The Ramp Page – October 2024

EAA 323's Monthly Newsletter
Vol 55, Ed 10
Sherman, TX
Celebrating our 55th year of service!

Email: eaa323@hotmail.com Website: https://chapters.eaa.org/EAA323
Like us on Facebook @eaa323

We meet every Third Thursday at 7pm at the Sherman Municipal Airport (SWI)
1200 S Dewey Sherman, Tx 75090!
Please come and be our Guest!

President's Mission Brief:

By Frank Connery

Greetings from my recliner watching the OU/Texas game. So far, my Sooners are still in the game. Lot of things going on this month. This Thursday Mike M will be telling the saga of their converting a -172 to a glass panel. As usual some of us will meet at City Limits for burgers prior to the meeting. Usually 5:15 to 5:30. Hope to see everyone there. Perhaps I'll tell the tale of my alternator education.

This coming weekend is the Cedar Mill fly in. There are multiple seminars that qualify for FAA training credit. We need more volunteers to drive for all three days. We are also hosting a pancake breakfast Sunday morning. We need several more to help with breakfast and driving. Please get back to me if you can help.

Thats all for now. Keep the blue side up

Frank C

Q: What could possibly go wrong with the placement of this long-awaited alternator part?

A: Someone (who shall remain nameless) ran over it!

Wanted: Newsletter Editor

By Frank Connery

As has been mentioned before, Ed Griggs is stepping down as the Newsletter Editor to give someone else the chance to give the Newsletter a try! No one, including myself, expects anyone to do it exactly as he has done! We are excited to have someone else take over the reigns and make it their own! Ed will be available to assist, teach and/or help out as much as needed, requested or wanted.

For those thinking about stepping up, the only software "tools" that used are Microsoft Office, Excel and the Internet!

Texoma Aero Club October 2024

By Mike McLendon, TAC President

N7689M takes flight!

As announced that she would take flight on a Saturday and so it was. After 4 years of work, the restored and updated 1959 C175 took flight on Saturday, September 28 and since then has flown almost 10 hours and almost 1000 miles. N7689M will be available for your inspection prior to EAA323 meeting this coming Thursday, September 17 at 6 PM. Joe Nelsen, Rex Lawrence, Wes Moreland and I, will present the restoration story.

Thanks to Vic and Wes Moreland for having the desire to restore this vintage aircraft. Texoma Aero Club will not meet at the hangar on Saturday, October 19 but invites all members to attend the "Splash In" at Cedar Mills (3T0). FAA Safety sessions start at 8AM. Wings credit for attendance per session. EAA323 and TAC members will assist attendees with transportation to and from the lodge and Pelicans Landing Restaurant and the pancake breakfast Sunday morning.

All hands-on Deck getting ready for flight! Vic Moreland, Wes Moreland and Rex Lawrence putting their expertise to use!

Hope to see you this Thursday and Saturday. Mike

Mike McLendon and Raymond Fulenchek getting ready for the Inaugural Flight!

EAA323 VMC Club Question of the month: Oct 2024

By EAA VMC Staff, (Answer on Page 5)

Question: Pilots are often taught to not lean the mixture of a normally aspirated engine below 3,000 feet. When departing an airport when the density altitude is 5,000 feet, should we wait until reaching 3,000 AGL before leaning the engine?

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FunPlacesToFly

funplacestofly.com

Upcoming Events:

18 – 20 Oct (Fri-Sun): Cedar Mills South Central Safety Seminar and Fly/Splash In

By Kris Worstell

Something for everyone…both land and sea! Join us at Cedar Mills (3T0) on beautiful Lake Texoma for North Texas most informative and fun safety seminar and fly-in.

Oct 25-27 (Fri – Sun): Reklaw Fly-In and Campout

https://reklawflyin.org/

Your Fly-In host for the last 38 years, David W. Mason (85), flew west on January 26, 2024. His ashes are now forever a part of the grass strip. We'll all miss his colorful stories of flying and comradery, but the Reklaw Fly-In continues! He desperately wanted it to keep going. So, Marcia and her crew of volunteers are clearing the brush and painting the tires for another year, or two… or three… Put it on your calendar, same weekend, same place, and be there or be square, to honor him with a toast, and hearty Thank You!

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[8 Things You Should Do If You Suspect A Radio Failure]

By Corey Komarec10/12/2024, https://www.boldmethod.com/blog/lists/2024/10/8-things-you-should-do-if-you-suspect-a-radio-failure/

It might be a radio failure, but first...

1) Volume And Squelch
Try to adjust the volume and squelch. It's possible your volume was turned down too far, or the squelch isn't sensitive enough.

2) Switch Radios
If your aircraft has more than one radio, try transmitting on the other radio.

3) Verify/Change Frequencies
Verify that you have the correct frequency dialed in! If the frequency is correct, try to locate an alternate frequency for the same station you are trying to contact. The frequency you are on may not be monitored at the moment, or the ground-based antenna might have an issue.

4) Handheld Microphone
If you can hear ATC but they aren't able to hear you, try using the handheld microphone. The push-to-talk button may not be working, or the COM1/COM2 radios may not be transmitting properly at all.

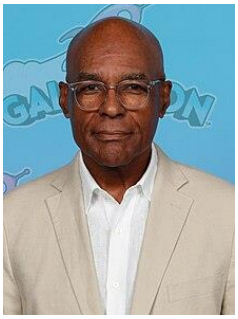
5) Use Your Cellphone
If nothing else is working, use your cellphone and call tower or a FSS. Let them know you've had a radio failure, and either ATC will clear you in as usual or FSS will coordinate with ATC to get you safely back on the ground.

6) Squawk 7600
By squawking 7600 (lost communications squawk code), ATC will know you've had a communications failure.

7) Circle
If you start squawking 7600 near a tower controlled airfield, start circling outside the airspace and wait for light gun signals from ATC.

8) Divert
Worst case scenario, divert to a non-towered airport. Begin by flying over the field at 1,000' above the published traffic pattern altitude. By doing this, you're able to determine the best suitable runway for landing, view the runway conditions, and of course, to locate any traffic that may be in the pattern or on the airport surface. Then, enter the traffic pattern and land.

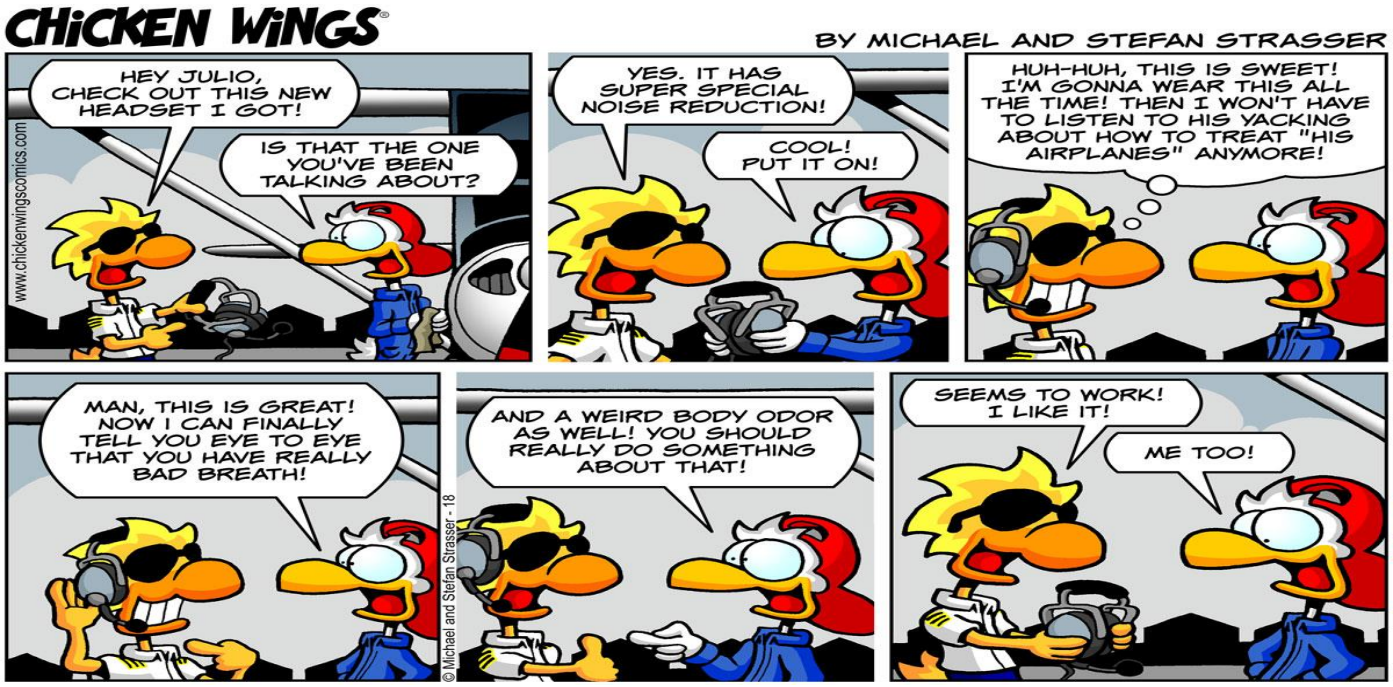
Arcane Aviation Texas Fact: Michael Dorn, Not just a Trekkie!



While most of Us may know him better as “Worf” on the Television series “Star Trek: The Next Generation”, few may know that Michael Dorn is a highly qualifed Pilot and from the great State of Texas.

Dorn was born in Luling, Texas, the son of Allie Lee (née Nauls) and Fentress Dorn Jr. He grew up in Pasadena, California, where he studied radio and television production at Pasadena City College. Following his graduation, he pursued a career in music as a performer with several different rock music bands, traveling to San Francisco and then back to Los Angeles.

A member of the Aircraft Owners and Pilots Association, Dorn is an accomplished pilot. He has flown with the Blue Angels as well as the Thunderbirds. He has owned several jet aircraft, including a Lockheed T-33 Shooting Star, which he jokingly refers to as his "starship", a North American F-86 Sabre, and currently owns a North American Sabreliner. Dorn also serves on several aviation organizations, one of which is the Air Force Aviation Heritage Foundation, where he is on the advisory board. Dorn was interviewed for the "Private Jets" episode of Modern Marvels on The History Channel.



EAA323 VMC Club Question of the month Oct 2024: Answer

By EAA VMC Staff, (Question from Page 2)

No, precautions should be taken under such conditions to ensure getting the proper engine performance. According to engine manufacturer Lycoming, “For 5,000 feet density altitude and above, or high ambient temperatures, roughness or reduction of power may occur at full rich mixture. The mixture may be adjusted to obtain smooth engine operation. For fixed-pitch propellers, lean to maximum RPM at full throttle prior to takeoff where airports are at 5,000-feet density altitude or higher. Limit operation at full throttle on the ground to a minimum. For direct-drive and for normally aspirated engines with a prop governor, but without fuel flow or EGT, set throttle at full power and lean mixture at maximum RPM with smooth operation of the engine as a deciding factor.” Lycoming also advises the following: NOTE: When leaned, engine roughness is caused by misfiring due to a lean fuel/air mixture which will not support combustion. Roughness is eliminated by enriching slightly until the engine is smooth.

Source: Leaning Lycoming Engines | Lycoming

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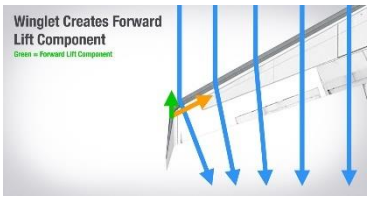
Quiz: 5 Questions To See How Much You Know About Drag

By Corey Komarec, 09/20/2024, https://www.boldmethod.com/blog/quizzes/2024/09/can-you-answer-these-5-aircraft-drag-questions/

Ready to get started? Answers on page 7



1) Most modern swept-wing aircraft use some form of winglet. What is a winglet's purpose?

- They reduce form drag
- They dampen yaw during turbulence
- They add stability about the lateral axis
- They reduce induced drag from wingtip vortices

2) Most small single engine aircraft have a best-glide speed for power-out situations. What occurs at best-glide speed?

- Maximum lift to drag ratio
- Relative airflow is at its lowest
- Minimum lift to drag ratio
- Maximum endurance

3) Adding flaps increases:

- Camber
- Lift
- Drag
- All of the above

4) Aircraft that have retractable landing gear encounter a slight increase in total drag while the gear are retracting. What is this due to?

- Form drag
- Induced drag
- Interference drag
- Skin friction drag

5) What is skin friction drag?

- Induced drag that is created by stagnating air near the surface
- Parasite drag that is a result of stagnating air near the surface
- Induced drag that is created by span-wise flow across the wing
- Induced drag that is created by span-wise flow across the wing

Aviation Words – "Pitot"

https://www.eaa.org/eaa/news-and-publications/eaa-news-and-aviation-news/bits-and-pieces-newsletter

A pitot tube (/ˈpiːtoʊ/ PEE-toh; also pitot probe) measures fluid flow velocity. It was invented by French engineer Henri Pitot in the early 18th century, and modified to its modern form in the mid-19th century by Henry Darcy. It is widely used to determine the airspeed of aircraft; the water speed of boats; and the flow velocity of liquids, air, and gases in industry.

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Aircraft of the Month: Curtiss-Wright Travel Air 6B Sedan

https://en.wikipedia.org/wiki/Travel_Air_6000

Delta, which began in 1924 as the world's first aerial crop-dusting company, flew its first passenger flight on June 17, 1929. A restored, seven-seater Travel Air Sedan similar to the one used for the service, one of only four left in existence, now lives on a (very large) pedestal in the recently reopened, 68,000-square-foot Delta Flight Museum next to Atlanta Airport. Twice in the last twenty years the plane has taken to the skies to recreate Delta's first flight, flying from Dallas–Love Field in Texas, to Jackson, Mississippi, with stops in Monroe and Shreveport, Louisiana.

Design and development

It was developed as a luxury version of the Travel Air 5000 marketed principally as an executive aircraft, although its size proved popular with regional airlines, which purchased most of the roughly 150 machines built.

The 6000 was a high-wing braced monoplane with a fuselage constructed of steel tube and covered in fabric. In keeping with its intended luxury market, the fully enclosed cabin was insulated and soundproofed, and included wind-down windows. The basic model was priced at $12,000, but numerous options were offered that could nearly double that price; actor Wallace Beery's aircraft cost him $20,000 and was the most expensive Model 6000 built.

Specifications: **Curtiss-Wright Travel Air 6B Sedan**

General characteristics
Crew: 1
Capacity: 5 passengers
Length: 31 ft 2 in (9.50 m)
Wingspan: 48 ft 6+1⁄2 in (14.80 m)
Height: 9 ft 0+1⁄2 in (2.76 m)
Wing area: 282 sq ft (26.2 m2)
Airfoil: Clark Y (15%)[25]
Empty weight: 2,700 lb (1,225 kg)
Gross weight: 4,230 lb (1,919 kg)
Powerplant: 1 × Wright J-6-9 Whirlwind 9-cylinder air-cooled radial piston engine, 300 hp (220 kW)

Performance
Maximum speed: 130 mph (210 km/h, 110 kn) at sea level
Cruise speed: 110 mph (180 km/h, 96 kn)
Range: 550 mi (890 km, 480 nmi)
Service ceiling: 16,000 ft (4,900 m)
Rate of climb: 800 ft/min (4.1 m/s)

CURTISS – WRIGHT

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Answer's to question from Quiz on Page 6

1) Winglets are actually little wings that generate lift. And, just like any other wing, they generate lift perpendicular to the relative wind. Because wingtip vortices bend the relative wind inward toward the root of the wing, winglets are able to produce a small amount of forward lift, which opposes drag. When you draw the lift vector from the winglet, the lift vector points forward a little.

2) Any speed faster than (increase in parasite drag) or slower (increase in induced drag) than your best glide speed (L/D max) will decrease your gliding distance.

3) Adding flaps increases camber, lift and drag.

4) Interference drag is a form of parasite drag that is a result of mixing airflow between aircraft components. If the angle between the components is 90 degrees or less, interference drag increases. So, as the gear retracts, it'll go from 90 degrees all the way to 0 degrees.

5) Skin friction drag is a form of parasite drag that is created at the boundary layer level. Due to the friction of the wing surface or aircraft surface, the air molecules close to the skin will stagnate creating drag. Contaminants such as frost can increase this drag.

Supporting Our Community, Shop Local, Shop Texoma:

By Kim and Todd Bass

Imagine your neighborhood or city without any of its small, local businesses.

Small businesses give back (more) to your community. When you support a small business you are also supporting your town, city and neighborhood. Small business owners strive to survive and one of the biggest advantages they have over large retailers is the ability to provide more personable, hands-on, and memorable customer service. You're much more likely to know a small business owner in your neighborhood and one thing consumers desire is a strong sense of community. Small business owners support the community through schools, youth sports & non-profits.

Small business owners like us appreciate the opportunity to be in this community, support this community and help make the statement for all the new business growth in this community.

Leave the details to our experienced team of graphic designers, project managers, and installation experts as we seamlessly guide your project from concept to completion.

Shop small. Shop local.

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

FASTSIGNS

FASTSIGNS® of Sherman
Todd and Kim Bass
1920 N Grand Ave, Sherman, Texas 75090
https://www.fastsigns.com/608-sherman-tx

PK SOLUTIONS
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Vogel Allstate Insurance Group
5621 Texoma Pkwy, Sherman, TX 75090
https://agents.allstate.com/david-vogel-sherman-tx.html

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

Keystone Enterprises

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(903) 640-4928
Monday through Friday from 8:00 A.M. to 4:30 P.M.

Larry's CB Shop
1816 N Waddill St, McKinney, TX 75069, USA
(972) 562-6898
larryab5kr@gmail.com

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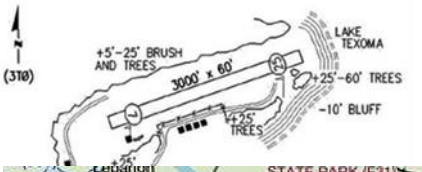
Directions to Cedar Mills Resort:

http://www.cedarmills.com/airfield.php

Cedar Mills Marina & Resort Airfield (3T0) on Lake Texoma is located in North Texas and is a great vacation destination for our flying friends. Our turf airstrip is 3,000 feet and is always maintained. Tie-downs are located on the south side of the runway. The airstrip is a refreshing short stroll from the center of the marina where you will find the Ships Store Gift Shop & Boutique, Main Office, and our waterfront restaurant, Pelican's Landing.



Fly-In Data

FAA Identifier: 3T0
Lat/Long: 33-50-21.6459N 096-48-36.2483W 33.8393461,-96.8100690 (estimated)
Elevation: 640 ft. / 195 m (estimated) Variation: 06E (1995)
From city: 3 miles N of GORDONVILLE, TX
Time zone: UTC -5 (UTC -6 during Standard Time)
Zip code: 76245

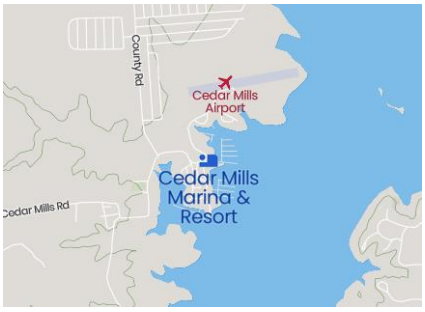
Runway Information

Runway 7/25
Dimensions: 3000 x 60 ft. / 914 x 18 m
Surface: turf, in excellent condition

	RUNWAY 7	RUNWAY 25
Latitude:	33-50.346167N	33-50.392557N
Longitude:	096-48.900000W	096-48.310000W
Traffic pattern:	LEFT	LEFT
Obstructions:	36 ft. trees, 340 ft. from runway, 9:1 slope to clear	80ft tree, 34 ft from W. Edge Of Runway

Driving Directions:

Adress: 500 Harbour View Road Gordonville, Texas 76245 903-523-4222



Driving directions:

You can reach Cedar Mills from either the West corridor (I-35E) or the East Corridor (US-75:

From the western side: Drive up/down I-35E to Gainesville, Tx. Exit at Highway 82E at Gainesville and travel east to Whitesboro, Tx. Once in Whitesboro, Turn North (left) on Exit 624 / FM 377 and continue on FM 377 for approximately 12miles until you reach the large billboard for Cedar Mills Marina and Pelicans Landing Waterfront Restaurant Resort (on the right side of the road). Turn east (right) on Cedar Mills Road and follow the road for 3 miles. It will take your right to the resort. Once you reach the Resort, bear to the left and continue approximately ¾ of a mile to the airfield.

From the eastern side: drive up US-75 to Sherman, Tx. Exit on Highway 82 and turn west (left) on Highway 82. Travel west to Whitesboro, Tx. Once in Whitesboro, Turn North (right) on Exit 624 / FM 377 and continue on FM 377 for approximately 12miles until you reach the large billboard for Cedar Mills Marina and Pelicans Landing Waterfront Restaurant Resort (on the right side of the road). Turn east (right) on Cedar Mills Road and follow the road for 3 miles. It will take your right to the resort. Once you reach the Resort, bear to the left and continue approximately ¾ of a mile to the airfield.

Driving from Oklahoma:
Head South on Highway 99 in Oklahoma. When you cross the Willis Bridge over the Red River (and Lake Texoma) into Texas, the highway number changes to Highway 377. Continue south from the bridge, approximately .5 miles, turn East (right) at Hillcrest St (next to Mitchell's Grocery Store) and continue for ½ mile. Turn right at County Road. Continue down County Road for approximately 2 miles until you reach the stop sign at Cedar Mills Road. Turn left and follow the road to the Marina. Once you reach the Resort, bear to the left and continue approximately ¾ of a mile to the airfield.

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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.

Wednesday, October 23, 2024, 7 p.m. **Subject: MOSAIC: Sport Pilot/Light-Sport Aircraft 2.0 Update**
Presenter: Tom Charpentier **Qualifies for FAA WINGS credit**

The upcoming MOSAIC rule will provide exciting opportunities for many, including new and existing pilots, aircraft owners, and manufacturers. An expansion of sport pilot and light-sport aircraft privileges will make it easier and less expensive to fly. Join EAA Government Advocacy Director Tom Charpentier as he reviews the basics of how the upcoming MOSAIC rule change will impact you and your aircraft options.

Wednesday, October 30, 2024, 7 p.m. **Subject: Fly the Easy Way**
Presenter: Larry Bothe **Qualifies for FAA WINGS credit**

Why are you working so hard to fly your airplane? FAA Master CFI Larry Bothe will share 21 tips and tricks you can do to make your flying easier, safer, cheaper, and a whole lot more enjoyable. Tune in and prepare to learn some new techniques your instructor may not have taught you.

Wednesday, November 6, 2024, 7 p.m. **Subject: Distrust and Verify**
Presenter: Mike Busch **Qualifies for FAA WINGS and AMT credit**

The Russian proverb "Trust but verify" made famous by President Ronald Reagan was later morphed by Secretary of State Mike Pompeo into "Distrust and verify" when he spoke about China. Pompeo's version is just as applicable to aircraft maintenance as it is to arms control. Far too often, A&P mechanics attack an aircraft with tools in an attempt to fix an issue based solely on a squawk by a pilot or aircraft owner without actually verifying for themselves that the description is accurate. Frequently this results in costly and time-consuming maintenance that doesn't resolve the issue. In this webinar, Mike Busch A&P/IA offers two real-life stories to illustrate this problem and talks about what pilots and mechanics can do to prevent it from happening.

Tuesday, November 12, 2024, 7 p.m. **Subject: Christen Eagles**
Presenter: Chris Henry and Amelia Anderson **EAA Museum Series**

Frank Christensen built a legend when he designed the Christen Eagle. The airplane is enjoyed by so many in the aerobatic world, and EAA's heritage is deeply tied to the aircraft type. Join EAA Museum Manager Chris Henry as he discusses the museum's Christen Eagles and this legendary aerobatic aircraft.

Wednesday, November 13, 2024, 7 p.m. **Subject: Scanning the Gauges: Surviving VFR Into IMC**
Presenter: Prof. H. Paul Shuch **Qualifies for FAA WINGS credit**

Federal Aviation Regulations are very clear as to the training, currency, equipment, inspections, and clearances required for flight into instrument meteorological conditions. Still, far too often, pilots stumble into IMC without meeting those requirements. In this FAA Safety Team WINGS webinar, Prof. H. Paul Shuch will review the pertinent FARs, explore the reasons for these deviations, and discuss lifesaving training and techniques to follow if you should ever find yourself flying VFR into IMC.

Wednesday, November 20, 2024, 7 p.m. **Subject: IFR Departures: From Planning to the En Route Environment**
Presenter: Tom Turner **Qualifies for FAA WINGS credit**

Instrument training, proficiency, and currency requirements are built primarily around instrument approaches. But getting from the airport to the en route environment under instrument flight rules is equally as complex and requiring of study, training, and practice. In this webinar Tom Turner will cover planning and execution of the following:

Obstacle Departure Procedures (ODPs), Standard Instrument Departures (SIDs), Visual Climb Over Airport (VCOA) procedures, Departing VFR to pick up your clearance in the air, Abnormal and emergency procedures during an IFR departure, Maintaining currency and proficiency in IFR departure procedures, Answers to viewer questions.

Quick WINGS Log In

https://www.faasafety.gov/WINGS/pub/learn_more.aspx

EAA Webinars sponsored by Aircraft Spruce & Specialty Co. SINCE 1965

Upcoming Events:

Thursday, Oct 17	EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI) 1200 South Dewey, Sherman, TX @ 7:00pm Subj: 1959 C175 Restoration story with TAC Leadership
Thu–Sun, 18,19, 20 Oct	Cedar Mills South Central Safety Seminar and Fly/Splash In, flyer and map in Newsletter (Page 3)
Fri – Sun, 25,26,27 Oct	Reklaw Fly-In, flyer and map in Newsletter (Page 3)
Thursday, Nov 21	EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI) 1200 South Dewey, Sherman, TX @ 7:00pm Thanksgiving Potluck and Chapter Elections

Officers/Board of Directors/Key Coordinators

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Ed Griggs	PIO/Newsletter Ed	blueskiesAV8er@yahoo.com	903-436-1405

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

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High Flight

Oh, I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds . . . and done a hundred things
You have not dreamed of . . . wheeled and soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air.
Up, up the long, delirious, burning blue
I've topped the windswept heights with easy grace
Where never lark, or even eagle flew.
And, while the silent, lifting mind I've trod
The high untrespassed sanctity of space
Put out my hand, and touched the face of God.

John Gillespie Magee Jr., R.C.A.F.
(killed in in WWII)

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:
EAA 323 Treasurer
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: