



The Ramp Page



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



Email: ea323@hotmail.com

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

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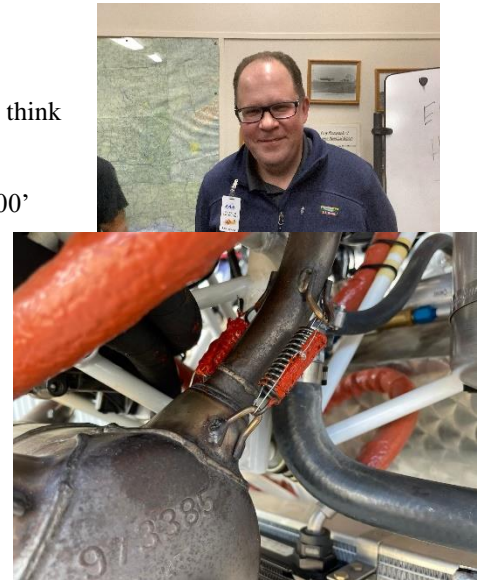
President's Mission Brief:

By John Halterman

Hi EAA 323! This past Saturday I missed the gliding event and gathering at Cedar Mills. I think it's good to tell my story briefly as it is a good reminder that safety is first.



I arrived at GYI Saturday morning and the clouds were 1300' AGL. Marginal VFR. I decided to wait it out a bit anticipating them to rise in a bit. While waiting at my Kitfox hangar, I decided to kill some time and take off the cowling just to do a visual look over. I did find a broken exhaust spring. This is a not so unusual thing. Of course, it's the hardest spring to access. I thought for a second no big deal, but then I thought about what happens if the exhaust slips or I start fatiguing other parts? My repairman mind came in and I decided to replace and repair. While it ended up costing me the opportunity to fly in and I missed the event and lunch, I knew from safety that it was the right call. So much for a \$5 part. But I'll have more experiences with our members soon enough. Safety first in our chapter.

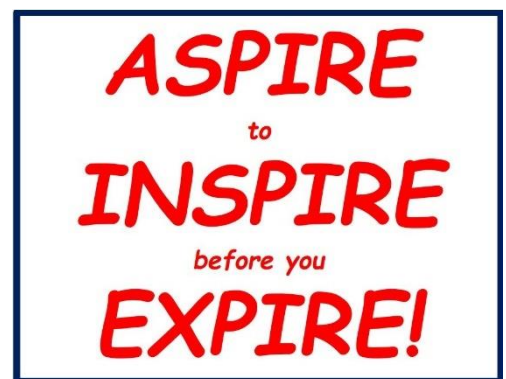


This coming Thursday July 15 is the monthly chapter meeting. The featured presentation will be Mike Livezey, North Texas Airport Manager, giving us an update on current airport status and future plans. NOTE: since the subject is about North Texas, we will meet Thursday July 15 at 7 PM at Rise Aviation (3604 Airport Dr, Denison TX) at North Texas Airport. You'll enter the FBO and there is a large room in the hangar that we'll use that is air conditioned. Also, it'll be a free ice cream social! Bring a friend!

As a reminder, EAA Airventure in Oshkosh is the last full week in July. Go to airventure.org to track it and even attend events virtually!

Be safe!

John F Halterman



EAA 323 Monthly Gathering (Jun 2021): Military Flying War Stories!

By Rex Lawrence

There were approximately 20-25 members present with 3 guests. Rex Lawrence and Frank Connery gave a presentation on the training we received in the Air Force in the late 1970s. We were at 2 different bases, Williams AFB AZ and Vance AFB OK. Even though different bases the Air Force trains the same, except for the Weather. Arizona does not have seasons to speak of compared to Oklahoma.

The Air Force will give you about 25 hours in C172 prior to Pilot training, sort of the first phase of trying to wash you out, unless you already have flight time. This was done in west Texas at a place called Hondo, and from there you went to either Laughlin AFB, Vance AFB, Reese AFB, Columbus AFB or Williams AFB.



Cessna 172

The training was the same, you start out in a Cessna T-37 know as the Tweet, a subsonic aircraft used for the initial training prepping you for the more advanced. In this aircraft you almost were never straight and level in the area an area was a box in the sky maybe around 10 miles wide, 20 miles long, 8,000ft and there are several areas in a MOA right next to each other and stacked on top of each other.



A panorama of T-37s at Sheppard AFB in 2007 operated as part of the Euro-NATO Joint Jet Pilot Training Program.

The T-37 was a work horse, you learned acrobatics, full spin recovery, basic navigation, and formation. You were in the aircraft for around 4.5 months and it had the largest washout rate of any aircraft, for in every phase of flight there was a check ride associated with it. On top of this there was classroom subjects on aerodynamics, navigation, physiology and mandatory physical fitness.



Northrop T-38 Talon

The next phase was in the Northrop T-38 Talon, a supersonic trainer for around 5.5 months . These were used only in the high areas which were a little large than the areas for the T-37. They were used for continuing acrobatics, navigation, instruments, formation, and the intro into Low Level flying. Once again check-rides for each phase except low-level. Being a supersonic aircraft, it was also used for and intro in to supersonic, flying just above Mach 1. As before there was still classroom work, and the potential for washing out. Both aircraft had simulators that you could practice the navigation and a few other things. If you weren't actually flying that day you were probably in a simulator, the further along in the program you would pair up with another student. Over all a little over 10 months of training with around 200 hours plus the sim time.

Frank and I reminisced of things that happen during our time in Pilot Training with a lot of stories and experiences. If you ever want to chat he or I would be happy to reminisce again



Do you know the difference between a Fairy tale and a Pilot's story?

A Fairy tale begins with:

"Once upon a time",

a Pilot's story begins with:

"This ain't no lie!"

EAA 323 Monthly Meeting Announcement and Ice Cream Social

By John Halterman

This coming Thursday July 15 is the monthly chapter meeting. The featured presentation will be Mike Livezey, North Texas Airport Manager, giving us an update on current airport status and future plans. NOTE: since the subject is about North Texas, we will meet Thursday July 15 at 7 PM at Rise Aviation (3604 Airport Dr, Denison TX) at North Texas Airport. You'll enter the FBO and there is a large room in the hangar that we'll use that is air conditioned. Also, it'll be a free ice cream social! Bring a friend!



Prior to the meeting, usually a group meets at City Limits at 5:30 for dinner. The last couple months have had at least 10 people at each dinner. Come on out and have a burger!

First Saturday Event: Charts N Legends (to be Rescheduled...again!)

By Michael McLendon



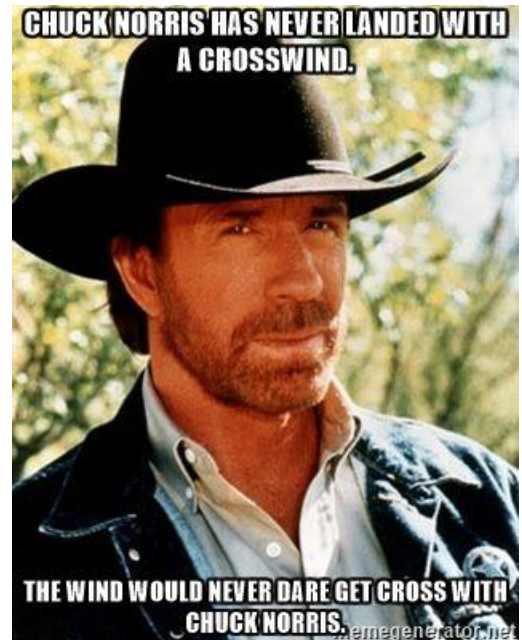
Well, once again weather turned out to be uncooperative for our "simulated" engine out, "can we make the field?" challenge. However a good time was had by all who attended, first meeting in Kris's hangar for coffee and conversation then on to the restaurant for a great lunch and more of the usual tales of aviation skills.

Dennis and Victor (my apologies for my poor last name recall), along with Mike Montefusco, Frank Connery, Kris Worstell, Rick Simmons, and myself, enjoyed the time spent.

Mike flew his gyrocopter in and was immediately adopted by a family having a family reunion. Clouds came and went. Ceiling up and down. We finally called it quits so Rick and I departed. Rick decided he would simulate engine out from about a 3500 ceiling.

Gusting cross winds, added interest to our simulation. AND, if we had floats on his 235, we would have made a great landing. Needless to say full throttle and a simulated Airshow flyby completed our day of Charts and Legends.

The simulation will be rescheduled but there was an observation on our part. With the weather conditions, wind, cross wind landing, over water, etc. as they were on this day, this was really a good way to examine and practice your engine out flying skills.



Rusty Pilot, Accomplished Pilot, Wanting to be a Pilot? Join Texoma Aero Club

By Michael McLendon



Have you ever wanted to see what your engine really looks like? Well not by choice. Unfortunately but maybe by luck our engine difficulties with the TAC 172 N1528Y, “Lucy”, forced us to decide on an overhaul. A stuck valve precipitated our decision but what we found on the camshaft confirmed that we made a good decision, though one that would be costly in time and money to our club.



What we discovered was a pitted area on the camshaft at cylinder #6. Cylinder #5 was our exhaust valve issue that couldn't be resolved without removing it. Once removed we observed the pitting. No damage to the lifter was found but.....

Many theories were voiced but the one that makes the most sense is that our 172 had been flown very few for a number of years prior to our purchase after an overhaul. Rust is the prime suspect. What we first observed while still in the engine turned out to be a significant pitted area on that lobe.

A newly overhauled engine has been acquired, and its assembly starts this week. All cylinders have been overhauled at Sal's and are ready for install. AND, 1528Y will have a fresh annual since it was due in July. “As Luck would have it!”



We have welcomed several new members to TAC in the past few months: George, Caleb, Chris, Terry, Derrik, Craig, Tanner, Kent. And we have lost our friend, Keith Frank, CFI, due job relocation. We wish you the best of luck in your new endeavour!

Kent (Chris) Fitch, who recently joined us, is a DPE, MCFI/CFII/AMEL/ASEL/HELI.



Nathan has recently passed his PPL and Steve Straus is no longer a Rusty Pilot! It was a Great day for these guys as well as TAC!

TAC is alive and well and growing!

More exciting news on the way. Stay tuned.

Thank you club members for your support!

Mike



KENT FITCH
Designated Pilot Examiner
Gold Seal & Master CFI Fixed & Rotary Wing

MCFI/CFII AMEL/ASEL/HELI	A&P Mechanic
SFAR 73 R-22/44 Instructor	SUAV Drone Pilot
Advanced/Basic Ground Instructor	ATP AMEL/ASEL/HELI
Instrument Ground Instructor	High Performance/Complex
Night Vision Goggles Instructor	Flight Reviews/IPC



Ike's Bird" Eisenhower's Air Force One visits Sherman Municipal Airport (KSWI)

By Ed Griggs and <https://www.ikesbird.org/>

From 1955 to 1960 it was used by the Eisenhower Administration and the White House to carry the President, Vice President, First Family and other VIP's on short distance trips. It is the smallest plane ever to be used as Air Force One. Its now owned and flying with the Commemorative Air Force... and coming to an airport near you. Go to www.ikesbird.org to see the schedule!



This 1955 Aero Commander L-26B is nicknamed "Ike's Bird".



The factory drawing for Aero Commander serial number 55-4638 is titled "Ike's Bird". Built in 1955, the plane and several others were ordered by the government for a special purpose... to carry the President, Vice President and other government officials on short trips. The plane has the distinction of being the smallest aircraft ever to carry the "Air Force One" call sign.

The story goes that President Eisenhower took office and refused to use the "Independence", Harry Truman's airplane, as his Air Force One. Instead he ordered a Lockheed Constellation as his primary aircraft.

But for short trips into and out of his farm grass strip near Gettysburg, PA, the President needed something to operate from the short and unimproved landing area. Helicopters were not yet reliable enough. Driving took too long and snarled traffic. He told his chief pilot, Col. William Draper, to conduct an evaluation. His mission was to find a plane to go back and forth to the farm, and to make other short trips. The Colonel chose one of the most popular executive transports of the day, the Aero Commander 560A, and the Air Force



Ike with his Air Force One Pilot

ordered several for the President's use. The Air Force designated the planes the L-26. Himself a pilot, Ike often took the controls of the Aero Commander, enjoying the opportunity to fly.

A fleet of six Commander L-26's were assigned to the White House and used exclusively by President Eisenhower, Vice President Nixon, Cabinet and government officials, Secret Service, family and White House staff. This aircraft, 55-4638, was one of those original six. Two more were added a year later with turbocharged engines and assigned exclusively for Presidential use. This plane was used daily in the famous Gettysburg Airlift in 1955 and 1956, as well as the

Greenbriar Airlift that hauled Ike along with the President of Mexico to North Carolina. Another seven L-26 aircraft were based in the Washington DC area and assigned to military units.



Fairchild PT-19 and Beechcraft T-6 Texan also owned by CAF!



Picture of Eisenhower's Air Force One taking off from Sherman Municipal Airport (KSWI) Picture courtesy of Wendy Inman

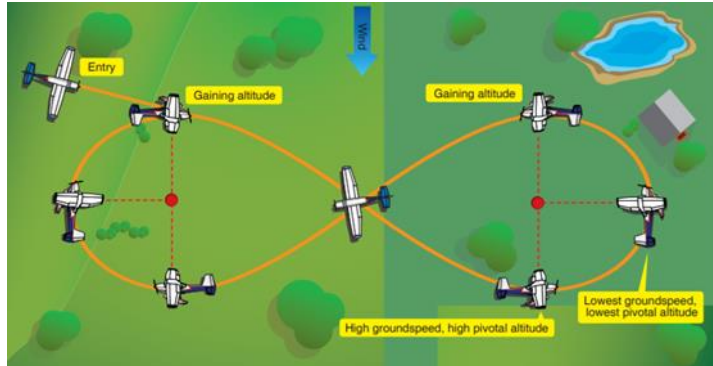


You may be Aviation cool, but you'll never be "Flying in a Stearman to go see "Air Force One" cool!!

CFI Corner: Eights On Pylons

By Adam Yavner

This is the most challenging ground-reference maneuver! Here, a figure-eight is performed between two points on the ground, at a particular height. The goal is to increase the ability to intuitively and subconsciously control the aircraft, dividing your attention between the pylons and the flightpath. The maneuver was originally developed in war-time so a pilot could maintain a sight picture of the wing lined up with a point on the ground to allow a gunner to destroy a target. Other applications might include search and rescue or aerial photography.



The objective of this maneuver is to develop the ability to maneuver the airplane accurately while dividing one's attention between the flight path and the selected points on the ground. Eights on Pylons are extremely helpful in developing subconscious control of the airplane. They are required for the Commercial Pilot Certificate. The difference between this and a turn around a point is that you are not trying to maintain a fixed radius around the pylon – you are trying to keep the object lined up on the wingtip. Rather than correcting for wind, you are correcting for groundspeed.

Since the maneuver may be unfamiliar to some, some definitions are in order –

Pylon – a fixed object or point on the ground used as the reference.

Pivotal Altitude (PA) - the altitude at which, for a given groundspeed, the projection of the visual reference line to the pylon appears to pivot

The goal of the eights-on-pylons is to have an imaginary line that extends from the pilot's eyes to the pylon. This line must be imagined to always be parallel to the airplane's lateral axis. Along this line, the airplane appears to pivot as it turns around the pylon. In other words, if a taut string extended from the airplane to the pylon, the string would remain parallel to lateral axis as the airplane turned around the pylon. At no time should the string be at an angle to the lateral axis.

The altitude at which the visual reference line ceases to move across the ground is the pivotal altitude. The pivotal altitude is critical and changes with variations in groundspeed. Since the headings throughout turns continuously vary from downwind to upwind, the groundspeed constantly changes. This results in the proper pivotal altitude varying slightly throughout the turn. The pilot should adjust for this by climbing or descending, as necessary, to hold the visual reference line on the pylons. This change in altitude is dependent on the groundspeed.

Putting it all together:

Select your pivotal altitude based on ground speed. Since this will vary throughout the turn, and will even change with the winds, some use IAS to make the initial pivotal altitude selection (just know that its ground speed which is the determining factor). A helpful tip is to make a small chart with some common airspeeds for your plane, so you can refer to it without having to use a calculator.

$GS^2/15 = PA$ in mph. $GS^2/11.3 = PA$ in knots. This gives the pivotal altitude in AGL.



FunPlacesToFly

<http://FunPlacesToFly.com>
<http://VansAircraftBuilders.com>
<http://SmittysRV.com>
<http://EAA1246.org>
<http://ThisNewOldRV.com>
<http://OpenAirNet.com>

After clearing the area and other pre-maneuver checks, and trimmed for straight and level cruise power (not above Va)...

Select two pylons that are prominent and adequately spaced, and perpendicular to the wind direction. Fly between the pylons 45° to downwind, such that the first turn is to the left and into the wind. Line the wing up with the pylon, and then adjust altitude as necessary to maintain that sight picture all the way around the pylon to about your starting position. Elevators are the primary control for this maneuver. Bank should not change much. After the first turn, fly straight and level for about 3-5 seconds between the pylons – this will again be downwind or 45° to it, so the highest groundspeed and therefore the highest pivotal altitude. Roll towards the right pylon, and repeat. By the way - I am not aware of a “requirement” to make the first turn to the left, however since you are likely sitting in the left seat, it may make setting up much easier.

Do NOT attempt to correct the sight picture by use of the rudder – use the rudder only to maintain coordination. Focus nearly all attention outside, between the pylon and the flightpath. Trying to use the altimeter to maintain the pivotal altitude is useless.

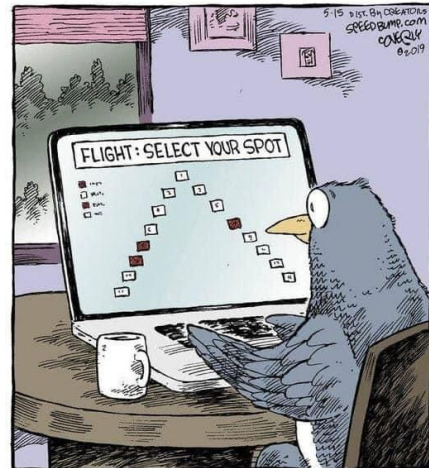
The Airplane Flying Handbook Chapter 6 has all of the specific information as well as some common errors associated with this maneuver. With practice, this is one of the most fun and useful maneuvers, and well worth adding to your repertoire!

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

Builder’s Corner Updates

By Ed Griggs

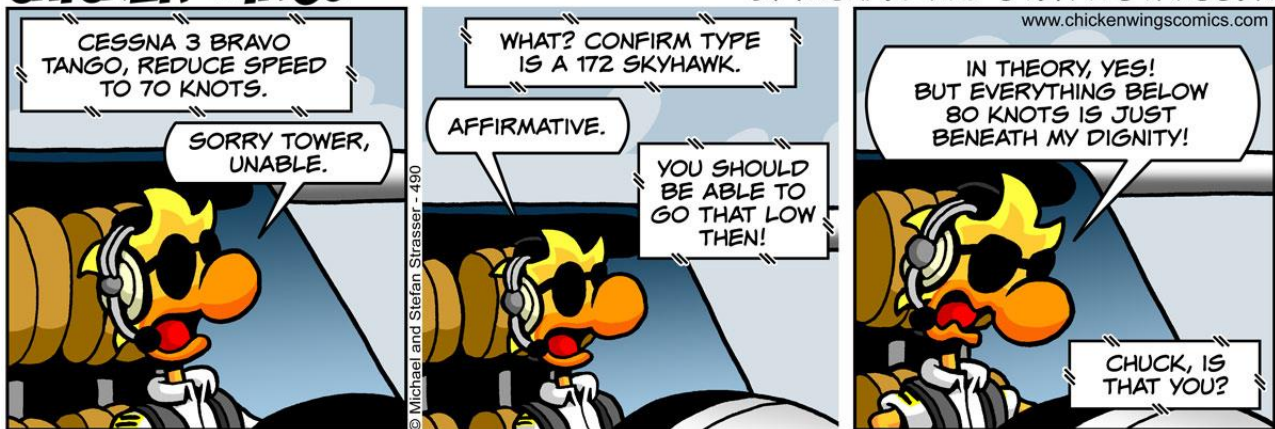
If you are currently building an aircraft or doing any restoration work and want to be included in Builders Corner, we would like to hear from you. Email your updates and pics to Ed Griggs at a_model_guy@ymail.com. Thanks!!



CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER

www.chickenwingscomics.com



FAA Safety Team Topic of the Month July 2021: “After Market Safety Equipment”

By Daniel Hileman ATP/CFI and the FAA Safety Team



Do you know how to properly operate your seat belt with out thinking about it? Such as which way to turn it to release? It’s important to know how it operates because you could be in a high stress situation such as an emergency, and (Gulp) or at night.

SEATBELTS/SHOULDER HARNESES

“Here’s an exercise that will improve your chances of doing the right things in the right sequence to exit your aircraft or even automobile quickly and safely in emergency situations. It works equally well in daylight or when vision is compromised by darkness, smoke, or injury. Please follow along as we go through the steps.” First of all, imagine you’re sitting in your usual seat in the airplane you usually fly.

Visualize which hand you’ll use to open the exit closest to you. Have you got the picture?

Good – now take your other hand, make a fist and hold it against your sternum like this. Our sternum is something we always have with us and it’s easy to find – even in the dark. We’ll use it as a reference to find other important parts of the aircraft. Now slide your hand from your sternum to your lap and from there to your seat. Get a good grip and keep you seat holding hand in position for the rest of the exercise. Next take the hand not holding your seat and locate your sternum reference point. From there track to your lap and then the door latch. In some airplanes you’ll have to track to 2 door latches. Unlatch the door, push it open, and return to your reference point. From there again track down to your lap and then to your seat belt release all the while holding tightly on to your seat with your other hand. Release your seat belt and prepare to exit. Don’t let go of your seat though. This little exercise could save your life in an emergency and it’s worth a gold seal.” Now I know you’re wondering why you’re still holding on to your seats when the whole object of the exercise was to undo the seatbelt and exit. Answer – Because we might be upside down & unbuckling the belt without preparation could lead to a cracked skull. Also - some buckles are difficult or impossible to unlatch when they’re under load. You can use your seat holding hand to take the strain off the buckle before unlatching it. Just one more thing about seat belts. Buckle placement is important.



In this illustration, the seat belt buckle is low on the pilot’s left side. With the door closed, the buckle will be under the armrest. If the door were jammed, precious time could be spent in cutting the seatbelt & finding another exit. Here the buckle is low on the pilot’s right side and it’s unobstructed – a much better choice for buckle placement.”

FLIGHT DATA MONITORING FOR GENERAL AVIATION?

In its’ simplest form, FDM consists of a cockpit voice recorder that records at least the most recent 15 minutes of crew conversations, and a flight data recorder that preserves such things as engine parameters, control position, heading, altitude, and airspeed data.



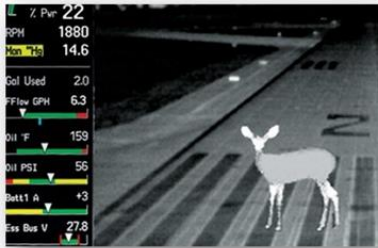
The equipment and processes to acquire and distribute the data are collectively known as Flight Operational Quality Assurance or FOQA. But this equipment is only for the big guys right? General Aviation aircraft don’t have anything like this... Or do they?” While it’s true that most GA aircraft don’t have dedicated automatic flight data recording devices now; we will be able to enjoy the benefits of equipage in the future. In the meantime it’s often surprising to see what we already have:

Manufacturers are already offering self-contained flight data and visual data recorders for GA airplanes and helicopters. Most operators of this equipment must periodically download and analyze the recorded data – often with the aid of dedicated computer programs.



ENHANCED VISION

Infrared cameras are available for installation on GA airplanes and their output can be displayed on multi-function displays. Of course it's nice to be able to see wildlife and other obstructions on the runway but they're also quite useful in depicting terrain in weather or on a dark night. A word of caution though. Enhanced vision technology takes some getting used to. You'll have to make the transition to visual reference at some point and that can be a challenge.



SYNTHETIC VISION



For some time now, we've been able to combine imagery from sensors and navigation systems, with our view out the window to see the world as never before. We call this Synthetic Vision. Using information from navigation databases we can create a picture of the flight environment and overlay that picture with aircraft instrumentation, and weather information to create a single image that contains all of the information necessary for safe flight operations. Developed for tactical military flying, the HUD or Head Up Display presents information from aircraft instrument displays directly in pilots' fields of view as they look through their wind screens. HUD technology is already installed in many airline cockpits and it's making its way to General Aviation as well. It sure has the potential to increase safety in IMC and/or night flying conditions doesn't it?

AOA (Angle Of Attack) INDICATOR

AOA indicators are showing up on many new aircraft and there are also a number of affordable options for retrofit as well. Angle of attack sensing & display that go a long way toward reducing the number of stall/spin accidents. How cool would it be to know your angle of attack? Also, quiz time...what approximate AOA do most GA Aircraft wings stall? Answer: 15-18 degrees!



And the list goes on

Flight Management Systems
Autopilots
Survival Gear **Engine Analyzers**
Ballistic Parachutes

And the list goes on. Whew!! It seems like there's a new product every week. They're all great of course but how many improvements can you make to one airplane and still have room for people and their luggage? There's one major safety asset that we haven't yet discussed and I'll bet you know what it is.



PILOT PROFICIENCY

Well trained, proficient pilots are competent, confident, and safe. That's why we recommend investing in a robust, comprehensive proficiency training program. There's simply no better way to ensure flight safety.

- Can you imagine how well professional athletes would perform if they didn't practice between games or stay in shape during the off season?
- Would you choose to be treated by doctors who had no continuing education since graduating from medical school?
- Or how about a professional pilot flight crew who never train for emergencies?

Pros know that proficiency is not a destination but rather a journey that never ends. Regular training keeps them at peak performance every time they take to the air.



This Article was created from excerpts from the June 2020 TOM as well as paraphrased. If you would like to see the Power-Point in its entirety, or have anything you would like to discuss, please feel free to contact me! Thanks for reading!

Daniel Hileman

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Chad Smolik

aviationinsuranceexperts@gmail.com

682-583-0474



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

By Boldmethod | 06/11/2021, <https://www.boldmethod.com/blog/quizzes/2021/06/six-aircraft-performance-questions/>

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



Aircraft of the Month: Fairchild 24

https://en.wikipedia.org/wiki/Meyers_OTWand Data from *Jane's All The World's Aircraft 1947*

The Fairchild Model 24, also called the Fairchild Model 24 Argus/UC-61 Forwarder or Fairchild Model 24 Argus, is a four-seat, single-engine monoplane light transport aircraft designed by the Fairchild Aviation Corporation in the 1930s. It was adopted by the United States Army Air Corps as UC-61 and also by the Royal Air Force. The Model 24 was itself a development of previous Fairchild models and became a successful civil and military utility aircraft.

Fairchild-Aircraft was hit hard by the Great Depression in the early 1930s as airline purchases disappeared. Consequently, the company attention turned to developing a reliable and rugged small aircraft for personal and business use.

The Fairchild 22 became somewhat of a hit and led directly to the new and much improved Model 24 which gained rapid popularity in the early 1930s, noted for its pleasant handling characteristics and roomy interior. Having adapted many components from the automotive industry (expansion-shoe brakes and roll-down cabin windows), the aircraft was also affordable and easy to maintain. In production continuously from 1932 to 1948 the aircraft remained essentially unchanged aerodynamically and internally, with the simple addition of extra passenger seating and optional equipment. The first models were equipped with only two seats, but in 1933 a third seat was installed and by 1938 a fourth was added. The interior was first created for the Model 24 in 1937 by noted American industrial designer Raymond Loewy. A minor airframe revision was made in 1938 with the redesign of the vertical fin and redesignation from C8 to F24G onwards.

As an innovative concept, the aircraft was available with two powerplants, Warner's reliable Scarab and Fairchild's in-house 200 hp Ranger series in the F24 C8D, E and F. Initially the 1932 model Fairchild 24 C8B used a reliable and popular Warner 125 hp radial engine, and the Fairchild 24 C8C used the Warner 145 hp radial. American Cirrus III and Menasco Pirate inline engines were also occasionally used in some earlier Fairchild 24s. Later models such as the popular 24Ws upgraded to the 165 hp Warner Super Scarab.

The Fairchild 24 built by Kreider-Reisner Aircraft, Hagerstown, Maryland, a division of Fairchild Aviation Corporation, remained in production from 1932 to 1948, essentially the same airframe but with various powerplant and configuration enhancements. In all, Fairchild constructed over 1500 Model 24s, with an additional 280 being constructed by the Texas Engineering & Manufacturing Company (TEMCO) in Dallas when that company purchased the manufacturing rights after World War II.

Specifications Fairchild 24

Data from *Jane's All The World's Aircraft 1947*

General characteristics

Crew: one
Capacity: three passengers
Length: 23 ft 10 in (7.27 m)
Wingspan: 36 ft 4 in (11.08 m)
Height: 7 ft 8 in (2.34 m)
Wing area: 193 sq ft (17.9 m²)
Empty weight: 1,813 lb (822 kg)
Max takeoff weight: 2,882 lb (1,307 kg)
Powerplant: 1 × Ranger L-440-5 6-cyl. inverted air-cooled in-line piston engine, 200 hp (150 kW)

Performance

Maximum speed: 108 kn (124 mph, 200 km/h)
Range: 404 nmi (465 mi, 748 km)
Service ceiling: 12,700 ft (3,900 m)



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Aviation Words - 'Viewshed'

By Ian Brown, Editor, EAA 657159 <https://www.eaa.org/ea-news-and-publications/ea-news-and-aviation-news/bits-and-pieces-newsletter/06-21-2021-word-of-the-monthviewshed?>

June 2021- This is probably a new word to all of us. Transport Canada recently sent out circular AC 601-006 titled VIEWSHED ANALYSIS FOR AIRCRAFT DETECTION SYSTEM (ADS). Unless you've been following this more closely than I have, you'll be interested to know that this is all about automated lighting systems for wind farms. Viewshed analysis attempts to resolve the risks associated with the design of automated lighting systems, turned on by sensing approaching aircraft with radar. The problem of always-lit nighttime lighting on wind turbine towers and the environmental problems associated with sometimes very bright lighting invading people's bedrooms while they're trying to sleep is somewhat mitigated by these systems.

Viewshed analysis is the idea that you use an analysis tool to look at the geography and figure out if certain approach areas around a wind farm could be masked by surrounding terrain. Flatlanders may not need to worry too much about this, and it's unlikely to see wind farms in the high Rockies, but there are certain areas like Quebec and Ontario that have pop-up mountains that would certainly shadow a radar looking for approaching aircraft. The Viewshed analysis is an attempt to examine the radar shadowing risk and calculate the resolution of this by raising the radar or installing another radar.

Avoiding collisions with wind farm turbines is certainly more of a concern for GA than for commercial traffic, though fortunately we don't have to get into the lighting design process that this AC addresses. A friend recently had a wing buckle in turbulent air, so sometimes those margins might be very marginal. Maybe we can get him to write an article about that in a future issue.

Pilot's Tip of the Month: Using Published Clearance Delivery Phone Numbers

Featuring John Krug, https://pilotworkshop.com/tips/using-published-clearance-delivery-phone-numbers/?utm_source=totw&utm_medium=email&utm_term=06-16-2021&utm_campaign=tip

Subscriber question:

"I know ATC phone numbers are now published for clearances from non-towered airports, but what is the phraseology when someone answers the phone? And when do I call? In the taxi area or from the end of the runway?" — Dev K.

Ryan Koch:

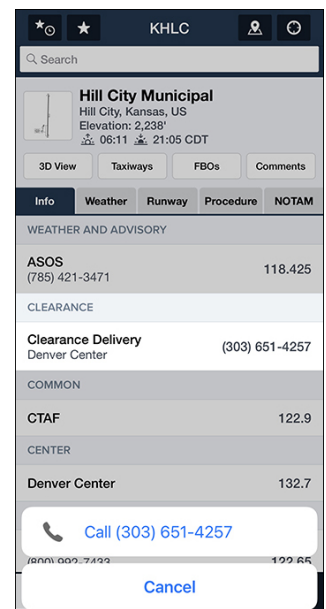
"Instead of clearance relays through Flight Service, phone numbers are being added to airport listings in the Chart Supplement (formerly the Airport/Facilities Directory, or A/FD) for pilots to use to call ATC to receive clearances. Look for a line in the airport listing titled 'Clearance Delivery phone' at airports where the service is available. It will also be on the Frequencies > Clearance tab in Foreflight.

Because you are talking directly to the controller at the TRACON or Center, the clearance should be readily available instead of the old 'twenty questions' back and forth with Flight Service. When the controller answers the phone, give them your call sign, airport you are departing (they may have many in their airspace), destination, and departure runway.

If it's an airport I'm familiar with, or a simple clearance, I'll call from the end of the runway when ready to go. I'll probably get an immediate release with a void time. If it's more complicated or I need to brief the departure, I'll call first from the ramp—maybe even before engine start—to get the route. Then call back to get the release when I'm at the runway ready to go."

Answers to the Quiz on Page 11

- 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.



A funny thing happened on the way to the ... Part 2

By Ed Griggs

As of the last Newsletter, I left our avid readers with the cliff hangar of an annual being completed on my newly purchased Aeronca Chief (11-BC) and the compression test of Cyl 1: 75, Cyl 2: **25**, Cyl 3: **25** and Cyl 4: 75!



The follow-on to that story is that we found the following:



6 of 8 pushrods had been welded together!



3 of 4 Pistons were drilled into for weight balancing.



All 4 Rods were ground on for weight redistribution.



Damage caused to valves and springs due to not having the proper lengths!

When we pulled the first cylinder (Nr 3), we were immediately hit with the top 2 rings being broken and looking at the pushrods, we noticed that the pushrods had been welded together (as opposed to either putting in the correct ones or not wanting to “do it right”)! The Springs and valve were damaged due to the fact that the pushrods were not the exact length that they needed to be and was causing the rocker arm to travel further and harder than it was supposed to!

Upon further inspection, we noticed that the back of the piston had been drilled on. This (according to those who are in the know) was a failed attempt at balancing out the motor. As it turned out, 3 of 4 pistons had been drilled on to match the weight of the fourth! Again, in a hurry and not doing the job properly!

With more inspection, it was decided that the camshaft would need to be reved so that it could be sent off for a more detailed analysis. This is when we realized that the backs off all the rods had been ground on and were in need of being replaced!

Unfortunately, there are no comments in any of the logs of an overhaul/rebuild having had been completed! The only mention of a “field repair” does not list much in the way of things that were completed and materials that were used.



As a bit of reassurance, I was advised that a “Pre-buy” (which I had not conducted) would not have caught any of the issues that we have run into! So as it turns out, buying a Plane needing an annual turned out to be a good thing! The only other bits of good news are that the pilot who flew the plane down from Iowa made it safely and my 3 hours of flight time in the area went well!

So, As things sit, the motor’s block, Crankshaft and Camshaft are on their way to Tulsa and the rest of the parts are at shops in Dallas to be looked over.



Supporting Our Community, Shop Local, Shop Texoma:

By Todd Bass

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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Todd Bass

1920 N Grand Ave, Sherman, Texas 75090

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EAA Webinars Schedule:

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

These live multimedia presentations are informative and interactive, allowing the presenter to use slides and audio, while audience members can ask questions and be polled for their opinion. Pre-registration is recommended since space is limited to the first 1,000 registrants.



8/3/21 @ 7 p.m.

Presenter: Marc Cook

**Subject: Homebuilt Highlights from AirVenture
Homebuilders Webinar Series**

Kitplanes Magazine's Editor in Chief Marc Cook will cover the important homebuilt news, products, and just plain cool aircraft that caught his eye at AirVenture 2021. Even if you attended AirVenture 2021, put this one on the calendar as you just can't see it all.

8/4/21 @ 7 p.m.

Presenter: Mike Busch

**Subject: Misfueled with Jet A
Qualifies for FAA WINGS and AMT credit.**

When piston airplanes are fueled with Jet A, bad things can happen. In this webinar, Mike Busch reviews several misfueling accidents and incidents -- including one in 1992 that involved his own Cessna Turbo 310 -- and discusses the lessons he learned about this misunderstood and seldom discussed subject. Through this webinar, you may learn things that could potentially save your life someday. If this happened to Mike, it could certainly happen to you.

8/10/21 @ 7 p.m.

Presenter: Bob Havens

**Subject: Bugatti 100P: One of a Kind
Museum Webinar Series**

Explore the fascinating history of one of the crown jewels of the EAA collection — the one-of-a-kind purpose-built Bugatti 100P racer. Join us as EAA Aviation Museum docent Bob Havens leads a discussion on the history of the aircraft and how it survived to one day become the museum artifact that it is.

8/11/21 @ 7 p.m.

Presenter: Tom Turner

**Subject: Runway Directional Control
Qualifies for FAA WINGS credit.**

If you're going to have an incident or accident, most likely it'll happen because you lose directional control during takeoff or landing. Crosswind management is a big part of runway control, but it's only part. Tom Turner from the ABS Air Safety Foundation will explore the elements of loss of directional control on the runway (LODC-R) and the steps you can take not only to maintain control, but to predict and avoid the causes of this very common type of accident or incident.

8/17/21 @ 7 p.m.

Presenter: DJ Molny

**Subject: Alluring Figures in Aerobatics: What the Rules Say, What Judges Like,
and What Pilots Do
Qualifies for FAA WINGS credit.**

Ever wonder what aerobatic judges are really looking for? Want some easy ways to improve your scores? Aimed at newer competitors and pilots who are curious acro competition, this webinar provides practical tips about what the rules say, what judges look for, and common mistakes that pilots make.

8/18/21 @ 7 p.m.

Presenter: Radek Wyrzykowski

**Subject: How to Become a CFI
Qualifies for FAA WINGS credit.**

During his two decades as an aviation educator, Radek Wyrzykowski trained and signed off dozens of successful flight instructor students. Are you thinking about teaching in a light-sport, single-engine, or any other airplane? During this webinar, Radek will share his experience and knowledge about how to be successful if you want to become a certified flight instructor. This webinar is not just about regulations and requirements but about what it takes to be a successful CFI, how to pass your flight instructor practical test on the first try, and succeed after you have your certificate.



EAA Webinars sponsored by



Upcoming Events:

- Thursday, Jul 15 EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI),
3604 Airport Dr, Denison TX @ 7:00pm (See notice above)
Subject: Mike Livzey with RISE Air at NTRA, followed by Ice Cream Social with John Halterman
- Saturday, Aug 07 EAA 323 Monthly First Saturday Event: TBD
- Thursday, Aug 19 EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI),
1200 South Dewey, Sherman, TX @ 7:00pm
Subject: Preparing for Annual / Condition Inspections with John Halterman

Officers/Board of Directors/Key Coordinators

Name	Position	Email Address	Contact Number
John Halterman	President	john.f.halterman@hotmail.com	903-819-9947
Paul Tanner	Vice President	planetanners@yahoo.com	903-819-1940
Sean Noel	Secretary / VMC Coordinator	sean_noel23@yahoo.com	903-816-0094
Ross Richardson	Treasurer	rprichardson46@gmail.com	903-821-4277
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John Horn	Young Eagles Coordinator	jhorn@ntin.net	940-736-8440
Adam Yavner	Eagles Coordinator	ayavner@yahoo.com	903-744-0384
Ed Griggs	PIO / VMC Coordinator	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.
(killed in in WWII)*



EAA SHERMAN CHAPTER 323 MEMBERSHIP APPLICATION AND RENEWAL FORM

- New Member
- Renewal
- Info Change

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

Make checks payable to
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Sherman, TX 75092

National EAA offices:
Experimental Aircraft Association
EAA Aviation Center
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Phone (920) 426-4800
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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:

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Plane, Projects (%complete) and Interests: