



The Ramp Page

July 2022

Vol 53, Ed 07

**EAA Chapter 323 Sherman, TX
Monthly Newsletter
Celebrating our 53rd year of service!**



Email: ea323@hotmail.com

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

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President's Mission Brief:

By John Halterman

Hello EAA 323!

It has been HOT!

I'm writing this just after our event that we just finished on Saturday July 9 which was an update by Frank Connery and Steve Riffe on the RV14 project. They have made great progress on the plane. They gave a full update on the progress, errors, what went right, and shared their experiences with everyone. We had a great showing—approximately 20 people showed! An excellent event. Thanks everyone who came out and you'll see a full write-up later in the newsletter.

Our monthly chapter meeting will be Thursday July 21, 2022 at 7 PM at Sherman Muni Airport Terminal. Our own Ed Griggs will present to the audience a project review of the challenges and rewards of the Aeronca Chief that you have read about from time to time in the newsletter. We all have had trials and tribulations with aircraft so it is an opportunity to learn. I look forward to learning some lessons and for anyone looking at buying a used aircraft, it'll be a great opportunity to take some notes.

For our first Saturday event in August (Aug 6th), we have an exciting special event. There has been a lot of talk about MoGas (using automobile gas) instead of aviation gas as both a cost reduction and elimination of lead into fuels. We will have a special presenter come (details—watch for email) and share with us conversions for aircraft to MoGas. Please monitor your emails closer to the event for the final location, but, it will be either at North Texas Regional Airport or Sherman Muni Airport. I'm still working out some details on the location, but, the event will occur.

I want to make special note that on Saturday July 30 starting at 8 AM, the Texoma Aero Club (TAC) will be hosting an open house. It will include pancakes (and, they could use help with pancake flippers or other support) and also it is planned that the RV14 project will be featured as well. If you're interested in that, feel free to show up or contact Mike McLendon for more details. It will be at the TAC hangar at North Texas Regional Airport. (I won't be there—I'll be at Airventure—but, I'll be thinking about the pancakes I'm missing!)

Last, but not least, our chapter has won a significant award! Our chapter has been awarded a special plaque acknowledging 30 continuous years of supporting a Young Eagles event at least once each year! This is quite the achievement. We have had members and our chapter sponsor an event since the inception of Young Eagles in 1992 at least once each year!!!! Only 102 chapters out of the thousands of chapters out there are awarded this! I will pick up our plaque at the Blue Barn at Oshkosh Airventure and bring it back to the chapter. Well done!

That concludes my monthly rambling. See you soon and stay hydrated!

John F. Halterman

EAA 323 President



ASPIRE
to
INSPIRE
before you
EXPIRE!

Get ready for an “Open House” with Texoma Aero Club.

By Michael McLendon, TAC Club President

Greetings from TAC! On July 30th, TAC will host an Open House at the TAC hangar on North Texas Regional Airport (NTRA)(KGYI)(4700 Airport Dr, Denison, TX 75020) from 8am to Noon. EAA 323 will be hosting a Pancake breakfast from 8am to 10am. EAA323 will assist TAC with this open house. Donations for the breakfast are greatly appreciated and those proceeds will go to EAA323.

We are inviting anyone, whether aviation or general public, to attend by flying, driving or walking! There is plenty of ramp space and parking available. If you are interested in displaying your aircraft or vintage auto, please come on out. Direction and contact information can be found on page 24.

Various TAC members will give a short talk on various aspects of club membership. A limited number of Discovery flights will be available in Lucy, TAC's 172. 1st come; 1st serve. Local media has been invited to attend. Smitty with Fun Places to Fly will be in attendance so smile for the Go Pro!

We know the 30th is the last day of OshKosh but if you attend(ed) AirVenture this year and are back in the Texoma area, Please come by and share with us your adventure. Share your videos and pictures to Ed Griggs (a_model_guy@ymail.com) as we are planning on having a display board up for viewing.

Lastly, TAC is looking for additional new members. Current, Rusty, Student, Corporate, and Social memberships are all available. See our website (texomaeroclub.com) for details.

Hope to see you there,

Mike



“Lucy” the club 172, is in active service now and ready to fulfill your missions! If you haven't flown her recently, check the weather and make a reservation.



“Glenda”, a fun little flier, is also available for reservations.

All of our aircraft use MoGas 91 octane (as well as 100 LL Av gas) and is available at our hangar (E2 at North Texas Regional Airport (NTRA)(KGYI)



Congrats to our very own Jeff Sanderson on his first Solo! A special Thanks to Trey Bradshaw, his CFI on his training!



FunPlacesToFly

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

Fourth of July, Finney Style!

By Ed Griggs

All Fourth of July celebrations are special, but it takes someone pretty special to ramp up a Fourth to remember and that is exactly what happened over this last Fourth of July at Finney Field!

Families, Friends, Co-Workers and kids of all ages were treated to a Fourth of July celebration that covered all of the bases! For those who wanted too, there were airplane rides and Some people got to ride in Pre-War II aircraft that included a 1946 Piper J-3 Cub and a 1942 Boeing PT-17 Stearman. Others got to ride in newer aircraft such as a 2006 RANS S-7LS, 2008 Legend Cub, 1974 Super Cub and a 1992 CB-1 Hatz. Experienced pilot's (such as Tom Hiltz, John Benson Payne, Howard "Hate" Moore and, of course, Jimmy Finney) lent their time and talents to give flights!

Ball drops (the child that got the orange ball and/or picked up the most balls received a crisp \$2 bill each!), Connect Four tournaments, Overhead Four-square and other games were available for all age groups! The grill was started up around 630pm, cooking both hot dogs and hamburgers (what could be more Partiotic!?!) for the more than 200 people who showed up to partake in the festivities and fireworks!



A 1942 Boeing PT-17 Stearman! A beautifully restored WWII trainer, which a lucky few got rides in!



John Payne taking up an unsuspecting participant in a 1946 Piper J-3



Kim Bass, getting a ride from Howard "Hate" Moore in a Super Cub



I don't know who had more fun, the kids or the pilots!



The smiles on their faces says it all!



All Aircraft parked after a day of fun, waiting to watch the



A birthday too special not to be shared!

By Ed Griggs

On June 29th, Delijah Capistran, celebrated her 21st birthday and received a very special present, she not only did she get a plane ride, but it was a ride in a plane that most of us have never had the chance to do! Just imagine being 21 years old and getting a ride in a 1942 Boeing PT-17 Stearman! Accompanied by Todd and Kim Bass, owners of FastSign's in Sherman, Delijah got the ride of a lifetime in a WWII trainer! Are we looking at a future Pilot?



Part of getting to ride is having to help run the propeller through to move the oil out of the lower cylinders and into the upper cylinders! Delijah handled it like a champ! Todd Bass looks on while Ed Griggs shows Delijah the ropes!



Ed Griggs buckling Delijah up and giving her instructions on what to do and how to communicate with the Pilot while in flight!



Now that is a look of someone who just experienced the thrill of a lifetime!!



“Family” photo’s in front of the Stearman! Still has the grin on her face!

CHICKEN WINGS

www.chickenwingscomics.com



BY MICHAEL AND STEFAN STRASSER



The Purchase Of A Legend

Submitted anonymously

Owning a grass strip and several vintage Taildraggers, I've always admired the Legend Cub that's built in nearby Sulphur Springs, Tx. I've been through their factory several times and was always impressed with the work they do. There are several of these aircraft flying in this area and I try to take the opportunity to feast my eyes on any that are stopped.



Evidently, my flying friends have noticed this, and along with me, were searching for Legend Cubs on what my wife called "plane porn" (Barnstormers, Trade a Plane, etc. for the uninitiated, satisfied with life, regular type of person.) They are so helpful helping spending my money. If I had any democrat friends, I'd think they would be one.

Needless to say, I was not surprised when one of these friends that knows what I really need to be flying, called me and frantically tells me of this GREAT buy on a LOW TIME Legend Cub. He goes on to explain how he's looked at all of the log books and it's the Best Buy he's seen in a long time. It seems that he had been shopping for me for a while and knew for sure that I would agree with him on the immediate purchase of this pearl of an airplane.



So, taking his advice, I go online, find the ad, and discover I'm also I'm impressed with the quality, and the price of the Legend. Problem is I didn't have that much money that I could just drop on another taildragger. I didn't quite have the urgency that my friend had in latching on to MY dream machine!

Then something happened that can only be called fate. An associate that I had made a loan to, to purchase and "turn over" a house, called me. He explained he had bought, repaired, and sold the house, and was paying me back the money early.....all of it!

How much did I get back from the loan? The same price of the Legend!

I flew it back to Texas in a couple of weeks and have thoroughly enjoyed it! Thanks to "Hate" for finding the Legend!

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 _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!!

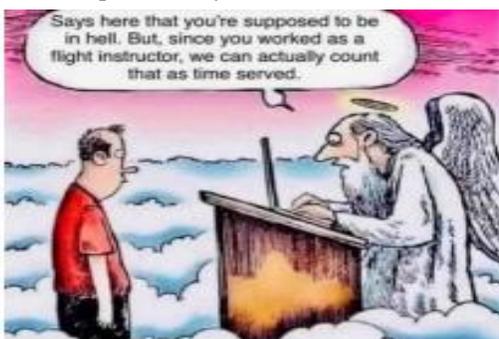
Pilots N Paws:

By Rich Kreekon

The next time you are thinking about that \$100 hamburger, might I suggest that you look up Pilots N Paws. Pilots N Paws is a 501c3 charitable organization who, through the help of general aviation volunteer pilots, transport rescue animals by air.



We have flown thousands of rescue animals, military working dogs, service dogs, and dogs soldiers have adopted from war zones to safe havens provided by rescues and families. To find out how you can help, please visit pilotsnpaws.org.



EAA 323 First Saturday Event (Jul): RV-14 Project Update and Tour

By Frank Connery, Steve Riffe and Brad Hodge



Frank Connery (Green shirt, in door on left) and Steve Riffe (Blue shirt, in door on right) giving a presentation/update on progress of Club project as Pres John Halterman and others listen!

Our first Saturday event came late in July so we feared that there would be a light turnout due to the hot summer day. We were pleasantly surprised to see 15 -20 people show up. Pilots talking about airplanes, it doesn't get any better than that! As it turned out, we had a nice breeze outside, and it wasn't too hot outside in the shade so thanks to all who came for a project visit/update!

We are currently working on the RV14A project and are nearing completion of the first kit (tail) of our Vans RV-14A. We received the empennage kit in April and have been working steadily since that time. After a complete inventory of the many parts and pieces, we determined that the kit was 99% complete—only a few minor pieces missing. We notified Van's and the additional items were quickly forwarded. Per the plans, we proceeded to build the Vertical Stabilizer, probably the easiest part of the project to construct.

Next, we built the rudder followed by the Horizontal Stabilizer and Elevators. Many times, Frank would work on a particular part and while I would work on another.

Eventually, all the small pieces came together for the final task of riveting. Some of the riveting was done solo with a rivet squeezer, while others required use of a rivet gun and bucking bar—usually this a two person operation. After finishing the stabilizers and control surfaces, we moved to the tail cone. The tail cone portion of the RV14 extends from the very aft end of the fuselage to the rear baggage bulkhead. There are hundreds of rivets in the tail cone section—probably 25% are squeezed and the rest are shot and bucked. We riveted longerons and stringers to bulkheads, then added the bottom skin, and side skins.



After we got to the “canoe” stage, wiring was added for the tail light, ADSB antenna, trim motor and ELT. Next up was adding the rear deck along with drilling some critical holes to mount the VS to the tail cone.

“Currently, we are in the process of riveting the side skins and top skin. This will conclude the majority of the empennage/tail cone portion of the build. I state “majority” because we still need to mount the HS and work on the fiberglass tips etc. Many of the RV builds hold the fiberglass until the end of the build and then do all of the fiberglass work at one time. In another week or so, we will be starting on the fuselage section which will extend from the front of the tail cone to the firewall—including baggage area, seats, instrument panel, flight controls etc. We did a partial inventory of the large pieces of the fuselage kit but have not opened the many sub-kits yet. The quick-build wing is scheduled for delivery toward the end of the year—hopefully about the time we are finished with the fuselage” said Steve.



Left to Right: Nathan Weick, Mike McLendon and Steve Riffe (waving) enjoying the cool and talking about Planes!

Brad Hodge commented that “We had a good turnout to review the chapter RV-14 project and both Frank and Steve did an excellent job explaining the process and answering questions. After an initial 6 month delay getting the first kit, additional components have been delivered on a regular schedule, and there has always been something to work on.”



Frank Connery (right) fielding questions from one group while Steve Riffe (left) fields questions from others.



Steve Riffe fielding questions about the “canoe” build!



“Frank and I will be at Oshkosh this year, and selections for interior and panel should be finalized. I’m sure Frank and Steve will be able to talk me out of extravagant modifications (except perhaps the air conditioning). I continue to be amazed by the quality of the Vans product and the excellence of workmanship on our plane.”

Frank added “We encourage anyone interested in building to come join us. If you have friends that might be interested, tell them about us. Our one restriction is children. If they are under 18, they will need an adult to accompany them. It pains me to have this requirement, but as was mentioned this morning, it’s the times we live in. Visitors are welcome anytime, just call or text to make sure we’re at the factory!”

Questions frequently asked:

1. How long will it take? Very hard to say. Vans hints at 2500 hours. My first one was over 4500 hrs. Also, this project will be using a “quick build” wing. That will easily save 500 hours and perhaps more. I’m not sure the people that finish them worry too much about how long it takes. We do one step at a time and then move on.
2. How hard is it to rivet? Riveting is a skill that does not take long to learn. Removing rivets is also a skill. I would say, don’t let riveting keep you from a project. Come practice with us. We can get you up to speed.
3. Order delays are long. A new kit order from vans today has a 6 month to a year delay. The Quick Build kits might be closer to 2 years. Lycoming engines are 1-2 year delay.
4. Specs: Max Gross Weight: 2050lbs, Range: 1000 statute miles, Engine HP: 215hp, Fuel burn (Econ): 9.5gph, Fuel Capacity: 50 gal, Cruise TAS (econ): 160kts

Stop by and sweat with us! Cheers!
Steve, Frank and Brad

For Sale: Flight Simulator and other equipment

By Rich Spring



Honeycomb Yoke (A) and Throttles (B),
Logictech Premium Rudders

Currently for sale are a Honeycomb Yoke (A) and Throttles (B), Logictech Premium Rudders, RealSimGear G530 Sim. Also available is a Stratus 3 ADS-B receiver. Please contact Rich Spring at 903-267-6950 or email texjet1044@icloud.com if interested!



REALSIMGEAR GNS530



Stratus 3 ADS-B receiver



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CFI Corner: Stay Cool!

By Adam Yavner

Its summer, and that means excruciating, mind-altering heat!

Hopefully, we are all aware of the effects on aircraft performance due to density altitude. Your engine creates less power (which you can help somewhat by leaning appropriately), your propeller less thrust, and your wing less lift. On takeoff, you will need more runway to get (and stay) airborne, and on landing your higher True Airspeed will mean a higher groundspeed, and therefore a longer float/ground roll.



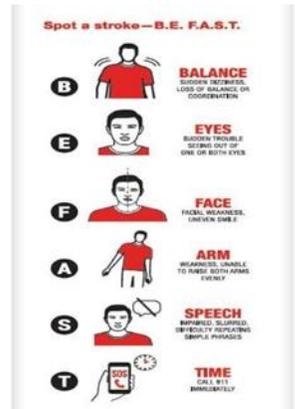
What I want to address in this article is heat's effect on personal performance and safety. Quite simply, we need to account for this in our personal risk assessment before taking flight. Both the PAVE and IMSAFE mnemonics cover this:

Illness – **M**edication – **S**tress – **A**lcohol – **F**atigue – **E**ating – mostly heat-related concerns would cause physical stress, fatigue, and possible illness. Just because you feel fine at the start of the flight, don't forget to account for how you'll feel at the end.

Pilot – **A**ircraft – **e**nVironment – **E**xternal pressures (the FAA will do whatever it takes to create an acronym) – pretty much all of these could apply. The pilot, covered by IMSAFE, the airplane – how will reduced performance affect your planning? The environment – this is where you might be alerted to heat being a factor. External pressures – pressure to get somewhere by passengers who may put you on the heavy side when lift is already at a premium.

Above, I mentioned illness as a factor to consider. You should know your own heat-tolerance, so use that as a guide but extreme heat can quickly cause (among other things) dehydration, heatstroke, and/or hyperthermia.

Dehydration occurs when we lose more body water than we take in. We normally lose water throughout the course of the day just by sweating, breathing, urinating, and other activities. As we fly, the heat in an un-airconditioned cockpit becomes drier so our sweat can evaporate quicker. We don't often drink enough while we are busy flying, and eventually we reach a point where we have lost enough water and essential minerals such as sodium and potassium to cause dehydration sickness. Symptoms can range from thirst and dry skin to fatigue, dizziness, confusion, and even increased heart rate and breathing, among others. If you catch it promptly, you should be able to drink enough to rehydrate. In more extreme cases, an IV or even hospitalization might be required. Many sports drinks also help restore electrolytes and salt balance, but I always try to find one without sugar or other chemicals, which have their own problems.



Heat stroke, according to the CDC, "... is the most serious heat-related illness. It occurs when the body can no longer control its temperature: the body's temperature rises rapidly, the sweating mechanism fails, and the body is unable to cool down. When heat stroke occurs, the body temperature can rise to 106°F or higher within 10 to 15 minutes. Heat stroke can cause permanent disability or death if the person does not receive emergency treatment."



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Symptoms of heat stroke include:

- Confusion, altered mental status, slurred speech
- Loss of consciousness (coma)
- Hot, dry skin or profuse sweating
- Seizures
- Very high body temperature
- Fatal if treatment delayed

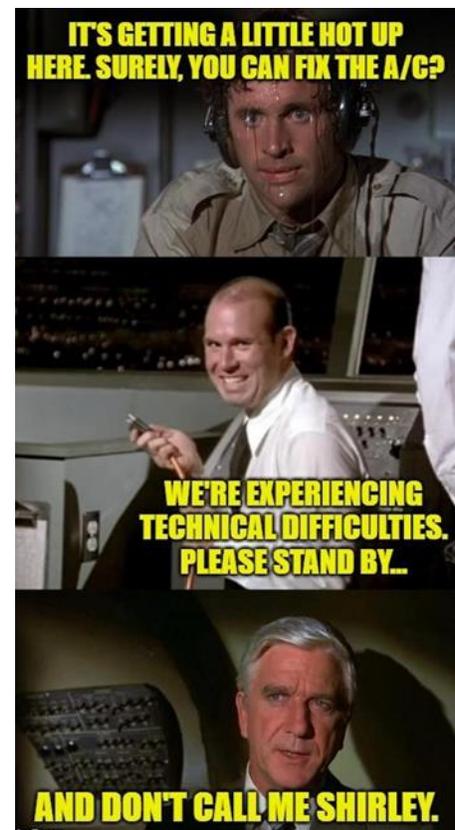
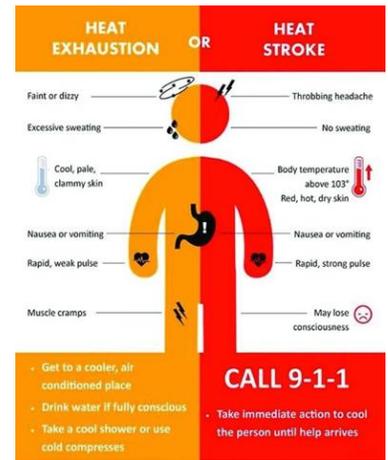
This is much more serious and would be an emergency if it occurs in flight – either for pilot or passenger. Emergency medical care should be arranged (911 or through the tower) and in the meantime do everything possible to cool down – move to a cooler area, soak in cold water or even ice, cold wet cloths, improve air circulation, etc.

To avoid heat-related issues for both pilot and plane, here are a few tips:

- As mentioned above, work this into your preflight assessment, and consider adopting some temporary new personal minimums.
- Fly in the morning or evening when it is cooler and try to plan to be tied down before it gets too hot.
- Reduce your weight through fuel or fewer passengers, etc.
- Drink more water than you think you need. If your urine is brown or yellow, you probably need to drink more. Bring water with you and plan for relief stops, or don't outfly your bladder.
- Open vents, use window shades where able.
- Consider a small clip-on fan that plugs into the cigar lighter or for more comfort, purchase one of those ice-cooler units for the back seat. Adds a bit of weight but will make it icy-cold for the trip. You can unplug it when you get to altitude then plug it back in when you are ready to descend and get back on the ground.

In my opinion, heat-related illness is right up there with CO poisoning or hypoxia as one of the most insidious but preventable hazards to flight. Be safe and don't let it happen to you!

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



TX Antique Aviation Association

By Ed Griggs and G R Dennis Price, all photos credit G R Dennis Price

On Jun 18, members from Finney Field loaded up and flew to Bobby Jones hangar, Tailwheel Acres Airport (1XA6) to attend TXAAA Planes, Food, and Automobiles: there was a lot to ooh! and aah! over at the June monthly meeting. There was a huge turnout, and everyone enjoyed the visit!



N131FD, Aero Z-built Bucker 131



NC1663V, a beautifully restored Cessna 140



N588A, a Stits SA-3A Playboy being rebuilt by Bobby Jones

Keep the Antiques Flying!





NC31674, the beautifully-restored Waco VKS-7F that was the TXAAA Grand Champion in 2021!



Pair of Boeing PT-17 Stearman's (N23YB decked out in U.S. Navy colors and N17112 decked out in U.S. Army colors). A menacing site even on the ground!



N111EJ, a Gypsy Rose version of the Parakeet

N3187E, an Aeronca 11BC Chief

The Texas Chapter of the Antique Airplane Association is incorporated in the State of Texas as a non-profit corporation. We meet each month for a social gathering at members' locations and provide a forum for those who love old planes. We also hold a Fly-In on the second Friday and Saturday in October each year, which the public and other aviation enthusiasts can attend. We are dedicated to "Keep the Antiques Flying."

To start or renew membership in the Texas Chapter of the Antique Airplane Association please furnish the above information and send it with \$25.00 (payable to Texas AAA) to: Treasurer, Texas Antique Airplane Association, 5416 Catlow Valley Rd., Ft. Worth, TX 76137



6 Tips To Improve Your Radio Calls:

By Boldmethod | 08/26/2021, https://www.boldmethod.com/blog/lists/2021/08/6-tips-to-improve-your-radiocalls/?fbclid=IwAR1Pm54GfIE_awkOyUo0eg6XqTrLLcLbZjdq10U8VGP436Q71C7HCPlnPbo

When it comes to radio calls, there's always room for improvement...

1) Know when to expect a radio call.

This will come with experience but knowing when you should be expecting a radio call will minimize the times you are caught off guard. Reducing open loop communication also reduces the number of radio transmissions that need to be made.



2) Speak clearly.

Aircraft radios are already scratchy and hard to hear. Having vocal clarity reduces the chance of someone not understanding your transmission. Speak clearly, and don't talk too fast.

3) Write down key information.

ATC often transmits long clearances that include taxi directions, IFR clearances, etc. Be prepared for when they call you, and write down the important information.

```
C KSAP
R DEN 1 LUFSE V389 PUB AF
A 080/160 e10
F 126.1
T 3722
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4) Use proper terminology.

Not only is it implemented to help reduce miscommunication between transmissions, but it also reduces the time it takes to transmit your intentions. Not sure how you should say something? Check out the Pilot/Controller glossary.

5) Keep the microphone close to your mouth.

As the microphone gets further from your mouth, it can start picking up more background noise, and less of your voice.



6) Think of what you want to say before you say it.

Doing this helps you transmit a clear message and avoid making transmissions longer than they need to be.

Here's a template that helps:

**Who Are You Talking To,
Who Are You,
Where Are You,
And What Do You Want?**



What General Grant Can Teach Pilots About Anxiety

By Rod Machado, Jan 2022, <https://rodmachado.com/blogs/learning-to-fly/what-general-grant-can-teach-pilots-about-anxiety>

What General Grant Can Teach Pilots About Anxiety



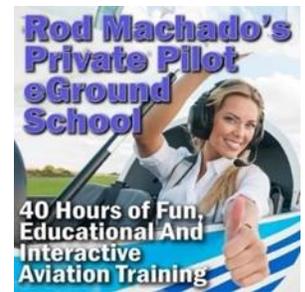
When Bob stepped into his Cessna 172 on a recent Sunday morning, he had no idea how difficult it would be to apply power for takeoff. No, his airplane was fine. His anxiety level wasn't. He sat poised for departure but couldn't prevail against the dread he felt at the thought of flying alone. This was the fifth time he'd attempted to fly solo, and it looked like it would be the last. A week later, I received Bob's call asking for help.

Bob (not his real name) had 63 hours of flight time and needed one more solo flight to meet the requirements for the private pilot rating. Earlier in his training, he soloed without hesitation. While he could comfortably fly with his instructor on board, now he was unable to fly alone. Worse yet, his newly formed anxiety had no lineage. No single "scary" event defined or even hinted at being the cause of his newly-formed disposition. He had not been spanked by a spin or tumbled by turbulence.

Unfortunately, these orphan anxieties are often the most intractable of problems to solve. When fear and worry have a distinct origin, we know where to search for an antidote. Frequently, a small amount of additional training that educates or desensitizes students to the disturbing phenomena eliminates the problem.

For pilots in Bob's situation, additional training seldom works since these pilots have nary a clue about why they're anxious and immobilized in the first place. Theirs is existential anxiety—a generalized fear of something that sublimates into every thought they have about flying an airplane.

After many years of helping aviators deal with similar afflictions, it became apparent that many pilots are experiencing anxiety "about" their anxiety. Let me state that again. The type of problem Bob has is a fear that he will experience fear and, as a result, lose control of himself as a result. No, this malady certainly doesn't rise to the level of a serious mental disorder. Instead, it's a not-uncommon reaction by mentally healthy pilots who are uncertain about how they'll react if they experience anxiety when flying alone. These individuals fear losing control of themselves in an airplane during a cascade of fight, flight or freeze emotions.



Years ago, a famous (non-pilot) radio personality confessed that being on board a commercial airliner during a crash would certainly frighten him. However, he also admitted to being more worried about losing control of his emotions (think "panic") as the airplane goes down. Our radio friend fears the "experience of experiencing anxiety" more than the fear of crashing itself. Yes, this is a level of abstraction, but it does help explain Bob's condition.

Thinking abstractly about an event (rather than the event itself) is not at all foreign to the way our mind works. Novelist Gore Vidal described a similar type of abstraction when he wrote about how we remember physical pain. Vidal suggested that when we attempt to recollect a personal event involving physical pain, we don't remember the actual pain. Instead, we remember "remembering" the pain (an abstraction). Regarding anxiety and abstraction, when some people experience anxiety, they might not be responding to an actual anxiety-causing event—an event whose cause might be unknown to them. Instead, they are responding to their anticipation at feeling anxiety.



At this point, if you feel as if you are enrolled in a graduate French philosophy class, don't worry. You're not. That's why no one will ask you to prove that the chair in which you're sitting doesn't exist. If someone does, then immediately say, "What chair?" and fall to the floor. If you make a good "thump," I can almost guarantee you'll receive an "A" in the class (if retroactive enrollment is allowed, of course). The point here is that attempting to solve a pilot's anxiety only by looking for its common cause (i.e., engine failure, stall and spins, turbulence, etc.) might not solve the problem. If it doesn't, then it's possible that the pilot is responding to anxiety about feeling anxiety. How might we help this pilot overcome this disposition? Perhaps a well-known general from American history can help us here.

During the early days of the Civil War, General U.S. Grant (then a colonel), confessed to feeling battlefield anxiety as he led his regiment against Col. Harris in Missouri. In his memoirs, Grant wrote about seeing a lot in battle during the Mexican War but never while in command. This experience, however, was new to him. As he pursued Harris, he admitted feeling as if his heart were stuck in his throat. Then something unique happened. Grant approached the campsite where Col. Harris had been camped a few days before.



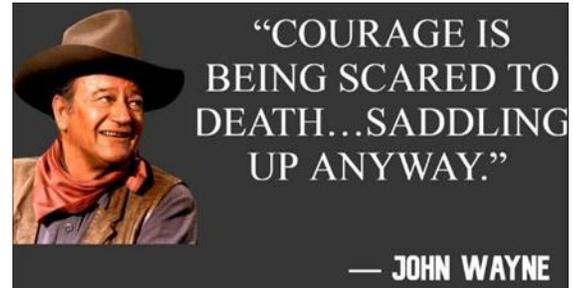
At that point, Grant said: "It occurred to me that Harris had been as much afraid of me as I had been of him. This was a view of the question I had never taken before, but it was one I never forgot."

After that event, Grant said he never again experienced trepidation when confronting the enemy. Clearly, the good General wasn't afraid of fighting—he had experience in that area. It was his view of the question (i.e., the way he experienced his anxiety) that lodged his heart in his throat. In other words, it was his anxiety about feeling anxiety that roused him.

My approach was to help Bob find a different view of the question regarding the source of his discomfort at flying solo. That's right. When it became clear that there was no "single event" that scared or frightened him, the only other choice was to deal with how he thought about his anxiety.

If you can dig deep enough (or are simply patient enough to listen), you'll often find that pilots with Bob's disposition frequently fear losing control of themselves (panicking) in an airplane. After listening to Bob for a while, it became clear that he desperately wanted to fly solo but dreaded the idea of being airborne and being unable to resist the urge to panic.

As you've heard many times, identifying the problem is the first step toward finding a solution. Bob didn't need remedial training to overcome his anxiety (a misidentification of the problem in this instance). He only needed a new way of viewing the question: Why do I feel anxious about flying solo?



So I asked Bob to describe the last time he lost control of himself and panicked in a new and novel situation (i.e., a different "view of the question"). If he said that, during the previous week, he stumbled into a cave full of bats, panicked, and now fights crime in blue spandex tights, I would have referred him to Marvel Comics for deprogramming. He didn't say that. Instead, he responded by saying that he had no history of panicking or losing control in new and novel situations. This response helped him make a more accurate assessment of his personal self-control.

Ultimately, it was Bob's anxiety at the thought of "experiencing anxiety" that immobilized him. He feared losing control of himself should he become anxious in the cockpit; but, he never bothered to ask himself how likely such a thing was to happen. Once he did, he felt more at ease in the cockpit. Much like General Grant's revelation, a single thought—a different view of the question—completely changes the way Bob experienced his environment.

Perhaps President Franklin D. Roosevelt's said it best in first inaugural address when he said, "The only thing we have to fear is fear itself."

A rare photo of an F-14D Tomcat providing Close Air Support for Union Troops during the American Civil War. Circa June 1863.



EAA323 VMC Club Question of the month: July 2022

By EAA VMC Staff

This month's question: We tend to rely on automated weather to give us an unbiased evaluation of conditions. However, sometimes we can be fooled. Over what time span are visibility and ceilings averaged for an ASOS report? Enjoy!! Answer on page 19!



Pilot's Tip of the Month: Staying Ahead of the Airplane?

Featuring Wally Moran, https://pilotworkshop.com/tips/pilot_staying_ahead-04-22/

Subscriber question: "I'm getting back into flying after some time away, and my biggest problem is I'm just overwhelmed. The instructor keeps telling me to 'stay ahead of the airplane,' but how can I do this when I can't even complete the tasks at hand?"— Mike M.

From Wally: "Each of us has a limited capacity to process and fly. Sometimes the tasks required exceed the capacity available. That's when the airplane starts to get ahead of us or in other words, we start to get behind. Our goal is to keep the task level below our capacity.

That's sometimes easier said than done, but here are a few suggestions.

1. We can move some tasks to a less busy time.
2. We can build in more time to complete the required tasks.
3. We can simply eliminate some tasks.

For example, good preflight planning and organization is an example of moving tasks to a less busy time and will significantly reduce our in-flight workload. Having the taxi diagram available prior to calling for taxi clearance is another good example. On the other hand, trying to confirm destination traffic patterns while on final descent is a poor choice of priorities.

How can we make more time to get the tasks done? We can slow the airplane down. We all know that the traffic pattern and approach are a very task-saturated time. It's a place where we can easily get behind the airplane. If we slow the aircraft down prior to this phase, we have automatically given ourselves more time to complete the required tasks. If IFR, and you are starting to get behind, you can ask ATC for delaying vectors or a turn in the holding pattern. Then, of course, you can always go around.

What do I mean when I say we can simply eliminate tasks? We all know the adage about aviate, navigate and communicate. This means that we have to prioritize our workload. For example, responding to a radio call just at touch-down would not be a good idea. Just eliminate that task until the aircraft is slowed to taxi speed.

When conducting training, I often give pilots a go-around command in or near the flare for landing. It is not uncommon for the pilot to first tell the tower that he is going around and then finally get around to adding the power. Announcing the go-around to the tower is a task that can be eliminated until we have established the go-around properly. So, if you are starting to feel a little overloaded, you may be able to toss a few tasks on the back burner for the moment. Just don't toss the aviate tasks away, only the navigate and communicate.

So next time you have one of those situations where you wind up behind the aircraft, think about how you could have moved some tasks to a less busy time, eliminated tasks, or provided yourself more time. Then implement those changes on your next flight."



Wally Moran, DPE, NAFI
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Quiz: 6 Questions To See How Much You Know About V-Speeds?

By Colin Cutler 06/27/2022, <https://www.boldmethod.com/blog/quizzes/2022/06/6-v-speed-questions-you-might-not-know-or-do-you/>

Answers on page 19!

1) If your aircraft's gross weight increases, your maneuvering speed (V_a):

Decreases

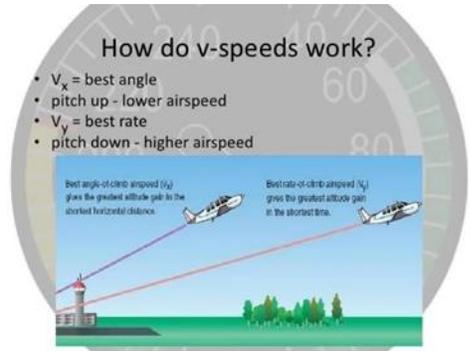
Increases



2) Two Cessna 172s take off from the exact same point on a runway. The airplanes are the exact same weight, with the same CG position. One climbs at V_x , the other at V_y . Which one will reach 1000' in the least amount of time?

V_x

V_y



3) You're descending for landing. What's the fastest speed you can extend your flaps?



V_{ne}

V_{no}

V_y

V_a

V_{fe}

V_x



4) The point where the green and yellow arc meet is:

Vs	Vso	Va
Vno	Vne	Vy

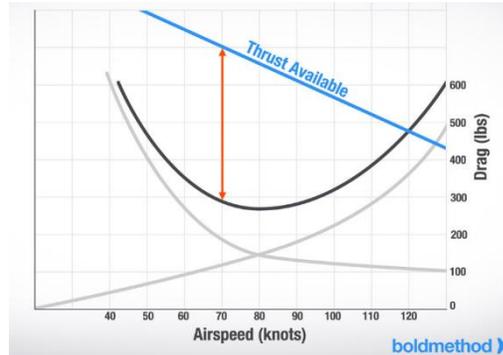


5) If your airplane's weight increases, stall speed in a landing configuration:

Decreases	Increases	Does not change
-----------	-----------	-----------------

6) What speed gives you the most excess thrust?

Va	Vs	Vno
Vx	Vy	Vne



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Night Vision Goggles Instructor	Flight Reviews/IPC



Aircraft of the Month: Cessna 190 and 195

https://en.wikipedia.org/wiki/Cessna_195

Bridgman, Leonard (1951). *Jane's All The World's Aircraft 1951–52*. London: Sampson Low, Marston & Company, Ltd.

The Cessna 190 and 195 Businessliner are a family of light single radial engine powered, conventional landing gear equipped, general aviation aircraft which were manufactured by Cessna between 1947 and 1954.

The Cessna 190 and 195 were Cessna's only postwar radial-engined aircraft. The first prototype flew in 1945, after the end of World War II and both the 190 and 195 entered production in 1947.

The 195 was the first Cessna airplane to be completely constructed of aluminum and features a cantilever wing, similar to the pre-war Cessna 165 from which it is derived. The wing differs from later Cessna light aircraft in that it has a straight taper from root chord to tip chord and no dihedral. The airfoil employed is a NACA 2412, the same as used on the later Cessna 150, 172 and 182.

The 190/195 fuselage is large in comparison to other Cessna models because the 42" diameter radial engine had to be accommodated in the nose. There are two rows of seats: two individual seats in the first row, with a comfortable space between them and up to three passengers can be accommodated on a bench seat in the second row.

The aircraft was expensive to purchase and operate for private use and Cessna therefore marketed them mainly as a business aircraft under the name "Businessliner". The engines fitted to the 190 and 195 became well known for their oil consumption. The aircraft has a 5-US-gallon (19 L) oil tank, with 2 US gallons (7.6 L) the minimum for flight. Typical oil consumption with steel cylinder barrels is 2 US quarts (1.9 L) per hour.

A factory-produced floatplane version was equipped with a triple tail for improved yaw stability. The tail resembles that of the Lockheed Constellation. The Cessna 195 produces a cruise true airspeed of 148 knots (274 km/h) (170 MPH) on a fuel consumption of 16 US gallons (61 L) per hour. It can accommodate five people. Including the LC-126s, a total of 1180 190s and 195s were built.

The 190 was originally introduced at a price of USD\$12,750 in 1947 (equivalent to \$154,729 in 2021). When production ended in 1954 the price had risen to USD\$24,700 (equivalent to \$249,234 in 2021) for the 195B. This compared to USD\$3,495 for the Cessna 140 two seater of the same period.

On July 24, 2017, the number of 190s and 195s still registered in the USA were: Cessna 190: 86, Cessna 195: 225, Cessna 195A: 125, Cessna 195B: 126

Specifications: Cessna 190 and 195

General characteristics

Crew: one
Capacity: four passengers
Length: 27 ft 4 in (8.33 m)
Wingspan: 36 ft 2 in (11.02 m)
Height: 7 ft 2 in (2.18 m)
Empty weight: 2,100 lb (953 kg)
Gross weight: 3,350 lb (1,520 kg)
Fuel capacity: 75 US gallons (280 l; 62 imp gal)
Powerplant: 1 × Jacobs R-755 radial engine, 300 hp (220 kW)
Propellers: 2-bladed Hamilton Standard constant speed propeller

Performance

Maximum speed: 178 mph (286 km/h, 155 kn)
Cruise speed: 170 mph (270 km/h, 150 kn) at 70% power
Stall speed: 62 mph (100 km/h, 54 kn) power off, flaps 45°
Never exceed speed: 200 mph (320 km/h, 170 kn)
Range: 800 mi (1,300 km, 700 nmi) at 70% power
Service ceiling: 18,300 ft (5,600 m)
Rate of climb: 1,200 ft/min (6.1 m/s)
Wing loading: 15.36 lb/sq ft (75.0 kg/m²)



Cessna 195 Businessliner (G- 1953 Cessna 195B and 1948 Cessna 190 BTBJ), built 1952, at a vintage aircraft rally (the Great Vintage Flying Weekend), Kemble Airport, Gloucestershire, England.



N3877V, a 1949 Cessna 195, float plane. Credit to Steve Nation and airport-data.com



1953 Cessna 195B and 1948 Cessna 190



Cessna

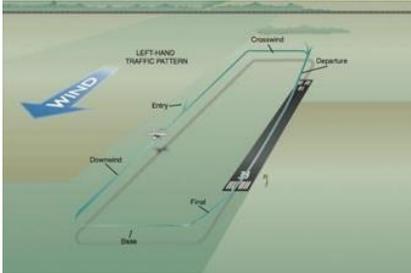
Aviation Words – “Pattern”

By Ian Brown, EAA 657159, Editor - Bits and Pieces

July 2022 –Pattern

Since many of you are headed to Oshkosh, I thought I'd pick out a linguistic quirk between flying in Canada and the U.S. In Canada, we talk about being in the circuit. In the U.S. it's referred to as the “pattern.” In fact the full term is the “traffic pattern.”

It turns out that most English speaking countries in the world refer to the “circuit” so it's interesting that the founding aviation country refers to the “pattern.” Maybe the history of airports in the UK being often based at places that also had auto racing circuits had something to do with that.



Answers to the Quiz on Page 16 and 17

- 1) As gross weight increases, maneuvering speed also increases.
- 2) V_y is the best rate of climb speed, which means the V_y airplane will gain the most altitude in a given amount of time.
- 3) V_{fe} is the maximum flap extended speed.
- 4) V_{no} is the maximum structural cruising speed. Any speed above V_{no} should only be flown in smooth air.
- 5) As weight increases for an aircraft, stall speed (of any kind, V_s , V_{so} , etc.) also increases. This is why V speeds, like V_{so} , are calculated at the aircraft's maximum gross weight.
- 6) An aircraft climbs because of excess thrust (force) or excess power. V_x is your best angle of climb speed, and also where you have the most excess thrust.

EAA323 VMC Club Question of the month July 2022: Answer

By EAA VAM Staff

The answer (from page 15): The ASOS reported values include the cloud heights averaged over 30 minutes and visibility averaged over 10 minutes. For this reason, there can be a lag in reporting if the conditions are rapidly changing, and there may be no sign of impending changes.



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Supporting Our Community, Shop Local, Shop Texoma:

By Todd Bass

When you think about getting the most out of your money, you might think about long-term investments – things such as high-yield accounts, 401k, IRAs, real estate investment, and so forth.

And as you might imagine, these are all great options for the money you want to keep, but how do you get a return on investment for the money that you spend?

The answer is simple – shop local.

When you shop local, you're making a personal investment in your neighborhood and community. In fact, for every \$100 spent, roughly \$68 to \$73 of it returns to local activity.

Money is kept in the community because locally-owned businesses often purchase from other local businesses, service providers, and farms. Purchasing local helps grow other businesses as well as our region's tax base.

Whether you realize it or not, when you shop local you are individually stimulating the local economy with your support and in turn, helping shape your community's unique character and personality.

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



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EAA Webinars Schedule:

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

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



7/13/22@ 7 p.m.

Presenter: Prof. H. Paul Such

Subject: Squawk Talk — All About Radar and Transponders
Qualifies for FAA WINGS and AMT credit.

Ever since World War II, radar systems have been used to detect, direct, and destroy aircraft. But, who exactly are you seeing, tracking, or shooting at? In this FAA Safety Team WINGS and AMT Award presentation, Prof. H. Paul Shuch tells you how transponders were developed to precisely locate, and uniquely identify aircraft.

8/2/22@ 7 p.m.

Presenter: Marc Cook

Subject: Homebuilt Highlights from AirVenture
Homebuilders Webinar Series

Kitplanes Magazine's Editor in Chief Marc Cook will cover the important homebuilt news, products, and just plain cool aircraft that caught his eye at AirVenture 2022. Even if you attended AirVenture 2022, put this one on the calendar as you just can't see it all.

8/3/22@ 7 p.m.

Presenter: Mike Busch

Subject: Disastrous Annual
Qualifies for FAA WINGS and AMT credit.

In this webinar, maintenance expert Mike Busch A&P/IA tells the sad tale of a highly experienced aircraft owner who took a newly purchased airplane to a shop he'd never used before for the first annual inspection on his watch. The annual turned into a disaster that resulted in the airplane being unflyable for more than a year and a huge invoice far beyond the shop's estimate. The sad part is that all of this could have been prevented had the owner simply dealt with the shop in a more businesslike manner, something Mike explains in detail. This should be a cautionary tale for every aircraft owner.

8/9/22@ 7 p.m.

Presenter: Chris Henry/Ben Page

Subject: The Culver PQ-14
Museum Webinar Series.

Chris Henry and Ben Page from the EAA Aviation Museum explore the history of the Culver PQ-14. This sporty little red airplane actually has an interesting history in the world of test flight. Join us as we uncover some of the exciting adventures of the PQ-14 in the test flight world.

8/10/22@ 7 p.m.

Presenter: Rod Machado

Subject: Handling In-Flight Emergencies in Small Airplanes
Qualifies for FAA WINGS credit.

If you've ever wondered whether or not you could handle some of the more uncommon and rare in-flight emergencies a pilot might experience, then this is the program for you. Rod Machado provides practical strategies for dealing with those uncommon but still serious in-flight emergencies that can affect all pilots.

8/17/22@ 7 p.m.

Presenter: Steve Krog

Subject: Traffic Patterns at Non-Towered Airports
Qualifies for FAA WINGS credit.

EAA Sport Aviation "The Classic Instructor" columnist Steve Krog presents information to explain traffic pattern procedures at nontowered airports. Steve discusses procedures and techniques to help navigate the traffic pattern safely and efficiently.

EAA Webinars sponsored by



Upcoming Events:

- Thursday, Jul 21 EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI),
1200 South Dewey, Sherman, TX @ 7:00pm
Subject: First year Ups and Downs of Aircraft ownership with Ed Griggs
- Saturday, Jul 30 Texoma Aero Club "Open House" with Mike McLendon.
- Saturday, Aug 06 EAA 323 First Saturday Event: Mogas demonstration and explanation with Frank Connery

Airplanes and Coffee "flyin" at TXAerosport Aerodrome (X65)
627 Beldon Rd, Howe, TX 75459
- Thursday, Aug 18 EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI),
1200 South Dewey, Sherman, TX @ 7:00pm
Subject: What can the EAA do for you? With John Halterman
- Saturday, Aug 20 Antique Aircraft Association August Meeting - Jim Austin's hangar,
Northwest West Regional Airport Northwest Regional Airport
nwra52f.com, 302 Phantom Way, Roanoke, TX 76262

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General Email: EAA323@hotmail.com Website: <https://chapters.eaa.org/ea323>



Directions to Texoma Aero Club hangar:

By Ed Griggs with help from Mapsquest and Mapsc0

Driving:

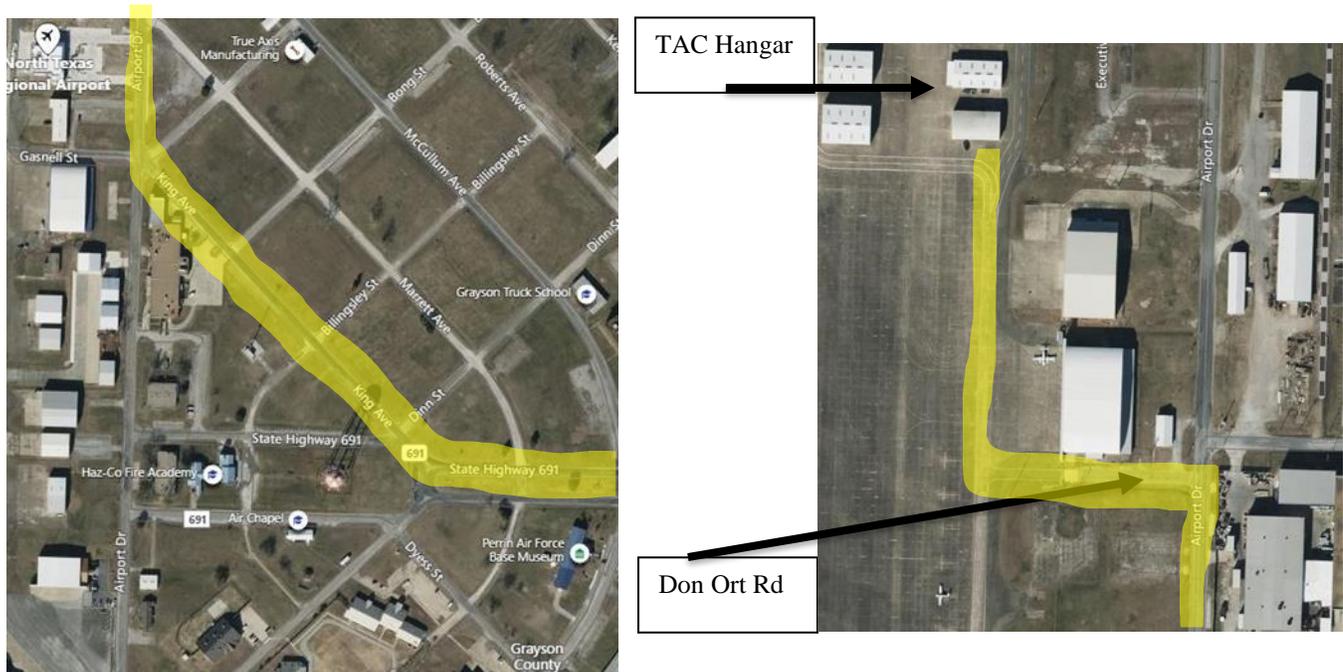
The Texoma Aero Club (TAC for short) is located on North Texas Regional Airport (NTRA). Whether driving North or South on Hwy 75, take the FM 691 Exit (Exit 65) and turn West. This route will take you into/onto NTRA.

For those on Hwy 82, Take the FM1417 Exit (Exit 640) and turn North! At the FM 691 and FM 1417 intersection, turn West and this will take your into/onto NTRA.

Follow FM 691 until you reach King Avenue, which bears to your right.

The next intersection will be Airport Drive which you will also bear to the right.

Just North of the Control Tower, which will be on your left, you will need to turn left onto Don Ort Rd and call either Mike McLendon (404-825-4795), Rex Lawrence (918-407-7797) or Nathan Weick (903-821-7640) for the code to the gate!



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NORTH TEXAS TOWER: 120.575 233.7 [0700-1900]

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Control Tower: 903-786-3743

Runway 17L-35R



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)*



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