



# The Ramp Page



EAA Chapter 323 Sherman, TX  
Monthly Newsletter  
Celebrating our 52nd year of service!  
**(LATE) May 2021**



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## President's Mission Brief:

By John Halterman

EAA 323,

It's time to go home!

Our next monthly meeting is this coming Thursday May 20th. It starts at 7 PM sharp. The meeting will be at the Sherman Municipal Airport Terminal—EAA 323's home. The subject matter for the meeting will be the annual "Charts N Legends" presentation put on by our own Rick Simmons. He always finds fascinating details, tidbits, and little-known facts on the VFR sectional chart. Who knows what he'll find for us this year! This event serves as a precursor for the first Saturday in June flyout (June 5). Details of the flyout will be found in the upcoming newsletter.

Several chapter members have expressed an interest in doing a homebuilt aircraft that is a club organized/shared activity. Other than just time and desire, there is a financial commitment to it as well. At this Thursday's meeting, I want to introduce the idea and if there is enough initial interest, I want a small committee to be put together to analyze the who, what, where, when, and let's face it, how to fund it. Many chapters have undertaken such a task; some are successful. This is not as simple as a pancake breakfast. This is a real commitment that needs bought into—both with time and with resources. If there is a committed desire to investigate this, then let's put a committee together to analyze it.

Also, as part of planning the EAA 323 agenda setting for the 2nd half of 2021, feel free to write to [ea323@hotmail.com](mailto:ea323@hotmail.com) or let me know at the chapter meeting. We'll be doing our agenda planning in early June for the 2nd half of 2021.

As a reminder, some folks will meet at City Limits Restaurant at 5:30 PM before the monthly chapter meeting for supper. Feel free to show up and enjoy the friendship!

See you soon!

John F. Halterman  
EAA 323 President



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

## EAA 323 Monthly Gathering (April 2021): Sherman STEM program

By Mike McLendon



On the evening of April 15, EAA323 along with TAC, had the pleasure of hosting the Sherman HS Aviation program students in the TAC hanger. Eight students attended, representing Freshman to Seniors. Each student gave a short talk on the area of aviation that interested them most, that helped them to decide to become a part of the program. Topics included such areas as aviation history, drones, simulator systems..

Many of these students have participated in the 323 Young Eagles program.

Sherman HS instructor, Phillip Ellis, presented a slide show overview of the Career and Technical education aviation program and the activities his class participated in this past year.

John Halterman, on behalf of 323 and TAC, expressed thanks to the class for coming out to update us on their program. 323 and TAC offered our help and support to Phillip and his students and look forward to working with them in the future.



El Jefe working hard to earn that pay!!

## Pilot's Tip of the Month: Self-Clearance at Non-Towered Airports

Featuring Richard McSpadden, <https://pilotworkshop.com/tips/self-clearance-at-non-towered-airports/>

Subscriber question:

"True confession: Last week I accidentally taxied across a runway while another airplane was landing. There was no danger, but the other pilot was mad and rightly so. How do I ensure that never happens again." — Gene A.

Richard:

"Runway incursions are a problem at both towered and non-towered airports. As an added layer of safety, I always get clearance before taxi, takeoff, or landing. At towered airports, the clearance is provided by tower and ground controllers, after they've ensured the taxiways, runways, the pattern or final approach are safe from obstructions or conflicting aircraft.

At non-towered airports, I provide this clearance myself, but I try to think like a controller. After a mental note that I'm ready to taxi, takeoff, or land, I ask, would a controller have the necessary safeguards to clear me for the action I'm about to take? This helps me think to confirm my taxi routing, and look specifically for conflicting traffic. One way or another I need a 'clearance' to taxi, take off or land—either by a real controller or the virtual controller in my head."





## First Saturday Flyout (May 05): Altus Air Force Base Training

By Mike McLendon



Three aircraft and five EAA 323 members: John Halterman, Frank Connery, Rex Lawrence, Rick Simmons, and Mike McLendon, braved the weather to fly to Altus Oklahoma to hear their presentation on safety focused on flight in and around Altus and Shepherd Air Force Bases. Each flight was met by an officer who greeted and welcomed us and provided guidance on the venue. We were cordially driven by vehicle to the main hanger by enlisted personnel.

Both bases are training facilities and as such handle thousands of operations each year, so safety is a priority.

Four Air Force aircraft were on the ramp for touring as well as the B29 “Doc” which was flown in from Wichita.

We were very impressed by these young men and women who fly and maintain these awesome aircraft. “Wet behind the ears” comes to mind. Seriously, they too, are awesome individuals. They make us proud!

Thank US Air Force for the opportunity to see you in operation first hand!



By comparison, that's Mike McLendon in the lower left corner taking the photo!



B-29, “Doc”, from a distance!



Comparison picture between “Doc”, an Old School B-29 and a updated and newer C-17

# CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



## EAA 323 Monthly Gathering (May): Charts N Legends

By Rick Simmons,

### Gliders: What Happens when the Fan Stops



The Waco CG-4 was the most widely used American troop/cargo military glider of World War II. It was designated the CG-4A by the United States Army Air Forces, and given the service name Hadrian (after the Roman emperor) by the British. The glider was designed by the Waco Aircraft Company. Flight testing began in May 1942.

Sedalia Glider Base was originally activated on 6 August 1942. In November 1942 the installation became Sedalia Army Air Field, (after the war would be renamed Whiteman Air Force Base) and was assigned to the 12th Troop Carrier Command of the United States Army Air Forces. The field served as a training site for glider pilots and paratroopers. Assigned aircraft included the CG-4A glider, Curtiss C-46 Commando, and Douglas C-47 Skytrain. The C-46 was not used as a glider tug in combat, however, until Operation Plunder (the crossing of the Rhine) in March 1945.

CG-4As went into operation in July 1943 during the Allied invasion of Sicily. They were flown 450 miles across the Mediterranean from North Africa for the night-time assaults such as Operation Ladbrooke. Inexperience and poor conditions contributed to the heavy losses. They participated in the American airborne landings in Normandy on 6 June 1944, and in other important airborne operations in Europe and in the China Burma India Theater. Although not the intention of the Army Air Forces, gliders were generally considered expendable by high-ranking European theater officers and combat personnel and were abandoned or destroyed after landing. While equipment and methods for extracting flyable gliders were developed and delivered to Europe, half of that equipment was rendered unavailable by certain higher-ranked officers. Despite this lack of support for the recovery system, several gliders were recovered from Normandy and even more from Operation Market Garden in the Netherlands and Wesel, Germany.



The CG-4A found favor where its small size was a benefit. The larger British Airspeed Horsa could carry more troopers (seating for 28 or a jeep or an anti-tank gun), and the British General Aircraft Hamilcar could carry 7 tons (enough for a light tank), but the CG-4A could land in smaller spaces. In addition, by using a fairly simple grapple system, an in-flight C-47 equipped with a tail hook and rope braking drum could "pick up" a CG-4A waiting on the ground. The system was used in the 1945 high-elevation rescue of the survivors of the Gremlin Special 1945 crash, in a mountain valley of New Guinea.

The CG-4A was also used to send supplies to partisans in Yugoslavia.

After World War II ended, most of the remaining CG-4As were declared surplus and almost all were sold. Many were bought for the wood in the large shipping boxes.

Others were bought for conversion to towed camping homes with the wing and tail end cut off and being towed by the rear section and others sold for hunting cabins and lake side vacation cabins.

The last known use of the CG-4A was in the early 1950s by the USAF with an Arctic detachment aiding scientific research. The CG-4As were used for getting personnel down to, and up from, floating ice floes, with the glider being towed out, released for landing, and then picked up later by the same type of aircraft, using the hook and line method developed during World War II. The only modification to the CG-4A was the fitting of wide skis in place of the landing gear for landing on the Arctic ice floes.



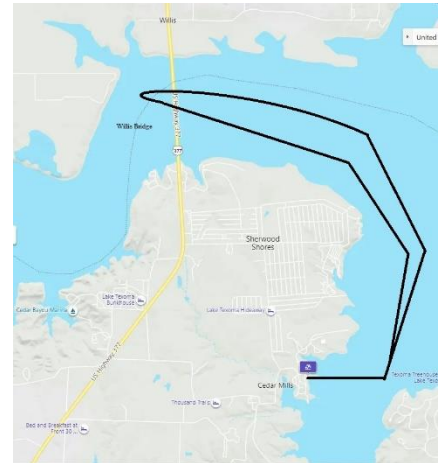


## First Saturday Event: Charts N Legends

We will gather at Cedar Mills (3T0) on Jun 05 at about 10 am at the Hanger on the west end of the field.

The Idea of this event is to simulate the Glider flying done on D-day and other similar operations in WW2. It is also time to practice a real world practice of a power off landing from altitude. The plan is as follows:

1. We will launch a two aviators who will head west in the direction of the Willis Bridge, climbing to 4000 AGL (Above Ground Level)
2. Taking turns, our two aviators will turn and head east crossing the Willis bridge at 4000 AGL, pulling power to idle and attempting to safely glide to a landing back at Cedar Mills (3T0).
3. **Safety is paramount!** Traffic avoidance and radio calls will be required, Should an unsafe situation during the glide present itself to the pilot, the attempt must be aborted and retried. Otherwise any power added will be a disqualification. Once these two are recovered, two more will launch. There might be a pot into which some participants might contribute. The successful names are added and a "winner" will be drawn .



After the fun, we will have lunch at The Pelican's Landing Resturaunt and then have our planning session for the rest of the year back at the hanger. We can watch President John beg for a replacement.

Lets have some fun, be safe, learn a bit about our aircraft and enjoy our EAA friends.

## VMC Club Question of the Month: April 2021

By: Radek Wyrzykowski, Manager of Flight Proficiency

You are refueling your single-engine aircraft. You run a ground wire from the pump and clip it to your exhaust pipe. Why are you doing it? Is this a correct place to connect a ground wire? Should you be doing it?

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

By Michael McLendon

Texoma Aero Club has become a special part of the NTRA community. Being the only Flying Club in the Texoma area, we have attracted the attention of beginners as well as 20,000 plus hour pilots. We're still a small club in membership but we have large ambitions with plans of adding a third aircraft and a Newsletter of our own very soon! TAC members meet at 7pm every third Tuesday of the month at NTRA. We'd be happy to show you around. Follow us on Facebook or visit our website, [texomaaeroclub.com](http://texomaaeroclub.com) for more information.



## CFI Corner: You Meet The Nicest People...

By Adam Yavner

One of the most innovative advertising campaigns in the modern era was the simple but effective “You Meet the Nicest People on a Honda”, which was widely known in the 1960s and 70s. It could even be argued that this simple slogan was largely responsible for moving the motorcycles into the mainstream of daily life by changing the perception that motorcycles were the concern only of hooligans and outlaws.



And so it is that I'd like to dedicate this month's article to some of the Nicest People, the ones that you'll meet at your local General Aviation airport. Let's face it, there are times when training can be dry or frustrating or just plain Not Fun, and I like to take time to step away from that from time to time to remind my students that this is supposed to be fun and rewarding.

Last month, Rebecca and I were down in Palestine, TX visiting with some friends and catching the last of the dogwood blooms. It was Easter weekend, and we arrived Saturday for a couple of days and evenings of catching up. The flight down was smooth and easy and the landing was nice and soft. The runway and taxiways were in great condition. So, I had no reason to imagine that when my friend and I came to the airport to get something out of his plane the next morning, that my plane would be sitting firmly on one flat main tire!



To make matters worse, there is no maintenance shop or major FBO, and it was Easter Sunday! As you can imagine, the place was largely a ghost-town and we started thinking we may have to fly his plane to Tyler to pick up a new tube. First, I had an idea.... It was a long shot, but a good friend of mine just purchased a new plane and he was always looking for an excuse to fly. Might he want to pick one up in Sherman and bring it down to me if he felt like stretching his new plane's legs? I didn't want to hold my breath, but his answer was an enthusiastic, “Yes!”.

I now had one problem solved, but others remained: I had no tools sufficient for the job with me, and it was now mid-afternoon. Even if he got the tire and tube down to me (I decided to do both), I may not be able to do anything with it! But still, the wheels were in motion (so to speak) and we went back into town to visit the dogwood trails for a picnic with our wives.

A couple of hours later, we returned to the airport to await the arrival of my friend, and a transformation had taken place. No longer the sleepy little airport, the place had come alive! Curious faces poked out of hangar doors, golf-carts on reconnaissance missions silently zipped past, and the Network was abuzz! Within minutes, there were probably a dozen or more folks gathered around offering what help they could.



One guy had a jack I could borrow. Another a compressor. And still another rolled up with tools. One amazing fellow had a spare (new) tube and tire! I wasn't yet 100% sure of the whereabouts of my friend, so was not about to turn this down. Within a few short moments, I had the gear up and the wheel off and disassembled. I also had gathered an audience, complete with all the helpful advice and heckling you would expect.



The culprit, as it turned out – the valve stem on the tube, which should have been replaced years ago.



I managed to get the new tube and tire in place, all cotter-pinned and safety-wired and pumped up to the recommended 30 psi. It looks and works great, and I made a mental note to proactively replace my other 2 when I got home.



As quickly as it materialized, the network began to dissolve. Tools made their way back to their respective hangars. Drinks and cigars started to appear. New friends were made and I genuinely feel that I have a new aviation home away from home at Palestine Municipal Airport (KPSN). If you get a chance, it is an easy flight to the Southeast and there are several good restaurants in town and nice places to stay. The dogwoods are spectacular toward the end of March and beginning of April. Tell them I said hello. The people, not the trees.

As it transpired, my friend was delayed due to concerns about being able to return before dark (he is a Sport Pilot). He had a friend with a Cherokee who was happy for a reason to fly, and they showed up just before sunset. Though I no longer needed the tube and tire, I resolved then and there that I'd carry a spare with me on any future trips to small-town airports away from home. We all went for a nice Italian dinner in town, and they enjoyed a beautiful night flight back to Sherman, with a city light tour of Dallas along the way.

So General Aviation is not solely the sphere of rich people and their toys, or daredevils. It is people like me and you. It is a hobby, a lifestyle, even a calling. It brings people together. Training can be time-consuming, frustrating, and occasionally dull or even stressful. But it's worth remembering that this is just part of the deal, a small price of admission. Mr. Honda was on to something. You really DO meet the Nicest People!

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





## Quiz: How Much Do You Know About Summer Weather??

By Corey Komarec | 05/17/2021, <https://www.boldmethod.com/blog/quizzes/2021/05/six-questions-how-much-do-you-know-about-summer-weather/>

1) You enter a microburst head on. What will you initially see on your airspeed indicator?

Decreasing airspeed	Increasing airspeed	No change
------------------------	------------------------	-----------



2) Updrafts in a thunderstorm can exceed:



1,000 Feet Per Minute	2,000 Feet Per Minute	3,000 Feet Per Minute	4,000 Feet Per Minute
5,000 Feet Per Minute			

3) You see this cloud formation. What is it?



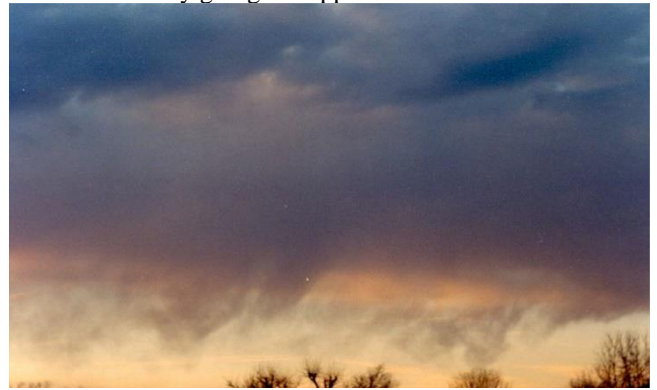
Alto cumulus	Alto cumulus lenticular	Cirrus
Cumulonimbus mammatus	Stratocumulus	Stratus





4) You fly underneath virga (we wouldn't recommend it, but it happens). What is most likely going to happen next?

- Updraft
- Downdraft
- Nothing. Virga doesn't affect airplanes.



5) The wind speed inside the vortex of a tornado can exceed:



- 100 knots
- 150 knots
- 200 knots

6) You're flying and you see this on your windscreen. What is it?

- Ionized snow pellets
- Lightning
- St. Elmo's Fire



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## Aircraft of the Month: Funk B (B-85-C)

[https://en.wikipedia.org/wiki/Funk\\_B](https://en.wikipedia.org/wiki/Funk_B) and Data from *Jane's All The World's Aircraft 1951-52*

The Funk Model B was a 1930s American two-seat cabin monoplane designed by Howard and Joe Funk. Originally built by the Akron Aircraft Company later renamed Funk Aircraft Company.

The Model B was the first powered aircraft designed by brothers Howard and Joe Funk, whose previous experience was in homebuilt gliders and sailplanes.

The Model B was a strut-braced high-wing monoplane with a conventional tail unit and fixed tailwheel landing gear. The design uses mixed construction with fabric-covered wooden wings and a welded steel-tube fuselage. The aircraft was powered by the brothers' own Model E engine developed from a Ford "B" motor-car engine. The prototype first flew in late 1933.[1]

When the test flights proved to be successful the brothers formed the Akron Aircraft Company in 1939 to build the Funk B. After production began, the engine was changed to a 75 hp (56 kW) Lycoming GO-145-C2 horizontally-opposed four-cylinder engine and was re-designated the Model B-75-L.

In 1941 the company moved from Akron to Kansas and the company was renamed the Funk Aircraft Company. Production was stopped during the Second World War and one aircraft was impressed into service in 1942 with the United States Army Air Corps as the UC-92.

After the war in 1946 production was resumed using a Continental C85-12 engine and the aircraft was redesignated the Model B-85-C and named the Bee. It did not sell well and production was halted in 1948. 380 aircraft of all variants had been built.

## Specifications Funk B (B-85-C)

Data from *Jane's All The World's Aircraft 1951-52*

### **General characteristics**

Crew: 2  
Length: 20 ft 1 in (6.12 m)  
Wingspan: 35 ft 0 in (10.67 m)  
Height: 6 ft 1 in (1.85 m)  
Wing area: 169 sq ft (15.7 m<sup>2</sup>)  
Airfoil: NACA 4412  
Empty weight: 890 lb (404 kg)  
Gross weight: 1,350 lb (612 kg)  
Fuel capacity: 20 US gal (76 l; 17 imp gal)  
Powerplant: 1 × Continental C85-12 four-cylinder air-cooled horizontally-opposed engine, 85 hp (63 kW)  
Propellers: 2-bladed Lewis fixed pitch

### **Performance**

Maximum speed: 115 mph (185 km/h, 100 kn) at sea level  
Cruise speed: 100 mph (160 km/h, 87 kn)  
Range: 350 mi (560 km, 300 nmi) with 30 minutes reserve  
Service ceiling: 15,000 ft (4,600 m)  
Rate of climb: 800 ft/min (4.1 m/s)  
Take-off run: 348 ft (107 m)



**Funk**  
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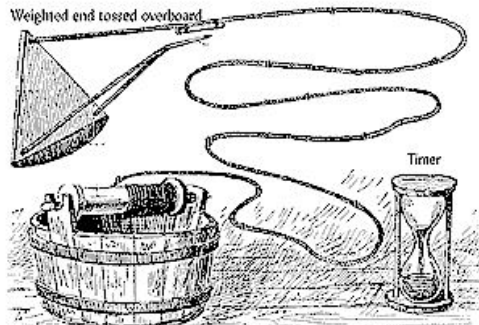


## Aviation Words - 'Knot'

By Ian Brown, Editor, EAA 657159 <http://pages.eaa.org/index.php/email/emailWebview>

May 2021 – Whether you fly using an airspeed measured in knots, miles per hour, or kilometers per hour, you're probably aware of the conversions. 1 kt = 1.15 mph = 1.85 kph.

Up to the 16th century, sailors used an actual log which was tied to a piece of rope and thrown overboard to measure speed. The length of rope that ran out in half a minute (timed using a sandglass) was measured and the speed through the water was estimated, based on a certain length of rope corresponding to a certain speed through the water. It was a bit like watching a leaf float by and measuring how long it took to go a certain distance. In these early days, figuring out speed over the water was essential to knowing where you were. This method was known as "heaving the log."



A refinement of this came along in the 16th century that attempted to standardize the "log." It was a piece of wood of a fixed size, held at a certain orientation under the water, with knots tied into the rope at fixed distances so that the number of knots paid out in half a minute could be recorded. This was known as the Chip Log method.

Remember that the definition of a nautical mile is based on the Earth's circumference at the equator being divided into 360 degrees. Each degree is divided further into 60 minutes, which is used to define a nautical mile. One knot of speed is one nautical mile per hour.

The knot used as a measure of speed is exactly 1,852 meters per hour by internationally recognized standards although both the U.K. and the U.S. had their own measurements that differed slightly prior to 1970.

Interestingly the abbreviation for knots "kts" is specific to aviation, and "kn" is preferred internationally by engineers and seafarers.

If you use miles per hour not knots you're probably not interested in knots, not at all.

### Answers to the Quiz on Page 8 & 9

- 1) If you enter a microburst head on, you will have an initial increase in airspeed. Then, as you fly through to the other side, your speed will start to decrease.
- 2) Thunderstorm updrafts can exceed 6,000 FPM. Never try to climb above a developing thunderstorm, because it can grow much faster than you can climb.
- 3) Cumulonimbus mammatus clouds look like bulbous pouches sticking out of the base of a cloud. They can indicate severe turbulence, so steer clear.
- 4) Virga can cause downdrafts, and can also be associated with microbursts. There may also be moderate to severe turbulence under virga, so try to avoid it.
- 5) Speeds inside a tornado vortex can exceed 200 knots.
- 6) A blue-purple coronal discharge is known as St. Elmo's fire, and it can appear when flying through highly charged air.

### VMC Club "Question of the Month" Answer:

It is imperative to remember that whenever fuel moves through the hose, it acts like an "in-line" generator, and it builds up a static electrical charge. During the refueling process, we ground an aircraft to ensure that the plane and the refueling equipment are at the same electrical capacity and dissipate the electrical charge generated by the fuel transfer process. However, a ground connection to the exhaust pipe does not guarantee that link. In fact, on most single-engine aircraft, that connection is not valid. You need to identify the proper bonding location for your plane first. It may be a tiedown ring or some other available bolt or airframe point.

Please watch this fantastic video:

<https://www.youtube.com/watch?v=tjxEm7LdRvg&list=PLyU2zxPeg6ywpXFc1vnUkM584DtNM4AMf&index=13>



## [A funny thing happened on the way to the ... \(otherwise known as why is the Newsletter so late\)](#)

By Ed Griggs

April and May were extremely hectic months for me and the family but I don't want to bother you with those details but I wanted to share with you some of the highlights!

First, after months of studying and watching videos, as well as bothering some of you with questions that I am sure you wished that I hadn't picked you in particular to ask, I passed my written Light Sport Pilot test! We all know that it takes a 70 or better to pass and only those who make above a 90% brag about it! For this discussion, Lets just say that I passed and leave it there!

Second bit of good news is that I purchased a plane! My new (to me) 1946 Aeronca Chief, a light sport Side-by-side two seater. The fact that it has Navy colors (Blue and Gold) as well as the name "Chief" had little to do with swaying me, as a retired U.S. Navy Chief, to purchase this aircraft! While I did not do a Pre-buy, I had called and spoke with both the Mechanic and last IA who inspected her and they both gave me glowing reports! As of this writing, It has no electric system and has to be hand propped, both of which are soon to change...



Third bit of news (you didn't think that it was all going to be good, did you!?) is that we started its Annual! I have to preface this with the fact that while I did not perform a prebuy, I had done what I thought was my own due diligence of having had seen it fly, received tons of pics, spoken with the last Mechanic and AI to have worked/Inspected it! Having had just flown it from Northern Iowa to Finney field with no hitches or glitches, You can only imagine our dismay when the compression test was Cyl 1: 75, Cyl 2: **25**, Cyl 3: **25** and Cyl 4: 75! The rest of the story will be in next months Newsletter!





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

By Todd Bass

Connect. Shop. Buy.

Local businesses define our communities and are very much at risk right now. Use this site (<https://www.graytvlocal.com/market/sherman-tx>) to identify local businesses that are open, how to purchase from them and their hours.

Another tool to use is Texoma Curbside Restaurants on Facebook (<https://www.facebook.com/groups/texomacurbside>) as a tool to show you what restaurants are open and what items/services they are offering!

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

# FASTSIGNS®

**FASTSIGNS® of Sherman**

Todd Bass

1920 N Grand Ave, Sherman, Texas 75090

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

# Texoma Bicycle

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



**Rebecca Yavner, Agent**

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## **EAA Webinars Schedule:**

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

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



**6/1/21 @ 7 p.m.**                      **Subject: AirCam Kit Aircraft**  
Presenter: Phil Lockwood        **HOMEBUILDERS WEBINAR SERIES**

Phil Lockwood will discuss the inspiration for the AirCam design, building basics, kit options and answer your questions about this unique design.

**6/2/21 @ 7 p.m.**                      **Subject: What Plane Should I Buy?**  
Presenter: Mike Busch              **Qualifies for FAA WINGS and AMT credit.**

Many airplane buyers, particularly first-time buyers, tend to buy more airplane than they need (or can afford to maintain). Some buyers get scared off by high-time engines, high-time airframes, older aircraft, or worn paint or interior. In this webinar, Mike Busch, whose company has managed thousands of prebuys, offers some thoughts about finding the right purchase candidate.

**6/8/21 @ 7 p.m.**                      **Subject: Spirit of St. Louis**  
Presenter: Chris Henry/Ben Page   **MUSEUM WEBINAR SERIES**

Join the museum team as we discuss Charles Lindbergh's historic flight in 1927. We will also look into the background of the Spirit replicas that call the EAA Aviation Museum home, and the adventures they have been on.

**6/9/21 @ 7 p.m.**                      **Subject: Evolution of Flexwing: Weight-Shift Trikes**  
Presenter: Mike Hudetz              **Qualifies for FAA WINGS credit.**

Mike Hudetz, FAA weight-shift CFI and DPE, will discuss the modern trike development from the earliest aviation experiments dating back to 1891. He will explain performance and flight characteristics, including how the flexwing trike is different from a fixed-wing airplane, including how airplane pilots can transition and add weight-shift privileges.

**6/15/21 @ 7 p.m.**                      **Subject: Decision-Making and Loss of Control Inflight (LOC-I)**  
Presenter: Gordon Penner        **Qualifies for FAA WINGS credit.**

Gordon Penner will take a big-picture look at LOC-I and decision-making. Elements of the talk will include: a discussion of the takeoff phase from the beginning of the takeoff roll to the point where a safe return altitude is reached; a look at LOC-I when trying to return to the runway after engine failure and ways to determine a safe return altitude; risks for LOC-I in the maneuvering, approach, and landing phases, and finally botched go-arounds.

**6/16/21 @ 7 p.m.**                      **Subject: Aviation and Aircraft Taxes**  
Presenter: Greg Reigel/Paul Herbers

This webinar will provide a high-level overview of various tax issues applicable to general aviation aircraft and hangars. Topics will include federal taxation on business use of aircraft, state sales and use tax on aircraft purchases, including various exemptions, personal property, homebuilt aircraft and registration tax, and liens resulting from failure to pay applicable taxes.

**6/22/21 @ 7 p.m.**                      **Subject: Welcome to EAA – Getting the Most Out of Your Membership**  
Presenter: David Leiting

Join EAA's manager of membership development, David Leiting, as he welcomes you to EAA. This webinar will help you jump-start your participation in EAA programs, direct you toward EAA resources, and bring awareness to EAA's wide variety of member benefits.

EAA Webinars sponsored by





## Upcoming Events:

Saturday, June 05 EAA 323 First Saturday Event: Charts and Legends Practical with Executive Planning session afterwards @ Cedar Mills (3T0) , 10 AM, See article above

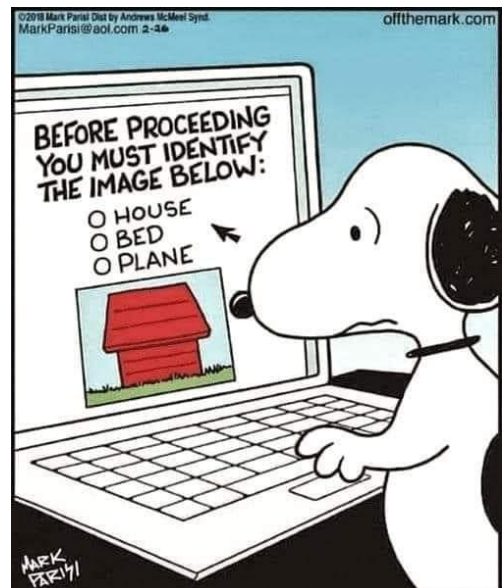
Airplanes and Coffee (Fly-In) @ North Texas Regional Airport (KGYI), 8:30 AM – 12:30 PM

Thursday, June 17 EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI),  
1200 S Dewey, Sherman, Tx @ 7:00pm  
Subject: Aircraft Project Discussion with John Halterman

### Officers/Board of Directors/Key Coordinators

Name	Position	Email Address	Contact Number
John Halterman	President	john.f.halterman@hotmail.com	903-819-9947
Paul Tanner	Vice President	planetanners@yahoo.com	903-819-1940
Sean Noel	Secretary / VMC Coordinator	sean_noel23@yahoo.com	903-816-0094
Ross Richardson	Treasurer	rprichardson46@gmail.com	903-821-4277
Steve Straus	Board of Directors	steve@straususa.com	214-693-1417
Rick Simmons	Board of Directors	rr52s@yahoo.com	903-818-8066
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**General Email: EAA323@hotmail.com Website: <https://chapters.eaa.org/ea323>**



## High Flight



Oh, I have slipped the surly bonds of earth  
And danced the skies on laughter-silvered wings;  
Sunward I've climbed, and joined the tumbling mirth  
Of sun-split clouds . . . and done a hundred things  
You have not dreamed of . . . wheeled and soared and swung  
High in the sunlit silence. Hov'ring there,  
I've chased the shouting wind along, and flung  
My eager craft through footless halls of air.  
Up, up the long, delirious, burning blue  
I've topped the windswept heights with easy grace  
Where never lark, or even eagle flew.  
And, while the silent, lifting mind I've trod  
The high untrespassed sanctity of space  
Put out my hand, and touched the face of God.

*John Gillespie Magee Jr., R.C.A.F.  
(killed in in WWII)*



### EAA SHERMAN CHAPTER 323 MEMBERSHIP APPLICATION AND RENEWAL FORM

- New Member  
 Renewal  
 Info Change

Membership dues for EAA Chapter 323 are \$30/year.

Make checks payable to  
EAA Chapter 323

Mail application to:  
Ross Richardson  
2115 Turtle Creek Circle  
Sherman, TX 75092

National EAA offices:  
Experimental Aircraft Association  
EAA Aviation Center  
PO Box 3086  
Oshkosh, WI 54903-3086

National EAA Membership:  
(800) JOIN EAA (564-6322)  
Phone (920) 426-4800  
Fax: (920) 426-6761

Name \_\_\_\_\_

Copilot (spouse, friend, other) \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone Home: \_\_\_\_\_ Mobile: \_\_\_\_\_

Email address \_\_\_\_\_

EAA # \_\_\_\_\_ Exp date: \_\_\_\_\_

(Chapter 323 membership requires National EAA membership)

Pilot/A&P Ratings \_\_\_\_\_

I am interested in  
helping with:

- Fly-Ins  
Programs  
Newsletter  
Young Eagles  
Officer

Plane, Projects (%complete) and Interests: