



The Ramp Page January 2023

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EAA Chapter 323 Sherman, TX
Monthly Newsletter

Celebrating our 54th year of service!



Email: ea323@hotmail.com

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

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President's Mission Brief:

By John Halterman

EAA 323,

Hello everyone and welcome to 2023!

I want to thank the Richardsons for a great job hosting the annual Christmas party and I also want to thank Oliver Spatscheck and Brad Pickle for hosting EAA 323 for their project builds for the first Saturday event in January. Both events were very well done and the contributions are greatly appreciated.

In late December, we lost Clint Murphy, an avid flyer and a good friend. I always enjoyed his presence and encouragement. We have dedicated the next page of the newsletter in remembrance of him. He will be missed.

For our first meeting of the year, which is Thursday January 19, 7 PM at Sherman Muni Airport Terminal, it will be a hodge-podge of items. We do have some awards to present to chapter members, and we are going to do a briefing regarding the Cavanaugh museum event, which will be our first Saturday event in February at Addison Airport at 10 AM. This museum holds many historical aircraft for all to see. There are some unique procedures for flying into/out of Addison which will be reviewed, but, of course, you can drive! Stay tuned for more. In addition, I do have a good chapter video for us to watch.

During the weekend of January 27-29, I will be in Oshkosh, WI at the headquarters for a leadership training meeting. I went to this about 3 years ago, and it is a great opportunity for the leaders to see some behind-the-scenes activities and get to know the key leaders at EAA. In addition, it reviews all the benefits available to the chapter. I'll be sure to give a brief at a future meeting.

Rich Kreekon has been organizing talks at the local Sherman High School with the aviation classes over there. Frank Connery has also hosted an event with the school. The kids are interested in just about any topic that would cover about 30 minutes. It could be taxes, learning to fly, how to do a resume, you name it! If interested, please discuss with us at the next chapter meeting.

The RV-14 project is making progress as well over at North Texas Regional Airport. It should fly on a Tuesday!

As a preview of February's EAA 323 meeting on Thursday Feb 16th, we have a very special guest coming that I just arranged. His name is Robert "Trigger" Wallace. I met in about a month ago as part of my Kitfox flight school. However, he's going to give us a review of his military experience as a fighter pilot, and he is currently a test pilot in Fort Worth on the F-35. He has flown a lot of aircraft and has lots to share. So, mark your calendars!

See you soon!

John F. Halterman
EAA 323 President



EAA 323 mourns the loss of one of our own

By Ed Griggs

Mark Twain once said “Let us endeavor to live so that when we come to die even the undertaker will be sorry” and that is how we feel about our very own Clint Murphy!

Clint was a long time Chapter member, aviation enthusiast, and a true Texan! Acting as the Airport manager for Finney Field, he was not only the caretaker but he was also a valued source of information, advise and help, often taking time to assist others with repairs and maintenance while training them as well!

He would walk the 16 acres of the field with his faithful companions Hoot and Buster on an almost daily basis!

Clint’s presence and his encouragement throughout the years and his contributions to his Family, Friends and the chapter will be sorely missed.



Obituary for Clinton Owen Murphy

<https://www.restlandfuneralhome.com/obituaries/Clinton-Murphy-5/#!/Obituary>

It is with great sadness that we announce the death of Clinton Owen Murphy age 80, of Sherman, Texas, passed away on December 17, 2022 in Denison leaving to mourn family and friends.

He was predeceased by his parents, B. Clinton and Barbra Murphy; his brother, Robert Gene Murphy. He is survived by: his children, Matthew Murphy (Sarah) and Marnie Sloan (Jasen); his wife Homs Kay Murphy; his grandchildren, Amanda Montgomery (Brennon), Blaine Sloan (Jenna) Ashley Sloan; and Heather Eldredge (Cole); and his great grandchildren, Weston Montgomery and Gatsby Eldredge.

In lieu of flowers Family is requesting to send donating to the Mantua Lodge scholarship fund in Van Alstyne. Mailing address PO Box 806, Van Alstyne, Tx 75495



Homebuilders Week – An online opportunity to learn about all aspects of building your own aircraft

By Charlie Becker, EAA Homebuilt Community Manager

EAA will be hosting our third annual Homebuilders Week online learning event for aircraft builders: (www.EAA.org/HomebuildersWeek). It will be five straight days of educational forums covering a broad spectrum of aircraft building topics. It will start on Monday, January 23, 2023, and run until Friday, January 27, 2023. The live online presentations will be open to everyone interested in building their own aircraft. Sessions will start at 11:30 a.m. CST and run until 8:30 p.m. CST daily.

This event is an opportunity for a new person to jump in with both feet and learn a lot about the wonderful world of homebuilding. We will cover areas like getting started successfully and techniques when building with sheet metal, composites, steel, and wood. But it won't be just for the newbie; we are offering in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. There will be something for every builder, whether you are just starting out, knee deep in a project, or just received your airworthiness certificate — it is going to be a great learning opportunity.

EAA is working with industry experts, kit manufacturers, and other subject matter experts to provide top-notch material for builders. The sessions will be live and allow time for attendee questions. Recordings will be archived and available to EAA members for review.

EAA Homebuilders Week coincides with the 70th anniversary of the founding of the Experimental Aircraft Association in 1953. Those founding members of EAA lit the fuse on the homebuilt movement that provides affordable access to aircraft ownership and today has spread worldwide.

EAA Homebuilders Week is possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, Inc., and Van's Aircraft, Inc.

Visit EAA.org/HomebuildersWeek to review the schedule and sign up for a session.



EAA 323 Build Project update

By Frank Connery and Steve Riffe



EAA Chapter 323 Annual Christmas Party

By Ross Richardson

This year's EAA 323 Annual Christmas Party was held at the home of Ross Richardson. It was an evening of fun, food and presents! Time spent with family and friends is always time well spent!



Last minute preparations! Making sure that everything was just right!



Looks like someone is excited! Was it the food or the presents?



Looks like Adam Yavner is looking over the smorgasbord!



And let the eating commence!



and now, for the fun part, Gift exchange!



A very apprehensive Frank Connery opening a gift!



Looks like someone is going in for the steal!



TAC Operations!

By Michael McLendon, January 2023

Happy New Year all!

I hope the Holiday season was good for you and yours. Texoma Aero Club began its 4th year of operation and were making plans to make it a great year for club flying and activities.

At the December Board of Directors meeting, it was decided to move our monthly meeting day and time to the third Saturday of the month. Starting in February, we will socialize prior to our meeting with a pancake breakfast at 8 AM (to 9:30 or 10AM). Business meeting starting at 9. This will also be a time to maintain our hangar and aircraft. Weather permitting, Discovery flights in Lucy and Glenda until 1 PM (or longer if necessary). Pilots will be needed. We will keep this routine for all future Club meetings. If you haven't been to a TAC meeting recently, get yourself in gear and be there.

If you have friends, family, who are interested in learning to fly. This is that time to introduce them to our world. Sweet! All in all, this is the time to meet your fellow club members.

Club Aircraft Updates:

First and update on Lucy, N1528Y. ALL IS WELL!

We moved Lucy over to the maintenance hangar, E1, for now during the cold months since it is insulated. Oil and supplies are stored there for convenience.

You will need the "restroom" key from TAC hangar to enter E1. Just remember to replace the key before you fly Lucy. There is also a "backup" key to E1 if you need it. Text Me or Rex for the code.

We will continue to fuel Lucy with 100LL for now. Sherman is the best choice for price. NTRA self serve is over \$5.00. Please be sure to top off when you refuel.

We are monitoring oil consumption also. Please note oil level prior to flight and post flight in the aircraft log book. Record amount added. Lucy seems to like 6 or so quarts on board at takeoff. 7 max.

Any questions about Lucy contact Rex or myself.



Glenda, N4594U is still available for those who want to build time "inexpensively" 😊 - Nothing cheap about aviation! But seriously at 5 gph, what's not to like. AND. We are in the process of replenishing MoGas, Alcohol free, 91 octane in the fuel trailer. By meeting time, this should be available.

Plans are in the works to do some avionics upgrade in Glenda. More about this at the January meeting.



When you are in the maintenance hangar, note the progress being made on the 175, N7689M, a 1959 C175, is the Clubs newest perspective acquisition!

Specifics are:



Rebuilt IO360 Continental, Zero Time, and Constant speed prop.

New Panel tuat will include: Garmin 530W, 2-G5's, PAR200B 4 place intercom with Trig TY91 Com, JP Instruments EDM 930 engine monitoring system, Stratus transponder ADS-B out, Vertical Card Compass, Traditional Altimeter, Turn and Bank, Airspeed, VSI, 4 USB ports, and Manual flaps.

Hopefully, an Autopilot will be budgeted to be installed but may be at a later date. More on this at the January meeting.



Last summer, prior to engine installation

TAC welcomes Hayden McDaniel, CFI to the club. Hayden instructs at SOSU. If you need his his contact info, text me, Rex, or Mary.

I'm looking forward to 2023 as being the best year yet for TAC! See you next Tuesday.

Blue Skies,

Mike



Prior to restoration.
Engine replacement

[Look what/who showed up at North Texas Regional?](#)

Steve Hinton, from Planes of Fame Museum out of Chino, Ca, stopped by for some fuel and visit with friends at North Texas Regional Airport with his P-38! What an awesome bird up close!



<https://planesoffame.org/about/president>



Multiple projects going on at Donna Field

By John Halterman

Saturday morning EAA members, Friends and Family were invited to Donna Field (33TE) to view the ongoing projects by Oliver Spatscheck and Brian Pickle, as well as donuts, Coffee, more donuts and water. We had quite the turnout!



As it turns out, Oliver is in the process of building an Airdrome - Fokker DR-1, single seat aircraft and Brian is in the process of building an RV-10, a 4 place aircraft!



Oliver Spatscheck's Fullsize Airdrome - Fokker DR-1

Oliver's Online Builder log with pictures and progress are located at <https://eaabuilderslog.org/?blproject&proj=7kPEeG2Em>

Specifics: The kit cost around \$12,000 and another \$12,000 for the motor which will be a 7-cylinder Rotec R2800 engine rated at 110hp. The project was started January of 2021 and he is hoping to put fabric on in the Spring/Summer of this year!



 **Airdrome Aeroplanes** 
929 NW Road 1571, Holden, MO 64040



Brian Pickle's RV-10

Brad's online Builder log is located at <https://eaabuilderslog.org/?blproject&proj=7w7Aqk3EN>

Specifics:

Vans RV-10 details (as reported by Vans), Top Speed = 180 kts, Cruise = 160 kts, Stall = 55 kts, Gross weight = 2,700 lbs, Typical empty weight = 1,600 lbs, Current kit price = \$61,350

Details on his build:

"The engine will be Lycoming IO-540, 260 HP. I have no idea how many hours and I haven't added up total cost. I have been working 18 months on a standard kit with no quick build options. My plan (hope... lol) is to finish in 12-18 months."



Brad Pickle fielding questions and getting a good laugh!



Brushy Creek renovations: More planes, more problems!

By Rick Simmons



Having had recently made the purchase (a purchase that Ed Griggs will never let me forget) of a 1941 Piper J-3 Cub, something needed to change. For one thing, The wings were long for both my Zenith project, Cherokee and it (the Cub) to fit into my hangar!

So after some soul searching, it was decided that the Zenith had to go! (Congratulations to Connor Luckett! I sincerely hope that you enjoy the rest of the build!)

Even selling the Zenith to create the room needed, I still had the problem of two planes being jammed into the space that 1 plane had so easily occupied! Cherokee has been pushed to the back of the hangar and the Cub, with its high and long wings, sitting near the door still had me having to move two planes to get one plane out! What's a guy to do? Remodel of course.

So, I tore down the wall old shop and added it back out under the shed side. Sounds simple but was more than I imagined. Its 90% done 90% to go. I'll finish it in the spring... of some year. Hopefully, the Cub and Cherokee can come in and out without having to move both out to fly the one in the back. And if you are interested or wanna see the progress! Stop by! Please! I need a break! Coffees on or there are cold drinks in the fridge.



EAA323 VMC Club Question of the month: January 2023

By EAA VMC Staff, (Answer on Page 23)

Question: You are contemplating a short, daytime over water VFR flight (sea level) in Class G airspace with overlying Class E airspace having a floor of 700 feet. The current conditions include a ceiling of 1,100 feet and 10 miles visibility. What is the highest altitude at which you can legally fly?



EAA VMC Club
Question of the Month



Martin UAV testing at Brushy Creek

By Rick Simmons

First flight testing for another new Bird destined for a US military operations. These guys are mostly former military, many are pilots both fixed wing and rotary. The stories I get to hear.



Catch and release on a grand scale!



Pay no attention to the man in the truck!
He's just a figment of your imagination!



How many boxes does it take to haul a drone.



It takes a crew to meet FAA requirements, All in communication with each other! Each person has a different responsibility regarding the flight!

Note: Be sure to check AIRSPACE NOTAM's due to Martin UAV operations. Due to Brushy Creek being a private field, you will have to check at either North Texas Regional Airport (NTRA/KGYI) or Cedar Mills (3T0) to verify that operations are in effect. You can also call Rick Simmons who will verify with you!

SAMPLE ONLY!

ZFW AIRSPACE UAS WI AN AREA DEFINED AS 1.5NM RADIUS OF 334511N0964952W (5.4NM S 3T0) SFC-1500FT
Above Ground Level Daily 1300-0100,
Effective: Jan 11 2023, 7:00 AM CST,
Expires: Jan 13 2023, 7:00 PM CST
(Lat and Long are Coords for Brushy Creek)



The Arcane Aviation Texas Fact: Elizabeth “Bessie” Coleman

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

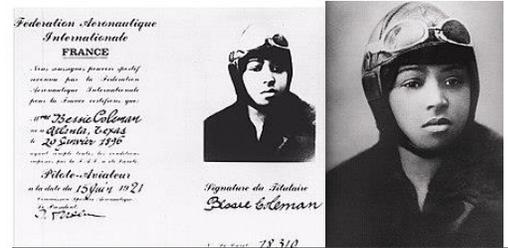
<https://www.britannica.com/biography/Bessie-Coleman>

Bessie Coleman (January 26, 1892 – April 30, 1926) was an early American civil aviator. She was the first African-American woman and first Native American to hold a pilot license. She earned her license from the Fédération Aéronautique Internationale on June 15, 1921, and was the first Black person to earn an international pilot's license.

Born to a family of sharecroppers in Atlanta, Texas, She was 1 of 13 children of the family working in the cotton fields. At a young age Her mathematical aptitude freed her from working in the cotton fields and was allowed to study in a small segregated school. She then attended one term of college at Langston University in Langston, Oklahoma, before moving to Chicago, where she worked as a manicurist and restaurant manager and became interested in the then new profession of aviation!

But African Americans, Native Americans, and women had no flight training opportunities in the United States. Undaunted, she learned French and in 1920 was accepted at the Caudron Brothers School of Aviation in Le Crotoy, France. Black philanthropists Robert Abbott, founder of the Chicago Defender, and Jesse Binga, a banker, assisted with her tuition.

On June 15, 1921, she became the first American woman to obtain an international pilot's license from the Fédération Aéronautique Internationale. In further training in France, she specialized in stunt flying and parachuting; her exploits were captured on newsreel films. She returned to the United States, where racial and gender biases precluded her becoming a commercial pilot. Stunt flying, or barnstorming, was her only career option. She then became a high-profile pilot in notoriously dangerous air shows in the United States. She was popularly known as Queen Bess and Brave Bessie, and hoped to start a school for African-American fliers. Coleman died in a plane crash in 1926. Her pioneering role was an inspiration to early pilots and to the African-American and Native American communities.



Bessie Coleman's photograph used in her aviation license issued on June 15, 1921
Coleman's aviation license issued on June 15, 1921

Early life

Elizabeth Coleman (sometimes, Bessie) was born on January 26, 1892, in Atlanta, Texas, the tenth of thirteen children of George Coleman, a mixed African American who had Cherokee grandparents, and Susan Coleman, who was African American. Nine of the children survived childhood, which was typical for the time. When Coleman was two years old, her family moved to Waxahachie, Texas, where they lived as sharecroppers. Coleman began attending school in Waxahachie at the age of six. She walked four miles each day to her segregated, one-room school, where she loved to read and established herself as an outstanding math student. She completed her elementary education in that school.

Every year, Coleman's routine of school, chores, and church was interrupted by the cotton harvest. In 1901, George Coleman left his family. He returned to Oklahoma, or Indian Territory, as it was then called, to find better opportunities, but his wife and children did not follow. At the age of 12, Bessie was accepted into the Missionary Baptist Church School on scholarship. When she turned eighteen, she took her savings and enrolled in the Oklahoma Colored Agricultural and Normal University in Langston, Oklahoma (now called Langston University). She completed one term before her money ran out and she returned home.

Career

Chicago

In 1915, at the age of 23, Coleman moved to Chicago, Illinois, where she lived with her brothers. In Chicago, she worked as a manicurist at the White Sox Barber Shop. There she heard stories of flying during wartime from pilots returning home from World War I. She took a second job as a restaurant manager of a chili parlor to save money in hopes of becoming a pilot. American flight schools of the time admitted neither women nor black people, so Robert S. Abbott, founder and publisher of the Chicago Defender newspaper, encouraged her to study abroad. Abbot publicized Coleman's quest in his newspaper and she received financial sponsorship from banker Jesse Binga and the Defender.

France

Bessie Coleman took a French-language class at the Berlitz Language Schools in Chicago and then traveled to Paris on November 20, 1920, so she could earn her pilot license. She learned to fly in a Nieuport 564 biplane with "a steering system that consisted of a vertical stick the thickness of a baseball bat in front of the pilot and a rudder bar under the pilot's feet."



On June 15, 1921, Coleman became the first black woman and first Native American to earn an aviation pilot's license and the first black person and first Native American to earn an international aviation license from the Fédération Aéronautique Internationale. Determined to polish her skills, Coleman spent the next two months taking lessons from a French ace pilot near Paris and, in September 1921, she sailed for America. She became a media sensation when she returned to the U.S.

Airshows

The air is the only place free from prejudices. I knew we had no aviators, neither men nor women, and I knew the Race needed to be represented along this most important line, so I thought it my duty to risk my life to learn aviation...

– Bessie Coleman

With the age of commercial flight still a decade or more in the future, Coleman quickly realized that in order to make a living as a civilian aviator she would have to become a "barnstorming" stunt flier, performing dangerous tricks in the air with the then-still-novel technology of airplanes for paying audiences. But, to succeed in this highly competitive arena, she would need advanced lessons and a more extensive repertoire. Returning to Chicago, Coleman could not find anyone willing to teach her, so in February 1922, she sailed again for Europe.

She spent the next two months in France completing an advanced course in aviation. She then left for the Netherlands to meet with Anthony Fokker, one of the world's most distinguished aircraft designers. She also traveled to Germany, where she visited the Fokker Corporation and received additional training from one of the company's chief pilots. She then returned to the United States to launch her career in exhibition flying.

"Queen Bess," as she was known, was a highly popular draw for the next five years. Invited to important events and often interviewed by newspapers, she was admired by both blacks and whites. She primarily flew Curtiss JN-4 Jenny biplanes and other aircraft that had been army surplus aircraft left over from the war. She made her first appearance in an American airshow on September 3, 1922, at an event honoring veterans of the all-black 369th Infantry Regiment of World War I. Held at Curtiss Field on Long Island near New York City, and sponsored by her friend Abbott and the Chicago Defender newspaper, the show billed Coleman as "the world's greatest woman flier" and featured aerial displays by eight other American ace pilots, and a jump by black parachutist Hubert Julian.

Six weeks later she returned to Chicago, performing in an air show, this time to honor World War I's 370th Infantry Regiment. Coleman delivered a stunning demonstration of daredevil maneuvers – including figure eights, loops, and near-ground dips to a large and enthusiastic crowd at the Checkerboard Airdrome – now the grounds of Hines Veterans Administration Medical Center, Hines, Illinois, Loyola Hospital, Maywood, and nearby Cook County Forest Preserve.

The thrill of stunt flying and the admiration of cheering crowds were only part of Coleman's dream. Coleman never lost sight of her childhood vow to one day "amount to something." As a professional aviator, Coleman often would be criticized by the press for her opportunistic nature and the flamboyant style she brought to her exhibition flying. She also quickly gained a reputation as a skilled and daring pilot who would stop at nothing to complete a difficult stunt. In Los Angeles, she broke a leg and three ribs when her plane stalled and crashed on February 22, 1923.



Bessie Coleman, c. 1922

Committed to promoting aviation and combating racism, Coleman spoke to audiences across the country about the pursuit of aviation and goals for African Americans. She absolutely refused to participate in aviation events that prohibited the attendance of African Americans.

In the 1920s, she met the Rev. Hezakah Hill and his wife Viola on a speaking tour in Orlando, Florida. The community activists invited her to stay with them at the parsonage of Mount Zion Missionary Baptist Church on Washington Street in the neighbourhood of Parramore. A local street was renamed "Bessie Coleman" Street in her honour in 2013. The couple, who treated her as a daughter, persuaded her to stay, and Coleman opened a beauty shop in Orlando to earn extra money to buy her own plane.



Through her media contacts, she was offered a role in a feature-length film titled, *Shadow and Sunshine*, to be financed by the African American Seminole Film Producing Company. She gladly accepted, hoping the publicity would help to advance her career and provide her with some of the money she needed to establish her own flying school. But upon learning that the first scene in the movie required her to appear in tattered clothes, with a walking stick and a pack on her back, she refused to proceed. "Clearly ... [Bessie's] walking off the movie set was a statement of principle. Opportunist though she was about her career, she was never an opportunist about race. She had no intention of perpetuating the derogatory image most whites had of most blacks," wrote Doris Rich.

Coleman would not live long enough to establish a school for young black aviators, but her pioneering achievements served as an inspiration for a generation of African-American men and women. "Because of Bessie Coleman," wrote Lieutenant William J. Powell in *Black Wings* (1934), dedicated to Coleman, "we have overcome that which was worse than racial barriers. We have overcome the barriers within ourselves and dared to dream." Powell served in a segregated unit during World War I, and tirelessly promoted the cause of black aviation through his book, his journals, and the Bessie Coleman Aero Club, which he founded in 1929.

It's tempting to draw parallels between me and Ms. Coleman . . . [but] I point to Bessie Coleman and say here is a woman, a being, who exemplifies and serves as a model for all humanity, the very definition of strength, dignity, courage, integrity, and beauty.

– Mae Jemison (first African-American woman astronaut)

Death

On April 30, 1926, Coleman was in Jacksonville, Florida. She had recently purchased a Curtiss JN-4 (Jenny) in Dallas. Her mechanic and publicity agent, 24-year-old William D. Wills, flew the plane from Dallas in preparation for an airshow and had to make three forced landings along the way because the plane had been so poorly maintained. Upon learning this, Coleman's friends and family did not consider the aircraft safe and implored her not to fly it, but she refused. On take-off, Wills was flying the plane with Coleman in the other seat. She was planning a parachute jump for the next day, and wanted to examine the terrain as seen from the cockpit.



Coleman's grave at Lincoln Cemetery, near Chicago

About ten minutes into the flight, the plane unexpectedly went into a dive and then a spin at 3,000 feet above the ground. Coleman was thrown from the plane at 2,000 ft (610 m), and was killed instantly when she hit the ground. Wills was unable to regain control of the plane, and it plummeted to the ground. He died upon impact. The plane exploded, bursting into flames. Although the wreckage of the plane was badly burned, it was later discovered that a wrench used to service the engine had jammed the controls. Coleman was 34 years old.

Funeral services were held in Florida before her body was sent back to Chicago. While there was little mention in most media, news of her death was widely carried in the African-American press. Ten thousand mourners attended her ceremonies in Chicago, which were led by activist Ida B. Wells.



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[A VFR Pilot's Guide To Flying In Class B Airspace](#)

By *Swayne Martin*, 02/02/2016, <https://www.boldmethod.com/blog/article/2016/02/vfr-pilot-guide-to-flying-in-class-b-airspace/>

Class B airspace surrounds the world's busiest airports. Most of the traffic is on an IFR flight plan - but you'll find VFR traffic inside, too. In "[The Logic Behind Class B Airspace](#)," we explained why Class B exists, how to identify it, and why it's shaped the way it is. But today, let's talk about what it takes to get into Class B as a VFR pilot.

What You Need To Say (And Hear) To Get Into Class B: All VFR aircraft operating in Class B airspace require a clearance from ATC. To receive the clearance, **you need to "request clearance into the Class Bravo"** from ATC prior to entering the airspace.

When you request clearance into the airspace, ATC gives you a unique transponder squawk code so they can track you on radar. Once they've identified you, they'll tell you that you're "**cleared into the Class Bravo airspace.**" Those are the key words, and you need to hear them before you enter the airspace.

If ATC tells you to 'standby.' or anything similar, you need to stay out of the airspace until you are cleared into it.

With airplanes flying in heavily congested airspace, it's important for Air Traffic Control to keep them separated at a safe distance. Unlike other airspace types, Air Traffic Controllers are responsible for maintaining separation of all aircraft, including VFR airplanes like yours. **That doesn't eliminate your responsibility to see-and-avoid other traffic.** It just means another set of eyes are looking out for you.

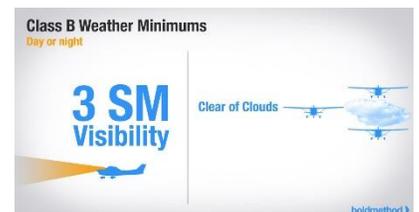
In other types of airspace (C, D, E and G), controllers are only responsible to maintain separation of IFR aircraft.

Weather Requirements: Class B minimum weather requirements exist so that you can see and avoid other aircraft. Since Class B is the busiest type of airspace, you would expect that it comes with the highest visibility and cloud clearance requirements, right? Surprisingly, it doesn't. Why? The answer is because in Class B, Air Traffic Controllers are tracking your every move - altitude, speed and heading. It's the only type of airspace where this happens for VFR aircraft, and because of it, controllers can allow you to fly in worse weather and still allow you to "see and avoid" other aircraft.

These are your day and night requirements for flying in Class B airspace:

What does staying "clear of clouds" mean? It means that your airplane can operate up to, but not touch a cloud. That's pretty close.

But these weather minimums have a twist, and it's something commonly referred to as the "**1000 and 3 Rule.**" According to FAR 91.155 (c) and (d), when you're in Class B airspace that starts at the surface, you cannot fly under the ceiling (a broken or overcast cloud layer) when the ceiling is less than 1000' AGL or when the visibility is less than 3SM. And actually, that's the case for any controlled airspace that extends to the surface at an airport. When weather conditions are worse than 1000' and 3SM, IFR aircraft could be flying instrument approach procedures, and you wouldn't have the ability to see-and-avoid them as they break out to land.



SVFR Clearances: When you're in Class B airspace that starts at the surface, you can request a [Special VFR \(SVFR\) clearance](#) when weather conditions are below the standard minimums. However, many Class B areas don't allow SVFR - check FAR 91, Appendix D, Section 3 to see if a Class B airport prohibits SVFR. **Under Special VFR, you must remain clear of clouds and maintain a flight visibility of at least 1SM.** If you're taking off or landing, the reported ground visibility must be at least 1SM.



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

To request a Special VFR clearance at a Class B airport, contact Approach Control if you're in the air or Clearance Delivery if you're on the ground. If traffic permits, ATC can clear you into the airspace under Special VFR. However, if aircraft are using instrument approach procedures for the airport, you won't be cleared.

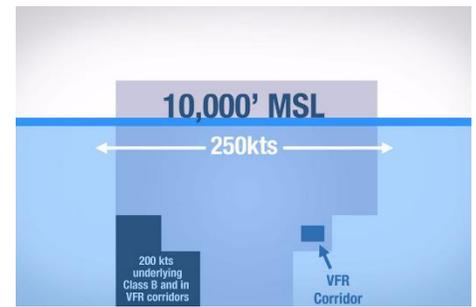


Class B Speed Restrictions: There are a few speed restrictions that you need to know when you're flying in and around Class B airspace. They are:

- Operating below 10,000 feet MSL
- Operating under Class B airspace
- Operating in a VFR corridor in Class B airspace



Below 10,000 Feet MSL: If you're below 10,000 feet MSL, you can't go faster than 250 kts, but it has nothing to do with Class B airspace. Any flight below 10,000 feet MSL is restricted to 250 kts or less. There are certain cases where it's even less than 250 kts, but we'll get to that in a bit.



There's one exception to the 250 knot rule: if your aircraft's minimum safe speed is faster than 250 kts, ATC will allow you to go faster. Good examples of this are probably the SR-71 and Space Shuttle, and unfortunately, not your Cessna 172.

Flying Under Class B Airspace: If you're flying under Class B airspace (the dark blue area), you need to keep your speed throttled back to 200 kts or below. You don't need to talk to Air Traffic Control to fly here, you just need to keep your speed down. Why do you need to fly slow? Again, it's to make sure ATC can keep traffic at a safe distance from the jets flying into and out of Class B airports.



VFR Corridor in Class B Airspace: If you're flying through a VFR corridor in Class B airspace, you need to keep your speed at 200 kts or below.

What's a VFR corridor? It's a 'hole' in Class B airspace that VFR airplanes can fly through without talking to ATC. In the example above, if you're in the corridor, you need to keep your speed down to 200 kts or lower.

Equipment Requirements: There are two pieces of equipment that you need to have on board to fly in Class B airspace: Two-way radio, Mode-C transponder, The radio lets you talk to ATC (obviously), and the transponder lets them track your position and altitude on radar.



Student Pilot Restrictions: There's one more thing to keep in mind when you're operating in Class B airspace: in general, you need to be at least a private pilot to enter the airspace. Student, sport and recreational pilots can enter specific Class B airspaces, but only after they receive training and an endorsement from an instructor.



Even with the endorsement, there are certain Class B airports that prohibit students. Here's the list of the "No Student Pilot" airports from the Aeronautical Information Manual, as of April 2014:

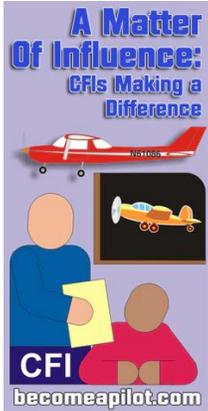
Andrews Air Force Base, MD, Atlanta Hartsfield Airport, GA, Boston Logan Airport, MA, Chicago O'Hare Int'l Airport, IL, Dallas/Fort Worth Int'l Airport, TX, Los Angeles Int'l Airport, CA, Miami Int'l Airport, FL, Newark Int'l Airport, NJ, New York Kennedy Airport, NY, New York La Guardia Airport, NY, Ronald Reagan Washington National Airport, DC, San Francisco Int'l Airport, CA

Easy Enough, Right? Flying into Class B airspace for the first time can be stressful. But if you've never done it before, just grab a local instructor and have them show you how its done. Since you're in highly controlled airspace, you'll be held to a higher standard than you might be used to. If you're not arriving into a Class B airport, flying through Class B airspace isn't too challenging, especially once you understand why all of the requirements exist.



A Matter of Influence

By Rod Machado, December 2014, <https://rodmachado.com/blogs/learning-to-fly/17964183-a-matter-of-influence>



*No written word nor moral plea
Can teach our students what they should be,
Nor all the books upon the shelves
But what the teachers are themselves.*



In the movie *Angels With Dirty Faces*, racketeer Rocky Sullivan (played by James Cagney) returns to his old neighborhood after release from prison. Parish priest Jerry Connelly (played by Pat O'Brien) is dismayed when he finds that the neighborhood boys have come to idolize Rocky's gangster image.

Rocky eventually commits murder, returns to prison and is preparing to pay for his crime with his life. In an attempt to save his young charges from a similar fate, Father Connelly pleads with Rocky to publicly shed his toughguy image.

He does.

In one of the most dramatic scenes in film history, Rocky whimpers, screams and begs for release as he's led to the execution chamber. Evident on each youngster's face is the indelible impression of Rocky's final act of redemption. While only a movie, the plot speaks to the powerful influence of a role model.

Psychologists have known for a long time that our basic attitudes, beliefs and values are easily influenced by our role models. For this reason, flight instructors should use this tool to their advantage in positively influencing the way their students think, act and behave.

A role model's influence became apparent to me as a young flight instructor during a student's dual cross country flight. We departed into marginal VFR weather with visibilities ranging from three to five miles. Increasing visibility was forecast for the route. Twenty minutes into the trip, it became obvious that the weather was getting worse, not better.

I glanced over at the student and said, "Bob, let's go home. This is not reasonable weather in which to be flying." Bob glanced over at me with a surprised look on his face, like that of a just gelded bull.

"Wow," he commented, "you mean there's weather that you won't fly in?"

"Of course there is," I responded. "This airplane isn't equipped for IFR flight and there's no way to be sure we can complete our flight safely with this visibility."

End of story. Or so I thought.

Last year I received a call from Bob for a flight review. We met, shook hands and reminisced. His first comment to was, "I'll never forget the time you chickened-out on our cross country because of bad weather. It left one heck of an impression on me and I fly more cautious because of it."

Although I was amused by his choice of words, it's obvious that my chickening-out was pure *poultry in motion* when it came to his education.

I've always made it a point to let students witness those limits beyond which I won't go. In the spirit education, I've even created situations where a student witnessed my response to a critical situation. A little choreography and a touch of planning often provides for long lasting impression.

On several occasions I've made afternoon trips to high density altitude airports knowing that my student and I would be grounded until sunset (these were airports with good restaurants, of course). Once the air cooled sufficiently, we'd calculate our takeoff performance and slip into the sky. Admittedly, I knew the airplane could depart safely with reduced performance. The takeoff charts, however, provided enough evidence to suggest a cautious course of action. I played this up knowing that best gift we can give our students is to let them observe our willingness to concede defeat.



The general rule in role modeling is to let your students observe you in the act of performing, considering or rejecting an *important* course of action. Once a student observes this behavior, he or she is likely to model that behavior to some degree. When they see you call for a weather briefing before every flight, they will likely do the same when flying solo. The same goes for calculating a weight and balance prior to departure. Preflighting, using checklists, and scanning for traffic are but a few of the additional opportunities you have to make permanent impressions as a role model.

Some of the most important lessons your students learn have nothing to do with flying technique. They have everything to do with your demeanor—your beliefs, values and attitudes. Since students hang on your every word, make it a point to act in their presence the way you want them to act when they're alone. You are their role model.

Pilot's Tip of the Month: "The RON Mentality"

Featuring Tom Turner, <https://pilotworkshop.com/tips/go-no-go-confidence/>

Subscriber question:

"Local go/no-go decisions are easy. How can I boost my confidence when I'm debating a cross-country flight, especially one that crosses areas of differing weather or with a return several hours later?" —

Cassidy M.

Tom:

"The best thing you can do to increase confidence when flying away from home is to plan for staying away overnight. Weather, a mechanical issue, a fuel truck breakdown or pilot fatigue can all delay your return. The more you fly the more often you'll face no-go decisions away from home.



When you fly cross-country, even if you intend to return the same day, take a small RON kit—for Remain Over Night. Toothbrush and shaving kit, medications if you need them, perhaps a change of clothes, and a credit card for food, lodging and ground transportation. Having these things with you puts you in the RON Mentality. It makes it easier to choose "stay" if the situation requires.

If you absolutely need to return the same day for the school play or an anniversary dinner, don't fly in the first place. If you absolutely must be at a remote location and can't get there except by personal airplane, get family buy-in to the possibility you might not make it back in time. Or don't fly. Maybe you need to fly out a day early, or return early to take advantage of weather. Plan for it. Having a deadline infects you with the dreaded get-home-itis that is a factor in many aircraft accidents. External business or family stress encourages us to make bad decisions.

The planets may align and you get to destination on time, then are able to fly safely home on schedule. Great! But always plan for the possibility you'll be stuck away from home for several hours, overnight or in extreme cases even longer. Manage your family, customer and coworker expectations ahead of time. And take along what you'll need in case you have to remain overnight. All this will boost your confidence in flying cross-country, because you're in the RON Mentality."



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5 Questions To See How Much You Know About Airports!

By Corey Komarec, 12/05/2022, <https://www.boldmethod.com/blog/quizzes/2022/12/can-you-answer-these-five-airport-questions>

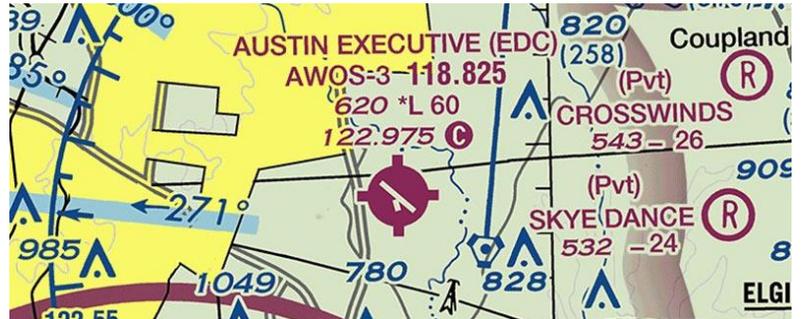
Answers on page



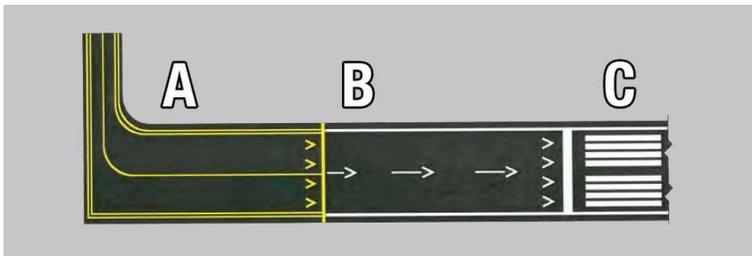
1) How long is the longest runway at Austin Executive airport?

620 feet	6000 feet	6200 feet
----------	-----------	-----------

7800 feet	11,800 feet	12,200 feet
-----------	-------------	-------------



2) Where can you start your takeoff?



A	B	C
---	---	---

3) What are the lights to the left of the runway called?

HIRL	MIRL	VASI
------	------	------

PAPI	MALSR	REIL
------	-------	------



4) You're rolling down a runway for takeoff and you see this sign on the right side of the runway. What does it mean?



You are 3000 feet down the runway

3000 feet of runway remaining

Three runway exits ahead

Runway supports up to 30,000 pounds per aircraft tire

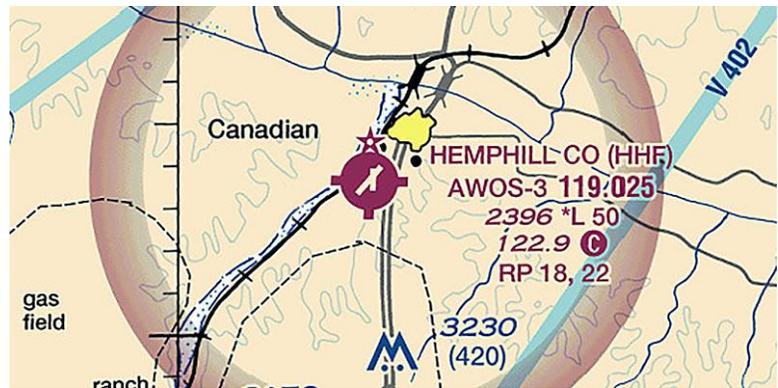
5) What does 'RP 18, 22' mean at Hemphill County Airport?

Special radio procedures for runways 18 and 22

Right traffic pattern for all runways except 18 and 22

Only reciprocating powered aircraft allowed on runways 18 and 22

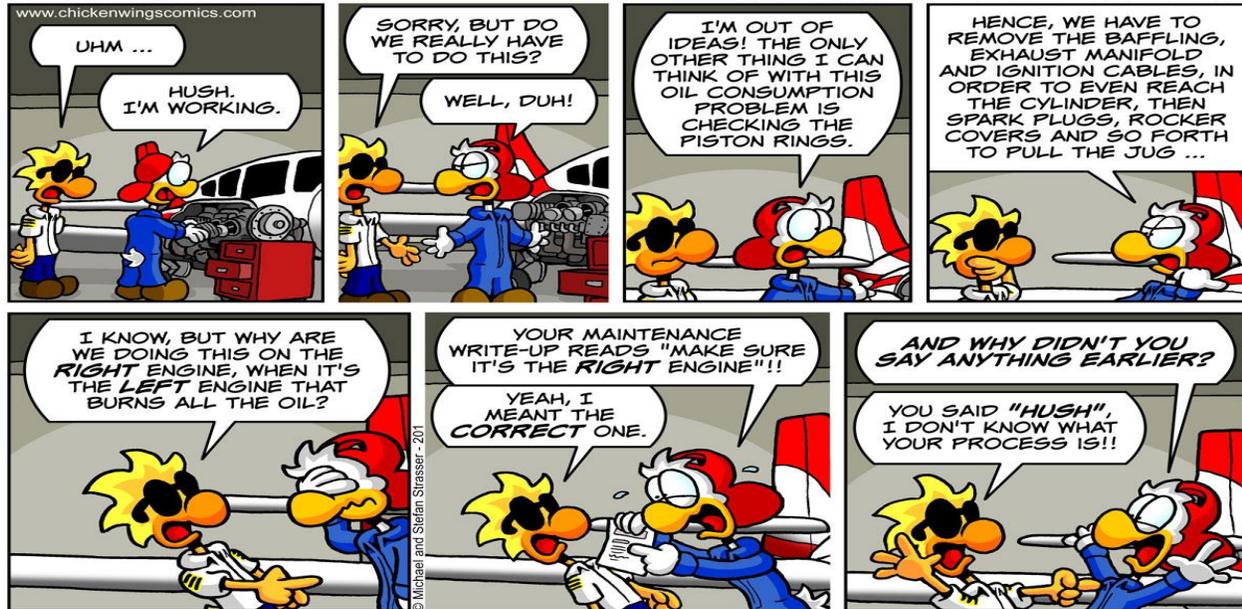
Right traffic pattern for runways 18 and 22



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BY MICHAEL AND STEFAN STRASSER



Aircraft of the Month: Cessna 172

https://en.wikipedia.org/wiki/Cessna_172

The Cessna 172 Skyhawk is an American four-seat, single-engine, high wing, fixed-wing aircraft made by the Cessna Aircraft Company. First flown in 1955, more 172s have been built than any other aircraft. It was developed from the 1948 Cessna 170 but with tricycle landing gear rather than conventional landing gear. The Skyhawk name was originally used for a trim package, but was later applied to all standard-production 172 aircraft, while some upgraded versions were marketed as the Cutlass.

Measured by its longevity and popularity, the Cessna 172 is the most successful aircraft in history. Cessna delivered the first production model in 1956, and as of 2015, the company and its partners had built more than 44,000 units. The aircraft remains in production today.

A general aviation airplane, the Skyhawk's main competitors have been the Beechcraft Musketeer and Grumman AA-5 series (neither currently in production), the Piper Cherokee, and, more recently, the Diamond DA40 and Cirrus SR20.

Design and development

Early Cessna 172s, like this 1957 model, had a "fastback" rear cabin with no rear window and featured a "square" fin design.

The Cessna 172 started life as a tricycle landing gear variant of the taildragger Cessna 170, with a basic level of standard equipment. In January 1955, Cessna flew an improved variant of the Cessna 170, a Continental O-300-A-powered Cessna 170C with larger elevators and a more angular tailfin. Although the variant was tested and certified, Cessna decided to modify it with a tricycle landing gear, and the modified Cessna 170C flew again on June 12, 1955. To reduce the time and cost of certification, the type was added to the Cessna 170 type certificate as the Model 172. Later, the 172 was given its own type certificate. The 172 became an overnight sales success, and over 1,400 were built in 1956, its first full year of production.

Early 172s were similar in appearance to the 170s, with the same straight aft fuselage and tall landing gear legs, although the 172 had a straight tailfin while the 170 had a rounded fin and rudder. In 1960, the 172A incorporated revised landing gear and the swept-back tailfin, which is still in use today.

The final aesthetic development, found in the 1963 172D and all later 172 models, was a lowered rear deck allowing an aft window. Cessna advertised this added rear visibility as "Omni-Vision."

Production halted in the mid-1980s, but resumed in 1996 with the 160 hp (120 kW) Cessna 172R Skyhawk. Cessna supplemented this in 1998 with the 180 hp (135 kW) Cessna 172S Skyhawk SP.



Specifications: Cessna 172

General characteristics

Crew: one
Capacity: three passengers
Length: 27 ft 2 in (8.28 m)
Wingspan: 36 ft 1 in (11.00 m)
Height: 8 ft 11 in (2.72 m)
Wing area: 174 sq ft (16.2 m²)
Aspect ratio: 7.32
Airfoil: modified NACA 2412
Empty weight: 1,691 lb (767 kg)
Gross weight: 2,450 lb (1,111 kg)
Fuel capacity: 56 US gallons (212 litres)
Powerplant: 1 × Lycoming IO-360-L2A
four cylinder, horizontally opposed
aircraft engine, 160 hp (120 kW)
Propellers: 2-bladed metal, fixed pitch

Performance

Cruise speed: 122 kn (140 mph, 226 km/h)
Stall speed: 47 kn (54 mph, 87 km/h)
(power off, flaps down)[84]
Never exceed speed: 163 kn (188 mph, 302 km/h) (IAS)[8]
Range: 696 nmi (801 mi, 1,289 km)
with 45 minute reserve, 55% power, at 12,000 feet (3,700 m)
Service ceiling: 13,500 ft (4,100 m)
Rate of climb: 721 ft/min (3.66 m/s)
Wing loading: 14.1 lb/sq ft (68.6 kg/m²)

Avionics

Optional Garmin G1000 primary flight display

Aviation Words – “DEAD RECKONING - You reckon correctly, or you are.”

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

<https://aerocorner.com/blog/dead-reckoning/>

In navigation, dead reckoning is the process of calculating current position of a moving object by using a previously determined position, or fix, and incorporating estimates of speed, heading (or direction or course), and elapsed time. The corresponding term in biology, to describe the processes by which animals update their estimates of position or heading, is path integration.

Dead reckoning was (or is, depending on your hobbies and professions) an important part of celestial navigation. In celestial, “live navigation” is taking sights and making accurate fixes using the stars, planets, or sun. “Dead,” on the other hand, is when you only have your compass, speed, and course to make estimates between sights.

Finally, some believe that the term refers to the accuracy of the results, as in “dead right” or “dead on.”

On 21 May 1927 Charles Lindbergh landed in Paris, France after a successful non-stop flight from the United States in the single-engined Spirit of St. Louis. As the aircraft was equipped with very basic instruments, Lindbergh used dead reckoning to navigate.

Dead reckoning in the air is similar to dead reckoning on the sea, but slightly more complicated. The density of the air the aircraft moves through affects its performance as well as winds, weight, and power settings.

The basic formula for DR is Distance = Speed x Time. An aircraft flying at 250 knots airspeed for 2 hours has flown 500 nautical miles through the air. The wind triangle is used to calculate the effects of wind on heading and airspeed to obtain a magnetic heading to steer and the speed over the ground (groundspeed). Printed tables, formulae, or an E6B flight computer are used to calculate the effects of air density on aircraft rate of climb, rate of fuel burn, and airspeed.

A course line is drawn on the aeronautical chart along with estimated positions at fixed intervals (say every ½ hour). Visual observations of ground features are used to obtain fixes. By comparing the fix and the estimated position corrections are made to the aircraft's heading and groundspeed.

Dead reckoning is on the curriculum for VFR (visual flight rules – or basic level) pilots worldwide. It is taught regardless of whether the aircraft has navigation aids such as GPS, ADF and VOR and is an ICAO Requirement. Many flying training schools will prevent a student from using electronic aids until they have mastered dead reckoning.

EAA323 VMC Club Question of the month January 2023: Answer

By EAA VAM Staff, (Question from Page 11)

Answer: Although you might be tempted to fly higher over the water for safety reasons, you must remain below 700 feet to avoid entering the Class E airspace. Although in Class G airspace you need only remain clear of clouds, once in Class E airspace you must be at least 500 feet below the clouds. Once you cross the line into Class E airspace, you are in violation of cloud clearance requirements.

Reference: FAR 91.155

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!!

Answers to the Quiz on Page 12

- 1) The '60' listed above the airport indicates the longest runway is 6000 feet.
- 2) You need to taxi past the yellow demarcation bar before you start your takeoff roll.
- 3) The lights are called VASI, or Visual Approach Slope Indicator lights.
- 4) This sign means there are 3000 feet of runway remaining from the sign's position.
- 5) RP 18, 22 means right traffic pattern for runways 18 and 22.



Supporting Our Community, Shop Local, Shop Texoma:

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



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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.



1/18/23 @ 7 p.m.

Presenter: Matthew Dock

Subject: Engine Dehydration: Cheaper Than an Overhaul!
Qualifies for FAA WINGS credit and AMT credit

Corrosion is possibly the greatest cost to aircraft owners. Most aircraft owners don't realize that the relentless impact of long-term corrosion could require a premature and expensive engine overhaul or even scrapping. There are direct correlations between humidity and corrosion rates and between corrosion and engine wear. Even when ambient humidity doesn't feel uncomfortable, the humidity level inside your engine can accelerate costly corrosion. This webinar will discuss techniques, procedures, and equipment that can reduce corrosion inside aircraft engines. Matthew Dock is a registered professional engineer, aircraft owner, and A&P/IA mechanic.

2/1/23 @ 7 p.m.

Presenter: Mike Busch

Subject: Obsessed With EGT
Qualifies for FAA WINGS and AMT credit

Many pilots have been taught -- and many POHs recommend -- leaning by reference to EGT, e.g. 50 degrees F rich of peak (ROP) or 25 degrees F lean of peak (LOP). Most digital engine monitors have a fancy "lean-find mode" designed to assist pilots in doing so. In this webinar, engine expert Mike Busch explains why this is a bad practice that can adversely affect your engine's longevity. He explains why it's better for your engine's health to lean by reference to CHT and fuel flow (FF). Mike believes that EGT is great for troubleshooting but not for leaning, and he explains why.

2/7/23 @ 7 p.m.

Presenter: Mark Schaible

Subject: Sonex High Wing Aircraft Update
Homebuilders Webinar Series

Mark Schaible of Sonex Aircraft will give a progress update of the new Sonex High Wing aircraft model. See the latest regarding the High Wing's design and prototyping progress in anticipation of the aircraft's debut at AirVenture 2023 and learn more about the new aircraft's planned design features!

2/8/23 @ 7 p.m.

Presenter: Larry Bothe

Subject: Is Your Airplane Airworthy?
Qualifies for FAA WINGS credit

Learn how to quickly determine if any light airplane is legally airworthy, and what to do if it isn't. Larry Bothe will cover certificates and documents, required inspections, airworthiness directives, and have a look at some logbook entries. Ferry permits and placarding inoperative items will be discussed. Finally, the four most likely un-airworthy conditions will be presented.

2/9/23 @ 7 p.m.

Presenter: Patti Arthur

Subject: Donations and Contributions to Chapters

Tax attorney Patti Arthur discusses the legalities, tax benefits, and the potential pitfalls when accepting donations of cash or property. She will discuss donations of completed aircraft, as well as partially built or unbuilt kit aircraft.

2/14/23 @ 7 p.m.

Presenter: Chris Henry & Ben Page

Subject: Neil Loving and his WR-1 "Loving's Love"
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 @ 7 p.m.

Presenter: Stef and Randy Goza

Subject: Introduction to Backcountry Flying
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.



EAA Webinars sponsored by



Upcoming Events:

- Thursday, Jan 19 EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI),
1200 South Dewey, Sherman, TX @ 7:00pm
Subject: Addison Class B arrival procedures with John Halterman
- Saturday, Feb 04 EAA 323 First Saturday Event: Flyout to Cavanaugh Museum and Tour

Airplanes and Coffee - Gainesville (KGLE) Free Community Airplane Event
Gainesville Municipal Airport @ 8:30 AM – 12:30 PM
- 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

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General Email: EAA323@hotmail.com Website: <https://chapters.eaa.org/ea323>





High Flight

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

*John Gillespie Magee Jr., R.C.A.F.
(killed in in WW2)*



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