



The Ramp Page



EAA Chapter 323 Sherman, TX
Monthly Newsletter
Celebrating our 51st year of service!
July 2020



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 hot days of summer are definitely here. Try to stay cool!

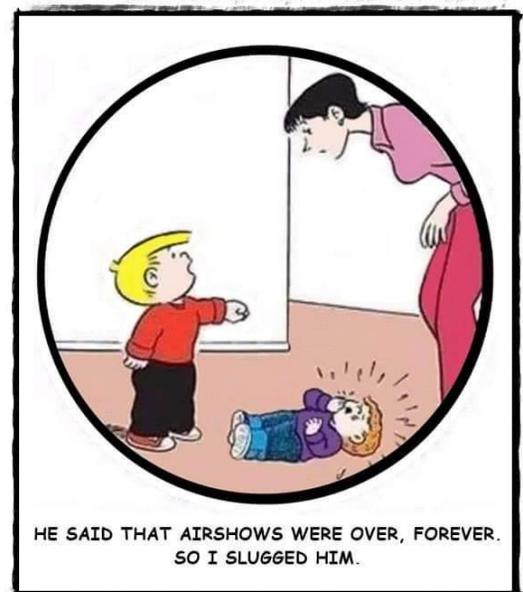
For July, our event will be our monthly meeting. Given the rise in COVID cases, we will use the alternate meeting plan for July. That is, we will meet on Saturday July 18th at 9 AM at the Texoma Aero Club (TAC) Hangar this month to help keep spacing between everyone. (We will not meet on the evening of Thursday July 16th at SWI).

The subject matter for this month's meeting will be the new ICAO Flight Planning Form and Filing Overview. Adam Yavner will be presenting this discussion.

Normally this time of year, EAA would be having the national convention in Oshkosh, WI. However, it has been canceled for this year. In its place, EAA is having webinars as part of the Spirit of Aviation Week. I would recommend you check them out! The link to see the listing of webinars can be found at: <https://www.eaatogether.org/>. I encourage you to attend a few sessions and not only enjoy your member benefits, but connect with others from across the country. It starts on July 21.

I know we are going through some strange times with our organization because of COVID; however, if you any suggestions or comments on how we're handling the situation with club meetings, activities, etc., feel free to contact me. My phone is at the back of the newsletter. I want to make sure everyone feels a part of the club and we'll do our best to keep as active as possible in these unusual times.

John F. Halterman
EAA 323 President



[EAA 323 to Host Pancake Fly-In Featuring Best in Show Award for Best Homebuilt!](#)

By John Halterman

Mark your calendars for Saturday, September 26 as we will be hosting an “EAA 323 Pancake Fly-In, Featuring Best in Show Award for Best Homebuilt” at Sherman Municipal Airport. Bring any aircraft in you want - even ultralights! We will be handing out a trophy for Best of Show, with our very own Pam, Adam, Phil, and Frank volunteering to be judges!

Eligibility requirements:

- 1.) Any homebuilt with an Experimental certificate is eligible to participate in the competition.
- 2.) You must arrive by 10am to be in the competition.

Make plans to attend this event, can't wait to see you there!

[Young Eagles Flight coming up:](#)

By John Horn

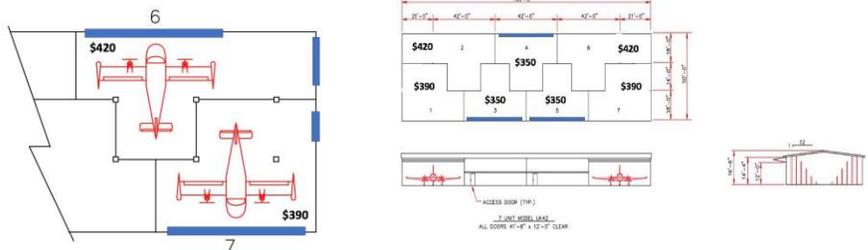
There will be a Young Eagles Flight at Sherman Municipal Airport (KSWI) at the Main building on September 26, at 1pm. If you know of someone who may be interested in signing up for a Young Eagle flight, please have them sign up at the following link's (<https://youngeaglesday.org/>) (<https://chapters.eaa.org/EAA323>) where they can sign up and fill out a Waiver for the event. Keep these link's handy for future reference!

With the word getting out, more and more Young Eagles are showing up to take advantage of this opportunity! We need any and all ground-crew, pilots and, last but not least, PLANES to be present for this mission! Please get with John if you are able to support this event!

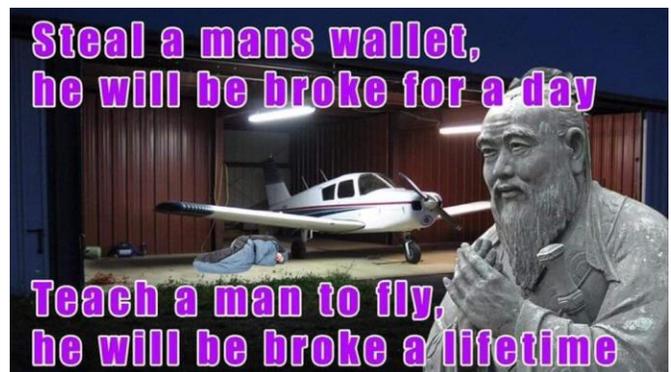
[T-Hangar Space Available!](#)

By Ruan Meintjes

FOR LEASE IN SHERMAN (KSWI)!!! \$350, \$390, or \$420 a month! Available as soon as August. Epoxy floors. Electric bi-fold doors. 14 slots left. Going fast. Email reserve@skytrusttx.com or call 214-673-2860 to reserve!



First pilots meeting after quarantine



Cedar Mills treated to a rare Historical treat!

By David Scott Dufreche

5 Stearman's landed at Cedar Mills for breakfast on Sunday 14 Jun. One was from Weatherford Tx, who traveled north to form up with a Stearman out of Propwash airport in Justin TX. These two flew to Sanger TX while a single Stearman from Gainesville headed south to TX32 (Bar VK), for a briefed 0830 orbit overhead, where two Bar VK Stearman's took off to join in the brief mass formation to Cedar Mills.

No official name has yet been given to this group but it's open to any and all Stearman's in the North Texas Area, that includes Stearman enthusiast's!

Stearman owners can send contacts info Teal38@aol.com or to neilraaz@gmail.com. Please add subject line as "Stearman's in North Texas".



"Say ... what's a mountain goat doing way up here in a cloud bank?"



Do you ever wake up, kiss the person sleeping beside you, and feel glad that you are alive? I just did and apparently will not be allowed on this airline again....

June Special Guest Speaker: Rick Jones

By Ed Griggs

Rick Jones, CFI, CFII, MEI, A&P, AGI and newest member of the Texoma Aero Club, is retired from both the US Air Force and Delta Airlines. He stated modestly that he has about 17,000 hours total flight time, 4000 hours of that was served in the US Air Force as Command Pilot, Instructor, Standardization and Evaluation Pilot.

His educational background includes a Bachelor of Science (Major - Mathematics, Minor - Physics), an MBA in Interpersonal Relations in Management, Aircraft Avionics Maintenance Officer, Graduate Professor of Accounting, FAA Aircraft Mechanic and Emergency Medical Technician.

He is type rated in DC-9, B-727, B737. He has owned a Piper Colt, 2 C-150s, C-172, Starduster II, Thorp T-18, RV-7A, and is currently searching for his last airplane, which he says is a RV-4!

Rick Jones was born in Grand Prairie, Tx and married his High school sweetheart. He has One daughter and three granddaughters and he helped both his daughter and one of his granddaughters to receive their Private Pilots License's!

Spatial Disorientation

Rick gave a riveting and heartfelt training session on "Upset Recovery", which pulled from his first-hand recollections and experiences.

Spatial disorientation can be defined quite simply as the inability to correctly orient oneself with respect to the earth's surface. It is caused by a variety of sensory illusions.

Pilots are especially vulnerable at night and in certain weather conditions. This is because sensory illusions can occur regardless of a pilot's proficiency or experience. Spatial disorientation, which is the inability of a person to determine his true body position, motion, and altitude relative to the earth or his surroundings. Both airplane pilots and underwater divers encounter the phenomenon.

It is possible, through the use of flight simulators and training with an instrument instructor pilot, information can be gained about how one will react under sensory illusion conditions.

Regular time "under the hood" with a qualified instructor pilot can also help to develop and maintain proficiency levels that combat spatial disorientation.

In addition, by understanding the basics of human physiology including how human sensory systems work, it will be easier to understand what will happen when outside forces, pressures, and variable cues interact with them. When it is recognized early in its development, corrective action can be taken quickly, before aircraft control is jeopardized or worse, lost.

A staggering 5-10% of all General Aviation accidents result from spatial disorientation and of those accidents, over 90% are FATAL. Trusting your instruments is key response while experiencing Spatial Disorientation.

Texoma Aero Club hosts Movie Night

By Mike McLendon

TAC has hosted 2 Movie nights at the TAC hanger. The first Movie shown was Midway, in honor of Memorial Day and the second was "The Flight of the Phoenix" starring Jimmy Stewart. More movie nights are going to planned out so keep an eye out for future email notifications!

All you need to bring is a folding chair, yourself, your family, and whatever you want to drink and eat. The grill can be fired up for those who want to cook burgers/wienies/steaks/etc. And bring a friend! They don't have to be a member of TAC. Everyone is welcome.



Flying Eagles of North Texas Training Session's

By Ed Griggs

The Flying Eagles of North Texas is a group of local people who are working towards their Pilots licenses as well as “seasoned” Pilots who are just wanting to “bone-up” on the basics. With the assistance of Volunteer Instructors and Certified Trainers, (such as Rick Simmons, Sean Noel, Mike McClendon, Adam Yavner and Rex Lawrence) We are going over all aspects of training that will help us to not only get past the written but help Us to be better and safer Pilots once in the air.

With the support of Texoma Aero Club and while trying to follow the requirements of Covid-19 restrictions, we have been meeting regularly at the Texoma Aero Club hanger and have covered subjects found in the Pilots Handbook of Aeronautical Knowledge, Airplane Flying Handbook and Aviation Weather. If you are interested in joining us, either as a Rusty Pilot or you want to help out by teaching a class, Please contact Ed Griggs at a_model_guy@gmail.com for more information!

Pictures from recent training sessions:

- Aviation Systems



Rex Lawrence and Mike McClendon gave training on Aircraft systems while the TAC 150 was down for its annual. Trainees were able to get hands on experience with parts of the Aircraft.

- Weather



Sean Noel and Rex Lawrence split up a training on Weather which covered 2 weekends.

- E6B and Plotter



Adam did an awesome job of explaining the Plotter and E6B to the group!



CFI Corner: Special VFR!

By Adam Yavner

So... what can you do if you are flying VFR and upon reaching your destination, you see an area of localized cloud coverage or low visibility near your airport? Or you are about to depart when such an area looms into view before your eyes – and you know that if you can just get out safely from under that the rest of the trip is smooth sailing?

Turns out, there is a tool at your disposal just for that – Special VFR. This is a clearance you can request from ATC when visibility and/or cloud clearance is less than required by 91.155.



FAR 91.155 (c) says:

“Except as provided in FAR 91.157, no person may operate an aircraft beneath the ceiling under VFR within the lateral boundaries of controlled airspace designated to the surface for an airport when the ceiling is less than 1,000 feet.”

So then – 91.157 provides the guidance here. If you determine that you have a minimum of 1 statute mile of visibility, and can remain clear of clouds – read on. Some of the highlights include:

- Used below 10,000 ft MSL
- ATC clearance required
- 1 statute mile flight visibility and clear of clouds
- Use between sunrise and sunset (unless pilot and plane are instrument-rated and equipped)

Requesting it is straight-forward enough – if you are flying into a towered airport, call the tower. Otherwise, contact Flight Service and they can coordinate with ATC. If you are already communicating with ATC via flight following, you should be able to get it directly from them. One thing to note, this is a service the pilot must request – ATC is not allowed to suggest or offer it to you. It is up to you to make the determination that you can use it safely (and then maybe do some introspection later on weather planning). In my opinion, it should not be used as a tool to go plunging off into unknown or deteriorating conditions or to deliberately “scud-run”. If in doubt, better to put the trip off until conditions improve or go ahead and file an IFR flight plan.

Note that there are some larger airports that do not allow SVFR clearances – there is a list in FAR 91, Appendix D, Section 3. The quickest way to tell is by looking at the sectional – it is spelled out clearly above the airport’s name and identifier:

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

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

By Michael McLendon



TAC’s newest acquisition, a Cessna 172

Texoma Aero Club has quickly become a special part of the NTRA community. Being the only Flying Club in the Texoma area, we have attracted the attention of beginners as well as 20,000 plus hour pilots. We’re still a small club in membership but we have large ambitions with plans of adding a third aircraft soon!

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



Inaugural meeting of EAA 323 VMC Club

By Ed Griggs

The Inaugural gathering of the VMC club was held directly following the regular EAA 323 gathering on Jun 20 and was attended by 15 members.

Our scenario this month came from Pilot Workshops titled "Holiday in Montpelier". A brief synopsis of the scenario follows: "A weekend reunion with family is only one short flight away. After a delayed start, things seem on track: You have the airport in sight from miles away, winds are right down the runway, all the airplane gauges are in the green. Yet something doesn't seem right. What's that little voice inside trying to tell you?"

After a lively discussion, it was decided that Planning was the biggest failure in this scenario and a 5th option of "the Pilot should have driven instead" seemed to win the day!

VMC, which stands for Visual Meteorological Conditions, is open to ALL EAA members and is absolutely no cost! VFR rated pilots who want to improve their proficiency now have an excellent new resource through EAA's VMC Club.

Future gatherings will be announced. It is our hope that more and more people will show up to discuss issues that arise before, during and after flight!

FOR SALE: Classic 737-200 Cockpit converted into a Flight Simulator

I am the owner of Nu-Tek Aircraft Instrument in Augusta, Kansas. In 2009, I partnered with Mr. Irving Jensen III of Sioux City, Iowa to convert a Boeing Classic 737-200 scraped cockpit into a Flight Simulator. The first phase of the project began with Irving disassembling the 737 Cockpit. The disassembly and identification of damaged and missing parts took several years to complete. Irving had to hunt down and obtain the needed parts in order to restore the Cockpit Frame Structure, Panels, Instruments, Controls and Seats. In addition, a custom trailer was designed and built to convert the 737 Cockpit into a Mobile 737 Simulator for public use at Military Air Shows and other events around the country.

The second phase of the restoration took place at Nu-Tek where the 737 controls and instruments underwent the complex process of integrating the Panel Instruments and Controls with Microsoft Flight FSX. Nu-Tek had to modify and integrate the analog Flight Instruments, Throttle Control Station, and Overhead Panel Instruments with the Microsoft FSX software.

The completed Classic Boeing 737-200 Mobile Flight Simulator is now for sale. Please feel free to contact me at Nu-Tek.

Steve Cannaby
Nu-Tek Aircraft
Instruments, Inc.
7169 SW Santa Fe
Lake Rd.
Augusta, Ks 67010
Office 316-775-1144
Fax 316-775-1194
Cell 316-200-2119



EAA
**Master the Art
of Aviation**

Join a community of pilots willing to share experience,
promote safety, and help improve your flying skills.

Chapter Gatherings
Third Thursday of the month
Gathering: 05:30 p.m.

Location
Sherman Municipal Airport 1200 S Dewey
Sherman, Tx. 75090

EAA Chapter 323

EAA323@hotmail.com
<https://chapters.eaa.org/ee323>



Quiz: 6 Questions To See How Much You Know About VFR Cross-Countries

By Corey Komarec • 07/06/2020 <https://www.boldmethod.com/blog/quizzes/2020/07/6-questions-to-see-how-much-you-know-about-vfr-cross-countries/>

Ready for this flight?

1) You are departing Aberdeen, SD (KABR) to the southwest and want to open up your VFR flight plan. Which flight service station are you talking to?

Cheyenne	Aberdeen
Clark	Huron



2) What is the magenta shaded airspace surrounding the KABR airport?

Class E starting at the surface	Class E starting at 700' AGL
Class G starting at the surface	Class G starting at 700' AGL



3) You are just south of Stone Lake at 6,500' MSL. You see clouds ahead and need to divert around them. What day VFR cloud clearance do you need?

500' below, 1,000' above, 1,000' horizontal	1,000' below, 500' above, 2,000' horizontal
500' below, 1,000' above, 2,000' horizontal	Clear of clouds



4) You are just east of the town of Midland. What is the grey dotted line?

Time zone change	Magnetic variation
ARTCC boundary	None of these



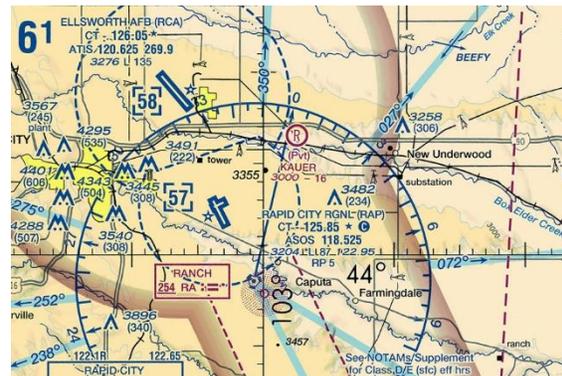
5) You are flying over the northern portion of the Badlands National Park. What is the recommended minimum altitude you should fly at?

1,000' AGL	1,500' AGL
2,000' AGL	2,500' AGL



6) You are 10 miles to the east of Rapid City. What frequency do you contact tower on?

126.05	118.525
125.85	122.95



Aircraft of the Month: EAA Biplane

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

The EAA Biplane is a recreational aircraft that was designed in the United States in the late 1950s and marketed as plans for homebuilding.

The design was produced for the EAA by a team of Allison engineers led by EAA member Jim D. Stewart. This team took the Gere Sport of the 1930s as their starting point and eventually developed a completely new design.

It is a single-seat biplane of conventional configuration, with staggered, single-bay equal-span wings braced with N-struts. The undercarriage is of fixed tailwheel type. The fuselage is fabric-covered welded steel tube, and the wings fabric-covered wood. Plans for the biplane remained available until 1972, by which time some 7,000 sets had been sold. The prototype is now preserved at the EAA Aviation Museum in Oshkosh, Wisconsin.

The prototype was constructed by students at St. Rita of Cascia High School, Chicago and first flew in 1960. Another example named the "Parkside Eagle" was constructed by students of Parkside High School in Michigan in 1971 and test flown for the first time by Paul Poberezny.



E. Breighner 09

EAA Biplane

General characteristics

Crew: 1

Length: 17 ft 0 in (5.18 m)

Wingspan: 20 ft 0 in (6.10 m)

Height: 6 ft 0 in (1.83 m)

Wing area: 108 sq ft (10.0 m²)

Empty weight: 710 lb (322 kg)

Gross weight: 1,150 lb (522 kg)

Fuel capacity: 18 US gal (15 imp gal; 68 L)

Powerplant: 1 × Continental C85 air-cooled flat-four engine, 85 hp (63 kW)

Performance

Maximum speed: 125 mph (201 km/h, 109 kn) at sea level

Cruise speed: 110 mph (180 km/h, 96 kn) (econ. cruise)

Stall speed: 50 mph (80 km/h, 43 kn)

Range: 350 mi (560 km, 300 nmi)

Service ceiling: 11,500 ft (3,500 m)

Rate of climb: 1,000 ft/min (5.1 m/s)



Builder's Corner Updates

By Ed Griggs

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

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

Aviation Words — V Speeds

By Ed Griggs with references from: https://en.wikipedia.org/wiki/V_speeds



In aviation, V-speeds are standard terms used to define airspeeds important or useful to the operation of all aircraft. These speeds are derived from data obtained by aircraft designers and manufacturers during flight testing for aircraft type-certification testing. Using them is considered a best practice to maximize aviation safety, aircraft performance or both.

While there are more than 75 different "V-speeds" available, I have chosen a few below that are considered "common" for all of General Aviation.

Vs - Stall speed or minimum steady flight speed for which the aircraft is still controllable

Vso - Stall speed or minimum flight speed in landing configuration

Vr - Rotation speed. The speed at which the pilot begins to apply control inputs to cause the aircraft nose to pitch up, after which it will leave the ground

Vx - Speed that will allow for best angle of climb

Vy - Speed that will allow for the best rate of climb

Vg - Best power-off glide speed – the speed that provides maximum lift-to-drag ratio and thus the greatest gliding distance available.

Vno - Maximum structural cruising speed or maximum speed for normal operations.

Vne - Never Exceed Speed

Va - Design maneuvering speed.



Bill Porter doing startup testing on his Zenith at NTRA! Congrats and good luck, Bill!

Answers to the Quiz on Page 8 and 9

1) You can tell which FSS you are talking to by referencing the bottom of the VOR identification box. In this case, it's Huron radio.

2) This designates Class E airspace starting at 700' AGL.

3) If you are flying at 6,500' MSL just south of Stone Lake, you are in Class E airspace, so you must maintain 500' below, 1,000' above, and 2,000' horizontal from clouds.

4) This line represents the time zone boundary.

5) The FAR/AIM recommends that you should fly no lower than 2,000' AGL over a national park. It's not required, but it is a request.

6) In the airport description, it lists the tower as 125.85.



Mel Asberry

FAA Designated Airworthiness Inspector
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972-784-7544



n168tx@flytx.net

Supporting Our Community, Shop Local, Shop Texoma:

By Todd Bass

Now more than ever, we need to support our local businesses (especially our Local Restaurants and Shops). Local businesses are being forced to give curbside Service and, in the case of Restaurants, Takeout only!

You can go to Texoma Curbside Restaurants on Facebook as a tool to show you what restaurants are still open and what items they are offering!



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>



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



North Texas Regional Airport
5300 Airport Drive,
Denison, Texas 75020
(903) 419-2299



Vogel Allstate Insurance Group

5621 Texoma Pkwy, Sherman, TX
75090

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



5629 Texoma Pkwy,
Sherman, TX 75090
903.893.BIKE (2453)
TexomaBicycle@gmail.com



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.



7/29/20 @ 7 p.m.

Presenter: Greg Reigel and Patrick Phillips

**Subject: Completing the FAA Application for Medical Certificate:
Legal Traps for the Unwary**

Qualifies for FAA WINGS credit.

The EAA Legal Advisory Council will discuss legal issues arising from an airman's completion of FAA Form 8050-8 Application for Airman Medical Certificate. Topics will include responding to the various medical history and other items in Question 18, the penalties for failing to accurately report the requested information and the relationship of reporting drug and alcohol-related motor vehicle actions under FAR 61.15 and Question 18(v)'s request for similar information on the medical application.

8/5/20 @ 7 p.m.

Presenter: Mike Busch

Subject: Why Valves Stick

Qualifies for FAA WINGS and AMT credit.

Sticking and stuck exhaust valves are a frequent problem in piston aircraft engines. In early stages, it manifests itself as roughness after engine start (so-called "morning sickness"), and it can progress into something much more serious and a significant cause of power-loss incidents and accidents. Conventional wisdom says that it's caused by carbonized oil buildup due to excessive heat. In this webinar, Mike Busch explains that the real culprit is lead, not carbon, and it's actually insufficient heat that's the problem. Proper powerplant management techniques can minimize this problem, and Mike shows you how.

8/11/20 @ 12 p.m.

Presenter: Patti Arthur

Subject: Chapter Chat: Applying for Charitable Status - Filing the 1023EZ

Patti Arthur will walk you through the simplified IRS 1023EZ application. By becoming an IRS recognized charity under IRC section 501(c)(3), donations to the chapter are deductible by the donor.

8/12/20 @ 7 p.m.

Presenter: Kathy Yodice, Patrick Floyd
and Alan L. Farkas

Subject: Legal Issues in Buying and Selling GA Aircraft

Qualifies for FAA WINGS credit.

The EAA Legal Advisory Council will give you a practical overview of how to buy or sell an aircraft without getting snagged by legal issues. This webinar will address contracts, inspections, insurance, product liability, negligence, titles, registration, and international transactions. There will be a Q&A session at the end of the talk.

8/18/20 @ 7 p.m.

Presenter: Grant & Brittany Nielsen

Subject: Air Shows: Not Just Events, But a Lifestyle!

Curious about the air show life? Join Grant and Brittany Nielsen as they talk about their journey as GN Airshows. Learn about becoming an air show performer and the lifestyle around air shows, air show announcing, and all of the nitty-gritty details.

8/19/20 @ 7 p.m.

Presenter: Mike Bauer

Subject: How to Use Your Pilot's Operating Handbook

Qualifies for FAA WINGS credit.

Do you know what's in your airplane's pilot's operating handbook (POH)? Do you even have a POH? Maybe you have an owner's manual instead. What's the difference? Mike Bauer will discuss why you need a POH, what it contains, how to use it, and what to do if you don't have one.

EAA Webinars sponsored by



Upcoming Events

- Saturday, Jul 18 Monthly Gathering at North Texas Regional Airport, TAC hanger (KGYI), 9:00am
Subject: ICAO Flight planning with Adam Yavner
- VMC Club Monthly Gathering at North Texas Regional Airport, TAC hanger (KGYI),
Immediately following the Regular EAA 323 Gathering
Subject: Pilot Workshop Online Scenarios
- Thursday, Aug 20 Monthly Gathering at Sherman Municipal Airport (KSWI), 7:00pm
Subject: Martin UAVs with Rick Simmons
- Saturday, Sep 26 Homebuilt Fly-in at Sherman Municipal Airport (KSWI), 9:00am
Young Eagles at Sherman Municipal Airport (KSWI), 9:00am

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
Steve Straus	Board of Directors	steve@straususa.com	214-693-1417
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

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
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: