



## The Ramp Page

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



Email: [ea323@hotmail.com](mailto:ea323@hotmail.com)

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

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### President's Mission Brief:

By John Halterman

Hi EAA 323,

We are approaching the end of the year. Time flies!

First, we've had two excellent events since the last newsletter. Jim Smisek gave an excellent presentation on how to get started in homebuilts. Excellent job! Also, on Nov 7, we had 6 airplanes and 9 people flyout to Sulphur Springs. Originally, I didn't think I could attend but I was able. Lots of fun!

So that brings us to the remaining activities for the year. So here we go!

This Saturday Nov 21 is our monthly chapter meeting. Some of you may have seen the emails targeting a visit to Sherman Muni; however, the weather looks to be marginal at best in the morning. That being said, the monthly chapter meeting will be Saturday Nov 21 at 9 AM at the Texoma Aero Club Hangar at North Texas Regional. Let's meet there and I'm bringing donuts, and we'll have coffee too! Share in each other's company and trade stories. Talk about the challenge you had installing that pesky rivet! Or share a unique accomplishment with everyone.

If you'd like to be an officer, please let me know! It's not too taxing.

There will not be a first Saturday event in December.

To finish out the year, we traditionally have the Christmas party at the Richardson's. However that won't be possible for several reasons this year. I found a great option. It is critical to keep spaced out this year as you know, especially indoors. Kris Worstell has offered us to use the Lodge at Cedar Mills near Gordonville. It is a very large area where we can all spread out, have a distanced experience, including the gift exchange. It will be Thursday Dec 17 at 6:30 pm. Detailed directions available in December newsletter.

Thanks for your participation and I look forward to seeing you all soon!

John F Halterman  
EAA 323 President



**ASPIRE**  
to  
**INSPIRE**  
before you  
**EXPIRE!**

## [A Challenge to Members to Share the Gift of EAA](#)

By: David Leiting, EAA Lifetime 579157  
Vice President of EAA Chapter 252  
EAA Membership Development Manager

The past 10 months have flipped the world upside down for many of us, but they have also allowed us to spend more time focusing on our families and our passions. For all of us, the shared passion is aviation. It is what brought us together, and has been the one constant we can look to when the days get rough.

The flying club I am a member of shut down operations for 90 days as we evaluated how we could safely operate amongst the COVID-19 pandemic. It pained me to stay out of the cockpit for more than three months. This was the first time since I passed my private pilot check ride that I was out of my 90-day currency! Additionally, my local EAA chapter put all of our events on hold. Although we were able to conduct virtual gatherings and board meetings, it wasn't the same as our usual in-person events.

This lack of aviation activity caused me to reflect on my passion for aviation, and remind myself how easy it is to take for granted the aviation opportunities afforded by EAA. Like many of you, much of what I use to fuel my passion for aviation has come from EAA. EAA AirVenture Oshkosh, my Young Eagles flight, the relationships built through my local chapters, and the educational opportunities. Without EAA, I am not quite sure where I would find myself on my aviation journey.

One of the great pillars of EAA is the opportunity to give back and pass the torch to future members. Perhaps you have given a Young Eagles flight that led to a career aviator or lent a helping hand to a friend building their own aircraft. There is also a great chance that you have benefited from the generosity of a fellow EAAer. It is the lifeblood of our organization!

We all remember our mentor who introduced us to aviation and are forever grateful for the gift they gave us. That mentor may still be a close friend of yours within your EAA chapter. EAA is now asking you to join us in helping to preserve the legacy of EAA Founder Paul Poberezny, and of all our past and current members, by gifting an EAA membership to someone you feel will continue to carry on EAA's mission within The Spirit of Aviation.

It is EAA members such as yourself that can bring aboard the next generation of members. Your involvement in your local chapter is even a greater reason to introduce them to EAA. Chapter members are the most engaged and passionate members you'll find within EAA. There is no better group than a local chapter to welcome a newcomer to EAA.

**Once you identify whom you'd like to sponsor, simply visit [www.EAA.org/Legacy](http://www.EAA.org/Legacy) to register EAA's newest member.** After you gift this membership, invite the individual to your chapter, and show them the opportunities and community that exist in their own backyard. By gifting a membership and becoming a Legacy sponsor, you will receive a Legacy sponsor pin and patch.

EAA cannot thank you enough for your continued support of the organization, and especially of your local chapter. Chapters are the lifeblood of EAA, and without them the impact of EAA would be fraction of what it is today. Enjoy your holiday season, and we hope to see you in Oshkosh this July!



## Texoma Aero Club!

By Mike McLendon

Many of you know Texoma Aero Club acquired a 172 C model this past June. Recently, we upgraded the avionics to make "Droopy" IFR capable. We used Grayson Avionics to do the work. We decided on a conservative approach, in that we did not choose glass but instead went with good quality used avionics. We decided to make "Droopy" full IFR by adding an Apollo C 480 (Garmin 480) GPS WAAS Nav/Com. A Garmin SL30 as backup Nav/Com. A Garmin GTA327 Transponder. UAvionex Tail beacon. Garmin GMA 340 Audio panel. Stratus Dual USB port. Converted fuses to circuit breakers. Nulite LED back lighting for instruments. We will be replacing the Whiskey compass with a Precision brand compass card this week. Installing the used CNX80 in the 172 gives us two aircraft (Snoopy and Droopy) with the same navigation, Nav/Com systems thus making the transition from one aircraft to the other easier.

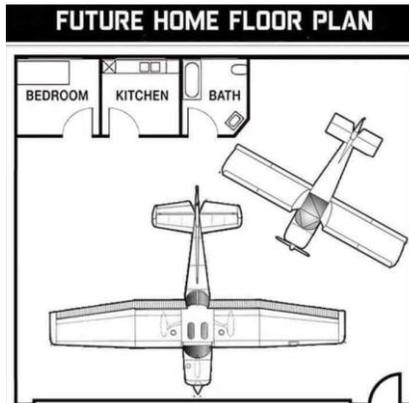


Droopy Nav/Comm panel before



Droopy panel afterwards!

But wait, there's more! A second 172 will soon be added for club use. Though not IFR, she is a very capable VFR aircraft. Come check out our 172's, our Cheetah (Snoopy) and Glenda, our 150. Snoopy has been very busy this summer with trips to Georgia, Louisiana, Oklahoma and the Texas coast. I'm sure Droopy has some cross countries to be scheduled in the near future. Recently to Sulphur Springs with EAA 323 for breakfast at the Red Barn. Aero welcomes Rusty pilots, students and social members. Corporate memberships are also available. TAC is located at NTRA. Check out our website [texomaeroclub.com](http://texomaeroclub.com) Contact Mike McLendon ([michaelmclendontac@gmail.com](mailto:michaelmclendontac@gmail.com)) for more information.



**First Saturday Event: Flyout to Sulphur Springs (KSLR)**

*By Mike McLendon*

On Nov 7, Members of EAA and TAC participated in a flyout to Sulphur Springs (KSLR). There were a total of 6 airplanes and 9 people who were able to flyout and have the proverbial \$100 hamburger at the Red Barn. It was a great time, great food and an overall fun trip to make!!



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## CFI Corner: Time for a Review?

By Adam Yavner

In order to maintain currency for your pilot-in-command privileges, the FAA requires a flight review every 24 calendar months. We used to call them Biennial Flight Reviews, or BFR's, but they removed the word some time ago. Personally, I do not care what you call it; we'll get the job done!

Per FAR 61.56, the minimum standard for a flight review should consist of a minimum of one hour of flight training, and one hour of ground training. Depending on currency and comfort level, you may plan to spend more time on either or both of those sessions – but never less. The content of the flight review is at the discretion of the instructor, but **MUST** go over:

- Current operating and flight rules of Part 91
- Maneuvers and procedures necessary to demonstrate safe and competent operation.

Those are both very broad statements, and a lot to expect to accomplish in a short time. As mentioned above, the content is largely at the CFI's discretion, and should be tailored to your experiences and goals.

Some broad guidance is given by the FAA in an Advisory Circular – AC61-98D. Your instructor will most likely assemble an outline based on this document. After further discussion, some elements may be added or subtracted. This is your opportunity to work on any maneuvers you feel particularly rusty on, or even learn some new ones. The main goal is a demonstration that you are safe.

As far as how to prepare, there are several resources available, which I'll mention later. A smart way to go about it would be to schedule a quick discussion with your CFI so as to agree on a plan. That should help narrow things down a little bit and focus your studies. Again AC61-98D gives guidance – note that there is a lot of emphasis on avoiding Loss of Control (LOC) – so the smart money says to beef up in those areas especially: Traffic Pattern, Stabilized Approach, inadvertent entry into IMC to name a few.

I mentioned that there are many resources available to help prepare, and unfortunately, many of these are marketed in such a way as to make people "scared" of the Flight Review and feel that they have to cram in order to "pass". Nonsense. The Flight Review is not a test, and there is no pass or fail. There are two possible outcomes:

1. Everything is up to standard and you get a logbook endorsement per FA 61.56 or;
2. There are areas that need work, and we simply log it as dual time and schedule another flight. No written mention is made of the attempt or the result

There are some other ways to accomplish the requirement outside of the traditional Flight Review, for example:

1. Passing a practical test or proficiency check. For example, I just completed mine last month by passing my renewal check flight for the Civil Air Patrol (these are required annually, so I never have to worry about getting close).
2. If you're a CFI, completion of the flight instructor certificate renewal counts for the ground portion.
3. FAA WINGS. Complete a phase, and you can print out a nifty certificate showing Flight Review currency!

A few resources you might find handy: ASA's "Guide to the Flight Review" is roughly similar to their Oral Exam guides and should help especially in the ground portion. Both Sporty's and King Schools have video-based courses that are great if you are a visual learner. Discuss and come up with a plan with your CFI, and you'll be in a great position to get the most out of your studies!

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



## The Hardest VFR Quiz You'll Take This Month

By Colin Cutler <https://www.boldmethod.com/blog/quizzes/2020/10/the-hardest-vfr-quiz-you-will-take-all-month/>

Nobody said this was going to be easy...



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, clear of clouds	1 SM visibility, 1,000' above, 500' below, and 2,000' horizontal from clouds	3 SM visibility, 1,000' above, 500' below, and 2,000' horizontal from clouds	1 SM visibility, clear of clouds
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2) VFR cruising altitudes are based on:

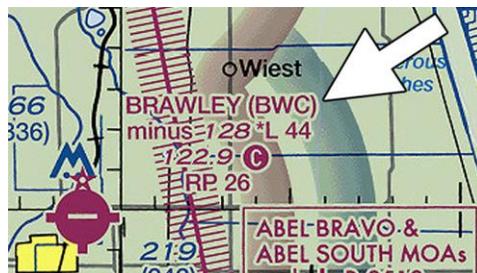
True course	Magnetic course
-------------	-----------------

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?

Yes	No
-----	----

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?

150 knots	200 knots
250 knots	Less than Mach 1



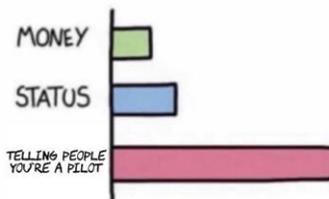
7) Isogonic lines on a VFR sectional chart show \_\_\_\_\_.



Magnetic oscillation	True North heading
Degrees of magnetic deviation	Degrees of magnetic variation



## WHAT GIVES PEOPLE FEELINGS OF POWER



## Study Finds Pilots' Brains Work Differently

By Russ Niles November 15, 2020 <https://www.avweb.com/aviation-news/study-finds-pilots-brains-work-differently/>

Medical science has now confirmed what your family and friends have been telling you since the first time you strapped in and maybe before that. Your brain works differently than that of non-flying folks and contrary to what those in your immediate bubble might think, that's actually a good thing, well mostly. Chinese researchers have determined that the brains of pilots are wired differently to deal with the unique environment of the cockpit. The researchers determined that pilots' brains have greater connections between the "central executive network," which is the part of the brain that makes sense of various bits of information, and the parts of the brain supplying the raw data. That's the good thing. It "might enable the network to have more diverse functions," which helps put all the various inputs from instruments, the radio, the sight picture and others in the cockpit into coherence.



"Pilots are always working in complex, dynamic environments. Flying is now not so much a 'physical job,' but a high-level cognitive activity," the study said. "The pilot should be completely aware of all conditions in real time, and be ready to deal with various potential emergencies." The tradeoff might have something to do with what your partner whispers in your ear at parties although he or she probably expresses it more colorfully than the scientific explanation. While the central executive network is synthesizing all that diverse data, there seems to be a decreased level of "internal connectivity." That, said the researchers, is "associated with self-control and appraisal of threatening stimuli." The study involved 14 flight instructors at the Civil Aviation Flight University of China and 12 first officers from Chinese airlines whose brains were watched in action on imaging equipment.

So far 2020 is like  
looking both ways  
before crossing the  
street and then  
getting hit by  
an airplane.



## Aircraft of the Month: Hatz Classic

<https://www.luscombeair.com/and.html> [https://en.wikipedia.org/wiki/Luscombe\\_8](https://en.wikipedia.org/wiki/Luscombe_8)

The Hatz Classic is an American homebuilt biplane, designed by Billy Dawson and produced by the Makelan Corporation of New Braunfels, Texas. The aircraft is supplied as a kit or, alternatively, in the form of plans for amateur construction.

The Hatz Classic is a development of the Hatz CB-1. The major differences from the CB-1 are that the fuselage is more rounded, it mounts a larger engine, it uses push-pull tubes instead of control cables for the ailerons and elevators and it has aluminum ailerons. As well the seats are relocated in the fuselage and reclined to provide more leg room and comfort for the occupants.

The resulting aircraft features a strut-braced biplane layout, two-seats-in-tandem accommodation in separate open cockpits with individual windshields, fixed conventional landing gear with wheel pants and a single engine in tractor configuration.

The aircraft fuselage is made from welded 4130 steel tubing, while the wings are of wooden construction all covered in doped aircraft fabric. Its 25.00 ft (7.6 m) span wing employs a Clark Y airfoil and has a total wing area of 180 sq ft (17 m<sup>2</sup>). The cabin width is 26 in (66 cm). The acceptable power range is 150 to 160 hp (112 to 119 kW) and the standard engine used is the 150 hp (112 kW) Lycoming O-320 powerplant.

The Hatz Classic has a typical empty weight of 1,050 lb (480 kg) and a gross weight of 1,700 lb (770 kg), giving a useful load of 650 lb (290 kg). With full fuel of 26 U.S. gallons (98 L; 22 imp gal) the payload for the pilot, passenger and baggage is 494 lb (224 kg).

The Hatz Classic is capable of basic aerobatics, including loops, rolls and hammerheads. The manufacturer estimates the construction time from the supplied kit as 1000 hours.

### Specifications Hatz Classic

#### General characteristics

Crew: one  
Capacity: one passenger  
Length: 19.2 ft (5.9 m)  
Wingspan: 25.0 ft (7.6 m)  
Height: 7.8 ft (2.4 m)  
Wing area: 180 sq ft (17 m<sup>2</sup>)  
Airfoil: Clark Y  
Empty weight: 1,050 lb (476 kg)  
Gross weight: 1,700 lb (771 kg)  
Fuel capacity: 26 U.S. gallons (98 L; 22 imp gal)  
Powerplant: 1 × Lycoming O-320 four cylinder, air-cooled, four stroke aircraft engine, 150 hp (110 kW)  
Propellers: 2-bladed fixed pitch

#### Performance

Maximum speed: 150 mph (240 km/h, 130 kn)  
Cruise speed: 115 mph (185 km/h, 100 kn)  
Stall speed: 42 mph (68 km/h, 36 kn)  
Service ceiling: 10,000 ft (3,000 m)  
g limits: +6/-4  
Rate of climb: 1,000 ft/min (5.1 m/s)  
Wing loading: 9.4 lb/sq ft (46 kg/m<sup>2</sup>)



## 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 - Overshoot

By Ian Brown, Editor <https://eaa.org/ea/news-and-publications/ea-news-and-aviation-news/bits-and-pieces-newsletter/11-16-2020-word-of-the-month-overshoot>

It's unclear to me whether this is a clear Canadian vs U.S. variation or not. When I learned to fly my instructor taught me that "overshooting" was a good thing if it looked like the runway was busy. I was taught to move over to the right of the runway, add power and rejoin the circuit. In the U.S. this would be called "going around."

It's good practice for the pilot to tell the traffic that the intention is to "overshoot and rejoin the circuit" in Canada. In the U.S. this would be called "going around and rejoining the pattern." The Aeronautical Information Manual published by Transport Canada certainly refers to "overshoot maneuvers" specifically.

Overshooting in the U.S. means landing beyond the end of the runway. "Going around and rejoining the pattern" is fairly obvious to a Canadian pilot so there is unlikely to be any confusion, but U.S. pilots flying in Canadian airspace might be a bit bemused to hear that someone actually plans to overshoot.

If you really want to confuse yourself, check out our word of the month on the internet. Apparently Canadians' "Overshoot Day" was March 18 in 2019. Overshoot Day marks the day that humanity has used more resources than it can replace in a year. Globally July 29 was Overshoot Day in the same year so Canadians aren't doing that well at conserving resources. Only Kuwait, UAE, Luxembourg, Qatar, and the USA had an earlier Overshoot Day.

## Answers to the Quiz on Page 6 & 7

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.

According to 91.159, altitudes are based on magnetic course.

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.

The field elevation is minus (-) 128 feet MSL.

FAR 61.113 (c) allows you to split airport expenditures equally (pro-rata).

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.

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.

**TWO WRONGS DON'T  
MAKE A RIGHT.**



**HOWEVER, TWO WRIGHTS  
DO MAKE AN AIRPLANE.**

Dad: In Iraq I killed 15 people son.  
Son: But you were an Air Traffic Controller  
Dad: Never said I was a good one



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972-784-7544  
n168tx@flytx.net

## 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.

### FASTSIGNS® of Sherman

Todd Bass  
1920 N Grand Ave, Sherman, Texas 75090  
<https://www.fastsigns.com/608-sherman-tx>



## Keep Calm SHOP LOCAL

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

- Buy gift cards now for later use.
- Buy items now for future pick up.
- If you know a business owner, ask how you can help them during this time.
- Keep your membership current. Most places rely on your dues to operate.
- While tipping is always a good practice, now is a time to be particularly generous.



### Rebecca Yavner, Agent

214-785-8188  
<https://rebeccayavner.exprealty.com/index.php>



Allstate  
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### Vogel Allstate Insurance Group

5621 Texoma Pkwy, Sherman, TX  
75090  
<https://agents.allstate.com/david-vogel-sherman-tx.html>

## Texoma Bicycle

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



## **EAA Webinars Schedule**

<https://www.eaa.org/ea/news-and-publications/ea-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.



**12/1/20 @ 7 p.m. CST    Subject: RANS S-21 Outbound, All Metal, All Purpose  
HOMEBUILDERS WEBINAR SERIES**

Presenter: Randy Schlitter

Randy Schlitter will discuss the S-21 Outbound kit, the latest offering from RANS Aircraft.

**12/2/20 @ 7 p.m.        Subject: Good Eyes, Great Catch!**

Presenter: Mike Busch    Qualifies for FAA WINGS and AMT credit.

Commented [EG1]:

Maintenance-induced problems are common, and it often takes an experienced pair of eyes to diagnose them. In this webinar, maintenance guru Mike Busch tells the true-life story of an aircraft owner who made a routine fuel stop at a remote airport in Nevada only to discover the left side of his airplane was covered with oil, and the six-day ordeal that followed during which a near-catastrophic engine problem was diagnosed and fixed. There are a number of lessons to be learned from this pilot's close call.

**12/8/20 @ 7 p.m.        Subject: Aerobatic Airplanes Made Affordable and Enjoyable**

Presenter: Bruce Mamont and Renee Brillhante    Qualifies for FAA WINGS credit.

Forming clubs or co-ownership agreements can be a great way to fly aerobatic capable aircraft. Join IAC members Bruce Mamont and Renee Brillhante as they discuss tips on how to and pitfalls to avoid when setting up an Aerobatic Aircraft Acro-Ownership or Club.

**12/9/20 @ 7 p.m.        Subject: Hot Topics in Aviation Medical Certification**

Presenter: Dr. Steve Leonard, Donald R. Andersen, Greg Reigel, and Patrick Floyd    Qualifies for FAA WINGS credit.

A discussion with Dr. Steve Leonard and a panel of aviation attorneys will cover recent trends, changes, and hot topics in aviation medical certification. Based on these developments, the panel will discuss what pilots can expect as they navigate the current aviation medical environment, and how they can recognize and avoid potential problems as well as chart a course that gets them to their destination without incident.

**12/16/20 @ 7 p.m.        Subject: Night Flight**

Presenter: Larry Bothe    Qualifies for FAA WINGS credit.

Join Larry Bothe, an 8,000-hour small airplane pilot and CFI, as he discusses basic information and best practices for flying at night. Topics include the FAA's definitions of night, airport and aircraft lights, flashlights, and night vision; hazards to night flight, such as obstacles and ground fog, and risk management during night cross-country flight.

When your wife gets mad  
at you, go flying.



EAA Webinars sponsored by



### Upcoming Events

Saturday, Nov 21 Monthly Gathering at Texoma Aero Club hangar, North Texas Regional Airport (KGYI), 9:00am  
Subject: Officer Elections and Coffee and Donuts with John Halterman,

Thursday, Dec 17 Christmas Party. More details to follow.

Saturday, Jan 9 Review T33 Project at Alert Hangar

Saturday, Jan 21 Monthly Gathering at Texoma Aero Club hangar, North Texas Regional Airport (KGYI), 9:00am  
Subject: There I was at 5000 ft....Your stories with Steve Straus

### 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](mailto: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: