



The Ramp Page December 2022

Vol 53, Ed 12

EAA Chapter 323 Sherman, TX

Monthly Newsletter

Celebrating our 53rd year of service!



Email: ea323@hotmail.com

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

Like us on Facebook @ea323

President's Mission Brief:

By John Halterman

Hello EAA 323!

Well, the year is coming to a close. It's been quite the ride!

First, at our November meeting, we had our elections and pot-luck. In short, all the officers and board were re-elected. And, excellent food was enjoyed by all!



As a reminder, this coming Thursday Dec 15 is our Annual Christmas party. Please be sure to read in the newsletter the details and enjoy an evening of fellowship. It's always quite fun!

As the year comes to a close, I want to thank all the chapter members for your continued support, contributions, and simply showing up! Each of you brings your unique skills, talents, conversation, and opinions that make our chapter quite active and exciting. Without you this chapter is just a piece of paper at the Secretary of State office. I look forward to a busy 2023!

Merry Christmas and Happy New Year!

John F Halterman

EAA 323 President



EAA First Saturday event (November): Pancake Breakfast

By John Halterman

I want to thank all the volunteers that showed this past Saturday for the EAA 323 Pancake Fly In and CO Gas presentation by Mike Montefusco (thanks Mike!) We had a nice showing despite the cold and made a bit of cash. Also, I want to extend a big special thanks to Pelican's Landing, PK Solutions, the Worstells, the Simmons, Texoma Aeroclub for their donations of food, drinks, supplies, tables, propane, stoves, and dedication to the chapter.



Steve Riffe, Rick Simmons and Mike McLendon preparing breakfast!



John Halterman checking on Mike McLendon's cooking! The Man in the Red Apron said "Never pat, one flip only!"



Everyone getting ready for the crowds!



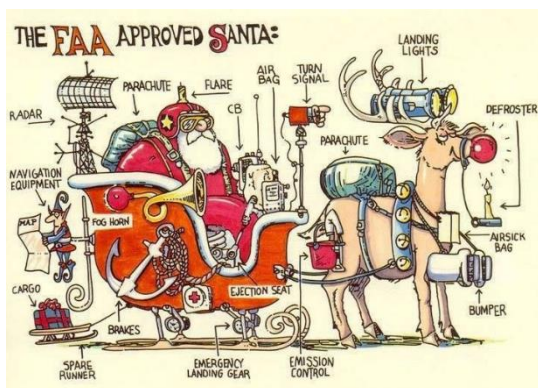
John Halterman standing by our Club and TAC banners! We are always ready to assist!



Mike Montefusco's training sessions are always enjoyable and full of knowledge! His training "CO - It's a gas" was a hit!



The Ramp was not completely filled but we did appreciate the traffic and guests!



EAA 323 meets with Sherman HS Aviation classes

By Ed Griggs

Members of EAA323 met with Sherman High School Aviation class students, under the direction of Ms. Katie Hefner, on Friday, Dec 02. Students listened as Frank Connery, EAA 323 Vice President, detailed his career in Aviation!



Frank first soloed in 1972 in a Taylorcraft and then moved on to be a member of the Reserve Officers' Training Corps (better known as ROTC) at Georgia Tech and then spending 15 years (7 years Active duty, 6 years Reserve and 2 years attached to FEMA) in the U.S. Air Force flying T37's, T38's, and C141's.



He went to work for American Airlines, retiring after 36 years of service flying Boeing 727's, 757's, 767's, and 777's as well as McDonnell Douglas DC10's, MD11's, and MD80's.

Frank is also a well-qualified builder who built and regularly flies his own Vans RV 14A! It was a labor of love that took him 7 years to complete!

Rich Kreekon has been working with Ms Hefner, who is a Private Pilot and CFI. She teaches Ground School, Drone/UAV and Robotics. Rich has a wide listing of topics that he and Ms Hefner have gone over and have gotten approved for training! Anyone else wishing to impart their years of experience and wisdom on these Students, please let Rich Kreekon know!



A picture of Frank Connery taking off from Vail, Colorado! The photographer was on the mountain above him taking pics as he took off!



Frank posing in front of his freshly painted VANS RV 14A!



EAA Chapter 323 Annual Christmas Party

By Ross Richardson



This year's EAA 323 Annual Christmas Party will be held at the home of:

Ross and Paula Richardson
2115 Turtle Creek Circle, Sherman, Tx
(Between FM 1417 & US-75 south of Lambreth Rd, see map)

Thursday, December 15th, 2022 at 6:30 PM

Entrée will be baked ham provided by Kris & Molly Worstell. Each family is requested to bring a side dish of your choice.

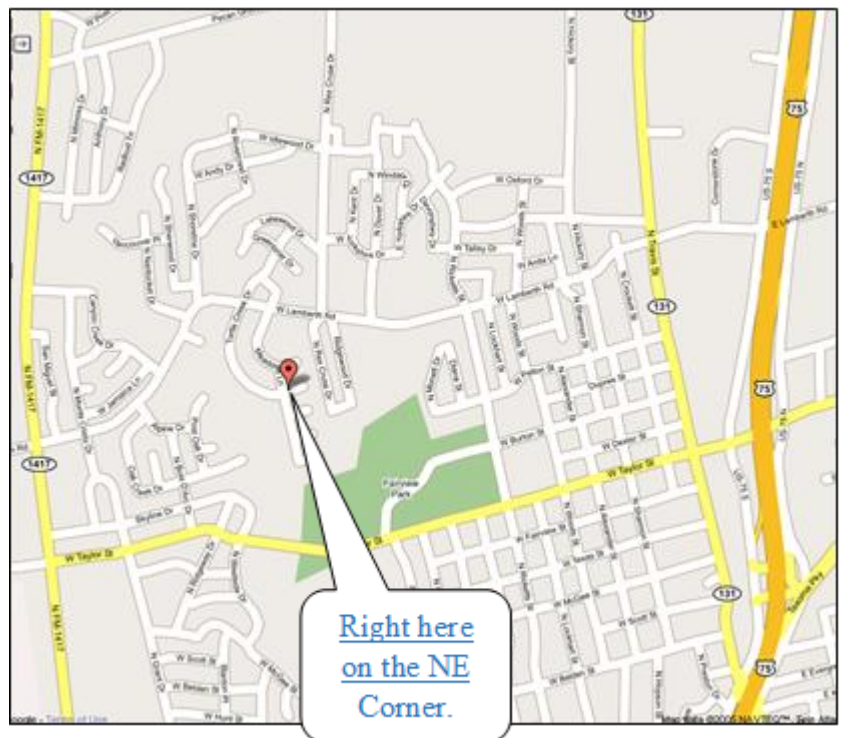
Punch, wine, and soft drinks will be provided but you are more than welcome to BYOB.

For the exciting gift exchange (also known as "Carnage at the mantel"), each person involved in the gift exchange is requested to bring an unmarked wrapped gift (usually around \$25.00).

Looking forward to a fun filled evening of eating and Chapter fellowship to end the year!



Map to Ross and Paula's Home
2115 Turtle Creek Circle
Sherman, TX 75092
(Northeast corner of Meadow Lane and Turtle Creek Circle)



If you get lost, call Approach Control at 903-821-4277 for final instructions.



Merry Christmas from Smitty and the "gang" at funplacestofly.com!



TAC Operations!

By Michael McLendon December 2022

No matter how you look at it, Joining a club is still the cheapest way to fly for pleasure, travel and instruction. The ease at which you can go to a website, rent a plane, show up at a hangar and take off cant be beat!

Texoma Aero Club currently has two aircraft but we are always looking to expand!

Right now, After a couple of months of downtime due to engine problems discovered during “her” recent annual, Lucy, our Garmin equipped Cessna 172, is a fun four-place IFR equipped aircraft that is economical (using a moderate 8 gallons an hour) and fun to fly, is back on line and aviating better than ever.



Glenda, the Clubs Cessna 150, is a two-seater with basic VFR panel that is also a fun and economical (using less that 6 gallons and hour) plane that the plane for You!



We Want You!!

2023 will be the 4th year of operations for the Club and as our membership continues to grow, we have inherited a wide range of talents and people willing to help out! Membership continues to grow with Seasoned Pilots, Rusty Pilots and Students but we have several (5) CFI’s (Certificated Flight Instructors) associated with the club that are available for training in both Primary and advanced instruction and bi-annual reviews. We have a certificated Ground school instructors that can help with subjects as needed! We even have a DPE (Designated Pilot Examiner) associated with the Club so there is no excuse not to get your “ticket”! Discovery flights are also available at Texoma Aero Club for those interested in getting started in Aviation!

Visit us at North Texas Regional Airport (NTRA) at the Executive hangars (Hangar E2) located just north of the Control tower!

Merry Christmas and Happy Holidays to All!

EAA323 VMC Club Question of the month: December 2022

By EAA VMC Staff

Question: In most production, light general aviation aircraft, which instruments rely on a vacuum pump for operation?



Aviation Insurance Experts is an independent insurance agency like no other.

We are a complete Aviation Insurance agency and a complete Property and Casualty Insurance agency all in one. It is comprised of the best companies where the real experts work behind the scenes for your benefit. Each of these companies specialize in different insurance products. You benefit by getting the best insurance products that fit your needs at the best price available.

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

Who invented the Nosewheel?

<https://simpleflying.com/why-most-planes-have-a-tricycle-landing-gear/>

https://en.wikipedia.org/wiki/Curtiss_Model_D#/media/File:Curtiss_D.JPG

https://en.wikipedia.org/wiki/Gastambide-Mengin_monoplane

<https://www.planeandpilotmag.com/news/pilot-talk/2022/02/16/nosewheels-everything-you-ever-wanted-to-know/>

In the early days of manned flight, the pilot's own body was tasked with the job of starting or stopping a flight, similar to how people fly hang gliders using their legs to take off and land. Needless to say, for those early aviators, sprained ankles and broken bones were all par for the course.



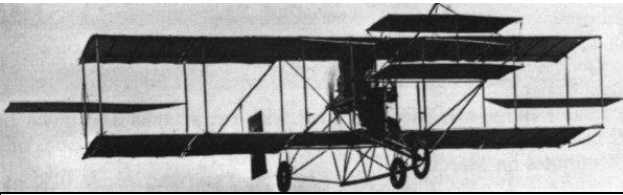
When Wilber and Orville Wright took to the air with the Wright Flyer on December 17, 1903, the 220 kg (485lb) plane's weight was supported by what can only be described as a sled that looked more suitable for snow than a beach in North Carolina. In fact, skids, as they were called, became the norm for early aircraft until a Brazilian named Alberto Santos Dumont replaced them with small bicycle wheels on his 14-bis model plane in 1906.

As aircraft developed, pilots could maneuver that aircraft on the ground by connecting the skid to the rudder pedal, allowing both the rudder and tail skid to move simultaneously. A great example of this is the British First World War Sopwith Camel. We also have to remember that planes operated from grass runways over which skids could easily slide during this time. The skids were later replaced with wheels but were still in vogue as this type of configuration provided for more propeller clearance.

From this time on, other than for the home-built-market, conventional tricycle landing gear became the norm. Arranged in the same way as a children's three-wheel bike, aircraft with tricycle landing gear have a single wheel in the front and two more main wheels located slightly behind the aircraft center of gravity.

So, who invented the Tricycle gear (Conventional landing gear)?

The first known Nosewheel design was that of French Gastambide-Mengin monoplane (Antoinette II), 1908 which had a four-wheel (two in front and two in the rear) set up. Several early aircraft had primitive tricycle gear with a non-steerable nosewheel, notably very early Dunne planes and the Curtiss Pushers of the pre-World War I Pioneer era of aviation.



A "headed" Curtiss Model D (Curtiss photo 1916) pusher; later "headless" models incorporated elevators around the rudder in the tail (like most aircraft since). Notice the non-steerable nosewheel.

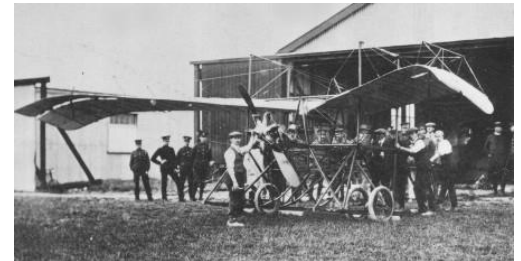
But credit is generally given to Waldo Waterman and his 1929 tailless "Whatsit", which was one of the first to have a steerable nose wheel. Waldo Waterman's "Whatsit" was designed between 1911 (when he first got the idea) and 1932 (when the prototype was finally in testing phase). (For more information on the Waterman Whatsit, go to Airplane of the month - Page 14 for more information!)



Having had explored some of the other candidates, and varying styles of landing gear, We've learned that there is no definitive answer to who created the Nosewheel due to semantics and different criteria. But we know that Waldo D Waterman holds the most consideration with his invention and adaptation of the steerable nosewheel and unique "Whatsit"!



Gastambide-Mengin monoplane
(Antoinette II)



J. W. Dunne's Dunne D.7 swept wing
tailless aircraft designed to have automatic
stability, first flying in 1911. Notice the
non-steerable nosewheel.



[The Arcane Aviation Texas Fact: The Man Who Changed Aviation: Howard Hughes](#)

<https://simpleflying.com/the-man-who-changed-aviation-howard-hughes/>

[https://www.evergreenmuseum.org/exhibit/the-spruce-](https://www.evergreenmuseum.org/exhibit/the-spruce-goose/?msclkid=2d005aa221361ef681eb39d30ffdc3b&utm_source=bing&utm_medium=cpc&utm_campaign=EM%20-%20Visit%20%2F%20Tourism%20(Western%20States)&utm_term=howard%20hughes%20spruce%20goose&utm_content=Spruce%20Goose)

[goose/?msclkid=2d005aa221361ef681eb39d30ffdc3b&utm_source=bing&utm_medium=cpc&utm_campaign=EM%20-](https://www.evergreenmuseum.org/exhibit/the-spruce-goose/?msclkid=2d005aa221361ef681eb39d30ffdc3b&utm_source=bing&utm_medium=cpc&utm_campaign=EM%20-%20Visit%20%2F%20Tourism%20(Western%20States)&utm_term=howard%20hughes%20spruce%20goose&utm_content=Spruce%20Goose)

[%20Visit%20%2F%20Tourism%20\(Western%20States\)&utm_term=howard%20hughes%20spruce%20goose&utm_content=Spruce%20Goose](https://www.evergreenmuseum.org/exhibit/the-spruce-goose/?msclkid=2d005aa221361ef681eb39d30ffdc3b&utm_source=bing&utm_medium=cpc&utm_campaign=EM%20-%20Visit%20%2F%20Tourism%20(Western%20States)&utm_term=howard%20hughes%20spruce%20goose&utm_content=Spruce%20Goose)

<https://thehistoryproject.co.uk/community/hospital-history-experiences.html?view=article&id=378:the-spruce-goose-s-first-and-only-flight&catid=65>

Howard Robard Hughes Jr., born on December 24, 1905, in Harris County, Texas, was an American business magnate, record-setting pilot, engineer, film producer, and philanthropist, known during his lifetime as one of the most influential and richest people in the world.



Through his interest in aviation and aerospace travel, Hughes formed the Hughes Aircraft Company in 1932, hiring numerous engineers, designers, and defense contractors. He spent the rest of the 1930s and much of the 1940s setting multiple world air speed records and building the Hughes H-1 Racer (1935) and H-4 Hercules (the Spruce Goose, 1947), the latter being the largest flying boat in history and having the longest wingspan of any aircraft from the time it was built until 2019. Hughes won the Harmon Trophy on two occasions (1936 and 1938), the Collier Trophy (1938), and the Congressional Gold Medal (1939) all for his achievements in aviation throughout the 1930s. He was inducted into the National Aviation Hall of Fame in 1973 and was included in Flying magazine's 2013 list of the 51 Heroes of Aviation, ranked at No. 25.

Howard Hughes took his first flying lesson at just 14 years old. This sparked a passion for aviation that would play a significant role throughout the remainder of his life! On September 1935, he set a landplane airspeed record of 352.46 mph (567.23 km/h) near Santa Ana, California. What made this attempt particularly special was that he did so in an aircraft that he had designed himself, known as the H-1 Racer.



Hughes also set a transcontinental (Los Angeles-Newark) speed record in this aircraft in 1937. The record-breaking flight took just under seven-and-a-half hours, averaging 322 mph (518 km/h). In July 1938, Hughes also set a round-the-world record of just 91 hours 14 minutes in Lockheed L-14. This beat Wiley Post's existing record by nearly four days.

As an aircraft designer, Hughes had previously specialized in small, lightweight aircraft that were well-suited to his pursuits of speed records. However, after the Second World War, he made history by flying a rather larger aircraft. This was a wooden flying boat designed for strategic airlifts by the Hughes Aircraft Company, and known as the H-4 Hercules.



The need to construct the aircraft out of wood arose due to wartime restrictions on the use of aluminum. Indeed, the aircraft had initially been planned to be used during the war, although, ultimately, it was not completed in time. Nonetheless, Hughes opted to run taxi tests on the aircraft in 1947, culminating in a 26-second period of flight covering approximately one mile. This vindicated the project's government funding by proving that it was air-worthy.



The aircraft is a high-wing, eight-engine, flying boat prototype built for military transport. The airframe is constructed primarily of Duramold, a birch-based wood lamination process with a silver-grey finish. On the outer third of both wings hangs a pontoon to balance the plane in the water. Each engine cowling contains a Pratt & Whitney R-4360 Wasp Major 28-cylinder air-cooled radial piston engine.



THE STATS

320' 11" Wingspan

218' 8" Length

79' 4" Height

300,000 Pounds,
Empty Weight

135 MPH Cruise
Speed



What You Need To Know About Class C Airspace

By Swayne Martin, 02/28/2017, <https://www.boldmethod.com/learn-to-fly/airspace/the-logic-behind-class-c-airspace/#:~:text=Class%20C%20airspace%20covers%20busy%20airports%2C%20which%20usually,as%20you%20would%20find%20in%20Class%20B%20airspace.>

Airlines, student pilots, corporate jets, and weekend fliers all share Class C Airspace. While you may not need a "clearance" to enter it, there are a few things you should know...

Why Class C Exists

Class C airspace covers busy airports, which usually have a mix of airline and general aviation traffic. Class C airspace is considerably smaller than Class B airspace, and Air Traffic Control does not provide the same level of separation service as you would find in Class B airspace. However, you still talk to ATC while inside Class C airspace, and your Mode-C transponder (which is required) provides them your altitude information.



Controlled airspace is largely dedicated to protecting IFR aircraft from traffic conflicts, and that's no exception inside Class C. With a large volume of instrument traffic arriving and departing Class C, it can be thought of as the second most restrictive form of airspace found around an airport. Class C airspace is found at mid-size airports like Daytona, FL (KDAB), Richmond, VA (KRIC), and Burbank, CA (KBUR).

Class C Weather Minimums

Class C minimum weather requirements exist so that you can see and avoid other aircraft. Since Class C is busy airspace, ATC wants you to stay far enough away from the clouds so you can see and avoid other airplanes, especially jets flying fast approaches.

An easy way to remember VFR weather minimums for Class C airspace is the phrase "3 Cessna 152s". Each number in the phrase stands for one of the distances:

- 3SM visibility
- 1000' above
- 500' below
- 2000' horizontal



Radio Procedures And Required Equipment

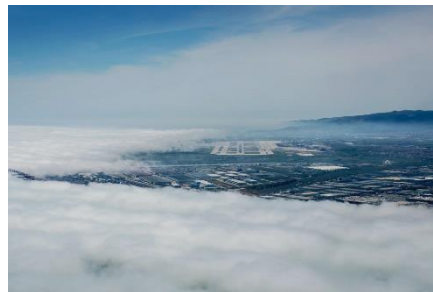
You'll need a two-way radio and Mode-C transponder onboard your airplane to enter Class C airspace, so that you can maintain communication with ATC and so that they can track your location and altitude on their radar scope. While you don't need an operable transponder to fly below a Class C shelf, you will need one to fly above Class C airspace. As you approach a Class C airport, you'll contact that airspace's approach control. Call ATC on the radio before you're in Class C airspace and make sure to tell them:



- Your position
- Altitude
- Current transponder code
- Destination
- Request Class C service

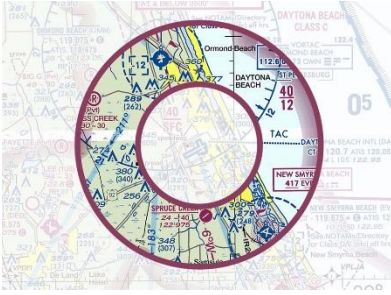
But what allows you to enter the airspace? Once you hear your callsign, you can enter the Class C airspace. Keep these important facts in mind:

If the controller responds with "(Aircraft callsign) standby", you have established two-way radio communication, and you can enter Class C airspace. If you don't hear your callsign, you CAN NOT enter the airspace. If the controller is busy, they can ask you to stay out of the Class C airspace until they are ready.

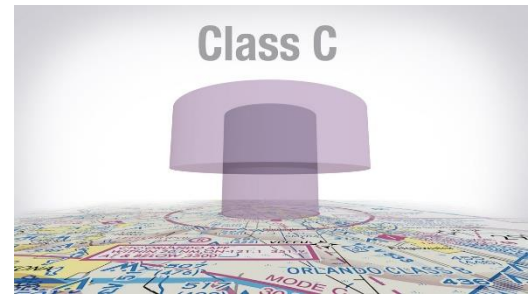


What's With The Shape?

The upside-down wedding cake shape allows arriving and departing aircraft to remain in the Class C airspace, and safely separated from other aircraft. At the same time, lower, slower airplanes can continue operating at smaller airports outside (but near) Class C airspace, and still remain outside the airspace.



The inner ring of Class C airspace typically extends from the surface to 4,000' above the airport, and has a radius of 5NM. The outer ring of Class C airspace typically extends from 1,200' above the airport to 4,000' above the airport, and has a radius of 10NM.



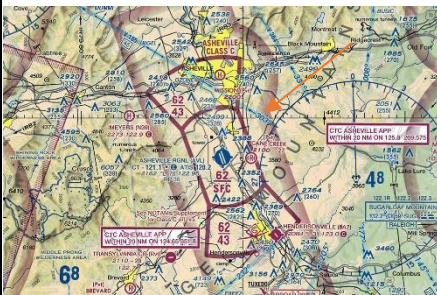
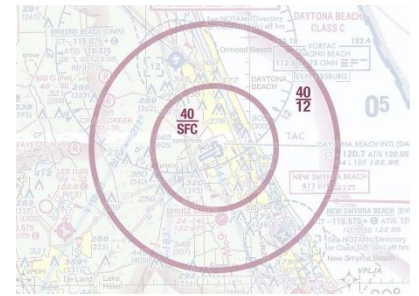
Vertical boundaries of Class C airspace are made up of two sets of bold magenta numbers, separated by a magenta horizontal line.

The top number represents the ceiling of Class C airspace in hundreds of feet MSL. If the number is "40," it means the ceiling of Class C airspace is 4,000' MSL.

The bottom number represents the floor of Class C airspace in hundreds of feet MSL. If the number is "12," it means the floor of Class C airspace is 1,200' MSL.

When a layer of Class C airspace extends to the surface, the bottom altitude number is replaced with the letters "SFC", for "surface."

Altitudes for Class C airspace are inclusive, meaning if you fly at the altitude marked on the map, you are in Class C airspace.



Not all Class C airspace is in the shape of a perfect circle, however. Take Asheville, North Carolina (KAVL), for instance. Situated in a valley and surrounded by mountains over 2,000 feet above field elevation, Asheville's airspace is an oblong shape.

Two reasons for this include limited radar coverage due to terrain, in addition to the established instrument approach corridors.

Don't Fly Without A Plan

While you shouldn't feel nervous about flying into Class C airspace, you should always have a plan and think ahead of the airplane. Brief everything, whether you're entering the traffic pattern, taking off, landing, or even taxiing. Between busy radios, unfamiliar airports, and plenty of traffic, you might find yourself getting busy fast. Handling situations is infinitely easier once you have a plan in place, rather than making something up on the fly. Never forget to ask for ATC assistance if you get confused; they're there for a reason.

Easy enough, right? Class C is usually a mix between general aviation and airline traffic. Make sure to listen out for your callsign before flying into Class C airspace, and always remember to ask for help if you're confused.

I WANT YOUR AIRPLANE!



at the next...

AIRPLANES & COFFEE FLY-IN!

Follow Us on Facebook or on the web
at www.airplanesandcoffee.com



Be Here Now

By Rod Machado, May 2018, <https://rodmachado.com/blogs/learning-to-fly/be-here-now>

Over the years, I've seen my grandfather do a number of strange things. One time, while watching football on TV, he sat there yelling at the players. I couldn't help but say, "Grandpa, they can't hear you."

He replied, "Oh yeah, that's right, they got their helmets on."



An even stranger event occurred during a family dinner. Grandpa (still sharp in mind and spirit) filled up his plate with food, grabbed a fork, walked by the sink and promptly emptied his plate into the basin. Acting as if he was washing dishes, he caught himself in the act but not before Grandma began yelling at him. I don't recall what Grandpa did next, but I suspect he wished he was wearing a football helmet.

Have you ever made a similar error that altered your intended behavior? If so, then you've been the victim of one of four common errors that affect our behavioral schemas—these are behavioral programs that run in the background of our consciousness and govern our everyday actions. To understand how these errors affect those of us who fly airplanes, we need to examine how schemas actually work.

Schemas are commonly triggered by one of three things: a memory, an external stimulus or an act of will. When triggered, one or more of the many reflexive behavioral programs stored in our brain begins to play out. Unfortunately, our schemas are sometimes hindered or altered by other triggers. This is exactly what happened to Grandpa. He was running the "get your food and sit down to eat" schema when he walked by the sink (an external stimulus) that triggered his "dishwashing" schema. One schema was altered or captured by another, which is why Dr. Donald A. Norman of Northwestern University calls this the capture error.

Trigger a well-formed habit and it will capture your behavior, which is exactly what standing next to a sink with a plate full of food did to Grandpa. Something similar happens to pilots during an instrument approach when they pop out of a cloud and dive for the first airport they spy. The sight of a runway—any runway—seems to trigger our landing gland, despite that airport not resting at the end of the electronic rail we've flown for guidance. More than one 747 approaching Los Angeles has popped out of the clouds only to dive toward and terrorize the folks at tiny little Hawthorne field, which lies a few miles east of the international complex. The general rule here is that if your airliner doesn't look anything like the other machines at the airport, then you shouldn't land there.

Another type of error occurs when we form a description of new information on too abstract a level for it to help us run the appropriate behavioral schema. This is called the description error, and it's our way of minimizing our mental workload. You've probably experienced a similar error when you checked your destination airport weather before a flight and heard that the winds would be gusting to 25 knots after a frontal passage. The higher level of abstraction here occurs when you simply equate your previously proven ability to land in gusting winds at a familiar airport but fail to consider other factors. Your abstraction removed the idea that frontal passage usually means a big shift in winds, and that means a crosswind with gusts to 25 knots. Now you're landing in winds for which you haven't run your "risk assessment" schema.

Still another type of error affecting our behavioral schemas is known as the selection error. Selection errors often occur when external triggers activate the inappropriate schema. You've experienced this if you've ever attempted to raise the gear first instead of the flaps during a touch and go landing. The touchdown part of the landing triggers you to do something with your right hand. Unfortunately, some folks do the wrong thing with their right hand.



The missile knows where it is at all times. It knows this because it knows where it isn't. By subtracting where it is from where it isn't, or where it isn't from where it is (whichever is greater), it obtains a difference, or deviation.



And this, Ladies, is why Men never ask for directions!



Finally, when one or more schemas are in play, it's very easy for you to forget the original intention of your behavior. If you've ever walked into a room to get something and forgot why you were there, you've just experienced something known as an activation error. Pilots experience something similar when they preflight their airplane for departure, fully intending to obtain fuel in the process. If their "fueling" schema isn't activated prior to departure, they'll discover it during cruise flight when the "E" on their heading indicator matches the "E" on their fuel gauge.

So what's a pilot to do in order to prevent any one or more of these four errors from altering their well intended schemas?

Recognition is the first step. Understanding Dr. Norman's four categories of errors makes them easier to identify when they occur. It's the same reasoning behind taking a bird watching class. With a few hours of instruction, the feathery thing you're pointing to changes from a birdie into a finch.

The next and perhaps most important step is to do what 1960's Berkeley radical Richard Alpert (aka, Ram Dass) said, and that's to Be Here Now. Sometimes we just need to pay more attention to what we're doing at the moment. In cruise flight, you can often be here later, if it pleases you. The closer you are to the ground, however, the more you need to pay attention to what's happening to you right now. That means monitoring the results of those critical schemas to ensure they're producing the results you actually intend. Failure to do so in a flying machine often causes pilots to Be Flat Now.

Pilot's Tip of the Month: Have a "Fuel Alternate"

Featuring Ryan Koch, <https://pilotworkshop.com/tips/have-a-fuel-alternate/>

Subscriber question:

"I landed at my planned fuel stop the other day only to discover they were completely out of 100LL. I was lucky that I had enough gas to reach another airport—barely. I know I should land with 1 hour of gas remaining, but how do I factor in that fuel might not be available?" — Kay F.

Ryan Koch:

"With the current supply chain issues and high fuel prices, this seems to be happening more often lately. I'd suggest borrowing from the IFR rules for alternate requirements, even on perfect VFR days. Carry enough fuel to fly to your destination, then divert to a viable alternative—and still have your personal minimum fuel remaining when you arrive at that backup fuel stop. That personal minimum must of course be at least the VFR legal minimum of 30 minutes in the daytime or 45 minutes at night, but a more conservative one-hour reserve is a great idea.



When there's another airport right next door to your destination, it's no problem. You might need an extra 10 minutes of fuel on top of your one-hour reserve. But if your fuel alternate is another 40 minutes of flight time beyond your planned fuel stop, you should budget to arrive at your planned fuel stop with 1:40 of fuel. That may seem like a lot, but anything less means you might compromise your personal minimum fuel on landing.

And don't rely solely on your EFB's information about fuel availability and price. That information is usually submitted either by pilots or FBO managers. There's no guarantee that it's up to date. If you choose to go out of your way to tanker up with cheap fuel, only to find out it's not available, you might be stuck for a while.


That is, unless you planned an alternate."



Ryan Koch
Director, New Product Development, CFII



Mel Asberry
FAA Designated Airworthiness Inspector
 Specializing in Amateur-Built and Light-Sport Aircraft
 *Original & Recurrent Airworthiness Inspections
 *A & P Mechanic
 *EAA Technical Counselor
 *EAA Flight Advisor



2464 County Rd 655
 Farmersville, TX 75442-6014
 972-784-7544

n168tx@flytx.net

The Hardest VFR Quiz You'll Take This Month!

By Corey Komarec, 10/28/2022, <https://www.boldmethod.com/blog/quizzes/2022/10/the-hardest-vfr-quiz-you-will-take-all-week/>

Answers on page

1) You're flying in Class G airspace at 11,500' MSL, which is 1,158' AGL at your present location. It's daytime. What are your VFR weather minimums?



3 SM visibility,
1,000' above,
500' below, and
2,000' horizontal
from clouds

3 SM visibility,
clear of clouds

1 SM visibility,
clear of clouds

1 SM visibility,
1,000' above,
500' below,
and 2,000' horizontal
from clouds

2) VFR cruising altitudes are based on:

True course

Magnetic course

3) Your true course is 180 degrees and you're at 0 degrees of magnetic variation. You're flying in calm winds. What altitude should you fly?

Even +500'

Odd + 500'

4) What's the field elevation at Brawley Municipal?

26' MSL

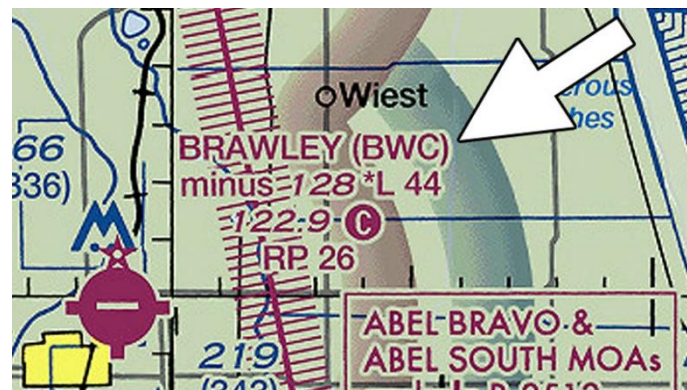
44' MSL

128' MSL

- 26' MSL

- 44' MSL

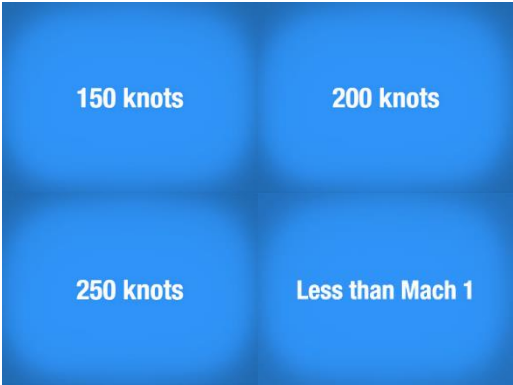
-128' MSL



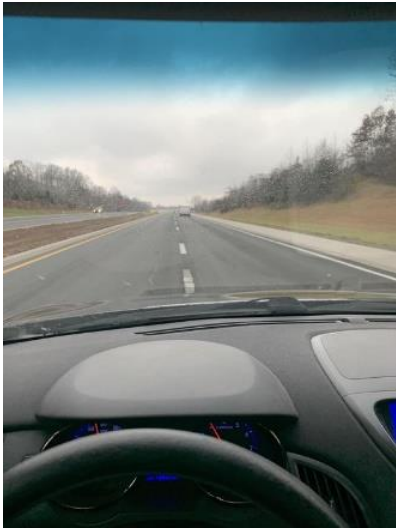
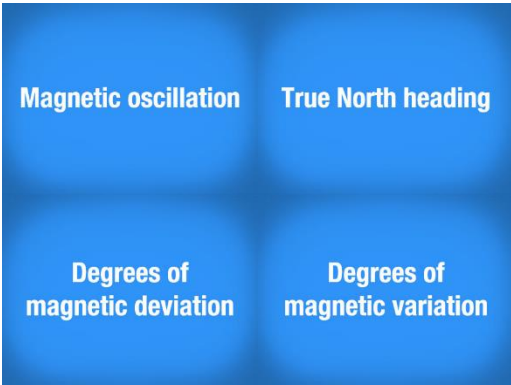
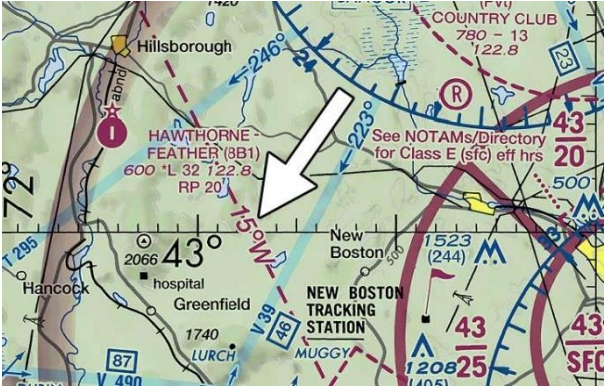
5) You're taking your friends for a trip, and they ask to split fuel costs. There are storms in the forecast, so you decide to hangar your plane. Can you ask them to split the hangar fees too?



6) You're in Atlanta's Class B airspace at 11,500', within 3 NM of the airport. What's the fastest you can fly?



7) Isogonic lines on a VFR sectional chart show _



Smile when you get it!



Aircraft of the Month: 1929 Waterman Whatsit

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

<http://www.1000aircraftphotos.com/Contributions/Visschedijk/12350.htm>

<https://airandspace.si.edu/collection-objects/waterman-whatsit>

https://airandspace.si.edu/collection-objects/waterman-whatsit/nasm_A19500099000

Waldo D. Waterman named his unique new flying wing plane just that, "Whatsit". The Whatsit was a swept-wing, tail-less airplane designed by Waldo Waterman, ex-Air Mail pilot and aeronautical veteran of Santa Monica, California, between 1911 (when he first got the idea) and 1932 (when the prototype was finally in testing phase). Waterman completed the prototype with friend and fellow engineer, Max B. Harlow. It was intended to be an aircraft which could be landed on the street and owned by regular people. The novel two passenger tailless craft, which travels more than one hundred miles an hour, powered with a small radial air cooled engine, appears to be one answer to America's need for a low priced, simply and economically constructed everyman's fli vver plane.

Initial designs of the plane were unstable, and it was shelved after some modification, until 1934, when its creator noticed that it met the design specifications of a government request for an inexpensive "Model-T of the air" for the common man. The plane was then rebuilt and named the Arrowplane, which became the prototype for the production-line Arrowbile.

The original Whatsit was donated by Waterman himself in 1950 to the Smithsonian Institution's National Air and Space Museum.



The "Whatsit" outside of the Hangar,
<https://airandspace.si.edu/>



Photo shows Waldo D. Waterman in front of his new plane at the Grand Central Air Terminal, Glendale.



Photo shows Waldo D. Waterman in cockpit of his new plane at the Grand Central Air Terminal, Glendale. 2/17/34



Waterman Aerobile in flight.



The original "Whatsit" (at least what left of it) as it sits in the National Air Museum in 1950.



Merry Christmas, Mary!
Love, Ed



North Pole Runway
by
Tom Neuman

Aviation Words – “Greased it”

By <https://www.planeandpilotmag.com/article/greasing-it-on-20-tips-to-get-er-done/>

Referring to a landing that was so good that somebody must have greased the entire runway so that you didn't even feel the airplane touch down is known as “greasing a landing”. If you've ever tried to pick something up that has been well greased, then you know what they are referring to. It's very slippery and slides right out of your hands no matter how hard you try.

A grease job means more than touching down smoothly and gently. To make it complete, the rollout has to match it for quality, and that includes the aforementioned gentle nosewheel-off-the-ground rollout. After touchdown, visually fixate on the far end of the runway and the top of the nosewheel. When touching down, note exactly where the nosewheel lies in relation to the end of the runway, and hold it there. This will require slowly increasing the back pressure as the airplane slows down. Gradually, the pressure in our fingertips will begin to decrease as the airplane slows. At that point, slowly lower the nose to the ground. We lose “grease job points” if we let it fall to the ground like a clump of dirt.

Grease jobs aren't necessary for safety or efficiency. Actually, grease jobs are totally unnecessary. However, they come from an attitude that says that flying an airplane is more than punching buttons or pulling levers at the right time. They're part of an attitude that buys into the concept that flying an airplane is an art to be understood and perfected, not a mechanical skill to be applied. And the difference in the attitudes spells the difference between people who simply drive airplanes, and those who make love to them. The latter are known as “aviators.” The former, simply “pilots.”

EAA323 VMC Club Question of the month December 2022: Answer

By EAA VAM Staff

Answer: In most, the attitude indicator and directional gyro rely on the vacuum pump for operation. Failure of the vacuum pump is indicated by the vacuum suction indicator, and the affected instruments slowly spool down, showing “lazy” meandering indications before becoming completely inoperative.

Some aircraft will be equipped with electric powered gyros for these indicators, and still others rely on a venturi system to provide suction for the vacuum gyros.

Builder's Corner Updates:

By Ed Griggs

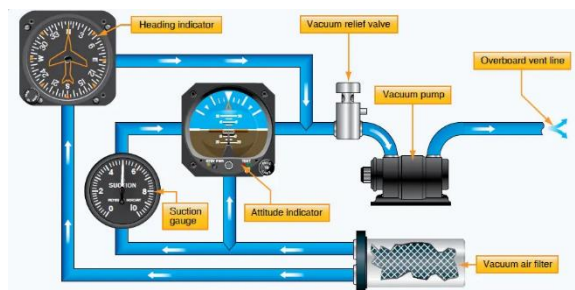
If you are currently building an aircraft or doing any restoration work and want to be included in Builders Corner, we would like to hear from you. Email your updates and pics to Ed Griggs at a_model_guy@ymail.com. Thanks!!

We would love to share your story with your fellow EAA members in the pages of EAA Sport Aviation magazine, even if it's a project that's been completed for a while. Readers consistently rate the “What Our Members Are Building/Restoring” section of the magazine as one of their favorites, so don't miss the chance to show off your handiwork and inspire your peers to start or complete projects of their own.



Answers to the Quiz on Page 12

- 1) In Class G, regardless of MSL altitude, when you are 1,200 feet AGL or lower during the day, your weather minimums are 1SM visibility and clear of clouds.
- 2) According to 91.159, altitudes are based on magnetic course.
- 3) Since you're in calm winds, your heading and course will be the same, 180 degrees. FAR 91.159 specifies an even altitude +500' on magnetic courses of 180 - 359 degrees.
- 4) The field elevation is minus (-) 128 feet MSL.
- 5) FAR 61.113 (c) allows you to split airport expenditures equally (pro-rata).
- 6) FAR 91.117 doesn't set a speed limit when you're inside Class B airspace. Since you're above 10,000' MSL, there's no speed restriction.
- 7) The amount and the direction of variation, which change slightly over time, is shown on most aeronautical charts as broken magenta lines, called isogonic lines, which connect points of equal magnetic variation. Don't confuse magnetic variation with magnetic deviation, or the error induced in a compass by your aircraft's magnetic fields.



SAL'S AIRCRAFT CYLINDERS, INC.

Sal, Jere & Jonathon Buentello

15963 Parvin Rd.
Prosper, TX 75078

(972) 346-3339

Supporting Our Community, Shop Local, Shop Texoma:

By Todd Bass

Shopping locally is crucial to our community. By supporting local businesses, in turn, you are helping your economy and community thrive. Every local retailer is one of our neighbors. Looking for ways to buy local shows our neighbors that we believe our community is worth investing in.

Small businesses are the largest employers nationally. Small, locally owned businesses account for 44% of the US economy. In 2019, small business Saturday generated \$19.6 billion in revenue. When you shop local more money is kept in the community because locally owned businesses often purchase from other local businesses. Shopping and buying locally is a win-win for you, for small businesses and for our community as a whole.

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

FASTSIGNS®

FASTSIGNS® of Sherman

Todd Bass

1920 N Grand Ave, Sherman, Texas 75090

<https://www.fastsigns.com/608-sherman-tx>



Rebecca Yavner, Agent

214-785-8188

<https://rebeccayavner.exprealty.com/index.php>



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.



GARNER'S FEED AND SEED



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

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.



Allstate

You're in good hands.

Vogel Allstate Insurance Group

5621 Texoma Pkwy, Sherman, TX
75090

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

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.



12/20/22 @ 7 p.m.

Subject: Living with Your Aircraft: A Guide to Finding/Building the Ideal Airpark

Presenter: Erik McCormick

Have you ever dreamed of living with your aircraft, or do you live in an airpark community or own property with a runway? Join Erik McCormick, founder of Aviation Real Estate Specialists, to discuss best methods for finding, purchasing, and starting an airpark from scratch. For those living in an airpark already, Erik will discuss some best practices for a safe and enjoyable experience for all residents. Interesting to note, airparks with an active EAA chapter have historically brought in higher value and desirability.

1/4/23 @ 7 p.m.

Subject: System Awareness

Presenter: Mike Busch

Qualifies for FAA WINGS and AMT credit.

How often do you look at your ammeter when you're in cruise flight? How about your oil pressure gauge? If you're honest, your answer should probably be "not often enough." Situational awareness requires being aware of your aircraft systems, too. In this webinar, Mike Busch (A&P and CFI) discusses two recent lightplane flights that were cut short because the aircraft's Lycoming engines lost oil pressure, lost power, and seized. One of the pilots made it to an airport, the other didn't. Mike will deconstruct both flights and talk about some important lessons all pilots can learn from them.

1/11/23 @ 7 p.m.

Subject: LODA – Letter of Deviation Authority for Flight Instruction

Presenter: Prof. H. Paul Shuch

Qualifies for FAA WINGS credit.

Although commercial flight operations in experimental aircraft have long been restricted, an owner of an experimental could usually pay for and receive quality flight instruction. Recent changes have made that process more difficult, though not impossible. Prof. H. Paul Shuch discusses in this WINGS webinar how flight instructors and aircraft owners can now apply for a letter of deviation authority (LODA) to facilitate safety and currency through professional flight training.

EAA Webinars sponsored by



Editors Note:

By Ed Griggs

Again, want to take a moment to let everyone know how much I have appreciated your support and guidance over the past few years! I hope that you have enjoyed my take on the newsletter these past few years as much as I have enjoyed putting them together for you! I have learned a lot from both the EAA and, more importantly, EAA 323 and hope to give back to the club in other ways!

Thanks for this privilege you've given me over the years to serve my part of a great Club.

Ed



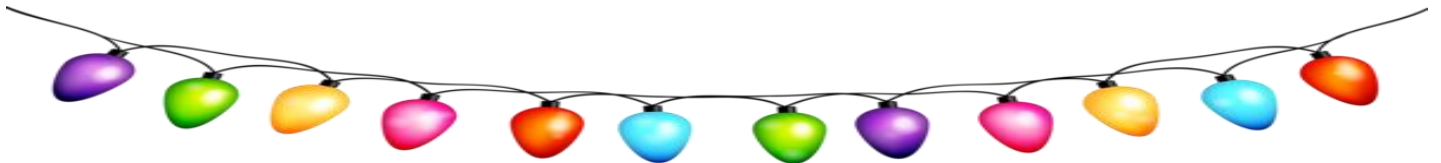
Upcoming Events:

Thursday, Dec 15th	EAA 323 Christmas Party at the home Ross and Paula Richardson 2115 Turtle Creek Circle, Sherman
Sunday, Dec 25	Merry Christmas!!!
Sunday, Jan 01	Happy New Year!!!
Saturday, Jan 07	EAA 323 First Saturday Event: Visit to Donna Field to view Oliver Spatscheck build and progress
Thursday, Jan 19	EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI), 1200 South Dewey, Sherman, TX @ 7:00pm Subject: Addison Class B arrival procedures With John Halterman
Saturday, Feb 04	EAA 323 First Saturday Event: Flyout to Cavanaugh Museum and Tour

Officers/Board of Directors/Key Coordinators

Name	Position	Email Address	Contact Number
John Halterman	President	john.f.halterman@hotmail.com	903-819-9947
Frank Connery	Vice President	caapt1@aol.com	214-682-9534
Rex Lawrence	Secretary	rlaw@me.com	918-407-7797
Ross Richardson	Treasurer	rprichardson46@gmail.com	903-821-4277
John Horn	Board of Directors	jhorn@ntin.net	940-736-8440
Rick Simmons	Board of Directors	rr52s@yahoo.com	903-818-8066
Mary Lawrence	Board of Directors	mary1983cpa@gmail.com	903-821-2670
Mel Asberry	Technical Counselor / Flight Advisor	n168tx@flytx.net	972-784-7544
Jim Smisek	Technical Counselor	jwsmisek@aerotechniques.com	903-819-6428
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
Adam Yavner	Eagles Coordinator	ayavner@yahoo.com	903-744-0384
Ed Griggs	PIO / VMC Coordinator	a_model_guy@ymail.com	903-436-1405
	Newsletter Editor		

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 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
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: