



The Ramp Page



The Monthly Newsletter of the Sherman, TX EAA Chapter 323

June 2015

3rd Thursday meeting agenda—June 18, 7PM, Sherman, TX Municipal Airport

Mike McLendon will share with the club tips and recommendations for selecting a kit to build. There are many models, options, choices to pick from. But, Mike will help clear the air on that selection process. So, come on out, share some stories, and join us at the monthly club meeting.

July 11th Flyout-Rescheduled due to seaplane only conditions!

Due to heavy rains in May, the original dead-reckoning flyout for June 6 has been reschedule. Now, on July 11th (pending weather cooperation.....), the club will have its monthly flyout. It will be flying a course by use of dead reckoning and pilotage navigation only. GPSs, VORs, ADFs are banned! (Turn them off). More details to come at the club meeting, but, mark your calendars for this upcoming event!

Project Central Update—Zenith 650

There is aluminum dust on my hands again, and all over the shop floor.

After quite a time away from the project I have made some progress. It took a bit to recall the reason I have "30" taped to the back of one drill and "40" on the other.

As Guido once said at a chapter visit, "I just make small parts and put them together." I have made a few parts and done just that. The right rear spar is laid out for drilling, the inboard ribs (1-4) for the right wing are stiffened for the walk area. These stiffeners are angles cut to varying lengths per plan and then trimmed to fit, 3 to a rib, 12 total. Also the bellcrank supports on rib 7 are similarly measured cut and trimmed, drilled and clecoed in for the aileron bellcrank assembly. In the picture the three to the left are 1-3. They are riveted and completed. Rib number four is at the bottom and has a stiffener clecoed on the opposite side, middle, for an optional wing locker I plan to install. Seven is right above it and has the supports clecoed for the bell crank attachments clamped together right below it. They are ready for the inevitable disassembly, deburr, chromate, if needed, reassemble, final drill, and rivet process.

I included a couple of shots of my excel log. It shows 137 hours to date. I have tabs for each major component, wings, fuselage, controls, gear etc. I can add or change them as I see fit. They are all tied to the main front page which accumulates the time on the tabs and shows progress. I also use columns for activity, comments, notes and most importantly, a way to keep up with reminders. If there is a feature that needs to tie to another step or and part that needs to be left partially undone, a control wire is to be tied in etc., it is in the notes column in red type.

There is a really handy resource I am using to aid in the construction. The picture guide Zenith supplies with the plans is really great. As a visual aid there is a dvd "how to" available from Homebuilthelp. Its series of DVD's covering various components of the construction. It is a good resource to help with how to accomplish what the plans ask for and what the picture guide might not quite explain. To see someone actually do it is a big help for me. They have a list of popular aircraft instructions they supplement on line even, Van's.

I am still trying to decide nose wheel or real airplane, but the engine will be the UL model as used on the demo aircraft Zenith Aircraft flies. I have talked with Roger and the factory folks in Mexico, Missouri and it's been running well. They have the cooling figured out and that's an important feature to me and reduces a trial and error process to work thru. I flew the plane a couple years ago during a factory visit and it's pretty darn zippy for 130 horses. It won't get up a quick as Clint's 750, but its real close.

Some day when all the parts are properly organized, I may have an airplane.

Story submitted by Rick Simmons



Zenith 650		Builder: Ralph R Simmons Jr.		total for page	
serial # 65-8459		Construction log			
Date	Section	Activity	Hrs	Comments	Notes
4/14/2015	wings	clamped wing ribs 1-9 out to rear spar after checking dimensions visually with main spar. Marked bell crank supports for cutting and drilling	2		found doubler 6w11-18
4/25/2015		assembled rt abron support out and fit to ribs, checked, marked bell crank supports for cutting and drilling. Edge marked all rt ribs, measured L angles for ribs 1-3, installed L angles on ribs 1-3, Chromated. Cut L angles for rib 4 drilled to 46, placed winglocker L on outside of rib 4 using predrilled holes	2		Set up DVD player for Homebuilt HELP vids w TV
5/14/2015			2		see pictures

Zenith 650		Builder: Ralph R Simmons Jr.		total for page	
serial # 65-8459		Construction log			
Date	Section	Activity	Hrs	Comments	Notes
	Tail	tail hrs	50		
		shipping	12		
		total for page	62		
	Wings	total for page	75		
	Fuselage				
	Cabin				
	Gear				
	controls				
	Panel				
	Engine				
	Prep				
	Project Total		137		
11/2/2012	EAA Tech Visit			George Scott #84845 TC#958	All good

The Regulatory Minute

Sometimes, there has been confusion with regards to maintenance/airworthiness responsibility. In short:

- The owner/operator of an aircraft is responsible for the maintenance of an aircraft
- The pilot in command is responsible for determining airworthiness before flight

Airworthiness is confirming if the inspections are complete, is the minimum equipment functioning, to name a few. So, be aware as the PIC if you use someone else's aircraft. You aren't responsible for the maintenance, but, you're required to ensure it is airworthy.

Happy 90th!

Our own Guido Bevoni got a surprise on May 24th. A birthday party, unknown to him occurred to celebrate his 90th birthday. He said to some that as secretive as the party was and he had no idea, that, we should be part of the FBI. Several photos of the celebration is attached and keep up the good living!



Perrin Field Museum Visit/Hamburger Outing

For the monthly club outing (in lieu of dead reckoning due to weather), we visited the Perrin Field Museum, located next to the North Texas Regional Airport. It was filled with history from WWI through Vietnam. There was a lot of local memorabilia, including a piano that was donated to the base when it was in operation, returned to owner, then donated to the museum. It was a great visit and is recommended to visit if you didn't have the chance to attend with the chapter.

After the museum visit, the club met at Jack Stanton's hangar for burger, chips, and drinks. We appreciate the volunteer work from the cooks, the hangar, and the food/drink donations. It was a nice time.









Upcoming Chapter Events

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|-----------------------|---|
| Thursday June 18 | Monthly Meeting, Sherman Airport Terminal, 7:00PM
<i>Subject: Kitplane Selection Process (I mean, how hard can it be?)</i> |
| Saturday July 11 | Flyout--Dead reckoning flying at North Texas Regional
<i>Just look out the window for Pete's sake!</i> |
| Thursday July 16 | Monthly Meeting, Sherman Airport Terminal, 7:00PM
<i>Subject: Smoke Generators, and Magentos vs. Electronic Ignition</i> |
| Saturday August 1 | Lockheed Martin Flight Service Visit
<i>Come and checkout the flight service in Fort Worth.</i> |
| Thursday August 20 | Monthly Meeting, Sherman Airport Terminal, 7:00PM
<i>Subject: X-planes</i> |
| Saturday September 12 | Alliance Air Show Group Outing |
| Thursday September 17 | Monthly Meeting, Sherman Airport Terminal, 7:00PM
<i>Subject: Carrier Operations</i> |

Upcoming Non-Chapter Events of Interest

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| Saturday June 20 | Dog Days of Summer @ T14 (Speaker from last year's airport). www.t14airport.com |
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Officers/Board of Directors/Key Coordinators

Name	Position	Contact Number
John Horn	President	940-736-8440
Clint Murphy	Vice President	214-578-3859
John Halterman	Secretary	903-819-9947
Ross Richardson	Treasurer	903-821-4277
Paul Tanner	Board of Directors	903-546-6745
Joe Nelsen	Board of Directors	903-818-0496
Mary Lawrence	Board of Directors	903-821-2670
Mel Asberry	Technical Counselor	972-784-7544
Jim Smisek	Technical Counselor	903-819-6428
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