



The Ramp Page – June/July 2024

**EAA 323's Monthly Newsletter
Vol 55, Ed 06
Sherman, TX
Celebrating our 55th year of service!**

Email: eaa323@hotmail.com

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

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**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 Durango Co. we are vacationing with the grand kids and having a big time. The density altitude was over 9700 feet yesterday. No flying this afternoon.

Our next gathering will feature John Halterman talking about his flying trip to the Bahamas, In a Kit Fox! I'm very curious to hear about customs and overwater survival equipment. Several of us meet at the City Limits restaurant prior to the meeting (around 5:30) for dinner. Hope to see everyone there.



In August, hopefully, we will have an Oshkosh debrief. If anyone would like to report on that, please let me know.

If you have any experience flying without a Tach, let me know. I'm currently troubleshooting on the ramp at KDRO. Things only seem to break when the wife is onboard. Coincidence? I think not.

Thats it for now. Fly Safe

Frank Connery



Wanted: Newsletter Editor

By Ed Griggs

As has been mentioned before, I am 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 I have done! I am excited to have someone else take over and make it their own! I will be available to assist, teach and/or help out as much as needed or requested.

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



Texoma Aero Club July 2024

By Mike McLendon, TAC President



Summer is in full swing with much activity at NTRA.

With Addison (KADS) shutting down taxi ways, ramps and even runway during their facility improvements these past months, you might have felt like you were flying in Class B without radar and other equipment associated with the operations at the large airports. NTRA was challenged with a significant increase in operations from outside flight schools and others practicing in “our” airspace.

Adam Sipe, Alpine Captain and FFAST rep commented that even at 3 AM, he encountered a never before delay in making his approach to landing because of the several flight school aircraft in the pattern shooting approach’s. The good news is that we are back to “normal” now that KADS has reopened most of its facility to traffic.

Tucker White, Ray Aviation Scholarship recipient sponsored by EAA323, has completed much of the required flight time and ground work required to obtain his FAA certificate. To date he has: passed his written, soloed, flown cross country, flown at night, and much more. With completion of his solo, he will receive a Lightspeed headset, compliments of Lightspeed.

Weather, aircraft maintenance requirements, personal obligations have been roadblocks along the way in Tuckers’ journey but most of the required flight time Is in the books and behind now.

Martin Cruz and he have spent many hours reviewing knowledge requirements in preparation for that soon to be scheduled checkride. EAA issued the last financial installment of the \$11,000 scholarship recently. It will be close, but we think that will cover the cost of his PPL.

Good News! N7689M, the 1959 Cessna 175, that several of us have helped Vic and Westmoreland restore (Hangar E1), is expecting its engine run up for the first time by the time you read this. We’re excited to say the least. The work hours spent along with the cost in dollars has only been estimated at this time. A Bunch!



TAC will resume with Pancake breakfast on this third Saturday, July 20, 8:30 AM in the TAC hangar. Volunteers please arrive at 7:45 to set up.

Lastly, I must reiterate a point. Lately I’ve received many calls, texts, and emails from CFI’s looking for training opportunities, rental of aircraft, etc. It is a pleasure to talk with them. However, TAC can’t help them. We understand their need to build time. However, We are a club. If they have a student they want to train, that student must become a member of TAC and agree to our bylaws. That CFI must be qualified according to our bylaws and rules.

Texoma Aero Club is just what the title says, Club. Formed by members who saw the need for a flying club in the Texoma area. We do have paying members who are CFI’s. We are not a flight school and will never be. Many of our members are students and have joined because of their desire to learn to fly at their own pace and expense. They choose any qualified CFI for their training. TAC maintains a list of those CFI’s who have actively engaged in training utilizing TAC equipment. That list is available to anyone.

For Full, Family, or Corporate members needing a bi-annual or refresher training, you too have the opportunity to choose your own CFI. That CFI must meet TAC requirements. Again, TAC maintains a list of those CFI’s who have actively engaged in training utilizing TAC equipment. That list is available to anyone.

I took a vacation with the family recently enjoying the beach at Port St Joe, Florida. Got to see some cool aircraft and military equipment along the way.



Jimmy Buffets’ amphib at Mobile museum



Jimmy Buffet’s Stearman at the Museum





F-86, note the intake cover!



From the deck of the USS Alabama, BB-60!



The Dispensary onboard the Alabama! If only Mike had been in the Navy!



Aircraft and Equipment staged next to the USS Alabama at the USS Alabama Battleship Memorial Park.

Reminder. It is summer and it's hot! Observe Density Altitude conditions and recommendations.

Enjoy your summer. Safely!

Mike

[VMC Club, July 2024](#)

By Ed Griggs

This month we will be watching a training video entitled "Which Way Into the Wild?". Flying through Alaska is a bucket list item for many pilots in the lower 48. Before you can fly through Alaska, you have to get to Alaska. What's simple and direct exposes you to dire consequences, and what's roundabout has hidden compromises. Which way will you go?

EAA VMC Clubs are extensions to local EAA chapters and offer monthly meetings in which pilots can network and share knowledge and experience. The meetings use real-world scenarios to engage members, and allow a free exchange of information that improves awareness and skills.

The intent is to create a community of pilots willing to share information, provide recognition, foster communications, promote safety, and build proficiency. Through the EAA VMC club programs, visual flight rule pilots have improved their proficiency, and they love it. We can't wait to see you there!

Texoma Aero Club is located in the Executive Hangar just north of the Control Tower at North Texas Regional Airport. Use the gate just to the west of the intersection of Don Ort Rd and Airport Rd. Text Ed Griggs, VMC Coordinator, at 903-436-1405 for the gate code!



funplacestofly.com



Arcane Aviation Texas Fact: Frank Ardith Norris, A True Texas Hero!

A true local hero finally came home after 78 years. Killed in Action on August 1, 1943, in Ploesti, Romania and with his remains just recovered, Frank "Ardith" Norris was finally laid to rest on April 30, 2022, in his hometown of Quinlan, Texas. He was 23 at the time of his death.



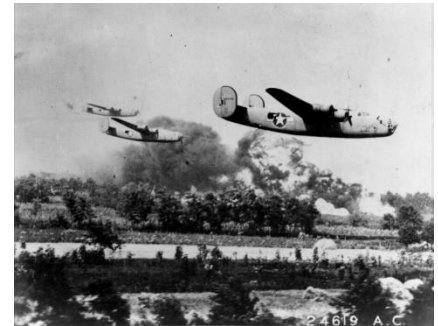
Mr. Norris was born December 5, 1919, to Robert Walter Norris and Mary Lee Bradley Norris. He was the second youngest among seven children. Ardith grew up on the family farm during the Great Depression, working diligently as part of the farming business from an extremely young age, as did most children during this time of economic hardship. He developed an early work ethic, highlighting determination and perseverance.



Ardith's education was exemplary considering the time constraints of work. He attended elementary school in Payne Store and Prairie Hill, and completed High School in Celeste, Texas. He attended East Texas State Teachers College in Commerce for two years before entering the service.

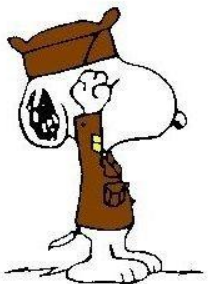
Mr. Norris enlisted in the Army Air Force November 11, 1941, one month before the declaration of War against Germany. He graduated from Aerial Engineers August 14, 1942, and after combat training, was assigned to U.S. Army Air Forces, 345th Bombardment Squadron (B-24 Liberator Heavy), 98th Bombardment Group, 9th Air Force with the rank of Technical Sergeant. His first combat assignment was Africa.

Ardith's B-24, named "Old Baldy", flew dozens of missions before the fateful day known as "Black Sunday"



Romania was a huge fuel supplier to the Nazi war effort, producing 30% of all Hitler's fuel. The Allies decided that a major effort to deny this fuel should take place with hopes it would shorten the war.

On August 1, 1943, Operation "Tidal Wave" commenced. 177 B-24's, of the 9th Bomber Command took off from airfields near Benghazi, Libya to bomb the oil refineries at Ploiesti, a one-thousand-mile trip. The bombers flew low to avoid radar detection and dropped time delayed bombs.



167 managed to attack their targets, but the Germans were prepared. The operation is costly, 57 planes and 532 airmen being lost. Of the Americans killed, only 27 could be identified, not including Norris.

Among his many medals and decorations included the Distinguished Flying Cross with Bronze Oak Leaf Cluster, a Purple Heart, the Air Medal with Silver Oak Leaf Cluster (awarded six times for single acts of heroism) and the Greek War Cross with Bronze Crown (second class, awarded twice).

Five Medals of Honor were awarded for the Ploiesti raid. All five groups that took part received Presidential Unit Citations. It was the second largest loss of life in U.S. air raid history.

EAA323 VMC Club Question of the month: July 2024

By EAA VMC Staff, (Answer on Page 9)

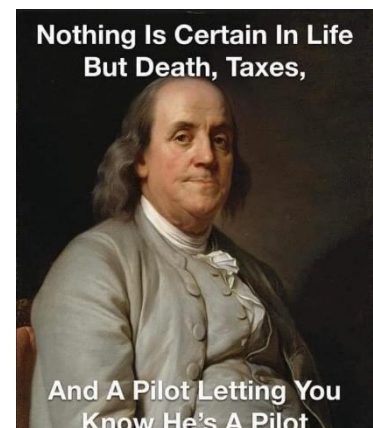


EAA VMC Club
Question of the Month

Question: When approaching to land on an upsloping runway, what common error or illusion might a pilot experience?



**I HEARD WHAT
YOU SAID AFTER
THAT SLAMMED
CROSSWIND LANDING...**



Class E Airspace, Explained

By Swayne Martin, 07/20/2022, Originally submitted 9/1/2022



If you were like most pilots during training, you were told to memorize Class E airspace on the map, as well as its requirements. No one explained why Class E has so many variations, and it's pretty complicated if you don't understand the logic behind it.

Class E is the most common type of airspace in the United States, but it's often the least understood.

Class E Is Controlled - But How? One big confusion point for students is that Class E airspace IS controlled airspace. But why is it controlled?

In Class E IFR aircraft are controlled by ATC: This might be a center facility (Air Route Traffic Control Center) or approach/departure facility. As a VFR aircraft, you're on your own, but IFR aircraft must operate on an ATC clearance. That means the airspace is controlled.

Weather Requirements: Have you ever wondered why we have weather minimums? Imagine you're flying IFR and pop out of a cloud layer. Suddenly, you spot a VFR aircraft below. The VFR weather minimums give both of you enough time to see and avoid each other.

Here's what you need to fly VFR through Class E **below 10,000 feet MSL:**



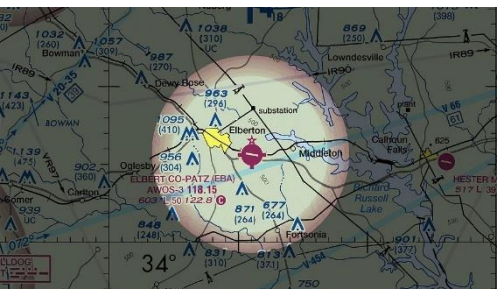
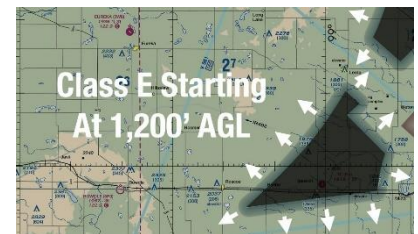
If you fly **10,000 feet MSL and above** in Class E airspace, the weather minimums are raised:



So, why do the requirements change at 10,000' MSL? Think about aircraft speed restrictions. FAR 91.117 states that below 10,000 feet MSL, you cannot exceed 250 knots without a clearance. This helps separate slow flying traffic from larger, faster traffic by giving them more time to see and avoid each other. Once you go above 10,000', speeds increase. So, to provide enough time to see and avoid aircraft, your weather minimums increase, too.

Class E Altitudes: The toughest part about Class E airspace may be recognizing where it starts. It seems to start at random altitudes all over the map, but there's logic to it.

Class E Enroute Airspace: You may have heard that Class E airspace starts at 14,500 feet, but if you look at the sectional, this isn't really the case. In the vast majority of areas, there are enough airports and victor airways to have Class E begin at 1,200 feet AGL. This is known as enroute Class E airspace. On a sectional, it appears inside fuzzy blue borders:



Class E Transition Areas

In a Class E transition area, the Class E floor drops down to 700 feet AGL. On a sectional map, you can find these transition areas by looking for a broad, magenta line that is fuzzy on the inner side. It often surrounds individual airports or groups of airports.

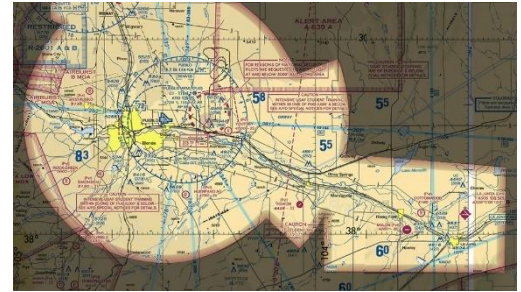
So why does the Class E airspace suddenly drop from 1,200 feet AGL to 700 feet AGL in these areas? Think of it like Class B or C airspace, it drops down to protect aircraft on approach or departure from an airport.



You might ask, why would an IFR pilot be down at 700 feet miles away from the airport? Well, they wouldn't. In MVFR weather, you could have a VFR aircraft just a few hundred feet below an IFR aircraft in the clouds. These transition areas drop down low enough to separate IFR aircraft from VFR aircraft below.

Transition Area Shapes: OK, so Class E transition areas are just those magenta circles, right? Nope. You're going to find out there's a whole lot more to Class E than that. In cases like the airspace image below, the airspace designer is taking into account the terrain elevation, as well as the amount and the types of aircraft using that airspace.

For larger, and faster planes, you need larger, more protective Class E transition areas. When you have rising terrain, the transition area must be larger to allow them to climb up to a safe en-route altitude.



Different Shapes: Some Class E airspace isn't circular, and many Class E transition areas have rectangular areas jutting off of the airspace. Why are they there? These extensions protect approaches and departures to and from airport runways. They also extend Class E airspace to protect aircraft transitioning into or out of airport areas from enroute waypoints such as VORs.

For instance, at Summersville Airport (KSNL) below, you can see the Class E extensions protect runway approach and departure procedures:

At this airport, to comply with proper terrain avoidance, the protective Class E airspace has been extended in either direction. It's longer to the northeast due to rising terrain. Getting easier yet? While confusing at first, once you know the logic behind the placement, it's easy to understand why it's there.

Class E Surface Areas: Just when you thought you were finally getting the hang of Class E, you see this on your sectional map - a Class E surface area. It looks a lot like Class D airspace, but with a magenta border instead of blue:



This is Class E airspace that extends down to the surface for an airport. It's nearly always surrounded by a Class E transition area, so the airspace mimics the wedding-cake shelves of Class C and B airspace. It's just a much less-controlled version of those types of airspace.

Class E surface areas are often in place to protect precision instrument approaches. You'll

also commonly find Class E surface areas with rectangular extensions for approach and departure procedures.

All airports with Class E surface areas are required to have a weather station and the ability for aircraft to contact ATC from the ground. In this case, ATC may include Flight Service, a center facility, or an approach/departure facility.

Now It Makes Sense, Right? I remember when I was in flight training, no one explained WHY there were so many variations in Class E airspace, and that really confused me. I never thought about why it was there, or the logic behind placement. IFR traffic in Class E airspace is controlled by ATC, and the weather and speed restrictions make sure that IFR and VFR can see and avoid each other. While many of its characteristics may seem arbitrary, it makes a lot of sense when you think how aircraft use the airspace.

Now that you're a Class E expert, you'll always have some cool ideas to toss around at parties.

On second thought, don't do that...keep that for the pilot's lounge.



Three words to live by:

- Aviate
- Navigate
- Communicate

“Fly the Danged Plane”

FEDERAL COURT CREATES NEW BURDEN FOR BACKCOUNTRY PILOTS

By Jim Moore, June 5, 2024, <https://www.aopa.org/news-and-media/all-news/2024/june/05>

Be prepared to defend your inspection pass decisions

The takeaway for pilots from a June 4 ruling by the U.S. Court of Appeals for the District of Columbia Circuit: Be prepared to prove that a low-altitude runway inspection pass was "necessary," though a new federal law may limit the FAA from pursuing similar cases.



Barring a successful petition for rehearing or appeal to the U.S. Supreme Court, pilot and YouTube personality Trent Palmer has lost his battle with the FAA over a pilot certificate suspension imposed after neighbors complained to the FAA about a low-altitude inspection pass that Palmer flew over a friend's backyard in Reno, Nevada, on November 24, 2019.

Palmer has never disputed that he flew low, and within 500 feet of persons and structures, on the day in question. His challenge to the FAA's decision to suspend his private pilot certificate for 120 days hinged on the words "except when necessary for takeoff and landing" in FAR 91.119, which otherwise prohibits low-altitude flight over "sparsely populated areas" that is "closer than 500 feet to any person, vessel, vehicle, or structure."

Palmer cited the FAA's own (not legally binding) guidance to pilots regarding off-airport operations, which advises pilots to conduct inspection passes (three, in fact, at progressively lower altitude) before attempting an off-airport landing.

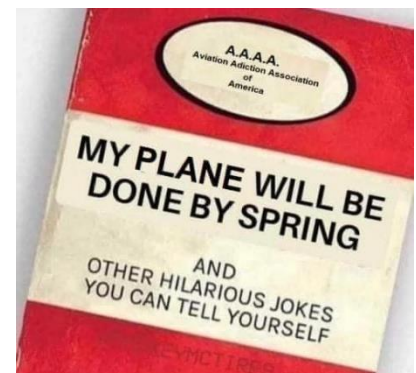
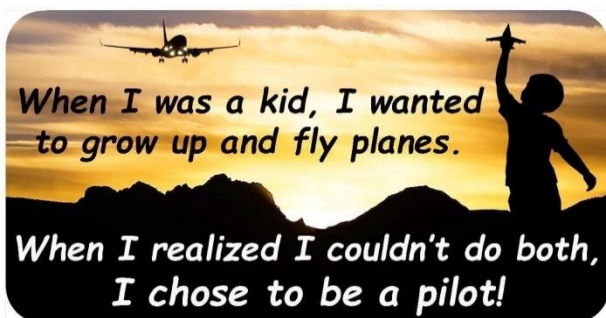
Palmer appealed the FAA decision, first to an NTSB administrative law judge, who reduced his certificate suspension to 60 days but otherwise upheld the FAA decision. Palmer then appealed that decision to the NTSB itself, which overruled the administrative law judge's reduction of the suspension duration and restored the original 120-day suspension. Palmer then appealed to the federal courts. A federal appellate court heard the case in March. AOPA filed a "friend of the court" brief joined by the Alaska Airmen's Association and the Experimental Aircraft Association. The aeronautical associations argued that the NTSB had failed to uphold the requirements of the Pilot's Bill of Rights—and rules of evidence and procedure that apply in federal court cases—in rendering its decision.

The aviation groups also asked the D.C. Circuit Court to reconsider a previous ruling that appears to conflict with the PBR. This previous ruling held that the NTSB should defer to the FAA's judgment when imposing sanctions against a pilot. The D.C. Circuit declined the request, writing, "Palmer and amici have not identified any legal error in the Pham opinion that would warrant en banc review."

Backcountry pilots have closely watched the decision and what it could mean for off-airport operations. AOPA Pilot Protection Services attorney Ian Arendt, among several AOPA attorneys who have worked on the case, said pilots should not interpret the various rulings against Palmer to mean that low-altitude inspection of off-airport landing sites is generally prohibited.

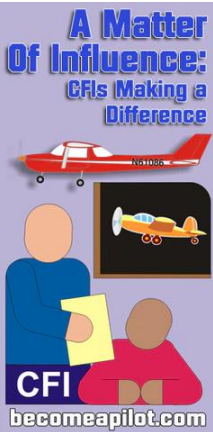
"Longstanding NTSB precedent holds that maneuvers that do not result in a landing (including go-arounds and simulated/practice approaches) are within the scope of the 'except when necessary for takeoff or landing' language of FAR 91.119. There is no reason to think that an inspection pass would be treated any differently," Arendt wrote in an email. "It's my view that pilots should not hesitate to conduct an inspection pass if circumstances warrant one. However, the burden may now fall on the pilot to prove, as an affirmative defense, that the low-level flight was necessary. This means pilots need to use appropriate judgment and choose a safe path for the inspection pass and be prepared to defend that decision—if necessary—in front of a judge."

The recently enacted FAA reauthorization law includes a provision intended to prevent future cases such as Trent Palmer has encountered: "The [FAA] Administrator shall not apply [FAR 91.119] ... in any manner that requires a pilot to continue a landing that is unsafe." It remains to be seen how this will affect future FAA enforcement decisions.



A Matter of Influence

By Rod Machado, DEC 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.



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. You can always go to <https://www.eaa.org/eaaircraft-building> and start your own blog! Email your updates, pics or any questions to Ed Griggs at a_model_guy@ymail.com. Thanks!

Craig Simpson sent these pics in on his PA-18 build! He stated that he hasn't made much progress but finally got the fixture table in so that will help. Congratulations on getting started, Craig! And thanks for the pics and update! Cant wait to see how far you get on the next update!



Getting the fixture table ready and the parts line up!



Picture of a PA-18 Super Cub for reference



"Dad, I don't like planes as much as you do. Am I adopted?"

"Not yet, we can't find anyone that wants you."



Whether young (18+) or old(er), Contact Mike McLendon, EAA 323's Eagle Coordinator for a free Introductory/Discovery flight!



Quiz: 6 Questions To See How Much You Know About Aircraft Performance?

By Boldmethod, 07/03/2024, <https://www.boldmethod.com/blog/quizzes/2024/06/six-aircraft-performance-questions/>



Ready to get started? Answers on page 12

1) An aircraft with an aft CG requires _____ than the same aircraft with a forward CG.

More tail
down force

Less tail
down force

2) Which of these factors has the greatest effect on density altitude?

Barometric
Pressure

Temperature

Humidity

3) A single engine aircraft at max gross weight will have a climb rate of _____ at its service ceiling.

0 FPM

50 FPM

100 FPM

150 FPM

200 FPM

250 FPM

4) You're flying a cross country from an area of high pressure to an area of low pressure. If you don't reset your altimeter, your plane will be _____ than the indicated altitude on your altimeter.

Lower

Higher

5) An aircraft in a constant altitude, 60 degree bank turn has a load factor of:

1 G

1.4 G

2 G

2.5 G

3 G

3.7 G

6) You take off on a cross-country flight. As you burn fuel during the flight, your maneuvering speed (V_a) _____.

Increases

Decreases

Remains
the same



boldmethod

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Pilot's Tip of the Month: "A "Correct" Magneto Check?"

Featuring Doug Stewart, <https://pilotworkshop.com/tips/a-correct-magneto-check/>

Subscriber question: "My airplane partner insists I check my right magneto before checking the left one. It seems like it shouldn't matter at all to me. Who's right?" — Dev S.

Doug:

"Mechanically, it doesn't matter which magneto you check first. As long as you check both you've accomplished the task.

However, there's a reason many manuals—and the Pilot Handbook of Aeronautical Knowledge—recommend checking the right magneto first, and then the left. Doing it in this order helps ensure both magnetos have been selected prior to takeoff.

When checking your mags, go two clicks to the left (which selects the right magneto), then back to both mags, then one click to the left (selecting the left magneto), and again back to both. This does not guarantee that you'll be on both magnetos when you take off, but it guards against the error of thinking you switched to back to "Both" for takeoff when you actually switched one click from "Right" to "Left."

When we check the mags, we're checking three things. One is that the magneto grounding wires are still connected. If not connected, then there will be no drop in RPM when you select that magneto. Second is that the drop in RPM falls within the recommended limits as defined in the POH. This says the remaining mag can provide sufficient spark to keep our engine running, even if with less than full power. The third is that the differential drop between magnetos is within limits, which might clue us in to a mistimed or other mag issue we should check out before the flight.

With only one mag, we have less power for takeoff. On more than one occasion, I've had an applicant take off with only the left magneto selected. For one applicant in a Cessna 150, the combination of a hot, humid day and only the left magneto selected resulted in an anemic climb rate of less than 75 FPM.

Luckily, the applicant recognized the error before I had to end the test."

Learn more about checking engine instruments during run-up from PilotWorkshops Airplane Engines manual.

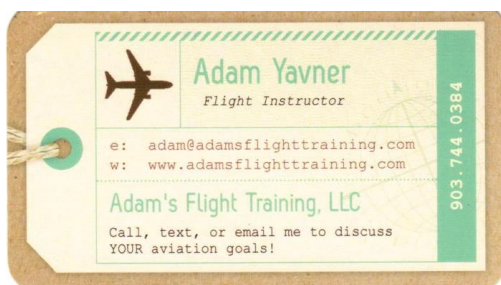
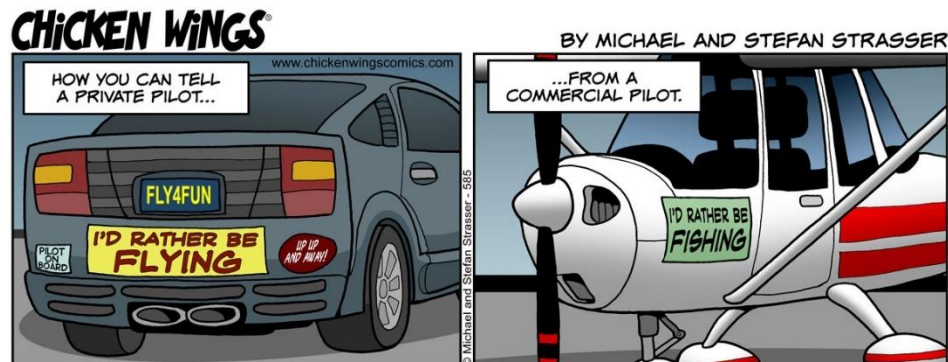
EAA323 VMC Club Question of the month July 2024: Answer

By EAA VMC Staff, (Question from Page 3)

Answer: An approach to an upward sloping runway creates the illusion of being too high on the approach, causing a pilot to unintentionally fly a low approach. Using a stabilized approach and the spot landing technique, or visual slope guidance (e.g., VASI or PAPI), can help avoid this common error.



Doug Stewart
National CFI of the Year, DPE



Chad Smolik
5713 Comanche Peak Drive
Fort Worth, TX 76179
aviationinsuranceexperts@gmail.com
682-583-0474

Aircraft of the Month: Harlow PJC-2

https://en.wikipedia.org/wiki/Harlow_PJC-2

The Harlow PJC-2 was a 1930s American four-seat cabin monoplane, designed by Max Harlow.

Max Harlow was an aeronautical engineer and instructor at the Pasadena Junior College. Under his tutelage, the aircraft designated PJC-1 was designed and built as a class project. The PJC-1 first flew on 14 September 1937 at Alhambra, California but it crashed during an extended (more than six turn) spin test with the center of gravity ballasted to the aft limit, as it was going through the certification process—a problem generally laid at the feet the unusually rigorous spin test requirement and the government test pilot, who bailed out of the airplane after the spin "flattened out." The airplane struck the ground, still in the "flat" (longitudinally level) attitude in a bean field near Mines Field (now Los Angeles International Airport) with considerable damage; although repairable, the PJC-1 was never returned to service. PJC students then built a slightly modified airplane, which limited aileron travel with full aft-stick and incorporated a slightly larger vertical stabilizer. This became the PJC-2 model, serial number 1 certified on 20 May 1938. It was one of the first, if not the first, airplane designed and built in the U.S. with a stressed-skin semi-monocoque structure—a revolutionary design feature for the time. Harlow saw the potential and formed the Harlow Aircraft Company to build PJC-2 aircraft at Alhambra Airport. Four aircraft were impressed into United States Army Air Forces service with the designation UC-80 in 1942, and used by Civil Aeronautics Administration inspectors after WWII.

The PJC-2 was an all-metal low-wing cantilever monoplane with conventional low-set tailplane and a retractable tailwheel landing gear. A tandem two-seat version intended as a military trainer was developed as the Harlow PC-5.



Specifications: Harlow PJC-2
Data from Jane's All the World's Aircraft
1940, The Illustrated Encyclopedia of Aircraft
General characteristics:

Crew: 1
Capacity: 3 passengers / 535 lb (243 kg)
payload
Length: 23 ft 4 in (7.11 m)
Wingspan: 35 ft 9.75 in (10.9157 m)
Height: 7 ft 3 in (2.21 m)
Wing area: 185 sq ft (17.2 m²)
Airfoil: NACA 23012 [7]
Empty weight: 1,661 lb (753 kg)
Gross weight: 2,600 lb (1,179 kg)
Powerplant: 1 × Warner Super Scarab
SS-50 7-cylinder air-cooled radial piston
engine, 145 hp (108 kW)
Propellers: 2-bladed wooden propeller

Performance:

Maximum speed: 170 mph (270 km/h,
150 kn)
Cruise speed: 153 mph (246 km/h, 133
kn)
Landing speed: 50 mph (43 kn; 80 km/h)
Range: 788 mi (1,268 km, 685 nmi)
Service ceiling: 15,500 ft (4,700 m)
Rate of climb: 800 ft/min (4.1 m/s)
Wing loading: 14.05 lb/sq ft (68.6
kg/m²)
Power/mass: 0.056 hp/lb (0.092 kW/kg)

HARLOW

Aviation Words – “Impulse Coupling”

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

This is not what teenagers do! It's what electronic ignitions do. It's probably what your aircraft does if you have a standard aircraft engine with a pair of magnetos.

Impulse coupling is explained as follows. There is a spring-loaded coupling between a magneto shaft and the drive gear inside the engine. When the engine is rotated for starting, the impulse coupling locks the magnet so it cannot turn. The spring in the coupling winds up as the crankshaft continues to turn, and when the piston is near top center, the coupling releases and spins the magnet, producing a hot and retarded spark. So now you know!

My back after carrying the weight of being the best pilot in the family



Answer's to question from Quiz on Page 10

- 1) An aft CG requires less tail-down force. Because of that, the aircraft produces less drag, and has better performance.
- 2) Temperature has the greatest effect on density altitude, followed by barometric pressure, and finally, humidity.
- 3) A single-engine plane will climb at 100 FPM, max gross weight, clean configuration, at its service ceiling.
- 4) "High to low, look out below". You'll be lower than your altimeter indicates.
- 5) A 60 degree turn is often called a '2 G turn'.
- 6) As weight decreases, so does Va.

Supporting Our Community, Shop Local, Shop Texoma:

By Kim and Todd Bass

When you see a franchise branded business name do you think locally owned and operated? Franchisees buy into a business brand or name, marketing materials and business model to have a huge support network in their corner.

Locally in Grayson County there are hundreds of franchise businesses that are locally owned and operated by your friends and neighbors.

I can recall many many moons ago when my little sister was born, she was sick with severe asthma. My family had for many years used the Medicine Shoppe in Denison as our pharmacy. The pharmacist there and his team knew our names. They knew what sports and activities my sister and I were active in. He took an interest in all who came into his business. He was a friend to our family and our community.

There were many nights that my little sister would have episodes and need medication. Bob (our pharmacist) would go down in the middle of the night and get my parents the prescriptions that my sister needed. I always remember that. A core memory that I think of everytime I see a Medicine Shoppe sign. As I grew older and started a family of my own, we still used that pharmacy. He knew my daughters name, he asked about my parents, and grandparents.

I guess I tell you this story as a reason to shop small, shop local. Even though you see a franchise business, they are local, they are me. We donate to local events, schools, and community non-profits. We invest into our communities' growth and future. We are a small business franchise FASTSIGNS Texoma. 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>



Vogel Allstate Insurance Group

5621 Texoma Pkwy, Sherman, TX
75090

<https://agents.allstate.com/david-vogel-sherman-tx.html>



706 E. MULBERRY
SHERMAN, TX
903-892-1081



Rebecca Yavner, Agent

214-785-8188

<https://rebeccayavner.exp Realty.com/index.php>

KE Keystone Enterprises

https://www.keystoneenterprises.com/site_info/?_store=default

201 E 1st St. Bonham, Texas 75418
(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



Keep Calm
SHOP LOCAL

Here are some ways you can continue to support our local businesses during this season where they may experience economic hardship.

- 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 shopping is always a good practice, now is a time to be particularly generous.



EAA Webinars Schedule:

<https://www.eaa.org/eaanews-and-publications/eaawebinars>

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, August 7, 2024, 7 p.m.

Presenter: Mike Busch

Subject: Unaffordable/Unavailable

Qualifies for FAA WINGS and AMT credit

As our aircraft get older, repair parts are becoming problematic. Sometimes parts are available but breathtakingly expensive. Other times, they are simply unavailable. How can we keep our aircraft flying? In this webinar, Mike Busch A&P/IA discusses two real-life cases, one involving a client's Cessna 182 and another involving his own Cessna 310, demonstrating how such problems can be overcome with persistence, ingenuity, and research. Qualifies for FAA WINGS and AMT credit.

Wednesday, August 14, 2024, 7 p.m.

Presenter: Loren French

Subject: Introduction to Mountain Flying Concepts

Qualifies for FAA WINGS Credit

Learn basic strategies for safe mountain flying. Loren French specializes in providing mountain flying training at Alpine Flight School in Colorado. He will discuss route planning, mountain weather, performance, terrain flying, and survival techniques while flying in a mountainous environment. Qualifies for FAA WINGS credit.

Wednesday, August 28, 2024, 7 p.m.

Presenter: Catherine Cavagnaro

Subject: Balancing Act: Loading Your Airplane Safely

Qualifies for FAA WINGS Credit

In this webinar, we'll discuss the fundamentals of weight and balance computations and see how small changes can have large safety implications. All pilots are required to perform a weight and balance calculation before each flight. FAA CFI and DPE Catherine Cavagnaro discusses why this is so important, highlighting effects varying weight has on aircraft performance and how loading shifts CG position and changes handling characteristics. Qualifies for FAA WINGS credit.

Wednesday, September 4, 2024, 7 p.m.

Presenter: Mike Busch

Subject: Can't Sign It Off?

Qualifies for FAA WINGS Credit

Can a mechanic who works on your airplane refuse to sign it off or put it back together? That's exactly what happened to one unfortunate Cirrus SR22 owner who made a precautionary landing due to a rough running engine, asked the maintenance personnel at the local FBO to investigate, and found himself in a hostage situation. Mike Busch A&P/IA explains the regulatory ramifications of such a situation, and discusses what it took to get this poor owner's airplane out of prison. Qualifies for FAA WINGS and AMT credit.

Wednesday, September 11, 2024, 7 p.m.

Presenter: Ken Solosky

Subject: The Airborne Law Enforcement Response

September 11, 2001, is a day that changed the world. Kenneth Solosky was assigned as a lieutenant/chief pilot for the New York City Police Department (NYPD) Aviation Unit. Join Kenneth as he describes the airborne law enforcement response on that fateful day, and the chaos and confusion surrounding air traffic control and interacting with responding military aircraft. He will discuss the response, attempts at rooftop rescues, and the support received in the days and weeks after from airborne law enforcement and the GA community from around the world.

Tuesday, September 17, 2024, 7 p.m.

Presenter: Chris Henry and Amelia Anderson

Subject: 1927 Fairchild FC-2

EAA Museum Webinar Series

When the air carrier service industry started in the U.S., the Fairchild Aircraft company in Maryland was there to help launch it. We will talk about the history of one of the oldest airplanes in the EAA Aviation Museum collection, and the oldest surviving Fairchild.

Wednesday, September 18, 2024, 7 p.m.

Presenter: Prof. H. Paul Shuch

Subject: Safe Aircraft Ground Operations

Qualifies for FAA WINGS Credit

When our primary goal is to fly, we often consider ground operations a necessary inconvenience. But concentrating solely on the flight ahead can lead to taxi accidents, runway incursions, or potential hazards to ourselves and other airport users. In this FAA Safety Team WINGS webinar, Prof. H. Paul Shuch will concentrate on how we can make our time on the ground just as safe and productive as we strive to make our time in the air.

EAA Webinars sponsored by



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



Upcoming Events:

- Thursday, Jul 18 EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI)
1200 South Dewey, Sherman, TX @ 7:00pm
Subj: A trip to the Bahama's and Oshkosh Update with John Halterman
- Saturday, Jul 20 Texoma Aero Club Monthly Gathering and Pancake Breakfast
North Texas Regional Airport (KGYI) @ Executive Hangar's (located north of the Control Tower)
- Saturday, Aug 03 EAA 323 First Saturday Event: Cavanaugh working visit to the Hangars to North Texas Regional Airport (KGYI), More information to follow!
- EAA 1246 First Saturday Coffee and Donuts - Van's RV Aircraft on Display!
McKinney National Airport (KTKI)
EAA Chapter 1246 Meeting - 9:30 – Noon
- Saturday, Aug 10 Airplanes and Coffee- Flyout to Ardmore Municipal Airport, OK,
Go to <https://airplanesandcoffee.com/> for more information!
- Thursday, Aug 15 EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI)
1200 South Dewey, Sherman, TX @ 7:00pm
Subj: Oshkosh debrief
- Saturday, Aug 17 Texoma Aero Club Monthly Gathering and Pancake Breakfast
North Texas Regional Airport (KGYI) @ Executive Hangar's (located north of the Control Tower)
- Saturday, Sep 07 EAA 323 First Saturday Event: Cirrus Flyout to McKinney Inter Airport (KTKI)
- Thursday, Sep 19 EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI)
1200 South Dewey, Sherman, TX @ 7:00pm
Subj: Tower Communications with Bill Broadwell, ATC

Officers/Board of Directors/Key Coordinators

Name	Position	Email Address	Contact Number
Frank Connery	President	caapt1@aol.com	214-682-9534
Rex Lawrence	Vice President	rlaw@me.com	918-407-7797
Nathan Wieck	Secretary	nathan.wieck@gmail.com	903-821-7640
Ross Richardson	Treasurer	rprichardson46@gmail.com	903-821-4277
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Mel Asberry	Technical Counselor / Flight Advisor	n168tx@flytx.net	972-784-7544
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Joe Nelsen	Technical Counselor	nelsen.n502pd@gmail.com	903-818-0496
Ross Richardson	Membership	rprichardson46@gmail.com	903-821-4277
John Horn	Young Eagles Coordinator	jhorn@ntin.net	940-736-8440
Mike McLendon	Eagles Coordinator	michaelmclendontac@gmail.com	404-825-4795
Ed Griggs	VMC Coordinator	a_model_guy@ymail.com	903-436-1405
Ed Griggs	PIO/Newsletter Ed	a_model_guy@ymail.com	903-436-1405

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.



EAA SHERMAN CHAPTER 323 MEMBERSHIP APPLICATION AND RENEWAL FORM

- New Member
- Renewal
- Info Change

Membership dues for EAA Chapter 323 are \$30/year.

Make checks payable to
EAA Chapter 323

Mail application to:
Ross Richardson
2115 Turtle Creek Circle
Sherman, TX 75092

National EAA offices:
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: