



The Ramp Page



The Monthly Newsletter of the Sherman, TX EAA Chapter 323

January 2019

President's Mission Brief for February 2019

Wow, what a busy month December was and now we've started January off to a great start with our Cavanaugh Restoration Hanger visit last Saturday. For those who had the time to come out, I think you will agree that it was fun, but, humbling to be able to touch pieces of history.



As a chapter, we will have an opportunity to work with Cavanaugh in the future. We've offered them our help in what areas that maybe beneficial to them. It may be sweeping the floor, to polishing aircraft, or use of technical skills that many of you possess from working in the aviation field. Let's take an inventory of what we have to offer.

John Horn has been our Young Eagle Coordinator for some time and has devoted his time and talents tirelessly. Thank you, John. I bring this up because now is the time to ask for a member to coordinate our "Eagle" flights. This is our introduction of aviation to adults and a new project for us. Think it over. Whoever steps up and accepts this position can expect the full support of our chapter as is the case whenever we venture out promoting EAA.

Friday morning, I'll be winging my way (via AA) to Oshkosh for EAA's leadership meeting. I look forward to meeting Chapter members from all over as well as gaining new insights into EAA. This weekend gathering is designed for new leaders or anyone who takes part in the leadership of their chapter. Now I can boast that I've been to Oshkosh, Brrrrrr.

Our events calendar has gone through some changes. Be sure to take a frequent look at what's going on with Chapter 323. If you have a project we haven't visited, or you have a speaker or presentation that fits our interests, please let one of the officers, directors know.

I'm looking forward to what this year brings to EAA323 and I hope you do too. I especially look forward to what EAA 323 does in our aviation community. Spread the word. Bring a friend. If you know someone who hasn't been to a meeting in awhile, give them a call.

Around 5 PM this Thursday, you'll find some Chapter members at City Limits chowing down before the meeting. Come on out and join us.

Blue Skies,

Mike

Texoma Aero Club is officially here!

Texoma Aero Club announces that it has begun accepting applications for membership as of January 1! To request an application, send an email to texomaaero@gmail.com.



1st Saturday Event – Touring of the Restoration facility of the Cavanaugh Museum located at North Texas Regional Airport (NTRA)



On Jan 05, a Huge group of members met with representatives from the Cavanaugh Flight Museum (<https://cavflight.org>) and discussed their mission at North Texas Regional Airport (NTRA). While they have to look into company policies that would allow “volunteers” to help out, the possibilities of our involvement with them have the potential to be huge.

Currently, they have 3 full on restorations going on. They have a recently purchased F-4U Corsair that suffered a “dead stick” landing after the engine seized in flight. It was trucked in from New Mexico and the wings were removed. They are planning on giving the frame and fuselage a thorough going over.



The PBX Catalina is having over 90% of its skin removed and replaced, The wing centers are at a repair facility in Florida while the trailing and leading edges are located at the NTRA hangar and will be remanufactured there. The wings once attached, will measure 105ft with hangar doors that are only 85ft making it necessary to snake the plane in and out.



The PBX, even in pieces, is very impressive!



Tracy Rains, Ed Griggs' better half, getting a birdseye view of the Catalina while others walk around admiring the work that has been completed!



Connor Baker was impressed with the size of these \$3,500 tires!



Members looking at restoration points on the ground while two brave souls, Tracy Rains and Connor Baker, go higher up!



The guys even pulled the AT-6 Texan out of the Hangar and started it up. Little more is left to do to this almost completed restoration.

[In case you missed it, Here is the write-up in the paper:](#)

Aviation groups tour WWII planes at NTRA

By Drew Smith, Herald Democrat

<https://www.heralddemocrat.com/news/20190105/aviation-groups-tour-wwii-planes-at-ntra>

Posted at 7:31 AM, Updated at 12:07 PM

Members of the Experimental Aircraft Association's Sherman chapter spent their Saturday morning at North Texas Regional Airport — Perrin Field, where they were given the chance to see WWII-era planes undergoing renovations and repairs.

The group of aviation enthusiasts met for a brief breakfast before embarking on an tour with representatives of the Addison-based Cavanaugh Flight Museum. Participants were treated to an inside look at the museum's ongoing restoration efforts on a number of planes, including a PBX Catalina seaplane, North American T-6 Texan, and an F4U-1C Corsair fighter plane — aircraft which bolstered the efforts of the United States military during the 1940s and 1950s.

"A lot of our members spend time building and flying their own planes," event organizer and EAA Sherman Chapter 323 member Steve Straus said. "So to go see professionally-built, WWII government aircraft — these pieces of aviation history — is just great. It's very much a hands-on, educational opportunity for us."

Ken Williams, of the Cavanaugh Flight Museum's aircraft support division, said the museum currently keeps a dozen different planes at NTRA — Perrin Field and boasts nearly 60,000 feet of hangar and shop space at the airport. The museum owns approximately 65 airplanes, which were previously used for both military and commercial applications, but Williams said the museum moved many of its rehab efforts north of the Metroplex for the added flexibility and space.

"The primary reason for putting the restoration shop up here was to get us out of the hustle and bustle of Addison and so we could concentrate on getting these airplanes to fly again," Williams said.

But with a number of the aircraft now pushing 70 years old, Williams said making them air-worthy is no easy feat.

"Because the parts are practically almost non-existent these days, we end up having to make a lot of the parts ourselves," Williams said. "For instance, on the PBX, we'll probably have to skin about 75 percent of the airplane with all new metal. We'll put in all new wiring, hydraulic lines, actuators and radios. The engines will be re-hauled and, eventually, it will be made back into a flying airplane."

Straus explained that whether a plane is old or new, big or small, getting it safely off the ground can take years and tens of thousands of labor hours, and the task should never be taken lightly.

"If you're going to be a pilot or you want to fly, you've got to do it right and be responsible," Straus said. "It's a big deal and we all take it seriously."

December 2018 marked the 115th anniversary of the first successful human-powered flight by the Wright brothers, but Straus said it was the brothers' tireless tinkering on prototypes that led them and all future generations of flyers to be successful.

“They carried that little glider up that hill in North Carolina hundreds of times, learning and tweaking and perfecting it,” Straus said. “I think, to this day, that level of dedication and attention to detail is something the aviation community still prides itself on. It’s the reason we were able to see the world from a new a different perspective.”

There is a video from KTEN’s television reporter Chris Stum who was on-hand to report on the event. Here is the link: <http://www.kten.com/story/39738318/famous-museum-brings-war-planes-to-the-north-texas-regional-airport>

EAA Webinars

Hello, All. I attended my first webinar on Jan 02 Timm Bogenhagen and Mike Busch regarding Annual Inspections. It was definitely an eye-opening training into how to deal with Repair shops and mechanics during an Annual Inspection.

EAA Webinars sponsored by



These live multimedia presentations are informative and interactive, allowing the presenter to use slides and audio allowing audience members can ask questions and be polled for their opinions. They are held every Wednesday evening from 7 to 9pm and I would recommend attending!

Some EAA Webinars qualify for credit in the FAA's WINGS or AMT awards program. Visit www.faasafety.gov for details.

Date	Time	Title	Presenter(s)
2/6/19	7 p.m. CST	Breaking Good Qualifies for FAA Wings and AMT credit.	Mike Busch

From time to time, every piston aircraft owner faces the question of how to break in new cylinders. Sometimes this involves just one or two newly replaced jugs, other times it's after a top or major overhaul. There's a lot of conflicting information about how best to do this. In this webinar, Mike Busch A&P mechanic with inspection authorization goes back to first principles to take the mystery out of how to do it right.

2/27/19	7 p.m. CST	Paramotors: Learning, Flying, and Buying the Smallest, Most Portable Aircraft Qualifies for FAA Wings credit.	Jeff Goin
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Jeff Goin takes you through a typical journey of learning to fly a powered paraglider, including the options, costs, challenges, and capabilities. He'll include choices that improve the fun and reduce your chances of the bad things. The incredible capability is contrasted with how to avoid the dark side, including some fun anecdotes along the way. Myths will be busted and questions will be answered from a secret airport location deep in the Green Swamp of Central Florida while beating off snakes, alligators, and fire ants.

3/6/19	8 p.m. CST	An IA's Dilemma Qualifies for FAA Wings and AMT credit.	Mike Busch
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When performing an annual inspection, what should an A&P mechanic with inspection authorization do when they find something significant in the aircraft's maintenance records that conflicts with what the aircraft owner says? Who should the A&P/IA believe the owner or the logbooks? Like many things in aviation, the answer is it depends. Maintenance expert and A&P/IA Mike Busch explores this thorny issue with the help of two real-life case studies whose outcomes were quite different.

Young Eagles Day Registration Website

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

EAA Eagle Flights®

EAA's Eagle Flights® is a free introductory flight experience and informal mentoring program designed to welcome and encourage adults who want to discover flying, but don't know how or where to take that first step. It begins with a hands-on introduction, where you'll fly with a local EAA-member pilot who will let you follow along at the controls of the airplane to get a feel for what being a pilot is all about.

After the flight, Your Pilot can help you learn more about how to get involved in your local aviation community, including the next steps you can take on the path to becoming a pilot yourself. The best part? The whole experience is free. No sales. No pressure. Just a whole lot of fun and education with a big take-home point: Your dream of flying is a lot closer than you think.

Upcoming Events:

John Horn KitFox/Directions to Freedom Field.

Take Hwy 82 west to Lindsay. When you arrive in Lindsay you need to turn left on Hickory St. This street is also FM 1199 for a few blocks and then becomes FM 3108. Take this street and follow it south for 3 miles. The road will begin to curve left, at the curve a county road goes straight. Go straight on CR 305. Continue on CR 305 to the Tee. Turn right onto CR 306. You have arrived at Freedom Field. It sounds complicated, but it's really not.

For those flying in, Freedom Field is on the sectional. 4.5 miles SW of KGLE. 2400' runway east of the hangars next to the fence. It's very wet at this time but John Horn will report the Field condition just prior to the 5th. It would be great to see everyone there.

FAA Identifier: 7T0 Latitude/Longitude: 33-35-37.0000N / 097-13-08.0000W 33.5936 / -97.2189

Elevation: 885 feet MSL (Estimated) Magnetic Variation: 07E (1985)

From City: 3 nautical miles S of Lindsay, TX

Upcoming Chapter Events

Saturday, February 2	John Horn KitFox Project
Thursday, February 21	Monthly Thursday meeting at the Sherman Airport Terminal Subject: What's happening at NTRA with Mary Lawrence
Saturday, March 2	Finney field visit (Ed Griggs/Joe Nelsen)
Thursday, March 21	Monthly Thursday meeting at the Sherman Airport Terminal Subject: Ralph Williams Helicopter by Clint Murphy
Saturday, April 6	Frank Connery RV-14 visit
Thursday, April 18	Monthly Thursday meeting at the Sherman Airport Terminal Subject: Charts and Legends by Rick Simmons

Officers/Board of Directors/Key Coordinators

Name	Position	Contact Number
Michael McLendon	President	404-825-4795
Paul Tanner	Vice President	903-819-1940
John Halterman	Secretary	903-819-9947
Ross Richardson	Treasurer	903-821-4277
Steve Straus	Board of Directors	214-693-1417
Rick Simmons	Board of Directors	903-818-8066
Mary Lawrence	Board of Directors	903-821-2670
Mel Asberry	Technical Counselor	972-784-7544
Jim Smisek	Technical Counselor	903-819-6428
Ross Richardson	Membership	903-821-4277
John Horn	Young Eagles Coordinator	940-736-8440
Vacant	Eagles Coordinator	
Ed Griggs	Newsletter Editor/Webmaster	903-436-1405



General Email: EAA323@hotmail.com

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

More Cavanaugh Pics:



Member's listening as Cavanaugh Rep, Ken Williams, showing the group how they work and fabricate new skins to replace old and rusted ones. This PBY will have almost 95% of her skins replaced!



Chris Stum, K TEN, setting up to interview!



Retired Military and Airline Pilots exchanging lies about the good old days!