# The Ramp Page – September 2024

**EAA 323's Monthly Newsletter**
**Vol 55, Ed 09**
**Sherman, TX**
**Celebrating our 55th year of service!**

Email: eaa323@hotmail.com Website: https://chapters.eaa.org/EAA323
Like us on Facebook @eaa323

**We meet every Third Thursday at 7pm at the Sherman Municipal Airport (SWI)**
**1200 S Dewey Sherman, Tx 75090!**
**Please come and be our Guest!**

## President's Mission Brief:

*By Frank Connery*

Greetings from Lake Texoma. Hope all is well at your house. Prime flying season is upon us. Make your plans now.

This Thursday Mike Montefusco will be repeating his presentation on the perfect landing. He got rave reviews at OSH when he presented it there. He got very positive feedback from a lot of guys, including very experienced pilots.

Our first Saturday visit will be to Brushy Creek 69XS for Rick Simmons annual get together. Our board of directors will meet prior to the main gathering. I think everyone enjoys the get together. Practice up on your paper airplane folding/flying.

Dianne is making me go with her to Amsterdam this week so I will miss this months meeting. We are making good progress on the build project. It's standing on it's own feet and hopefully mount the engine in the coming month.

I understand Delta has an opening for an A350 Captain. The Captain has left to pursue a career as a pro bumper car driver :).

Sometimes I crack myself up

Frank C

## Wanted: Newsletter Editor

*By Frank Connery*

As has been mentioned before, Ed Griggs is stepping down as the Newsletter Editor to give someone else the chance to give the Newsletter a try! No one, including myself, expects anyone to do it exactly as he has done! We are excited to have someone else take over the reigns and make it their own! Ed will be available to assist, teach and/or help out as much as needed, requested or wanted.

For those thinking about stepping up, the only software "tools" that used are Microsoft Office, Excel and the Internet!


## Texoma Aero Club September 2024

*By Mike McLendon, TAC President*

Fall is in the air and with that Texoma Aero Club is looking forward to a busy season of flying fun. We always have fun at TAC as there is always something to see and do in and around our hangar.

If you've been lately out to see us at North Texas Regional lately, you've seen some very unique aircraft in flight. Cavanaugh's Skyraider, Corsair and Wildcat were making their presence known with those big radials. The USAF also got in the mix with a C130 doing some take-offs and landings. I'm told more to come with other Cavanaugh aircraft on the way.

In the maintenance hangar, we came really close to seeing the C175 (N7689M) take flight this past Saturday but it was not to be. So close but no cigar. In the meantime, the cowling has gone to the paint shop while some of the other last minute minor details and paperwork (which always seems to get in the way) are ironed out. Stay tuned. I'm told She's going to fly soon, on a Saturday, date to be determined!

TAC welcomes Emelie Yosten (Student Member) and Kaleb Melton (Full Member) to the fold! Welcome them aboard this coming Saturday.

At our August meeting, we welcomed several new faces interested in the club. We hope to welcome them soon as new members. TAC is open for new members in all categories of membership. Check out our website at texomaaeroclub.com

TAC will meet this coming Saturday, September 21 starting with pancake breakfast and meeting afterwards. There will not be a VMC meeting this time, stay tuned for more information on that!

Be advised, Texoma Aero Club will not be meeting at North Texas Regional Airport in October as we will be meeting at the "Splash In" at Cedar Mills on the third Saturday. Look for a map and flyer in this newsletter for more information on the fun and festivities that are going to be held there!

Hope to see you September 21st at 8:30, Texoma Aero Club hangar at North Texas Regional.

Blue Skies, Mike

## EAA323 VMC Club Question of the month: Sep 2024

*By EAA VMC Staff, (Answer on Page 22)*

EAA VMC Club
Question of the Month

Question: What expenses can be legally shared by private pilots and their passengers while operating under Part 91?



FunPlacesToFly

funplacestofly.com

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## You never know what you will see……

*By Ed Griggs*

Friday morning, around 1100am, on August 23rd, Sherman Municipal Airport was visited by 4 Aircraft from the Commemorative Air Force (CAF). There were 3 Harvard Mk 4 (dressed up as Japanese Zero's) and a SNJ-4/T-6 Variant (dressed up as Early American fighter). The Zeroes were from the Houston area and the T-6 was from Tyler area. They were all heading up to McConnell AirForce base (Wichita, Ks) for an air show. All 4 aircraft are owned by American Airpower Heritage Flying Museum.

It was really a sight, seeing these restored aircraft circling around Sherman and then landing at Sherman Municipal Airport for fueling. Goes to show, you never know what you will see!!

3 Zero's lined up for fueling! Awesome sight!
Quite a few locals showed up to look things over!

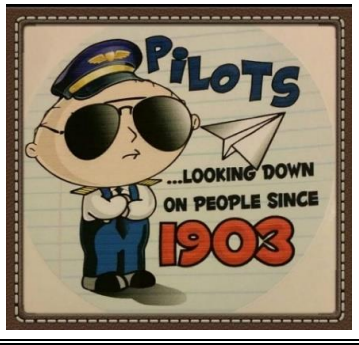

Fully restored Japanese instructions/directions on the empennage. Very detailed!


And then the American's show up!
A few minutes late but always on time!


**Three words to live by:**

- **Aviate**
- **Navigate**
- **Communicate**

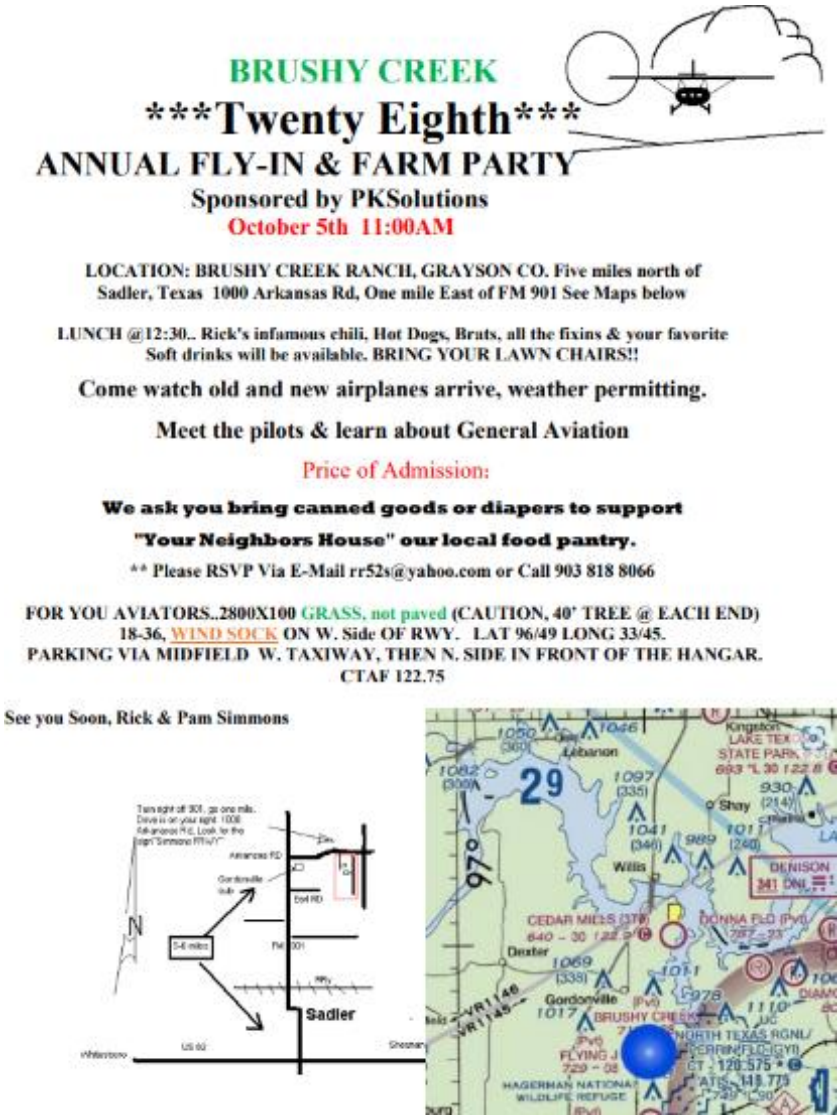
**"Fly the Danged Plane"**



## Upcoming Events:

## 05 Oct (Sat): 28th Annual Brushy Creek Fly-In

Join us for the 27th Annual Brushy Creek event that supports the "Your Neighbors House", a local food and clothing pantry for people in the Gordonville area. We ask that you bring either canned goods or diapers that can be delivered!




## 12 Oct (Sat): Hallo-wing Celebration

https://www.dentonairport.com/hallo-wing

Hallo-wing is Denton Enterprise Airport's signature family event! Experience our unique twist on a trunk-or-treat where kids and adults alike can get up close with a variety of aircraft and chat with real pilots and aviation experts. Don your best costumes and come immerse yourself in the Halloween spirit with treats and fun activities.

## 18 – 20 Oct (Fri-Sun): Cedar Mills South Central Safety Seminar and Fly/Splash In

*By Kris Worstell*

Something for everyone…both land and sea! Join us at Cedar Mills (3T0) on beautiful Lake Texoma for North Texas most informative and fun safety seminar and fly-in.



## Oct 25-27 (Fri – Sun): Reklaw Fly-In and Campout

*https://reklawflyin.org/*

Your Fly-In host for the last 38 years, David W. Mason (85), flew west on January 26, 2024. His ashes are now forever a part of the grass strip. We'll all miss his colorful stories of flying and comradery, but the Reklaw Fly-In continues! He desperately wanted it to keep going. So, Marcia and her crew of volunteers are clearing the brush and painting the tires for another year, or two… or three… Put it on your calendar, same weekend, same place, and be there or be square, to honor him with a toast, and hearty Thank You!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## Destinations: Alton Bay, New Hampshire: Landing on an ice runway

*By Julie Summers Walker, February 1, 2020, https://www.aopa.org/news-and-media/all-news/2020/february/pilot/destinations-alton-bay*

The only FAA-approved ice runway in the lower 48 states is open for business in a cove of New Hampshire's Lake Winnipesaukee.

Since the 1960s, pilots in the Lake Winnipesaukee, New Hampshire, area have had an interesting way to enjoy winter—landing on the only FAA-approved ice runway in the contiguous United States. Alton Bay is a cove in the southeast corner of the 21-mile-long lake and is a charted seaplane base (B18). When the ice runway opens, upwards of 600 aircraft can touch down in the season—most simply to say they have done it.

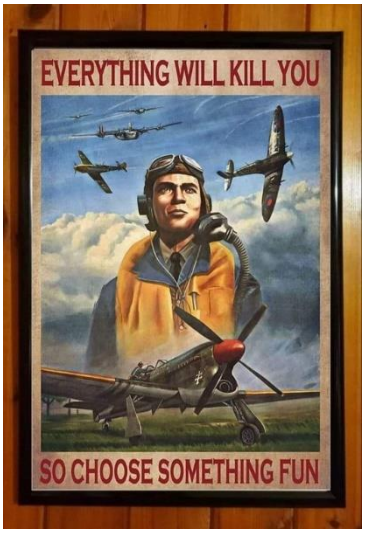
But like Brigadoon, you won't know when Alton Bay is open, at least not without contacting airport manager Paul LaRochelle before you go. There must be a minimum of 12 inches of ice on the lake before LaRochelle will take his trucks out on the ice to plow—and in 2016, the ice never froze enough for the airport to open. The earliest it has opened was January 10. Runway 1/19 is marked by yellow cones and its length will vary from 2,300 feet to 2,700 feet. Snowfall and ice conditions determine the length.

A light covering of snow is best for a graceful landing—keep off those brakes—and pilots who have landed here liken it to a soft-field landing on a grass runway. If the lake looks black from above, it will be at its slickest. Volunteers plow the runway, parallel taxiway, and aircraft parking area throughout the season, which will end when conditions deteriorate or March 31—whichever comes first.

The Lake Winnipesaukee resort area has a lot of restaurants and kitschy gift shops. But pilots who land at Alton Bay should check out the Shoppes on the Bay where LaRochelle's wife, Donna, operates Facet Jewelers. Sign a guestbook to prove you've done the landing and get an "I've landed on Alton Bay" button. There are also Alton Bay Ice Runway hats to purchase.

Call the airport's information line—603-875-3498—to see when and if the airport will open this year. There is also an Alton Bay Seaplane Base and Ice Runway page on Facebook.

Email julie.walker@aopa.org



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# Aircraft Flight Instruments Explained

Jul 20, 2024, https://www.southernwings.co.nz/

For the purposes of this article, we will take a more in-depth look at the basic flight instruments, starting with a further classification into two groups.

Pitot-Static Systems: Using differences in air pressure, namely ambient air pressure affected (pitot pressure) and unaffected (static pressure), to determine flight parameters such as the speed and altitude of the aircraft.

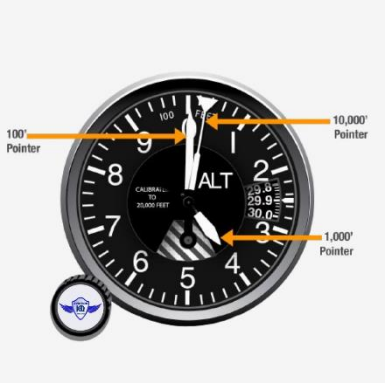
Gyroscopic Instruments: Using gyroscopic principles to provide information on the aircraft's attitude during flight (the aircraft's orientation in relation to its surroundings).


**The Original Aviation 6 Pack**

Sometimes referred to as the "aviation six pack", these are the 6 basic flight instruments that are found in almost every aircraft in some way, shape or form – whether as individual instruments or merged together as part of the newer glass cockpit technology. For more in-depth information on the 6 pack see more below.

Airspeed Indicator
Attitude Indicator
Altimeter
Turn Coordinator
Heading Indicator
Vertical Speed Indicator

## 1. The Altimeter




AltimeterAn Altimeter displays the aircraft's current height above sea level (not ground level). A traditional Altimeter has three hands measuring hundreds, thousands, and tens of thousands of feet. These three hands move at different speeds, and when the readings are added together, they give an indication of the aircraft's current altitude.

**5 Types Of Altitudes:**

Indicated Altitude. The altitude indicated on the altimeter when the correct barometric pressure is set.

True Altitude. Height above sea level (MSL).
Absolute Altitude. Height above ground level (AGL).

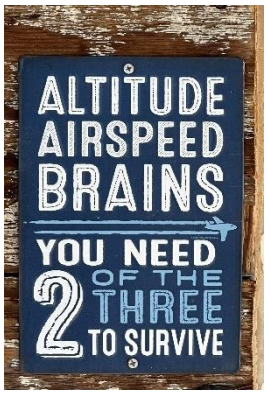
Pressure Altitude. The altitude indicated on the altimeter based on a 'standard atmospheric level', this is sometimes used in flight planning calculations.

Density Altitude. This is the Pressure Altitude adjusted for temperature variations (density altitude affects aircraft performance).

**How Does An Altimeter Work?**
The Altimeter's readings are based on barometric pressure, however, due to the constantly changing nature of barometric pressure the Altimeter needs to be pre-set prior to, and also during, every flight as the barometric pressure changes.

As a very basic description, the Altimeter works by utilising a static port on the outside of the aircraft. Increases and decreases in altitude cause the device to expand and contract altering the reading on the gauge. This information is used in conjunction with the pre-set barometric pressure to provide a more accurate altitude reading.





**Common Errors Associated With Altimeters:**
Inconsistent Airflow. Interrupted airflow to the external static port during flight can cause the altimeter to give inaccurate readings. This is commonly associated with gusty wind conditions, or during certain manoeuvres.

Elasticity. The continual expansion and contraction of the altimeter's operating parts during normal use can result in the parts losing some of their rigidity, becoming naturally more flexible resulting in inaccurate readings.

Pilot Error. The correct barometric pressure must be entered into the altimeter in order for it to give accurate results. Pilot error is one of the most common reasons altimeters fail to give accurate readings; a difference of 1″ Hg can cause an altitude deviation of 1,000 feet.

Air Density. The density of air alters from one area to the next, just as it does on the ground. Errors in altimeter readings over long flights are commonly associated with changes in air density.
Static Port Blockages. Something blocking the external static port would obviously prevent the altimeter from detecting and changes to altitude.


**2. Airspeed Indicator (ASI)**

Airspeed IndicatorThe Airspeed Indicator (ASI measures the speed of the aircraft as it moves through the air using air pressure differences from both a static port and a pitot tube. A traditional ASI has graduated numbers over a round dial with a single clock-like hand indicating the aircraft's current speed. This measurement is usually given in knots (Nautical Miles per Hour) but sometimes in other forms such as kilometres per hour.

**4 Types Of Airspeeds**
Indicated Airspeed (IAS). The Airspeed Indicator reading without any consideration for atmospheric conditions or potential installation and instrument errors. The Indicated Airspeed is used to give the manufacturers recommendations for aircraft performance indications relating to take off, landing, and stall speeds.

Calibrated Airspeed (CAS): The Indicated Airspeed corrected for installation error and instrument error. Under certain operating conditions installation and instrument errors may total several knots.

True Airspeed (TAS): The Calibrated Airspeed corrected for altitude related atmospheric conditions such as temperature variations and air density. The True Airspeed is used for flight planning calculations.

Groundspeed (GS): The aircraft's actual speed over the ground, or the True Airspeed adjusted for wind resistance factors (headwind, tailwind etc.).

**How Does An Airspeed Indicator Work?**
Utilising both an external static port and a pitot tube system on the aircraft, the ASI takes into account the airflow and equalising pressure differences to provide speed indications during flight.

While on the ground, the Airspeed Indicator will show a reading of zero as the pressures are equal, when airborne, air entering the external pilot tube places pressure on an internal diaphragm causing the Airspeed Indicator to move upwards.

**Common Errors Associated With Airspeed Indicators**
Static Port Blockages. Debris, insects, water or ice blocking the external static port prevents the Airspeed Indicator from giving a correct reading as air is unable to enter the port. If the static system is blocked but the pitot tube remains clear, it is important to note that the Airspeed Indicator will continue to operate but will give inaccurate readings.
Pitot Tube Blockages. As with above, any debris or blockages to the external pitot tube will result in incorrect readings.

**3. Vertical Speed Indicator (VSI)**


Sometimes referred to as a rate of climb indicator, the Vertical Speed Indicator senses changes in air pressure, displaying this information as a rate of climb or descent (generally in feet per minute). The VSI is used to monitor the rate of climb/descent and is useful to confirm the aircraft/pilot is maintaining level flight and isn't unintentionally pitching up or down.

**Types Of Vertical Speed Indicators**

Vertical Speed Indicator (VSI). Standard variety using air leak diaphragm system consisting of a bypass restriction, a dashpot piston, the diaphragm, a restricted passage, and a static port connection.

Instantaneous Vertical Speed Indicators (IVSIs). Uses accelerator-actuated air pumps in conjunction with the traditional VSI components, which enables much faster response times, effectively reducing lag times in response to differential pressure variations.

**How Does A Vertical Speed Indicator Work?**

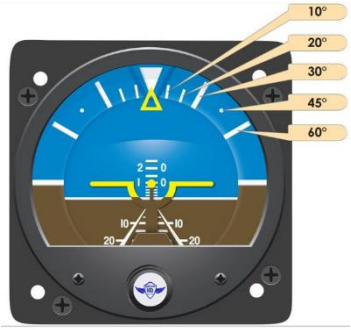
The Vertical Speed Indicator works by collecting and comparing static pressure inside of a calibrated air leak diaphragm system, effectively measuring the rate of pressure change (which changes as the aircraft climbs or descends). The changes in pressure difference are displayed using a pointer/needle on the face of the indicator, which moves up when climbing and down when descending. Under a constant pitch the needle will stabilise.

Put simply, as air enters through an external static port it enters a diaphragm system where it expands or retracts depending on the aircraft's vertical movements. The VSI diaphragm/aneroid provides a calibrated exit point where the air can exit creating a higher pressure in the casing than the diaphragm. This pressure differential is used to indicate the air pressure changes. As pressure inside the VSI drops the aneroid compresses, indicating a climb, and as the pressure increases the aneroid expands, indicating a descent. When maintaining level flight or when the aircraft is on the ground the pressure doesn't change so the needle/pointer will return to its zero position.

**Common Errors Associated With Vertical Speed Indicators**

Lag. Because the calibrated leak may take a while to equalise the reading may take a while to stabilise (approx. around 6-9 seconds). This is especially prevalent during abrupt aircraft movements such as turbulence, or during rapid prolonged climbs and descents.

Blocked Static Port. A blocked static port will disrupt the flow of air, resulting in inaccurate readings (it is likely the VSI will give a zero indication or read incorrectly).




**4. Attitude Indicator (AI)**

Also known as an artificial horizon or gyro horizon or artificial horizon, the Attitude Indicator (AI) depicts the aircraft's position in relation to the earth's horizon. An Attitude Indicator enables the pilot to instantly see whether the plane is in level flight, climbing, turning or descending.

**Types Of Attitude Indicators**

Traditional Attitude Indicators. Standard vacuum or air-powered gyroscopic attitude indicator.

Electric Attitude Indicators. Use an electrically driven gyroscope instead of a vacuum.

Solid State Digital Attitude Indicators. Commonly part of a glass cockpit installation, digital indicators rely on solid state electronics to display attitude and don't have pitch or bank restrictions, providing more accurate results.

All-In-One Attitude Indicators. Modern aircraft displays will incorporate multiple instruments into the primary flight display unit including the Attitude Indicator as well as aircraft heading, altitude, airspeed and vertical speed indicators.

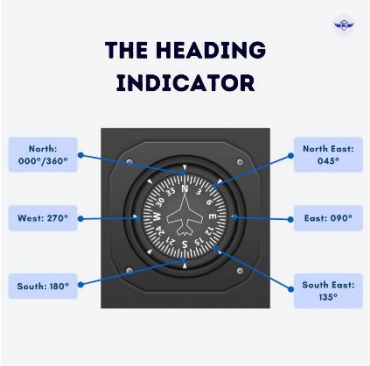
**How Does An Attitude Indicator Work?**

Traditionally speaking, the Attitude Indicator is based around the principle of gyroscopic rigidity, where an internal gyroscope (built to pivot on two axes using a gimbal) maintains its orientation in relation to its space. More specifically, as the vacuum is pulled or air blown into the instrument case, it causes the gyroscope to spin depicting changes in pitch and bank attitudes.

Most Attitude Indicator gauges will depict an artificial sky, earth and horizon, with bank index increments of 10, 20, 30, 45, and 60 degrees, along with a central depiction of the aircraft indicating pitch accordingly.

**Common Errors Associated With Attitude Indicators**
Leaks. Vacuum gyros are susceptible to contamination and leaks in the system that can result in inaccurate indications.
Pitch/Bank Restrictions. Depending on the age of the instrument the display capabilities may have limitations on the degrees of bank and pitch that are able to be displayed without tumbling (related to the maximum physical rotation capabilities of the gimbals/gyro).
Tumbling. If excessive bank or pitch angles are encountered this can cause the gyroscope to tumble or spin, rendering the instrument unusable.
Rapid Change. Sudden accelerations and decelerations can temporarily affect the pitch indication.
Turn Errors. Following a 180-degree turn, it is possible to encounter small bank and pitch errors.

**5. Heading Indicator (HI)**
The Heading Indicator uses a rotating gyro to show the compass rose direction in which the aircraft is currently flying (with respect to magnetic north when set with a compass). Pilots use heading indicators to monitor the direction the aircraft is pointing.




**Types Of Heading Indicators**

Directional Indicator (Directional Gyro). Standard heading indicator type that indicates the aircraft's heading (direction) when aligned with a magnetic compass.

Horizontal Situation Indicator (HIS). Most modern aircraft have replaced the traditional Heading Indicator with a horizontal situation indicator that provides the same information with the addition of navigational assistance.

**How Does A Heading Indicator Work?**
The heading indicator uses a rotating gyro to depict the direction the aircraft is flying in based on a 360-degree azimuth similar to a magnetic compass. The instrument features an aircraft image and 360-degree compass like points that turn with the motion of the plane driven by suction from a vacuum pump (or electrical system).

The Heading Indicator contains a gyro wheel spinning on a horizontal axis, pivoting to match the aircraft's centre line with a gimbal that only allows movement on the vertical axis. Friction and the earth's rotation causes drift errors which need to be periodically corrected manually by calibrating the instrument to the magnetic compass.

**Common Errors Associated With Heading Indicators**

Human Error. The pilot may forget to reset the heading indicator before take-off or during flight resulting in inaccurate headings.
Mechanical Failure. Vacuum pump failure (the pump that provides suction for the heading indicator's gyro), or there is an electrical failure in an electrically powered gyro the HI will also stop working.

Drift Failures. Friction within the heading indicator's gimbal components can build up over time causing accumulated heading errors if not corrected. Due to the rotating nature of the earth, the AI's gyroscope will 'drift' by an average of 4° every fifteen minutes (Called Apparent Drift).

Lag. Sometimes the gimbal can't react as fast as you can turn the aeroplane which may cause tumbling/lag.



**Whether young (18+) or old(er), Contact Mike McLendon, EAA 323's Eagle Coordinator for a free Introductory/Discovery flight!**

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**6. Turn Coordinator (TC)**

The Turn Coordinator is used to provide a visual depiction of the direction and rate of heading change plus any slipping/skidding during a turn, effectively monitoring the aircraft's roll and yaw. Turn Coordinators are important because during a turn aircraft roll and yaw at the same time, which can cause in slippage/skidding resulting in unintentional loss of altitude.

**How Does A Turn Coordinator Work?**

The Turn Coordinator instrument is made up of two parts; the top part is the turn indicator (looks like a little plane) which when entering a turn will move correspondingly to show the direction and rate of turn. The second part is a small ball-and-fluid inclinometer which is used to measure yaw in turns. For a coordinated turn, the black ball should remain in the centre/bottom of the gauge, if it drifts left or right, the aircraft is skidding or slipping (the tail of the plane isn't following the intended flight path).

The turn coordinator (TC) works using gyroscope precession and is generally powered by the aircraft's electrical system. The gyro is mounted with its front at a 30-to-45-degree angle higher than its rear and spins at about 10,000-15,000 rpms. The angled gyro allows the gyro gauge rotation of the vertical and longitudinal axis, effectively showing both the rate of heading change and the rate of roll.

**Common Errors Associated With Turn Coordinators**

Electrical Failure. If there is no power being supplied to the Turn Coordinator, it will not function (a warning flag should be displayed).

## Arcane Aviation Texas Fact: Clara Bow in "Wings"


The first movie to win an Academy Award for "Best Film" was shot in Texas, 1927's "Wings," a silent film starring Clara Bow and Buddy Rogers, was filmed in and around San Antonio and made its world premier in the Alamo City.

Wings is a 1927 American silent and synchronized sound film known for winning the first Academy Award for Best Picture. Due to the general public's apathy towards silent films, the film was quickly re-released in 1928 with synchronized sound. While the sound version of the film has no audible dialogue, it was released with a synchronized musical score with sound effects. The original soundtrack to the sound version is preserved at UCLA.

Jack Powell (played by Charles "Buddy" Rogers) and David Armstrong (played by Richard Arlen) are rivals in the same small American town, both vying for the attentions of pretty Sylvia Lewis. Jack fails to realize that "the girl next door", Mary Preston, is desperately in love with him. The two young men both enlist to become combat pilots in the Army Air Service. When they leave for training camp, Jack mistakenly believes Sylvia prefers him, but she actually prefers David and lets him know about her feelings, but is too kindhearted to turn down Jack's affection.The film stars Clara Bow, Charles "Buddy" Rogers, and Richard Arlen. Rogers and Arlen portray World War I combat pilots in a romantic rivalry over a woman. It was produced by Lucien Hubbard, directed by William A. Wellman, and released by Paramount Famous Lasky Corporation. Gary Cooper appears in a small role, which helped launch his career in Hollywood.


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# Class D Airspace, Explained

*By Swayne Martin, 04/01/2017, https://www.boldmethod.com/learn-to-fly/airspace/dont-underestimate-class-d-airspace/*

Here's how Class D airspace works, plus the weather and communication requirements you need to fly in it.

**Why Class D Exists**

Class D airports need an Air Traffic Control Tower to coordinate airport operations. However, unlike Class B and C airports, they don't require a mandatory approach and departure control (though many do have approach/departure). But don't underestimate how busy Class D airports can get. Some of the busiest general aviation airports in the world, like Van Nuys and Denver Centennial, are Class D.

You can find almost any kind of traffic inside Class D airspace. Weekend fliers, airlines, corporate traffic, and cargo operators share the airspace at many Class D airports. In many large cities, private jet traffic avoids larger Class B airports and instead utilizes more conveniently located Class D airports.

**It's Not Always A Perfect Circle**

The horizontal boundaries of Class D airspace are marked with a dashed blue line. Class D airspace only has one circular ring, but it often has shapes that jut out of it. Check it out...

**What's the extension for?** Class D extensions are designed to protect IFR aircraft on arrival and departure. The extension may cover an instrument approach, or it may cover a departure path that extends along rising terrain.

The airspace shape can also be modified because of other airspace in the area as well. For example, if Class D airspace is next to Class B airspace and the two touch, the Class D might be cut off where it meets Class B. This is an example:

**Vertical Boundaries**

Generally, Class D airspace extends from the surface to 2,500 feet above the airport field elevation. The vertical boundaries are marked with a bold blue number, surrounded by a bold blue dashed square.

The number represents the ceiling of Class D airspace in hundreds of feel MSL. In this example, the altitude is "29," or 2,900' MSL. **Altitudes for Class D airspace are inclusive, so in this example, if you were flying at 2,900' MSL, you'd be in Class D airspace.**

If a Class D airspace lies under a higher class of airspace, its published ceiling is actually part of the higher class airspace. In this case, you'll see a "-" before the ceiling number. Centennial's Class D airspace extends to, but doesn't include, 8000' MSL. Denver International's Class B airspace starts at 8000' MSL. If you were flying at 8000' MSL over Centennial, you'd be in Denver International's Class B airspace.

**Class D Weather Minimums**

Class D minimum weather requirements exist so that you can see and avoid other aircraft. Since not all Class D control towers have radar scopes, 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 D airspace is the phrase "3 Cessna 152s". Each number in the phrase stands for one of the distances: 3 SM visibility, 1000' above clouds, 500' below clouds and 2000' horizontal from clouds

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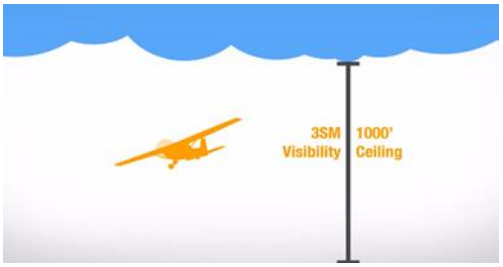



Since Class D is controlled airspace all the way to the surface, you can't fly VFR when the ceiling (a broken or overcast cloud layer) is less than 1000' AGL (FAR 91.155 (c)), or when the visibility is less than 3 SM. When weather conditions are worse than 1000' and 3 SM, IFR aircraft could be flying instrument approach procedures, and you wouldn't have the ability to see-and-avoid them as they break out to land.

Since Class D airspace is controlled to the surface, you can request a Special VFR (SVFR) clearance when weather conditions are below the standard minimums. Under Special VFR, you need to remain clear of clouds and maintain a flight visibility of at least 1 SM. If you're taking off or landing, the reported ground visibility must be at least 1 SM.


You also need to hold a private pilot certificate, and you can only operate SVFR between sunrise and sunset. To operate SVFR after sunset, you must be qualified for instrument flight under FAR 61, and your aircraft must be equipped for instrument flight.

To request a Special VFR clearance, contact the tower. If traffic permits, they can clear you into the airspace under Special VFR. However, if aircraft are using instrument approach procedures for the airport, you most likely won't be cleared.


**Radio Procedures And Required Equipment**
All aircraft operating in Class D airspace need to establish two-way radio communication with ATC prior to entering the airspace. What's that mean? It means you need to:

1) **Call ATC on the radio before you're in Class D and tell them:** Your position, Altitude, Current transponder code and
Your destination/intentions

2) **Get a response back from ATC that includes your callsign (tail number)**

Once you hear your tail number, you've established two-way radio communication, and you can enter Class D airspace
Note: if the controller responds with "(Aircraft tail number) standby", you have established two-way radio communication, and you can enter Class D airspace.
If you don't hear your tail number, you CAN NOT enter the airspace
If the controller is busy, they can ask you to stay out of Class D airspace until they're ready.

While a Mode-C transponder is helpful to the tower, it isn't required to be installed on your aircraft.

**Speed Restrictions**
In any airspace, aircraft can't exceed 250 knots when they're below 10,000' MSL. (This is the light blue area in the graphic.)

However, when you're within 4 NM of the primary Class D airport and at or below 2,500' AGL (above the ground), you can't exceed 200 knots. (This is the dark blue area in the graphic.) What's a primary airport? It's the main airport inside Class D airspace.

**Fly With A Plan**
While a Class D airport might not seem as intimidating as one found inside Class C or B airspace, you shouldn't let your guard down. Traffic patterns can get full of light aircraft quickly. Mix in a jet or two, or an airline departure, and you've got yourself a busy day of flying. If you think it's hard for you, imagine the tower controller trying to keep track of everyone!

EAA Chapter 323 Est. 1969 Sherman, Texas

## How to Sabotage Your Flight Training

*By Rod Machado, October 2022, https://rodmachado.com/blogs/learning-to-fly/how-to-sabotage-your-flight-training*


Are you interested in sabotaging your flight training experience? OK, then let me help. Here's how to do it.

Before you begin your flight training, demand to fly with as many different instructors at the flight school as you possibly can. Insist on being bumped from one instructor to the next. Don't fly with just one instructor. Switch instructors every few hours to obtain the different perspectives they offer about how to fly an airplane. Whatever you do, don't fly with one instructor long enough for him to develop an understanding of how you learn. You don't want that knowledge to get out. If, perchance, you begin to trust one instructor, then treat this like a prison break—get out of there quick: run, leave, scoot, scat, boogie. Switch instructors immediately because you never want to trust anyone in aviation (that's how they get you). Most importantly, if an instructor starts trusting you and begins offering you more cockpit responsibility, then it's time to switch instructors again.

It doesn't take a Sherlock Homeboy to get my drift here. This is the worst possible advice anyone can give a student pilot. Unfortunately, it's advice similar to what many student pilots hear when they sign up for flight training at some (by no means "all") flight schools. The sad part is, it's also advice that almost guarantees a student's inability to make acceptable progress toward earning a private pilot certificate if he or she makes any progress at all.

For instance, at a local Southern California flight school, one young lady was forced to switch back and forth between eight different instructors as they became available for training. After eight months, nearly $15,000 in debt and no solo, she quit flying out of frustration. What a terrible shame it is to ruin someone's ability to experience and enjoy aviation for the rest of her life.

So here's the straight skinny about agreeing to fly with multiple instructors. The only time it's beneficial for you to switch instructors is if your present instructor is incompatible, incompetent, incapable or unwilling to teach you properly. Heavens knows there are instructors like this in aviation, and they should be avoided at all costs. If you have a bad CFI, then find a better one. If you have a good CFI, then elect to train with that person exclusively until earning your certificate. Period! You are the consumer and you have every right (and personal responsibility to yourself) to choose the person with whom you want to train.

Believe it not, some flight schools will try to convince you that it's in your best interest to fly with many different instructors during your primary training. If you believe this nonsense, then you might also believe that the Bronze Age began with the invention of the tanning bed (it didn't). What these flight schools don't tell you is that the only benefit occurring here goes to the flight school, not you, the student.

With many part-time instructors on staff or a high turnover of CFIs on staff, it's in the school's best interest to keep those instructors busy. I don't begrudge them for doing this, but I'm not an advocate for these types of schools. I'm an advocate for student pilots. So let's examine the methods of persuasion that flight schools use to promote flying with multiple instructors instead of just one good instructor.

The most common reason flight schools promote flying with many different instructors instead of flying with the best instructor for you is availability. Students are told that they'll never have to worry about scheduling a lesson because there's always at least one instructor with an opening in his schedule. While that might be true, how does this benefit you? Well, there's no benefit here because the flight school assumes that all instructors teach equally well (very unlikely, in my opinion). If you're considering a flight school based solely on the number of available flight instructors, then your priorities (and chakras) need realignment. Your objective shouldn't be "I just want to fly and I don't care who teaches me." Instead, it should be, "I want to train solely with the best instructor for me." (Please read my article on "How to Find a Good Flight Instructor.")

Instructor availability at a flight school should be assumed, otherwise, why would you even consider training at this school? I wouldn't purchase a car based on whatever car is on the dealership's lot that day. I look for a specific car—the best car for me—then I visit the dealership selling that brand. Your objective is to look for a flight school with the best instructor that fits your needs, then create a schedule to fly with this person exclusively. Rest assured that any flight school attempting to bump you from instructor to instructor is doing this more for its benefit than yours.

When the “instructor-availability” Jedi-mind-trick fails to persuade you, some flight schools will then unleash their next most popular tool of persuasion. I call this the “many perspectives” approach. In these instances, flight school managers attempt to convince you that flying with several different instructors provides you with many more perspectives on how to pilot an airplane.

Perspectives? Hmm, doesn’t it seem as if someone is trying to enroll you in an art class? If you encounter the “many perspectives” sales pitch, then ask the flight school manager why you need so many perspectives on how to fly an airplane when you don’t, as yet, even have one perspective on the subject. The fact is that if you fly with a good instructor, then he can at least teach you to fly as well as he does, right? Right! So you only need one perspective—your “good” flight instructor’s perspective—when learning to fly, especially since no art class is involved.

The “many perspectives” idea is a guaranteed way to confuse any student during training. Fly with three instructors and you get three different views on how to fly an airplane. Ten instructors; ten different views, and so on. Yes, these differences might appear relatively minor to an experienced pilot. To a beginner, they can represent conflicting and contradicting opinions about flying that turn sense into nonsense.

Some flight schools will tell you that all their instructors use the same syllabus for training; therefore, there are no differences in how students are taught. If you believe that, then you must also believe that the Iron Age was a time when people wore neatly pressed clothing (it wasn’t). A syllabus only tells an instructor what to cover and when to cover it. It doesn’t tell him “how” to cover a topic—a disposition dependent on the instructor's experience, skill, knowledge, etc. This is where differences between instructors can inspire confusion and distraction in a student's mind.

There’s another big—and I do mean BIG!—downside to the “many instructors” recommendation that some flight schools fail to share with you. Training with one “good” instructor instead of many different instructors means that no single instructor acquires a contiguous history of your training personality. No single instructor learns your strengths, weaknesses, skills, capabilities, and learning strategies. Consequently, no single instructor fully learns how you learn.

When you switch from instructor to instructor every few hours, each instructor needs to verify your skill level to his satisfaction "once again" before you advance in training. That means you’ll spend unnecessary time reviewing material already learned. Ultimately, training delays increase and additional money is spent inefficiently on training. If you want proof of this, then ask any student who, by default, ended up losing instructor after instructor due to being hired by an airline. Years ago in Fairbanks, Alaska, I met a student who ended up having 15 instructors over a two-and-one-half year period. She finally ended up with a private pilot certificate and spent $35,000 in the process.

Perhaps the most important and often unrecognized reason for limiting your training to one good instructor is trust—trust in your instructor. Trust means predictability, which means you don’t need to keep second-guessing your instructor’s behavior. Trust implies that you’re confident that your instructor will keep you safe and prevent you from being harmed. A lack of trust means you’ll never quite relax in the cockpit. The way students learn to trust their instructors is by spending time training with them—one on one—and not by switching from instructor to instructor. There is no substitute for trust when it comes to fortifying and accelerating the flight training experience.

Just to be clear, I’m not saying you shouldn’t fly with part-time instructors. I’m saying that, if you are going to fly with a part-time instructor because he or she is a real pro, then train with that person exclusively. Yes, it may take more time to earn your pilot certificate. However, if this is the only option you have for training, then it’s clearly the best option for you. The fact is that some flight schools endorse the “many instructor” program not because it’s good for you. They do so because it’s good for them. Your objective in taking lessons is not to keep the flight school in business. It’s the flight school’s business to stay in business. Your objective is to learn how to fly safely at a reasonable cost all the while enjoying the process. Whatever you do, don't participate in sabotaging your flight training by letting the flight school bump you from one instructor to another. Find a good instructor and stick with this person.

As a final note, none of what I previously said matters if you’re enrolling in an art class. After all, if one instructor teaches you to paint the eyes and nose on the same side of the face, so be it. If another instructs you to always leave off the subject’s left ear and one nostril, that’s fine, too. The worst that can happen is that your finished portrait looks like the guy who pointed out a spelling error in the arm-tattoo of a Hell’s Angels biker.

## Quiz: 6 Private Pilot Checkride Questions

*By Corey Komarec, 08/14/2024, https://www.boldmethod.com/blog/quizzes/2024/08/6-questions-to-see-if-you-are-ready-to-pass-your-private-pilot-checkride/*

Ready to get started? Answers on page 23

1) Your airport's field elevation is 15' MSL. The barometric pressure is 29.92 in Hg (your aircraft's altimeter is set to this). Later in the day, the pressure increases to 30.10 in Hg. If you don't change your aircraft's altimeter setting and it still is set at 29.92, what will your altimeter read?

- 1,015' MSL
- -985' MSL
- -165' MSL
- 195' MSL

2) You are asked to explain what Autokinesis is, so you say...

- A night visual illusion in which a small light against a dark backdrop appears to move.
- A rapid acceleration tricks you into believing the aircraft has pitched up.
- An illusion of feeling like you are turning about a different axis.
- An illusion of tumbling backward caused by leveling off too quick from a climb.

3) This abnormal action causes the fuel/air mixture to rapidly combust rather than slowly burning. What is this called?

- Pre-ignition
- Sputter
- Backfire
- Detonation

4) An aircraft will always stall at the same _____.

- Load factor
- Airspeed
- Angle of attack
- Pitch attitude

5) Your examiner asks you what the primary difference is between restricted areas and warning areas, so you tell them...

- Warning areas are over water and restricted are not.
- U.S. jurisdiction/ oversight is limited in warning areas.
- Warning areas are always active whereas restricted areas are not.
- Restricted areas apply to GA aircraft only whereas warning areas apply to everyone.

6) You are 28 years old, you get a first-class medical, and you only use it for private pilot privileges. How long is it valid for?

- 6 months
- 12 months
- 60 months
- 24 months

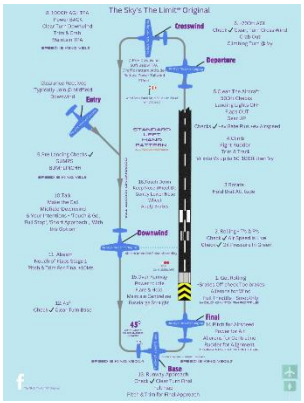
## The Papi System

*By Aviation HQ*


Perfect alignment isn't just for the skies—it's the key to every smooth landing. Thanks to PAPI (Precision Approach Path Indicator) that lights the way, ensuring every touchdown is right on target.

The Precision Approach Path Indicator (PAPI) is an essential visual aid used by pilots during the final approach to a runway. Located beside the runway, PAPI consists of a row of lights that provide a visual reference to ensure the aircraft is on the correct glide path for a safe landing. The system uses a combination of red and white lights to indicate whether the pilot is too high, too low, or perfectly on the glide slope. By aligning their approach with the PAPI, pilots can confidently execute safe and precise landings, even in challenging weather conditions or unfamiliar airports.

## The Sky's The Limit




Mastering traffic pattern procedures is essential for safe and efficient arrivals at non-towered airports, providing a standardized flow of aircraft within the terminal area and enhancing predictability in a potentially hazardous environment. Join us as we delve into the intricacies of traffic patterns, transforming the once perilous rectangular course into a streamlined pathway to successful landings.

**Departure Leg (500-700 ft AGL)**
Depart the runway and ascend to 500-700 feet above ground level (AGL). This phase offers a panoramic view of the airstrip and surroundings, enabling you to assess conditions and chart a successful approach.

**Crosswind Leg (700-900 ft AGL)**
Transition smoothly from the upwind leg, maintaining 700-900 feet AGL. Here, refine your heading and position, preparing for the critical downwind leg.

**Downwind Leg (Established at TPA - 1000 ft AGL)**
Descend to pattern altitude, usually 1000 feet above airport elevation, and establish on the downwind leg. This segment parallels the runway, providing stability in the dynamic environment.

**Base Leg**
Initiate a controlled descent from pattern altitude to 500-600 feet AGL. Adjust throttle and configuration, preparing for the transition to final approach.

**Final Approach**
Align precisely with the extended runway centerline, maintaining a speed approximately 1.3 times the stall speed (Vso) of your aircraft. Descend smoothly towards the runway, maintaining 500-600 feet AGL for a graceful landing.

In aviation, flexibility is paramount as each landing presents unique challenges. Adaptation to changing variables is crucial, aiming to gracefully bleed off excessive airspeed and altitude. Remember, always be mindful of wind direction.

**Essential Reminders**
- Flexibility: Each landing presents unique challenges; adaptability to changing variables is crucial.
- Control: Gracefully manage airspeed and altitude, always being mindful of wind direction.
- Consistency: Follow these steps consistently to ensure safe and efficient landings.

## Pilot's Tip of the Month: "Alternator Failure at Night"

*Featuring Ryan Koch, https://pilotworkshop.com/tips/alternator-failure-at-night/*

Ryan Koch

CFII, Director of Product Development

Subscriber question: "How should I respond to an alternator failure at night? " — Geoff V."

Ryan:
"When your only alternator fails at night, it's an emergency.

Declaring buys you extra ATC attention and priority handling. That's exactly what you need, so don't hesitate. Then, land as soon as practical.

How much battery time you have depends on the health and size of your battery, as well as how quickly you notice and respond to the failure. Get the most out of what juice you have left by turning off as much as you reasonably can. Your checklist will tell you that, but probably doesn't offer specific guidance for which items to turn off. It might be more items than you think.

Newer LED lights don't draw much power, but turn off nonessential ones anyway. Older lights, especially strobes, draw much more. Consider turning them all off. Pitot heat uses a lot of power, but don't turn it off if you need it. You have enough problems without losing your airspeed indication.

You can likely turn off one radio, and possibly your transponder if you're not being vectored by ATC. If you have an iPad you can navigate with, turn off the GPS too. Keep radio transmissions to a minimum—they're a significant power draw—and consider using a handheld radio proactively.

Autopilots use electricity for both the computers and servos. Even when disengaged, many autopilots consume some power to monitor the situation. So turn it off, pull the breaker, and hand fly.

Dim the backlighting on glass displays as low as possible. If you have instruments with internal battery backups, like Garmin G5s or Aspen displays, understand how to make them switch to their internal batteries. Some sense the voltage drop caused by an alternator failure and automatically switch. Others don't, which means you must pull a breaker to force them to use their internal batteries. Consider figuring all this out on the ramp someday and making a custom checklist you can pull out in flight if this ever happens to you for real.

If you need more range than the battery alone will provide, you still have an option: Turn off the master switch and fly by iPad or dead reckoning until you're in range of an airport. Then turn the master back on and you'll have power to spare when you need it most. This is even an option in IMC on an IFR flight plan. This is an emergency, and you won't be able to fly an approach if the battery runs dry. Let ATC know when and where you plan to turn your radios back on, and they'll provide a frequency to call, and the controllers there will be expecting you.

Remember that you need electrical power to activate pilot-controlled lighting, as well as for electric flaps and landing gear. Play your cards wrong, and you might be making a manual gear extension, followed by a no-flap landing to an unlit runway in a NORDO, unlit plane. Stack the odds in your favor by diverting to an airport with a tower. Tell ATC your plan and ETA before the battery dies. Even if the Tower controllers can't see you to send light gun signals, they can keep other traffic away until you arrive.

So know your aircraft, and do what it takes to get on the ground while you still have some juice left."

EAA Chapter 323 Est. 1969 Sherman, Texas

# Aircraft of the Month: Fokker Dr.I

*https://en.wikipedia.org/wiki/Fokker_Dr.I*

*Franks, Norman. Sopwith Triplane Aces of World War I (Aircraft of the Aces No. 62). Oxford: Osprey Publishing, 2004. ISBN 1-84176-728-X.*

The Fokker Dr.I (Dreidecker, "triplane" in German), often known simply as the Fokker Triplane, was a World War I fighter aircraft built by Fokker-Flugzeugwerke. The Dr.I saw widespread service in the spring of 1918. It became famous as the aircraft in which Manfred von Richthofen gained his last 17 victories (plus two earlier ones in the Fokker F.I prototype in September 1917), and in which he was killed on 21 April 1918.

## Design and development

In February 1917, the Sopwith Triplane began to appear over the Western Front. Despite its single Vickers machine gun armament, the Sopwith swiftly proved itself superior to the more heavily armed Albatros fighters then in use by the Luftstreitkräfte. In April 1917, Anthony Fokker viewed a captured Sopwith Triplane while visiting Jasta 11. Upon his return to the Schwerin factory, Fokker instructed Reinhold Platz to build a triplane, but gave him no further information about the Sopwith design. Platz responded with the V.4, a small, rotary-powered triplane with a steel tube fuselage and thick cantilever wings, first developed during Fokker's government-mandated collaboration with Hugo Junkers. Initial tests revealed that the V.4 had unacceptably high control forces resulting from the use of unbalanced ailerons and elevators.

Instead of submitting the V.4 for a type test, Fokker produced a revised prototype designated V.5. The most notable changes were the introduction of horn-balanced ailerons and elevators, as well as longer-span wings. The V.5 also featured interplane struts, which were not necessary from a structural standpoint, but which minimized wing flexing. On 14 July 1917, Idflieg issued an order for 20 pre-production aircraft. The V.5 prototype, serial 101/17, was tested to destruction at Adlershof on 11 August 1917.

## Replica and reproduction aircraft

Large numbers of replica and reproduction aircraft have been built for both individuals and museums. Bitz Flugzeugbau GmbH built two Dr.I replicas, serial numbers 001 and 002, for use in Twentieth Century Fox's 1966 film The Blue Max. Replica 001 EI-APW is the oldest surviving example of the Dr.1. Because of the expense and scarcity of authentic rotary engines, most airworthy replicas are powered by a Warner Scarab or Continental R-670 radial engine. A few, however, feature vintage Le Rhône 9J[39] or reproduction Oberursel Ur.II rotary engines.

Specifications: Fokker Dr.I

Data from Jane's All the World's Aircraft 1940, The Illustrated Encyclopedia of Aircraft

**General characteristics**
Crew: 1
Length: 5.77 m (18 ft 11 in)
Upper wingspan: 7.19 m (23 ft 7 in)
Height: 2.95 m (9 ft 8 in)
Wing area: 18.7 m2 (201 sq ft)
Aspect ratio: 4.04
Empty weight: 406 kg (895 lb)
Gross weight: 586 kg (1,291 lb)
Powerplant: 1 × Oberursel Ur.II 9-cylinder air-cooled rotary piston engine, 82 kW (110 hp)
Propellers: 2-bladed fixed-pitch wooden propeller

**Performance**
Maximum speed: 180 km/h (110 mph, 97 kn) at 2600m
Stall speed: 72 km/h (45 mph, 39 kn)
Range: 300 km (190 mi, 160 nmi)
Service ceiling: 6,100 m (20,000 ft)
Rate of climb: 5.7 m/s (1,120 ft/min)
Lift-to-drag: 8:1
Wing loading: 31.0 kg/m2 (6.3 lb/sq ft)
Zero-lift drag coefficient: 0.0323
Frontal area at zero-lift drag coefficient: 0.62 m2 (6.7 sq ft)

**Armament**
Guns: 2 × 7.92 mm (0.312 in) Maschinengewehr 08 "Spandau" machine guns

German Empire

EAA Chapter 323 Est. 1969 Sherman, Texas

## EAA323 VMC Club Question of the month Sep 2024: Answer

*By EAA VMC Staff, (Question from Page 3)*

Answer: In general, a private pilot can share the operating expenses of a flight with the passengers as long as the pilot pays at least his/her share of the expenses of that flight. Such expenses include fuel, oil, airport expenses, and rental fees. The pilot can share the expenses provided that all on board, including the pilot, share the flight for a common purpose.

More specifically, within prescribed limitations of § 61.113 (below), a private pilot may share expenses of a flight as specified below:

**Source**: § 61.113 Private pilot privileges and limitations: Pilot in command.

(a) Except as provided in paragraphs (b) through (h) of this section, no person who holds a private pilot certificate may act as pilot in command of an aircraft that is carrying passengers or property for compensation or hire; nor may that person, for compensation or hire, act as pilot in command of an aircraft.

(b) A private pilot may, for compensation or hire, act as pilot in command of an aircraft in connection with any business or employment if:

(1) The flight is only incidental to that business or employment; and

(2) The aircraft does not carry passengers or property for compensation or hire.

(c) A private pilot may not pay less than the pro rata share of the operating expenses of a flight with passengers, provided the expenses involve only fuel, oil, airport expenditures, or rental fees.

(d) A private pilot may act as pilot in command of a charitable, nonprofit, or community event flight described in § 91.146, if the sponsor and pilot comply with the requirements of § 91.146.

(e) A private pilot may be reimbursed for aircraft operating expenses that are directly related to search and location operations, provided the expenses involve only fuel, oil, airport expenditures, or rental fees, and the operation is sanctioned and under the direction and control of:

(1) A local, State, or Federal agency; or

(2) An organization that conducts search and location operations.

(f) A private pilot who is an aircraft salesman and who has at least 200 hours of logged flight time may demonstrate an aircraft in flight to a prospective buyer.

(g) A private pilot who meets the requirements of § 61.69 may act as a pilot in command of an aircraft towing a glider or unpowered ultralight vehicle.

(h) A private pilot may act as pilot in command for the purpose of conducting a production flight test in a light-sport aircraft intended for certification in the light-sport category under § 21.190 of this chapter, provided that—

(1) The aircraft is a powered parachute or a weight-shift-control aircraft;

(2) The person has at least 100 hours of pilot-in-command time in the category and class of aircraft flown; and

(3) The person is familiar with the processes and procedures applicable to the conduct of production flight testing, to include operations conducted under a special flight permit and any associated operating limitations.

(i) A private pilot may act as pilot in command or serve as a required flightcrew member of an aircraft without holding a medical certificate issued under part 67 of this chapter provided the pilot holds a valid U.S. driver's license, meets the requirements of § 61.23(c)(3), and complies with this section and all of the following conditions and limitations:

(1) The aircraft is authorized to carry not more than 6 occupants, has a maximum takeoff weight of not more than 6,000 pounds, and is operated with no more than five passengers on board; and

(2) The flight, including each portion of the flight, is not carried out—

(i) At an altitude that is more than 18,000 feet above mean sea level;

(ii) Outside the United States unless authorized by the country in which the flight is conducted; or

(iii) At an indicated airspeed exceeding 250 knots; and

(3) The pilot has available in his or her logbook—

(i) The completed medical examination checklist required under § 68.7 of this chapter; and

(ii) The certificate of course completion required under § 61.23(c)(3).

NOTE: Additional details are provided in AC 61-142 (faa.gov), *Sharing Aircraft Operating Expenses in Accordance with 14 CFR § 61.113(c).*

## Aviation Words – "Boneyard"

*https://www.eaa.org/eaa/news-and-publications/eaa-news-and-aviation-news/bits-and-pieces-newsletter*

An aircraft boneyard is a place where unused and retired aircraft go. It's usually a desert area to protect the remaining parts from rust or other weather damage. Some aircraft wind up being used for spare parts, and others get resold or, under special circumstances, return to service. The difference between an aircraft boneyard and a scrapyard is that, in general, the aircraft are somewhat tended to so that they don't decay. Apparently, some parts, like engines, might be removed, reconditioned, and reused in other aircraft.


Answer's to question from Quiz on Page 18

1) Every inch in barometric pressure is 1,000'. So, if you take the old altimeter setting and subtract the new altimeter setting, you get a difference in -0.18 in Hg. Multiply that by 1,000' and you get a change in -180'. If the field elevation is 15', subtracting -180 from it means the altimeter in your aircraft would read -165' MSL.

2) Autokinesis is a visual illusion in which a stationary light surrounded by a blank, dark background appears to move. When you look at a small light with a blank backdrop, your eye (without you knowing) rapidly moves in an attempt to gather more details about what it's looking at. Since there's a lack of detail, the rapid eye movement ends up tricking you into thinking the light is actually moving.

3) Detonation is a microexplosion of the fuel/air mixture in the engine. A few reasons for this occurring are excessive heat in the cylinder, inaccurate ignition timing, and using the wrong octane of fuel in the engine.

4) An aircraft will always stall at the same angle of attack regardless of speed, pitch attitude, or load factor.

5) According to the Pilots Handbook of Aeronautical Knowledge, restricted and warning areas are essentially identical in terms of their purpose/function, however, warning areas are not overseen solely by the United States like restricted areas are.

6) A first-class medical, under the age of 40, used with private pilot privileges is valid for 60 months. Read more about medical duration under FAR/AIM 61.23.

EAA Chapter 323 Est. 1969 Sherman, Texas

## Supporting Our Community, Shop Local, Shop Texoma:


*By Kim and Todd Bass*

Imagine your neighborhood or city without any of its small, local businesses.

Small businesses give back (more) to your community. When you support a small business you are also supporting your town, city and neighborhood. Small business owners strive to survive and one of the biggest advantages they have over large retailers is the ability to provide more personable, hands-on, and memorable customer service. You're much more likely to know a small business owner in your neighborhood and one thing consumers desire is a strong sense of community. Small business owners support the community through schools, youth sports & non-profits.

Small business owners like us appreciate the opportunity to be in this community, support this community and help make the statement for all the new business growth in this community.

Leave the details to our experienced team of graphic designers, project managers, and installation experts as we seamlessly guide your project from concept to completion.

Shop small. Shop local.

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

FASTSIGNS

**FASTSIGNS® of Sherman**
Todd and Kim Bass
1920 N Grand Ave, Sherman, Texas 75090
https://www.fastsigns.com/608-sherman-tx

PK SOLUTIONS
Pam Simmons
pk.simmons@yahoo.com
Phone: 972.743.1200
Fax: 903.564.4334

**Vogel Allstate Insurance Group**
5621 Texoma Pkwy, Sherman, TX 75090
https://agents.allstate.com/david-vogel-sherman-tx.html

GARNER'S FEED AND SEED
EST. 1986
706 E. MULBERRY
SHERMAN, TX
903-892-1081

eXp REALTY

**Rebecca Yavner,** Agent
214-785-8188
https://rebeccayavner.exprealty.com/index.php

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.

Larry's CB Shop
1816 N Waddill St, McKinney, TX 75069, USA
(972) 562-6898
larryab5kr@gmail.com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## Directions to Brushy Creek:

https://www.airnav.com/airport/69XS

Brushy Creek Airfield (69XS), owned by Rick and Pam Simmons, is a private airstrip located North of Whitesboro, Tx and east of Gordonville, Tx. The turf airstrip is 2,800ft by 30ft and is always maintained. Tie-downs are located on the west side of the runway by the main hanger. Due to UAV operations in the area, Permission is required prior to landing.


**Fly-In Data**

FAA Identifier: 69XS
Lat/Long: 33-45-12.2500N 096-49-48.8900W
33-45.204167N 096-49.814833W
33.7534028,-96.8302472 (estimated)
Elevation: 715 ft. / 218 m (estimated)
Variation: 06E (1995)
From city: 7 miles N of WHITESBORO, TX
Time zone: UTC -5 (UTC -6 during Standard Time)
Zip code: 76264

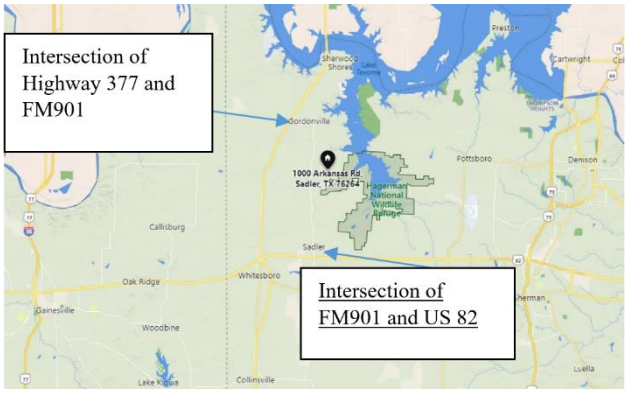
**Runway Information**

Runway 18/36
Dimensions: 2800 x 30 ft. / 853 x 9 m
Surface: turf

| | RUNWAY 18 | RUNWAY 36 |
|---|---|---|
| Traffic pattern: | left | left |
| Obstructions: | 20 ft. pole, 200 ft. from runway | 60 ft. tree |

**Drive-in data:**

1000 Arkansas Road, Sadler, Tx 76264, Phone: 903-818-8066




**Driving Directions:**

Driving from DFW Metroplex:

You can reach Brushy creek from either the West corridor (I-35E) or the East Corridor (US-75:

From the western side, drive up I-35E to Gainesville, Tx. Exit at Highway 82E at Gainesville, travel east to Sadler, Tx. Take exit 628 at Sadler. Turn North (left) on FM 901 and continue on FM 901 for approximately 6miles until you reach Arkansas Rd. Turn Right onto Arkansas rd., and your destination will be on the right, approximately 1mile.

From the eastern side, drive up US-75 to Sherman, Tx. Exit on Highway 82 and turn west (left) on Highway 82. Travel west to Sadler, Tx and take exit 628 (FM901). Turn North (right) on FM 901 and continue on FM 901 for approximately 6miles until you reach Arkansas Rd. Turn Right onto Arkansas rd. and your destination will be on the right, approximately 1miles.

**Driving from Oklahoma:**

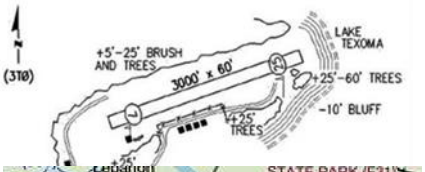
Head South on Highway 99 in Oklahoma. When you cross the Willis Bridge over the Red River (and Lake Texoma) into Texas, the highway number changes to Highway 377. Continue south from the bridge, approximately 7 miles, to the intersection of Highway 377 and FM 901. Turn left onto FM 901 and continue approximately 6 miles to Arkansas rd. Turn left onto Arkansas rd. and your destination will be on the right, approx. 1miles.

EAA Chapter 323 Est. 1969 Sherman, Texas

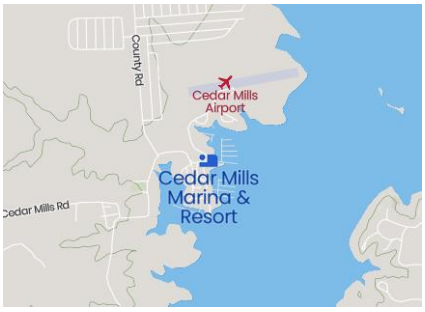
## Directions to Cedar Mills Resort:

http://www.cedarmills.com/airfield.php

Cedar Mills Marina & Resort Airfield (3T0) on Lake Texoma is located in North Texas and is a great vacation destination for our flying friends. Our turf airstrip is 3,000 feet and is always maintained. Tie-downs are located on the south side of the runway. The airstrip is a refreshing short stroll from the center of the marina where you will find the Ships Store Gift Shop & Boutique, Main Office, and our waterfront restaurant, Pelican's Landing.








### Fly-In Data

FAA Identifier: 3T0
Lat/Long: 33-50-21.6459N 096-48-36.2483W 33.8393461,-96.8100690 (estimated)
Elevation: 640 ft. / 195 m (estimated) Variation: 06E (1995)
From city: 3 miles N of GORDONVILLE, TX
Time zone: UTC -5 (UTC -6 during Standard Time)
Zip code: 76245

### Runway Information

Runway 7/25
Dimensions: 3000 x 60 ft. / 914 x 18 m
Surface: turf, in excellent condition

| | RUNWAY 7 | RUNWAY 25 |
|---|---|---|
| Latitude: | 33-50.346167N | 33-50.392557N |
| Longitude: | 096-48.900000W | 096-48.310000W |
| Traffic pattern: | LEFT | LEFT |
| Obstructions: | 36 ft. trees, 340 ft. from runway, 9:1 slope to clear | 80ft tree, 34 ft from W. Edge Of Runway |

### Driving Directions:

Adress: 500 Harbour View Road Gordonville, Texas 76245 903-523-4222

### Driving directions:

You can reach Cedar Mills from either the West corridor (I-35E) or the East Corridor (US-75:

From the western side: Drive up/down I-35E to Gainesville, Tx. Exit at Highway 82E at Gainesville and travel east to Whitesboro, Tx. Once in Whitesboro, Turn North (left) on Exit 624 / FM 377 and continue on FM 377 for approximately 12miles until you reach the large billboard for Cedar Mills Marina and Pelicans Landing Waterfront Restaurant Resort (on the right side of the road). Turn east (right) on Cedar Mills Road and follow the road for 3 miles. It will take your right to the resort. Once you reach the Resort, bear to the left and continue approximately ¾ of a mile to the airfield.

From the eastern side: drive up US-75 to Sherman, Tx. Exit on Highway 82 and turn west (left) on Highway 82. Travel west to Whitesboro, Tx. Once in Whitesboro, Turn North (right) on Exit 624 / FM 377 and continue on FM 377 for approximately 12miles until you reach the large billboard for Cedar Mills Marina and Pelicans Landing Waterfront Restaurant Resort (on the right side of the road). Turn east (right) on Cedar Mills Road and follow the road for 3 miles. It will take your right to the resort. Once you reach the Resort, bear to the left and continue approximately ¾ of a mile to the airfield.

Driving from Oklahoma:
Head South on Highway 99 in Oklahoma. When you cross the Willis Bridge over the Red River (and Lake Texoma) into Texas, the highway number changes to Highway 377. Continue south from the bridge, approximately .5 miles, turn East (right) at Hillcrest St (next to Mitchell's Grocery Store) and continue for ½ mile. Turn right at County Road. Continue down County Road for approximately 2 miles until you reach the stop sign at Cedar Mills Road. Turn left and follow the road to the Marina. Once you reach the Resort, bear to the left and continue approximately ¾ of a mile to the airfield.

EAA Chapter 323 Est. 1969 Sherman, Texas

## EAA Webinars Schedule:

*https://www.eaa.org/eaa/news-and-publications/eaa-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.

**Wednesday, September 4, 2024, 7 p.m.** **Subject: Can't Sign It Off?**
**Presenter: Mike Busch** **Qualifies for FAA WINGS Credit**
Can a mechanic who works on your airplane refuse to sign it off or put it back together? That's exactly what happened to one unfortunate Cirrus SR22 owner who made a precautionary landing due to a rough running engine, asked the maintenance personnel at the local FBO to investigate, and found himself in a hostage situation. Mike Busch A&P/IA explains the regulatory ramifications of such a situation, and discusses what it took to get this poor owner's airplane out of prison. Qualifies for FAA WINGS and AMT credit.

**Wednesday, September 11, 2024, 7 p.m.** **Subject: The Airborne Law Enforcement Response**
**Presenter: Ken Solosky**
September 11, 2001, is a day that changed the world. Kenneth Solosky was assigned as a lieutenant/chief pilot for the New York City Police Department (NYPD) Aviation Unit. Join Kenneth as he describes the airborne law enforcement response on that fateful day, and the chaos and confusion surrounding air traffic control and interacting with responding military aircraft. He will discuss the response, attempts at rooftop rescues, and the support received in the days and weeks after from airborne law enforcement and the GA community from around the world.

**Tuesday, September 17, 2024, 7 p.m.** **Subject: 1927 Fairchild FC-2**
**Presenter: Chris Henry and Amelia Anderson** **EAA Museum Webinar Series**
When the air carrier service industry started in the U.S., the Fairchild Aircraft company in Maryland was there to help launch it. We will talk about the history of one of the oldest airplanes in the EAA Aviation Museum collection, and the oldest surviving Fairchild.

**Wednesday, September 18, 2024, 7 p.m.** **Subject: Safe Aircraft Ground Operations**
**Presenter: Prof. H. Paul Shuch** **Qualifies for FAA WINGS Credit**
When our primary goal is to fly, we often consider ground operations a necessary inconvenience. But concentrating solely on the flight ahead can lead to taxi accidents, runway incursions, or potential hazards to ourselves and other airport users. In this FAA Safety Team WINGS webinar, Prof. H. Paul Shuch will concentrate on how we can make our time on the ground just as safe and productive as we strive to make our time in the air.

**Wednesday, September 25, 2024, 7 p.m.** **Subject: The Importance of Ring Gap and Cylinder Life**
**Presenter: Bill Ross** **Qualifies for FAA WINGS Credit**
Piston ring gap is critical to the performance and longevity of your aircraft cylinders. However, it is clear not all maintenance providers adhere to the instructions provided by the manufacturer. Owners should know the importance and ensure their respective maintenance provider follow these instructions. Bill Ross from Superior Air Parts will explore the importance of ring gap, common mistakes, and how to perform ring gap properly. Qualifies for FAA WINGS and AMT credit.

Quick WINGS Log In

https://www.faasafety.gov/WINGS/pub/learn_more.aspx

EAA Webinars sponsored by Aircraft Spruce & Specialty Co. SINCE 1965

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## Upcoming Events:

| | |
|---|---|
| Thursday, Sep 19 | EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI)<br>1200 South Dewey, Sherman, TX @ 7:00pm<br>Subj: The Perfect Landing with Mike Montefusco |
| Saturday, Sep 21 | Texoma Aero Club Monthly Gathering and Pancake Breakfast // VMC Club Presentation<br>North Texas Regional Airport (KGYI) @ Executive Hangar's (located north of the Control Tower) |
| Fri -Saturday, Sept 27-29 | Petit Jean fly in, Petit Jean Park Airport, Morrilton, AR (MPJ)<br>It really is all about "The RV Gathering!" That's our theme, our mission and our passion! We just want you to come, bring your spouse or friend, and have an "RV easy" good time! We do all the work. It's our hope that you will meet a new friend, find a new interest, and have a great RV weekend! |
| Saturday, Oct 05 | EAA 323 Board and Planning Meeting, will be held at 0900 prior to the Brushy Creek Flyin at 69XS.<br><br>Brushy Creek Fly-In: See flyer and map in Newsletter (Page 4), Event commences around 11:30. Lunch is around Noon |
| Saturday, Oct. 12 | 2024 Hallo-Wing, 10am – 2pm, Sheltair Ramp, Denton Enterprise Airport<br>Go to the following website for more information: https://www.dentonairport.com/hallo-wing |
| Thursday, Oct 17 | EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI)<br>1200 South Dewey, Sherman, TX @ 7:00pm<br>Subj: Tower Communications with Bill Broadwell, ATC |
| Thu–Sun, 18,19, 20 Oct | Cedar Mills South Central Safety Seminar and Fly/Splash In, flyer and map in Newsletter (Page 5) |
| Fri – Sun, 25,26,27 Oct | Reklaw Fly-In, flyer and map in Newsletter (Page 5) |

## Officers/Board of Directors/Key Coordinators

| Name | Position | Email Address | Contact Number |
|---|---|---|---|
| Frank Connery | President | caapt1@aol.com | 214-682-9534 |
| Rex Lawrence | Vice President | rlaw@me.com | 918-407-7797 |
| Nathan Wieck | Secretary | nathan.wieck@gmail.com | 903-821-7640 |
| 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 |
| Mike McLendon | Eagles Coordinator | michaelmclendontac@gmail.com | 404-825-4795 |
| Ed Griggs | VMC Coordinator | a_model_guy@ymail.com | 903-436-1405 |
| Ed Griggs | PIO/Newsletter Ed | a_model_guy@ymail.com | 903-436-1405 |

**General Email: EAA323@hotmail.com** **Website: https://chapters.eaa.org/eaa323**

## *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.*

# 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: