



The Ramp Page



**EAA Chapter 323 Sherman, TX
Monthly Newsletter
Celebrating our 52nd year of service!
January 2021**



Email: ea323@hotmail.com

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

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President's Mission Brief:

By John Halterman

Hello everyone! Welcome to 2021!

Our monthly meeting will be Saturday January 23rd at 9 AM. We will have it at the TAC (Texoma Aero Club) Hangar like we have been for a significant part of 2020. The subject matter will be "...And there I was..." We will have a few aviators share their experiences of a situation they were faced—the circumstance, outcome, lessons learned—from real events. It is important from time to time to have a reminder of real experiences to learn from others and prevent ourselves from complacency, for it can happen to us.



Early in January, we had the monthly Saturday flyout. Several members flew out to Decatur for a Saturday morning breakfast and it was a very nice day to do it. You'll find a report out of that event later in the newsletter.

At the Christmas party to end 2020, we had a nice time at the Lodge at Cedar Mills. The usual ham and side dishes were present, and the gift exchange occurred. In addition, we were pleased to award the Worstell Award (the highest award in our chapter) to Rick Simmons. A big congratulations to him as the 2020 winner. Rick has made many contributions to the area of sport aviation and the chapter and is well deserved.

I would ask all the chapter members to mark their calendars for Saturday April 3 in the morning. This will be a pancake fly-in at SWI. It will be just pancakes and fly in (no awards, no young eagles). We will need participation from the club members and hope we can get many to attend!

We do have an exciting lineup of activities planned for 2021. My hope with the vaccine rollout is that in the near future, we will be able to return to our 3rd Thursday slot in Sherman Muni. I don't have an exact date yet, but, it is coming.

See you at the ramp!

John F. Halterman
EAA 323 President



ASPIRE
to
INSPIRE
before you
EXPIRE!

1st Saturday Event: FlyOut KSWI to KLUD



The originally planned event for this Saturday morning won't be happening. Unfortunately, the person in charge will be out of town and the event wasn't prepped (it happens). I'm looking forward ideas for the Saturday Jan 9 activity. Weather does look good Saturday morning but chilly. 5 aircraft. Rick Simmons, Rex Lawrence, Mary Lawrence, Steve Riffe and John Horn flew to Decatur for A bite to eat.

Saturday was a beautiful day for flying. Nary a cloud in the sky, light winds, just someone left the refrigerator door open, it was cold at 8:30 on the ramp at KSWI.

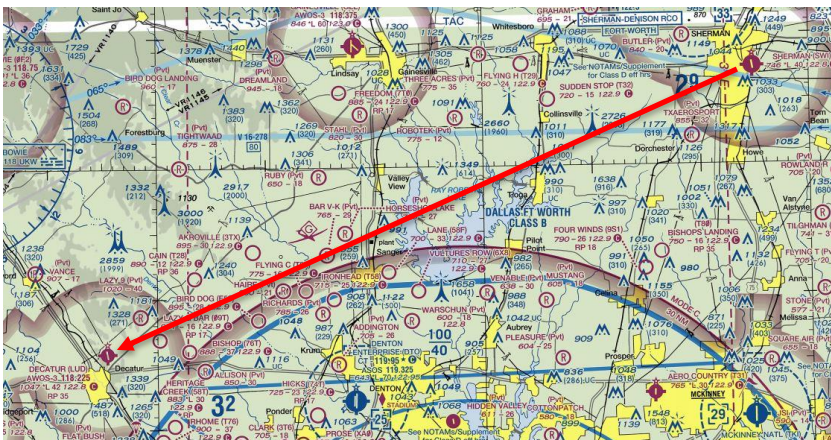


Several of us gathered together and after some very brief plans began launching for KLUD. Steve Riffe was meeting us there and Waadee Hudson was driving as he had some family to check on in the area. The flight over was uneventful except for the realization on my part that the tower by Lake Kiowa was on our route. That bad boy is tall.

Every one found Decatur safely and the pleasant folks there allowed us to borrow a 'Mercedes' as we had more sitters than Waadee could seat in his ride. We headed downtown to Brandi's for breakfast but half of Wise county had beat us there. A line out the door convinced us to use our piloting skills and request vectors to the alternate. Fuzzy's was across the street so we opted for a Mexican twist to our breakfast plans.

After refueling ourselves we made the short trek back to the airport, posed for the picture to prove we made it there and then scattered to our various home airfields.

We need to do this more often. Cleburne traffic was very active on the radio, maybe that's a good place to plan for sometime soon.



[Rich Worstell Lasting Legacy with EAA 323:](#)

by Rick Simmons, Mike McLendon and <https://www.legacy.com/obituaries/heralddemocrat/obituary.aspx?pid=153844059>

Rich was born on October 15, 1930, in St Louis, Mo. He attended Lutheran parochial elementary school, high school and graduated from Brayton School of Aeronautics in St. Louis. He had a lifelong passion for flying, started flying at age 13 and obtained his pilot's license at age 16. He was involved in aviation his entire life and he was never happier than when he was flying or messing around with airplanes. He loved teaching people to fly and working with pilots to improve their flying skills and a better understanding of their airplane. He was able to fulfill his dream of building his own seaplane and he was recognized by the FAA for his lifelong commitment to aviation.



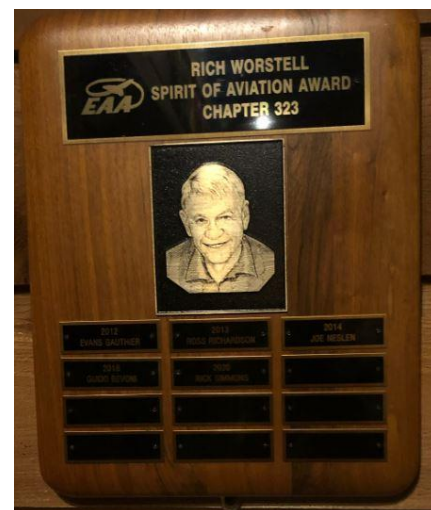
Rich was a Gold Seal Mechanic, had been recognized by the FAA as a Master Pilot and was recognized through out the aviation community for his knowledge and giving heart. His aviation career spanned from his early experiences in the late 30's till he took his last flight in 2011. He attended A&P school in St louis, worked for an airline as a mechanic on DC-3s, then served his county in the Army Air Corps. Later he operated several FOB's, obtained his IA, and held positions with aviation related manufacturers.

Aviation held his passion, but through the years also raced cars and later took to sailing, then built Valiant Yachts. He moved the Texoma area in the early 90's to pursue the Yachting business and became involved with our local EAA chapter. His hanger was always open to the chapter as was sharing of his knowledge and aviation stories. For over 30 years, he has been the driving force that built Cedar Mills on Lake Texoma into the beautiful marina and resort that it is. Rich was an avid sailor. He brought Valiant Yachts to Lake Texoma and built these semi-custom boats here for 25 years. The sailboats he built are being sailed worldwide enabling many sailors to fulfill their dream.

Rich supplied many programs to the chapter, sponsored pancake breakfasts and helped many of us learn about our airplanes, safety and ourselves though the experiences he made available. From building the Moose, allowing many chapter members their first experience at building, to hosting events such as the Seaplane fly-in, he encouraged growth of aviation in our chapter and community. Similarly, for several years he worked with members to perform annual inspections on our aircraft. Working as a team this group of owners did the work on Cessnas, Pipers and Beechcraft, while he provided instruction on proper tool use, techniques and did the actual inspection and ad reviews. His gruff, kind heart still beats with us when we fly.

Sadly, we lost Rich Worstell, on Sept 23, 2011 but his legacy and influence with EAA 323 can stil be felt to this day. The Rich Worstell Spirit of Aviation award was established after Rich passed. The Plaque is on display out at Pelicans Landing in Gordonville listing the recipients for the aviation community that visits to see. In 2016, all prior recipients were given a personal Acrylic Award to commemorate their dedication.

The candidates' qualifications should include the support of the Experimental Aircraft Association and Sherman Chapter 323 goals and objectives. Areas considered are welcoming new members, the encouragement of "Young Eagles", participation in programs and events and the support of "Spirit of Aviation" in general. To be encouraged are candidates from the "Grass Roots" area of the organization. Past winners of the Rich Worstell Spirt of Aviation Award are Ross Richardson, Joe Nelsen, Evans Gauthier and Guido Bevoni.



Rick Simmons awarded the Rich Worstell Award:

By John F. Halterman

I wanted to write a brief memo regarding the Christmas party and the fact that we had a Rich Worstell Award Winner--Rick Simmons! This is the highest honor in our chapter. I have attached a copy of the nomination letter for your reading that was received. Congratulations Rick!



Nomination Letter:

I am nominating Rick Simmons for the EAA 323 2020 Worstell Award.

Rick has been an essential member of the chapter for many years. He has served on the board and has served as a president of the chapter. Rick has provided at least 133 Young Eagle Flights which is a clear commitment to exposing the youth to the joys of aviation. Rick graciously sponsors events at his airport and home including the annual Brushy Creek Fly In and other activities that support grass-roots aviation.

Rick is always supportive and helpful to his aviation colleagues, and will even go out of the way when necessary. He supports the annual Charts N Legends and provides prayer in time of need. He is a regular provider and source of club activities and is willing to organize them as well.

Rick is an example of the fullness that sport aviation brings to peoples hearts and minds. He enables that through his commitment and actions he takes to support that cause. This is why I am nominating him for the 2020 Worstell Award and would be an honorable recipient of the highest honor of the EAA 323 chapter.

VMC Club Question of the Month: January 2021

By: Radek Wyrzykowski, Manager of Flight Proficiency

The question:

On the VFR sectional for the Las Vegas area, there is a radio frequency depicted. It is located at the South West Corner from the Class B airspace center on the 220-degree radial from LAS about 20 NM. It has a box-like a VOR would have, and a frequency of 112.05 and is named GOODSPRINGS. However, there is no compass rose around the location. What is it? What is it used for?



Homebuilders Week – Online Event Starts January 26

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

By Charlie Becker, EAA Homebuilt Community Manager

EAA is launching a new 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 launch on Tuesday, January 26, 2021, and run until Saturday, January 30, 2021. The live online presentations will be open to everyone interested in building their own aircraft. Sessions will start at 1 p.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 plenty of time for attendee questions. Recordings will be archived and available to EAA members for review.

The launch of EAA Homebuilders Week coincides with the 68th 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.

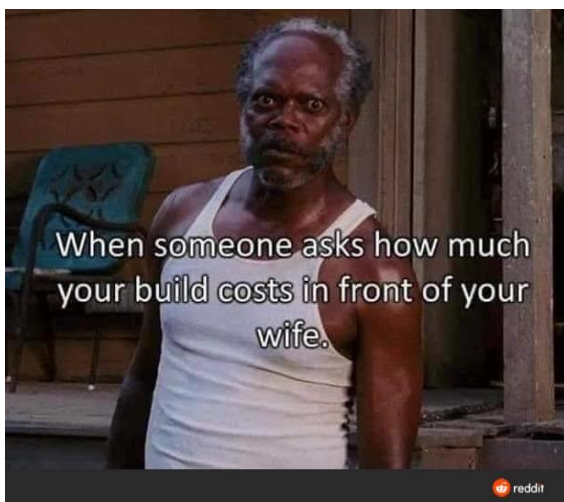
Visit EAA.org/HomebuildersWeek to review the schedule and sign up for a session.

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!!

An online EAA Builder's Log that is free for all EAA members to use to document their projects and demonstrate compliance with the FAA's 51 percent rule. If you're a homebuilder who hasn't yet utilized the FREE online EAA Builders Log, you're missing out! Go to <https://eaabuilderslog.org/?blhome> and setup your free Builders log today!!



[Rusty Pilot, Accomplished Pilot, Wanting to be a Pilot? Join Texoma Aero Club.](#)

By Michael McLendon

Texoma Aero Club has become a special part of the NTRA community and is a proud supporter of both the EAA and 323. Being the only Flying Club in the Texoma area, we have attracted the attention of beginners as well as 20,000 plus hour pilots. We're still a small club in membership but we have large ambitions!

TAC members meet at 7pm every third Tuesday of the month at NTRA. We'd be happy to show you around. Follow us on Facebook or visit our website, texomaaeroclub.com for more information



[PILOT'S TIP OF THE WEEK: Do You Have the NOTAMs?](#)

Featuring Kevin Plante

Subscriber question: "Twice when approaching non-towered airports and talking to ATC, the controller asked me if I 'had the NOTAMs.' Both times, I asked to change frequency to call Flight Service — only to discover there were no new NOTAMs. Why will a controller ask this question?" — Arian R.

Kevin:

"ATC is responsible for ensuring pilots have NOTAMs for their destination. Many controllers would 'check that box' by asking if the pilot had the NOTAMs whenever the pilot was approaching a non-towered airport. They'd say it regardless of whether they knew of any actual NOTAMs. It's easier than looking to see if there are NOTAMs to know about.

You see, many (or maybe most) controllers know nothing of how pilots get NOTAMs. They don't realize that you may have gotten your official briefing an hour before you reached rotation speed, and have been in the air for a couple more hours since then.

What can a pilot say when asked? If you say no, it sounds like you didn't even bother with a pre-flight briefing. If you say yes, you're claiming that no information published since you departed escaped your notice. And no matter what you say, it's being recorded by the ATC facility.

The FAA addressed this problem of controllers simply asking pilots if they have the NOTAMs by amending the 7110.65 in August 2019, Paragraph 4-7-12 now has a note 3 that says:

... a pilot stating, or a controller asking, if they 'have the NOTAMs' does not relieve the controller of the responsibility of issuing airport conditions that might restrict an approach or landing. Additionally, controller instructions to contact FSS to obtain the NOTAMs does not relieve the controller of their responsibilities ...

Unfortunately, many controllers seem to have missed that memo.

So, what's a pilot to do? Stack the deck in your favor by having ADS-B in or XM datalink so you can get NOTAM updates in flight. If it's battery-powered, make sure the charge will hold out all the way to your destination.

And if the controller asks that NOTAM question, maybe your best answer is, 'Just to be sure, we'd appreciate hearing any new ones issued in the past 24 hours.' "



CFI Corner: Live To Fly Another Day

By Adam Yavner

As pilots, one of the most frustrating and difficult aspects of our hobby is knowing when to call off a flight. Frustrating, because flying is (or should be) one of the joys in our lives, and difficult because risk assessment is an analytical process that does not play nicely with the emotional drive to enjoy a pastime or complete a mission. It is especially disheartening in the case of a Discovery Flight or a lesson during early flight training.



As a CFI, it is often my role to assess that risk on behalf of someone else, so I wanted to give a little insight to my thought process. This process is the same whether it is for someone else or for myself, though the specific criteria may differ. Broadly, you might objectively approach each flight with the mindset of looking for a reason not to fly. Approaching it this way helps to remove any unconscious biases that cause us to miss obvious discrepancies in ourselves, our plane, or the conditions. Note that I did not say an excuse not to fly.

Specifically, we can break the process down by examining our personal minimums, and whether the conditions are appropriate for the mission, and by completing an honest self-assessment. To me, going in that order helps the easiest assessments to occur first in the process, so again you aren't trying to fight a decision you have already made:

- 1. Personal Minimums:** You do HAVE them, right?? This is a contract you make with yourself, hopefully early in your training, and revise as needed. You look at things such as cloud cover, visibility, crosswinds, and other conditions such as turbulence and put a set value for each behind a red line that you will not cross. One of those things is forecasted to be above your minimum? Easy-peasy. You don't go.
- 2. Appropriate Conditions:** Now we are approaching more of a grey area. You have to decide whether the conditions are (and will remain) appropriate to the mission in its entirety. This is something I might decide on behalf of a student, though over time I expect them to take responsibility for their own destiny. For example, for a first lesson, even though it looks nice outside I may call it off if it looks like it might be bumpy or gusty. A few hours later, that might be perfectly suited to a student coming to terms with bumps and gusts. A 3000-foot ceiling might be perfectly fine for doing pattern work, but you might think twice before swanning off on a cross country into rising terrain. And so on.
- 3. Honest Self-assessment:** This is the most difficult part of all. Luckily, the FAA has given us some helpful acronyms as a starting point. There are several, and there is a lot of overlap, but my favorites are IMSAFE and PAVE. To recap, IMSAFE stands for:
 - Illness – are you, or have you been feeling unwell?
 - Medication – are you taking any medication that might affect your ability to make critical decisions under pressure?
 - Stress – consider your family life, work, and other potential stressors. It is tempting to see flying as an escape from those things, but you only have a certain amount of cognitive bandwidth and if a good percentage of that is consumed with earthly concerns, you probably should not be Slipping The Surly Bonds today.
 - Alcohol – 8 hours bottle-to-throttle and BAC of < .04%, yes, but allow me to suggest more like 12+ hours and 0.00%
 - Fatigue – have you been sleeping well?
 - Eating – do not underestimate the effects of low blood sugar on your decision-making and reflexes. It can even affect your Emotions, which is another substitute for the “E” in this phrase.



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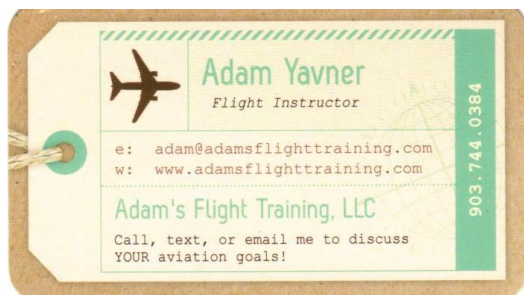
As if that is not enough, we also have PAVE, which stands for:

- Pilot – to me, you can consider IMSAFE as a subset of this one. Get through that, and you can tick this box
- Airplane – adequate preflight inspection, airworthy, and appropriate for the mission.
- enVironment – cheesy, I know, but they did want a “V” in their acronym. Do your assessment of weather and adverse conditions on a trusted aviation weather source.
- External Pressures – typically the source of “get-there-itis”. Pressures from passengers or a desire to be somewhere to meet a specific schedule. To put it bluntly, if you absolutely have to be there, use the airlines. They are good at this.

Beyond all this, I have been known to recommend what is called the “three strikes rule”. You always have an out, even if all of the assessment “looks good on paper”. This is just that sense that you aren’t “feeling it” today or are not really on your game. You forgot your wallet and had to drive home (strike 1). You left in the chocks and didn’t notice until you tried to taxi (strike 2). You left the baggage door open while taxiing to the runup area (strike 3). You know what? Today isn’t your day.

Lastly, I would just add that I always counsel my students (and even myself) not to ever regret a decision you made not to fly. I cannot tell you how many times I have called off a flight, only to drive home and witness in real time the lifting of the clouds and the calming of the winds. It is a real bummer, but remember that it could easily have gone the other way, and be at peace with that. To paraphrase a famous quote, I’d rather be bummed out that I didn’t fly than to be bummed out that I did!

As always, if you have any questions shoot me a message and I’ll do my best to get you an answer!



Got this picture of my student on his first solo!



The Hardest Airspace Quiz You'll Take This Week

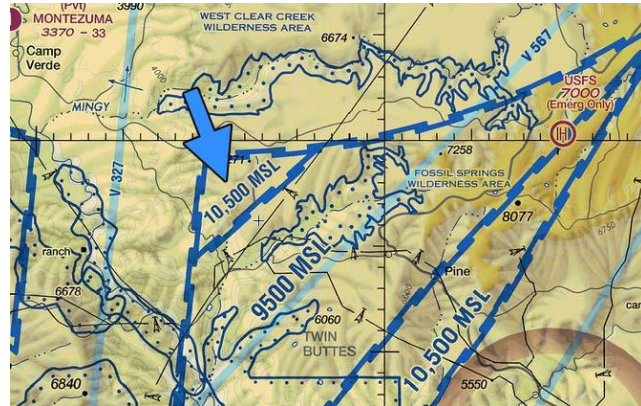
By Colin Cutler, 12/28/2020, <https://www.boldmethod.com/blog/quizzes/2020/12/the-hardest-us-airspace-quiz-this-week/>

1) As a non-instrument rated private pilot in an airplane, can you request an SVFR clearance to land at an airport after sunset?

Yes	No
-----	----



2) You're flying here at 18,000 feet MSL (blue arrow). What airspace are you in?



Class A	Class B	Class C
Class D	Class E	Class G

3) You're flying into KSBA to land, and you're within 2 miles of the airport at 1,000 feet AGL. What's the maximum speed you can fly?

150 knots	200 knots
250 knots	Speed is not restricted here



4) You're in the mountains at 12,500 feet MSL, and you're 700 AGL in Class G airspace. What is your minimum required visibility during the day?

1 SM	3 SM	5 SM	10 SM
------	------	------	-------



5) You're flying in the same exact spot as question #4 at night. What's your minimum required visibility now?

1 SM

3 SM

5 SM

10 SM

6) What altitude does Class A airspace extend to?

60,000' MSL

60,000' AGL

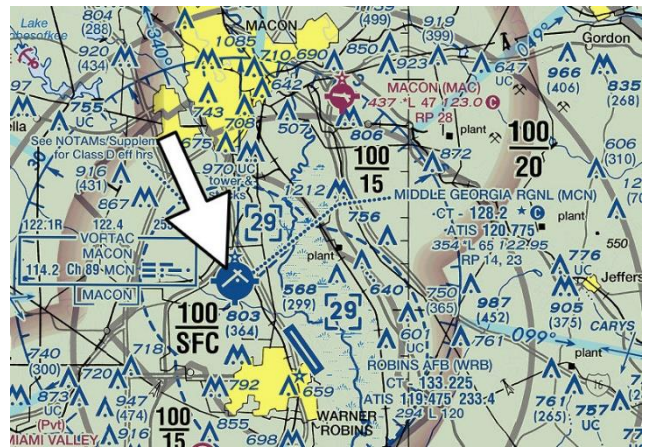
FL600

7) Do you need a transponder to operate into KMCN?

Yes

No

Only during night



CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



Aircraft of the Month: Rearwin Sportster

Mondey, Dave (1985). *The Illustrated Encyclopedia of Aircraft*. Orbis Publishing. p. 2792.
https://en.wikipedia.org/wiki/Rearwin_Sportster

The Sportster began development while Rearwin was still certifying the previous model: the Rearwin Speedster. The Speedster had been designed for performance, so the company focused on another, more basic, model to provide reliable income. This model was to become the Sportster, with design work beginning in 1934.

As the Rearwin company was occupied trying to certify the Speedster, initial work was contracted out to Henry Weeks of Stevenson-Weeks Air Service. The resulting design first flew on April 30, 1935.

The design of the Rearwin Speedster bore a coincidental resemblance to the competing Porterfield Flyabout. The Flyabout had started as the Wyandotte Pup, designed by engineer Noel Hockaday and built by students at Wyandotte High School. Ed Porterfield had seen the finished design, bought the rights to it, started the Porterfield company to build it, and hired Hockaday to develop the plane into the Flyabout. Hockaday had previously assisted engineer Douglas Webber at American Eagle Aircraft Corporation, both of whom later moved to Rearwin Aircraft. Their influence at Rearwin resulted in design elements that were used in the Sportster, thus resembling the Hockaday-designed Flyabout.

In 1936, the Sportster was certified to take pontoons at the request of George B. Cluett. This required enlarging the vertical tail after the test aircraft nearly failed to recover from a flat spin. The final modifications to the Sportster occurred in 1939 to reinvigorate sales. The demands of World War II forced production of the Sportster to cease in 1941.

Specifications Rearwin Sportster

Data from Plane and Pilot, Jane's all the World's Aircraft 1947, Stinson Operating Manual

General characteristics

Crew: 2
Length: 22 ft 3 in (6.78 m)
Wingspan: 35 ft 0 in (10.67 m)
Height: 6 ft 9 in (2.06 m)
Wing area: 166 sq ft (15.42 m²)
Empty weight: 830 lb (376 kg)
Gross weight: 1,410 lb (640 kg)
Powerplant: 1 × LeBlond 5DF radial engine ,
85 hp (63 kW)

Performance

Maximum speed: 116 mph (187 km/h, 101 kn)
Range: 480 mi (772 km, 420 nmi)
Service ceiling: 15,200 ft (4,635 m)



Aviation Words - Dogfight

By Ian Brown, Editor <https://www.eaa.org/eaanews-and-publications/eaanews-and-aviation-news/bits-and-pieces-newsletter/05-10-2019-aviation-words-dogfight>

Dogfight – A close range aerial battle between two aircraft. These occurred in every war involving airplanes until 1992.

So here's the thing. If you read the Wikipedia article about dogfights you'll see references to a dogfight in 2019, between jet aircraft and another in the Balkans conflict of 1999.

One can assume that dogfights as a primary method of doing battle have indeed become rare with increased use of technology, so maybe the reference to 1992 was regarding the Persian Gulf war when there was indeed a series of dogfights resulting in the loss of 39 Iraqi aircraft and one American F/A 18 and a drone.

You might be interested to know that the first record of an aerial dogfight was between two Americans fighting for opposite sides in the Mexican Revolution of 1913. Both pilots had orders to kill but intentionally exhausted their supply of ammunition before doing any harm to the other.

VMC Club Question of the Month:

As published in the AERONAUTICAL CHARTING FORUM Charting Group document (Meeting 14-02 – October 28 - 30, 2014): "The VOR MON program is discontinuing approximately half of the VOR facilities in the NAS by the year 2025. The Distance Measuring Equipment (DME) and Tactical Air Navigation (TACAN) portion of the facilities will be retained to enable Area Navigation (RNAV) for aircraft equipped with scanning DME receivers with inertial reference unit (IRU) avionics.

These facilities will retain the three-letter identification codes, which have geographic meaning contributing to pilot/controller situational awareness. Although the DME-only facilities can't be used for conventional VOR navigation, the familiar facility locations and 3-letter IDs can be used for RNAV operations and should therefore be charted.

Additionally, some aircraft avionics use a "reference NAVAID," typically VOR and NDB facilities, to obtain magnetic variation. As VORs are removed, larger variations may result if the "reference NAVAIDS" are farther away from the IFP."

As the FAA progresses with the plan to decommission about one-third of VORs' existing network in the continental US, this new type of navaid—a stand-alone DME facility appears on aeronautical charts.

These stand-alone DMEs are primarily for use by aircraft with DME-DME area navigation equipment, and in many cases, they were left over when the VORs were associated with being shut down. These DMEs' do not provide azimuths (course) information like a VOR-DME or VORTAC. They are simply DMEs.

If you use GPS as your primary navigation source, you can include these charted stand-alone DMEs fixes in your route or flight plan. If you still have a DME receiver in your airplane, you can tune, identify, and reference them as you fly.

Answers to the Quiz on Page 9 & 10

1) To request an SVFR clearance into an airport, you 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.

2) Class A airspace starts at 18,000 feet MSL over the entire Contiguous United States.

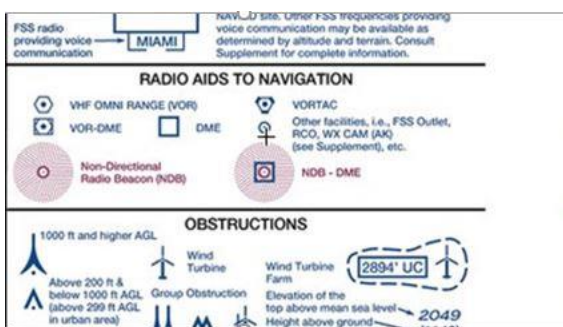
3) When you are within 4 nautical miles and 2500' of the surface of a Class C airport, you are speed restricted to 200 knots.

4) Regardless of your MSL altitude, as long as you're 1,200 feet AGL and lower, your daytime visibility requirement is 1 SM.

5) In this case, the visibility requirement bumps up to 3 SM.

6) Class A airspace extends to FL600 because every aircraft flying over 18,000' MSL must have their altimeter set to a standard pressure of 29.92. With pressure changes, the MSL altitude of FL600 may fluctuate, which is why all aircraft use a standard pressure setting.

7) You don't need a transponder to operate in Class D airspace. And while KMCN lies within a Terminal Radar Service Area (TRSA), you aren't required to use the service.



Supporting Our Community, Shop Local, Shop Texoma:

By Todd Bass

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



Connect. Shop. Buy.

Local businesses define our communities and are very much at risk right now. Use this site (<https://www.graytvlocal.com/market/sherman-tx>) to identify local businesses that are open, how to purchase from them and their hours.

Another tool to use is Texoma Curbside Restaurants on Facebook (<https://www.facebook.com/groups/texomacurbside>) as a tool to show you what restaurants are open and what items/services they are offering!

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

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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.



1/19/21 @ 7 p.m. **Subject: The International Aerobatic Club Turns 50 Years Old and It's a Golden Birthday!**
Presenter: Lorrie Penner and panelists

Join Sport Aerobatics Editor Lorrie Penner and panelists on a ride 50 years in the making. Through a panel discussion with IAC Hall of Fame inductees and a U.S. National Aerobatic Champion find out how the IAC got its start, and how it has evolved through today. Hear first-hand stories you may have heard of but never knew the details, and a few stories you may have never known.

2/2/21 @ 7 p.m. **Subject: Avionics Options for your Homebuilt Aircraft with Dynon**
Presenter: Michael Schofield **HOMEBUILDERS WEBINAR SERIES**

After hundreds to thousands of hours working on your airframe, it's time to decide how to equip your panel. In this webinar, we'll cover general considerations such as matching your avionics to your flying and budget, product choices and configurations from Dynon and Advanced, and additional ways you can reduce your installation time with an ADVANCED PANEL.

2/3/21 @ 7 p.m. **Subject: How Mags Work**
Presenter: Mike Busch **Qualifies for FAA WINGS and AMT credit.**

The spark plugs in most piston aircraft engines are still powered by 120-year-old technology. Since so many of us are still flying behind these archaic "tractor mags" it's probably a good idea for us to understand how they work. In this webinar, Mike Busch A&P/IA takes you on a guided tour of the internal construction and functioning of aircraft magnetos.

2/9/21 @ 7 p.m. **Subject: Corsair: The Story of the EAA Aviation Museum's F4U Corsair**
Presenter: Chris Henry **MUSEUM WEBINAR SERIES**

This presentation will detail the development of the F4U Corsair along with a rare view of the history of EAA's example. Chris Henry of the EAA museum staff will share fascinating stories about the people involved in the airplane's air racing days as well as the restoration to its current status as a museum artifact.

2/10/21 @ 7 p.m. **Subject: ATC and You: How to Make the Most of Flying VFR**
Presenter: Richard Kennington and Bob Obma **Qualifies for FAA WINGS credit.**

Pilots avoid controlled airspace for many reasons, but in so doing they don't take advantage of all the system has to offer. This course will identify reasons why pilots should communicate with ATC, utilize flight following, and embrace controlled airspace. We will identify misunderstood procedures, clarify phraseology, and demonstrate how to operate in the system more efficiently. Pilots of all experience levels will benefit from attending this course.

2/16/21 @ 7 p.m. **Subject: Flying Procedures into Canada**
Presenter: Luke Penner **Qualifies for FAA WINGS credit.**

Attend this FAA WINGS presentation and learn answers to common questions, such as how the customs process works and how easy or hard border crossing is. Join CFI and Aerobatic pilot Luke Penner as he talks about complying with border crossing requirements.

2/17/21 @ 7 p.m. **Subject: ATC and You: Balancing IFR Flying and the Efficiency of Controlled Airspace**
Presenter: Richard Kennington and Bob Obma **Qualifies for FAA WINGS credit.**

Do you know the impact your flight has on the ATC system? Many pilots don't realize how they are affecting the flow of air traffic, but with a little knowledge everyone can contribute to the safety and efficiency of the airspace system. This course will explore some misunderstood procedures and give a behind the scenes perspective that will help you make the most of your flying in controlled airspace.



EAA Webinars sponsored by



Upcoming Events:

Saturday, Jan 21	Monthly Gathering at Texoma Aero Club hangar, North Texas Regional Airport (KGYI), 9:00am Subject: There I was at 5000 ft....Your stories with Steve Straus
Saturday, Feb 6	First Saturday Event: Cabin Fever at Cedar Mills (3T0) Camping and Cabins
Saturday, Feb 20	Monthly Gathering at Texoma Aero Club hangar, North Texas Regional Airport (KGYI), 9:00am Subject: TBD
Saturday, Mar 06	First Saturday Event: Finney Field Fly-Out with Ed Griggs/Joe Nelsen
Saturday, Mar 18	Monthly Gathering at Texoma Aero Club hangar, North Texas Regional Airport (KGYI), 9:00am Here is what I learned from my homebuilt project with Frank Connery/Steve Riffe

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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 WWII)*



EAA SHERMAN CHAPTER 323 MEMBERSHIP APPLICATION AND RENEWAL FORM

- 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: