a descent from the flight levels all the way to an airport below requires good weather conditions, since you'll need to maintain VFR the whole way. **Keep in mind, however, that the closest airport might not be your best option.** If your radio is broken, you're going to need to get it fixed. And picking an airport with maintenance services (if possible) is better than landing at an airport with nothing but a runway and a self-serve gas pump.

Total Electrical Loss

If you lose the operation of a radio or transponder, you're normally dealing with serious electrical problems. Often times, the radios and transponder are some of the first items to go offline because of how much electrical current they draw. **If you begin to lose all electrical power in Class A airspace, in either visual or instrument conditions, you should declare an emergency and get to visual conditions as soon as possible.** The worst case scenario is being stuck in instrument conditions with a dying electrical system.



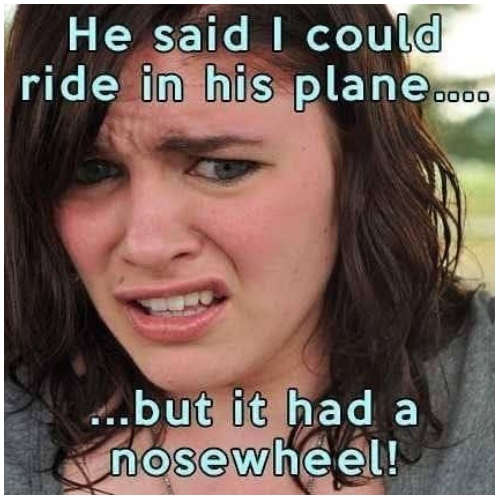
ATC will usually assume you're experiencing an emergency if they lose both radio and transponder communication with you. But if these problems occur in high-risk security areas like Washington DC, it's possible that you might be intercepted by the military to confirm that you're having a legitimate emergency.

What Exceptions Are There?

Under FAR 91.135, deviations from the requirements of Class A can be issued by the ATC facility governing that section of airspace. To request a deviation from the regulatory requirements of Class A airspace, you have to submit, in writing, a request at least 4 days before the proposed operation to the relevant ATC facility.

Some operations where you'll commonly find deviations include high altitude skydiving and aerial survey work. ATC can issue blocks of airspace by request, technically within the boundaries of Class A airspace for these unusual exceptions. *Just make sure you stick to those assigned altitudes!*

Easy enough, right? Even though you may be flying miles above the ground, little changes in terms of IFR regulations for Class A airspace. If you're flying in the flight levels, you'll stay above much of the bad weather and can find some seriously strong tailwinds. But you'll need to know the regulations, set your altimeter correctly, and pay extra attention to altitude restrictions.



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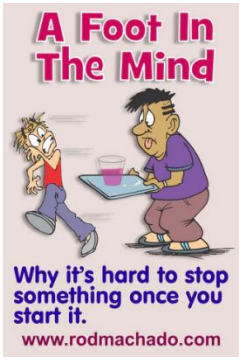
A Foot in the Mind

By Rod Machado, February 2019, https://rodmachado.com/blogs/learning-to-fly/a-foot-in-the-mind



Psychologist Robert Ornstein, in his book *Evolution of Consciousness: Origins of the Way We Think*, talks about a person he knew as Jim. Jim's reputation was based on his ability to get others to do things for him. Working for a San Francisco based church, Jim's talent proved useful in acquiring volunteers to help solicit funds for the poor. As a psychologist, Dr. Ornstein was curious about Jim's skill and spent considerable time observing him.

What was Jim's secret? He would have his minions give prospective volunteers five prestamped envelopes and letters. All the individual had to do was fold the letter, lick the envelope and put it in the mailbox. Most people easily complied with the request and many returned for more letters. Jim knew that small actions beget larger ones. Jim told Ornstein, "You know, once I get somebody, I can get them to do anything." The majority of a person's resistance is overcome with that first action. Jim used this to his advantage.

Dr. Ornstein found Jim and his method unnerving. Eventually, he ceased his study of Jim and his group. Several years passed before he heard about Jim again. This time, Jim was in the news. You'll probably recognize Jim by his full name, the Reverend Jim Jones of the Jonestown, Guyana, mass poisoning tragedy (Kool-Aid, remember?). There's a good chance that small actions—perhaps just the licking of envelopes—eventually led to the deaths of more than 1,000 people.

According to Dr. Ornstein, Jim Jones was crafty at getting a foot in the mind (a spin-off of the salesman getting a foot in the door). This peculiar quirk of the mind is visible in many ways, especially when it comes to spending money.

Have you noticed that it's easier to spend a lot of money once you spend the first few dollars? Few pilots walk into the pilot supply shop waving their credit cards while announcing, "Let the games begin." There is a natural reluctance to spend those first few dollars, especially where bigger sums are at stake. We like to browse, imagine and rationalize as we work up to that first purchase. While hovering over a new headset in the counter display, we listen to the devil of purchase on one shoulder and the angel of restraint on the other. Once we buy a few sectional charts, earplugs or a fuel dipper, things change. Now it's much easier to say, "Ah, what the heck, throw in that headset, too." A foot has entered your mind, and is resting on a slippery slope. It's all downhill from there.

It's a quirk of the mind (perhaps even one having an evolutionary value for survival) that a commitment to do a small thing breaks our initial resistance to doing more of it. In an airplane, this quirk can be deadly.

For instance, taking off into known poor weather to "have a look" may not be that much different from licking envelopes and mailing letters. Your verbal commitment is to return to the airport or make a 180 if the conditions are poor. This is, however, more difficult to do than to say. The moment those wheels leave the runway, you've taken the first step. That's right. You've got a foot is in your mind—a loafer in the lobes. You've just spent your first few dollars. Returning to land is sure to be more difficult than it appears to be, for mental rather than mechanical reasons.

Weather isn't the only place we can fall victim to this mental trap. Starting a flight with limited fuel might be the first step to bypassing the first scheduled fuel stop. We might find it difficult to interrupt a flight begun while tired and fatigued.

Does this mean I would argue for never departing to have a peek at the weather when it's appropriate to do so, or never beginning a flight with less than full tanks? Not at all. We don't live in a perfect world and you only need to look at Don King's hairstyle to realize this. There's a law of physics that says an object in motion tends to stay in motion. That's true of psychological objects, as well. The secret here is to realize that the temptation to continue is greater once the game's afoot. Sometimes we just have to trust ourselves to do the right thing. Knowing that the right thing might be more difficult to do is certainly helpful in preparing us to behave properly when it's necessary to do so. Pilots with a high degree of inner knowing might minimize their vulnerability by acknowledging that the foot-in-the-mind risk is present with all first actions.

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Generally speaking, pilots are unquestionably good at disciplining their mind. After all, it takes concentration to watch for traffic, navigate and communicate when flying in busy airspace. We are, nevertheless, pretty much like everyone else when it comes to acknowledging and understanding our psychological vulnerabilities, especially the vulnerability of having a foot in your mind. While this problem might less hazardous for a ground dweller, it's an important concern for an aviator.

Many years ago, the Chinese foot soldier Some Shoe…, no, wait, wrong guy. I mean the Chinese General Sun Tzu said, "Know the enemy and know yourself; in a hundred battles you will never be in peril." Knowing how easy it is to be influenced by small actions is the first step in avoiding being the victim of the psychological vulnerability known as having a foot in your mind

Pilot's Tip of the Month: "Flying Without an Airspeed Indicator"

Featuring Wally Moran, https:// https://pilotworkshop.com/tips/flying-without-an-airspeed-indicator/

Wally Moran

DPE, NAFI Flight Instructor Hall of Fame

Subscriber question:
"If the pitot tube becomes blocked or malfunctions and there is no airspeed indicator, how can one judge the speed of the airplane?" — Deo M.

Wally:

"Airspeed indicator malfunctions can come in a variety of ways: sometimes no indication, other times exceedingly high or low indications. In any case, you need to be familiar with the pitch attitudes and power settings that give you various airspeeds.

For example, if you have climb pitch attitude and power, I bet you have approximately climb speed.

You can improve your ability to fly without indicated airspeed by climbing to altitude and practicing glides with various flap settings and noting the pitch attitudes. Remember the picture out the window and now practice the same glides with the airspeed indicator covered. These same attitudes will work when you are in the pattern for landing.

Also when practicing stalls, note the pitch attitude when you are near stall at various power and flap settings. Remember these attitudes and avoid them if your airspeed indicator is not working.

Another tool if installed could be a GPS ground speed, but remember this is ground speed only so you need to account for any headwind or tailwind.

Learning to fly the aircraft by looking out the window and paying attention to the pitch attitude and power is the way to master the plane. Then the instruments simply become tools to further refine our flying."

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Quiz: What Should You Do When ATC Says '_____'?

By Boldmethod, 01/13/2023, https://www.boldmethod.com/blog/quizzes/2023/01/six-questions-to-see-how-much-you-know-about-atc-radio-communication/

Answers on page

1) You're holding short of runway 33, and you call tower letting them know you're ready for takeoff. Tower tells you to "line up and wait" for runway 33. What should you do?

- Taxi on to runway 33 but don't take off
- Taxi on to runway 33 and begin your takeoff
- Taxi on to runway 33 and start your takeoff when all aircraft are clear of the runway
- Continue holding short of runway 33 until tower clears you for takeoff

2) You're practicing takeoffs and landings in the pattern, and tower says you are "cleared for the option". What does that mean?

- You can overfly the runway, but you can't land
- You can make a touch-and-go, stop-and-go, full stop landing, low approach, or missed approach
- You can make a low approach or missed approach
- You can make a touch-and-go or stop-and-go landing

3) You're departing a tower controlled airport, and tower tells you to contact departure. You call departure control and they ask you to "ident". What should you do?

- Tell them your aircraft type and speed
- Tell them your full call sign and destination
- Activate your transponder identification
- Key the mic button 3 times in a row

4) You're inbound to an airport and the ATIS says that "LAHSO" operations are in effect. What does that mean?

- You may need to land and hold short of an intersecting runway, taxiway or other point
- You need to taxi off the first possible taxiway when you land
- After landing, you need to exit at the last turnoff from the runway
- Only high-speed taxi turnoffs are allowed

5) You're coming in for landing and tower tells you there's a "NORDO" aircraft 5 miles south of the airport. What does that mean?

- It's a military aircraft
- It's flying in a northerly direction
- The aircraft can't or isn't communicating by radio
- The aircraft's transponder isn't working

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6) You're exiting the runway after landing and tower tells you to "contact ground point niner." What frequency should you call them on?

120.9	121.9	122.9	123.9

FOR SALE!

By Kimberley Chaney Tye and Mary Lawrence

Ultralights For Sale:

I need your HELP! Billy Tye worked hard and liked to play hard as well !! Unfortunately, he just didn't allow himself much time to play!!!

He got these Air trikes & the Gyroplane to do just that! He had just gotten a hanger for them in Aransas Pass right before he died, where they have been since! I've reached out to all the people and then some that I know that are Pilots or may know Pilots, have a love of flying etc. and have had no luck so far! So, this is where YOU come in!

If you are interested in these or know someone who is or might be PLEASE reach out to me (on Facebook)! I'm moving soon and would like to sell them before I move! Thanks in advance for any help you may give me! I appreciate you all!






Aircraft of the Month: Piper Tri-Pacer

https://en.wikipedia.org/wiki/Piper_PA-20_Pacer

The PA-20 Pacer and PA-22 Tri-Pacer, Caribbean, and Colt are an American family of light strut-braced high-wing monoplane aircraft built by Piper Aircraft from 1949 to 1964.

The Pacer is essentially a four-place version of the two-place PA-17 Vagabond, with conventional landing gear, a steel tube fuselage and an aluminum frame wing covered with fabric, much like Piper's famous Cub and Super Cub. The Tri-Pacer is a development of the Pacer with tricycle landing gear, while the Colt is a two-seat flight training version of the Tri-Pacer. Prized for their ruggedness, spacious cabins, and, for the time, impressive speed, many of these aircraft continue to fly today.

Factory installed 108 hp (81 kW), 125 hp (93 kW), 135 hp (101 kW), 150 hp (110 kW), and 160 hp (120 kW) engine options were available, and 180 hp (130 kW) engine after-market conversions have been offered.

Design and development

The Pacer and the Tri-Pacer were the first post-World War II Piper designs with flaps and a control yoke instead of a center stick, and they belong to a sub-group of Piper aircraft popularly called "short wing Pipers," reflecting their shorter wingspans compared to the earlier J-3 Cub and PA-18 Super Cub. The PA-20 Pacer is a tailwheel aircraft and thus has somewhat limited forward visibility on the ground and relatively demanding ground-handling characteristics. To help introduce more pilots to easier, safer flying, from February 1951, Piper introduced the PA-22 Tri-Pacer with a nosewheel instead of the tailwheel landing gear. Additionally, the Tri-Pacer offered higher-powered engine options in the form of 150 hp (110 kW) and 160 hp (120 kW) engines, whereas the largest engine available to the original Pacer had an output of 135 hp (101 kW). At the time the tricycle undercarriage became a popular preference and 1953 saw the PA-22 Tri-Pacer outsell the Pacer by a ratio of six to one. Due to the geometry of the nosewheel installation, the aircraft is sometimes called the "Flying Milk Stool."

Specifications: Piper Tri-Pacer

General characteristics

Crew: one
Capacity: three passengers
Length: 20 ft 6 in (6.25 m)
Wingspan: 29 ft 3 in (8.92 m)
Height: 8 ft 4 in (2.54 m)
Wing area: 147.5 sq ft (13.70 m2)
Empty weight: 1,110 lb (503 kg)
Gross weight: 2,000 lb (907 kg)
Fuel capacity: 36 US gal (140 l; 30 imp gal)
Powerplant: 1 × Lycoming O-320-B four cylinder, four-stroke, air-cooled, horizontally opposed, piston aircraft engine, 160 hp (120 kW)
Propellers: 2-bladed metal, fixed pitch

Performance

Maximum speed: 141 mph (227 km/h, 123 kn)
Cruise speed: 134 mph (216 km/h, 116 kn) 75% power, 7000ft
Stall speed: 49 mph (79 km/h, 43 kn)
Range: 500 mi (800 km, 430 nmi) with reserves, 610 with optional tank
Endurance: 3:30 at 65% power with one hour reserve
Service ceiling: 16,500 ft (5,000 m)
Rate of climb: 800 ft/min (4.1 m/s)
Wing loading: 13.5 lb/sq ft (66 kg/m2)

In 1959 and 1960 Piper offered a cheaper, less well-equipped version of the Tri-Pacer with a 150 hp (110 kW) Lycoming O-320 designated the PA-22-150 Caribbean. Over 9400 Tri-Pacers were produced between 1950 and 1964 when production ended, with 3280 still registered with the U.S. Federal Aviation Administration (FAA) in April 2018.

An unusual feature of the Tri-Pacer is bungees linking the ailerons and rudder to facilitate coordinated flight. The system can be easily overcome by the pilot as needed and allowed the installation of a simple autopilot marketed by Piper under the name Auto-control.

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Piper®

Aviation Words – “Say again” VS “Repeat”

https://en.wikipedia.org/wiki/Dead_reckoning
https://aerocorner.com/blog/dead-reckoning/

You have to be very careful, especially when around Military personnel or facilities, when you are choosing your words and this could not be any truer than when deciding to use “Say Again” or “Repeat” on the radio!

While the two words may have a similar meaning in the general civilation community, they could not be further from each other in both Aviation and the Military!

Say again simply means "I have not understood your message, please SAY AGAIN". Usually used with prowords "ALL AFTER" or "ALL BEFORE". Example: radio working between Solent Coastguard and a motor vessel, call-sign EG 93, where part of the initial transmission is unintelligible.

Example:

[SC] All stations, all stations, this is Solent Coastguard, Solent Coastguard. Be advised large shipping vessel entering Southampton Water, currently at position [transmission unintelligible] OUT

[EG 93] Solent Coastguard, Solent Coastguard, this is Echo Golf niner three. SAY AGAIN ALL AFTER position. OVER

(At this juncture, Solent Coastguard would reply, giving the position of the shipping vessel preceded with the prowords "I SAY AGAIN")

[SC] All stations, all stations, this is Solent Coastguard. I SAY AGAIN, large shipping vessel entering Southampton water, currently at position one decimal two miles from Calshot Spit on bearing one six five degrees. Vessel restricted in ability to deviate from its course. Do not impede. OUT

The word "REPEAT", however should not be used in place of "SAY AGAIN", especially in the vicinity of naval or other firing ranges, as "REPEAT" is an artillery proword defined in ACP 125 U.S. Supp-2(A) with the wholly different meaning of "request for the same volume of fire to be fired again with or without corrections or changes" (e.g., at the same coordinates as the previous round).

So, if you are close enough to a Military firing range or exercise and you use the word “Repeat” on the air, you might want to duck and/or get clear of the area ASAP!

Answers to the Quiz on Page 19

1) You should taxi on to runway 33, but don't take off until you're cleared to do so.

2) "Cleared for the option" means you can make a touch-and-go, stop-and-go, full stop landing, low approach, or missed approach.

3) You need to activate your transponder identification. Most transponders have an "IDENT" button on them.

4) You may need to land and hold short of an intersecting runway, taxiway or other point if ATC tells you to.

5) NORDO means the aircraft can't communicate or isn't communicating with ATC or other aircraft.

6) The majority of ground control frequencies are in the 121.6-121.9 MHz bandwidth. A controller can omit the ground or local control frequency if the controller believes the pilot knows which frequency is in use. For example, they can say "contact ground point seven."

EAA323 VMC Club Question of the month February 2023: Answer

By EAA VAM Staff, (Question from Page 10)

Answer: A stabilized approach means the aircraft is (1) on a constant descent angle (generally 3 degrees, or 300 feet per nm) to the touchdown point, (2) at a constant airspeed, and (3) properly configured (landing configuration). If the aircraft is not stabilized at 500 feet AGL for a VFR approach and landing, the pilot should go around.

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. Thanks!!

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Supporting Our Community, Shop Local, Shop Texoma:

By Kim and Todd Bass

Shopping locally is crucial to our community. By supporting local businesses, in turn, you are helping your economy and community thrive. Every local retailer is one of our neighbors. Looking for ways to buy local shows our neighbors that we believe our community is worth investing in.

Small businesses are the largest employers nationally. Small, locally owned businesses account for 44% of the US economy. In 2019, small business Saturday generated $19.6 billion in revenue. When you shop local more money is kept in the community because locally owned businesses often purchase from other local businesses. Shopping and buying locally is a win-win for you, for small businesses and for our community as a whole.

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

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EAA Webinars Schedule:

https://www.eaa.org/eaa/news-and-publications/eaa-webinars

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.

2/14/23 @ 7p.m. **Subject: Neil Loving and his WR-1 "Loving's Love"**
Presenter: Chris Henry & Ben Page **Museum Webinar Series**
Neil Loving worked hard to overcome obstacles in life. Join Chris Henry and Ben Page for an evening dedicated to the life of this great homebuilder and man, who made a name for himself as an aeronautical engineer and air racer.

2/15/23 @ 7p.m. **Subject: Introduction to Backcountry Flying**
Presenter: Stef and Randy Goza **Qualifies for FAA WINGS credit**
Interested in backcountry flying? Alaska pilot couple Stef and Randy Goza will discuss key elements of safety and preparedness for backcountry flying. Join in to hear Stef, a state liaison for the Recreational Aviation Foundation, and Randy, a seasoned backcountry pilot, share their experiences.

2/28/23 @ 7 p.m. **Subject: EAA Chapters Young Eagles Build and Fly Program**
Chapters Webinar Series
The EAA Young Eagles Build and Fly program is an intensive RC model building and flying initiative to introduce youth to aircraft construction and the fundamentals of flight.

3/1/23 @ 7 p.m. **Subject: A Matter of Trust**
Presenter: Mike Busch **Qualifies for FAA WINGS and AMT credit.**
How far does your IA have to go to verify that your aircraft is airworthy? Can he or she rely on logbook entries made by other mechanics, or do they have to verify that all applicable ADs and other airworthiness requirements have been complied with by direct observation? In this webinar, maintenance expert Mike Busch relates the story of a diligent and well-intentioned IA who told a Citabria owner that his engine would need to be torn down to verify AD compliance, and how he worked with the owner and the IA to avert this terrible fate. Owners need to understand what maintenance records they are required by regulation to keep, and why it's so important for them to ensure that their mechanics provide them with fully compliant logbook entries.

3/8/23 @ 7 p.m. **Subject: Airframe Parachutes and Canopy Concerns**
Presenter: Prof. H Paul Shuch **Qualifies for FAA WINGS credit.**

First introduced in 1982, the whole airframe parachute has offered us a new safety option for surviving catastrophic aircraft accidents. But, despite hundreds of successful deployments, inclusion of a chute is still controversial among some pilots. In this FAASTeam WINGS and AMT award webinar, Prof. Shuch explores the pros of parachutes, as well as the cons of canopies.

3/14/23 @ 7 p.m. **Subject: The Curtiss Jenny**
Presenter: Chris Henry **Museum Webinar Series**
The Curtiss Jenny is arguably one of the most recognizable aircraft from its era. This is one of the airplanes that taught America to fly, and broke barriers.

3/15/23 @ 7p.m. **Subject:Advanced Skew-T Concepts**
Presenter: Dr. Scott Dennstaedt **Qualifies for FAA WINGS credit.**
There are very few weather tools that provide so many important details as does the Skew-T log (p) diagram. Using the tool to drill down is a great way to augment your understanding of the big weather picture. Combined with surface analysis and prog charts, constant pressure charts, and a multitude of other analyses and forecasts, the Skew-T will add confidence that you are making the right decision to depart or perhaps stay on the ground. In this webinar, Dr. Scott Dennstaedt will do a quick overview of the base diagram and review lapse rates before we explore some advanced topics on how to use the diagram to determine the potential for convective processes including deep, moist convection and cumuliform cloud tops.

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EAA Virtual Ultralight Days

Join EAA for a 3-day Webinar series on Ultralights starting Feb 21 through Feb 23! Ultralight experts will share their knowledge and best practices through free, interactive webinars on February 21 - 23.

Topics covered will include how to get started in ultralights; how-to instructions on a variety of ultralight aircraft like fixed-wing, powered parachutes, powered paragliders, helicopters, and weight-shift trikes; and overall informative topics on maintenance, airport operations, safety inspections, and more. Pre-registration is recommended since space is limited to the first 1,000 registrants.

2/21/23 @ 1p.m. **Subject: Getting Started in Ultralights** **Presenter: Timm Bogenhagen**

Ultralight vehicles have long been an affordable way to experience the 3-dimensional freedom and exhilaration of the sky. Join EAA staff member and ultralight and light-plane guru Timm Bogenhagen as he discusses the simple rules of Part 103 and tips for getting started. Qualifies for FAA WINGS credit.

2/21/23@ 2:30p.m. **Subject: Powered Paraglider Training Basics** **Presenter: Jon Eisele**

Powered Paragliders (PPG) are dreams come true for many, as you literally run into the air when taking off. Join PPG instructor Jon Eisele as he explains the equipment and the basics of flying, maintaining and training in a paramotor. Qualifies for FAA WINGS credit.

2/21/23@ 4p.m. **Subject: Mosquito Ultralight Helicopter** **Presenter: Norbert Richter**

Part 103 does not limit the configuration of an ultralight vehicle. For example, helicopters can operate under Part 103 as an ultralight vehicle. Learn all about the Mosquito ultralight helicopter produced by Composite FX.

2/21/23@ 5:30p.m. **Subject: Quicksilver Aircraft and Aero 1000 4-Stroke Engine** **Presenter: Gene "Bever" Borne**

EAA ultralight hall of famer Gene "Bever" Borne has been operating his business Air-Tech; offering sales, service & flight training of Quicksilver Ultralight aircraft since 1977. Tune in and hear Bever talk all about the Quicksilver line of ultralight aircraft, including the new 4-stroke engine option, the Aero 1000 HO.

2/21/23 @ 7p.m. **Subject: Rotax Two-Stroke Operation and Maintenance Tips** **Presenter: Brett Lawton**

Rotax 2-stroke engines power more ultralights than any other engine by far. Join Brett Lawton from Leading Edge Airfoils, a Rotax service center as he shares his decades of experience operating and maintaining 2-stroke Rotax engines. Qualifies for FAA WINGS and AMT credit.

2/22/23@ 1p.m. **Subject: Quad City Challenger Maintenance and Inspection Tips** **Presenter: Mark Murray**

Join CFI Mark Murray as he discusses maintenance and inspection for the Challenger ultralight. Mark will share tips for inspection and maintenance he has learned over the years operating his Challenger II providing flight instruction to students. Qualifies for FAA WINGS and AMT credit.

2/22/23 @ 2:30p.m. **Subject: Flying Clubs and Ultralight Flight Instruction** **Presenter: John von Linsowe, Scott Skalski, and Rick Hayes**

Flying clubs are a great way to make flying more affordable and flight training accessible. The Michigan Ultralight Association (MULA) flying club has a M-Squared training aircraft and Quicksilver for club members to use. Chief flight instructor John von Linsowe and club members Scott Skalski and Rick Hayes share their club and ultralight flight training experiences. They'll also discuss Project First Flight Educational Program LLC, a towed glider called the SnapDragon aimed to expose young people to a flight experience of their own pilotage.

EAA Chapter 323 Est. 1969 Sherman, Texas

2/22/23 @ 4p.m. **Subject: Powered Parachute Training Basics** **Presenter: Roy Beissweinger**

Powered Parachutes (PPC) are one of the easiest to learn and relaxed types of recreational flying. Join EAA hall of fame PPC flight instructor and examiner Roy Beissweinger as he shares the details of training and overall beauty of this inherently stable type of flying machine. Qualifies for FAA WINGS credit.

2/22/23 @ 5:30p.m. **Subject: Sailcloth Covering: Installation and Maintenance Tips** **Presenter: Malcolm Brubaker**

There are many benefits of sailcloth covering for ultralights, including it being inexpensive, no painting, and quick installation. Join ultralight sailmaker Malcolm Brubaker from Great Sails as he provides tips for installation, maintenance, cleaning, and repairs for sailcloth covering. Qualifies for FAA WINGS and AMT credit.

2/22/23 @ 7p.m. **Subject: Ultralights Buying Guide** **Presenter: Dan Johnson**

Thinking about buying an ultralight? Join EAA ultralight hall of fame member Dan Johnson, he'll discuss many of the ultralights available today. Dan has been reporting on the ultralight industry over 40 years and continues today thru his website, www.bydanjohnson.com

2/23/23 @ 1p.m. **Subject: Badland A/C: The Folding-Wing Ultralight** **Presenter: Chris Deuel**

With a traditional 3-axis control system, folding wings and numerous engine options Badland aircraft ultralight models are familiar to any pilot. Join Chris Deuel owner of Badland aircraft discuss all about this vehicle.

2/23/23 @ 2:30p.m. **Subject: Airport Operations and Ultralights** **Presenter: Tom Charpentier**

Over the years, some ultralight owners wanting to operate at public airports have been greeted with a cold shoulder and told “No, you can't fly here.” However, the FAA says flying ultralights is an aeronautical activity that can be accommodated at publicly funded airports, given some special considerations. Tom Charpentier from the EAA staff and government advocacy department will help guide ultralight pilots and airport operators to mutual understanding and development of procedures so ultralight vehicles can safely integrate into airport operations. Qualifies for FAA WINGS credit.

2/23/23 @ 4p.m. **Subject: Safety Condition Inspection for Ultralights** **Presenter: Denny Demeter**

Routine inspections and proper maintenance are a key part of operating "safely.” Some say safety is a mindset — join long-time ultralight owner and pilot Denny Demeter as he shares his mindset on things he has learned over the years to inspect and maintain your ultralight. Qualifies for FAA WINGS and AMT credit.

2/23/23 @ 5:30p.m. **Subject: Weight-Shift Trike Training Basics** **Presenter: Paul Hamilton**

Weight-Shift trikes (WSC) could be described as a motorcycle in the sky. Controlled by shifting weight under the wing hang-point, they have a close connection to the early days of ultralights when hang gliders were powered with small engines so they could rise from level ground. Join legendary WSC instructor Paul Hamilton as he explains the basics of trikes and training fundamentals. Qualifies for FAA WINGS credit.

2/23/23 @ 7 p.m. **Subject: Top 10 Causes of Two-Stroke Failure** **Presenter: Brian Carpenter**

Two-stroke motors have many advantages over four-stroke motors, and work exceptionally well to power ultralight vehicles. However, like most things, proper inspection, maintenance, and operation are required to ensure a long operational life. Join Brian Carpenter from Rainbow Aviation Services, providers of light-sport repairman training, as he discusses the types of failures that can occur if not inspected, maintained, or operated properly. Qualifies for FAA WINGS and AMT credit.

EAA Webinars sponsored by

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EAA Chapter 323 Est. 1969 Sherman, Texas

Upcoming Events:

Thursday, Feb 16	EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI), 1200 South Dewey, Sherman, TX @ 7:00pm Subject: Robert "Trigger" Wallace with John Halterman
Saturday, Mar 04	EAA 323 First Saturday Event: Club RV project visit North Texas Regional Airport (North T hangars)
	Airplanes and Coffee - Sulphur Springs Municipal Airport (KSLR) 0830 - 1230
Thursday, Mar 16	EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI), 1200 South Dewey, Sherman, TX @ 7:00pm Subject: Flight Simulators with Chris Frederick
Saturday, Apr 01	EAA 323 First Saturday Event: Pancake Breakfast Sherman Municipal Airport (SWI)
Thursday, Apr 20	EAA 323 Monthly Gathering at the 1200 South Dewey, Sherman, TX @ 7:00pm Subject: VMC Club Presentation
Sunday, Apr 30	Young Eagles flights at Sherman Municipal Airport (SWI)

Officers/Board of Directors/Key Coordinators

Name	Position	Email Address	Contact Number
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Frank Connery	Vice President	caapt1@aol.com	214-682-9534
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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 / VMC Coordinator / Newsletter Editor	a_model_guy@ymail.com	903-436-1405

General Email: EAA323@hotmail.com Website: https://chapters.eaa.org/eaa323

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:
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EAA Aviation Center
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National EAA Membership:
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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 _____

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Plane, Projects (%complete) and Interests: