



The Ramp Page



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



Email: ea323@hotmail.com

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

Like us on Facebook @[ea323](https://www.facebook.com/ea323)

President's Mission Brief for April 2020

By John Halterman

Hello fellow EAA'ers!

The evening of March 19 is going to be a happening evening:

At 5:30pm, The inaugural meeting of the EAA 323 sponsored VMC club will take place. All are invited to attend! This club will present scenarios to pilots and ask, "what would you do?" Please see the article in this edition of the Ramp Page for more background.

At 6:15pm, We will then have an Officer/Board meeting to review some preparations for the April 4th fly in and a couple small business items. You are all invited to attend this meeting, including those who'd like to assist at the fly in and assign task-owners. This includes food, parking, judging, to name a few. Your input and contributions are needed and appreciated. It takes a team to make this successful.

And last, but certainly not least, at 7pm, We will be having our monthly meeting on as our own Rick Jones will be giving a presentation on Upset Recovery based on his training in the Air Force, Airline training, and personal experiences. It will definitely be a wild ride! I'm looking forward to it!

March 28th, we will be hosting a booth at the 5th Annual KidsFest in downtown Denison. We will highlight our club, register Young Eagles, and we have Chris Frederick who is bringing a superb flight simulator to entertain the youth. If you'd like to participate in that, please contact Ed Griggs or Mike McLendon for details.

We do have an exciting April planned—Apr 4th pancake fly-in featuring a special best-in-show home-built award at SWI (note—entries for the award must arrive and register by 10am and have an Experimental Airworthiness Certificate to be judged), UAVs at the April monthly meeting, and Young Eagles at North Texas on April 26 at 1pm. If you would like to volunteer or fly at the Young Eagles event, please contact John Horn (contact details at the end of newsletter). Mark your calendars now!

A special thank you to Joe Nelsen, John Horn, Bill Porter, and Frank Connery for the excellent project discussions at February's meeting and another special thanks to Frank for the hosting his "hangar talk" on March 7 for his RV14. I received a lot of compliments on both events and I think we found a new meeting format to do from time to time. We'll do another open forum meeting like that again later this year. I left at 8:45pm and the discussions were still going!

Last, as you all know the COVID-19 virus has been interesting. I even asked myself if we should meet this month. However, after introspection and reviewing with the board and a medical professional, we will press forward with the meeting and our activities. It is asked that you use good personal judgment and hygiene. If you're sick or you feel that the risk is too high, do not attend, and use proper hygiene such as washing hands. Hand sanitizers will be available at the meeting.

John F Halterman
EAA 323 President



February Special Guest Speaker's: Frank Connery, Joe Nelsen, Bill Porter and John Horn

By Ed Griggs

Members of 323 were treated to a "round-robin" style of training during the recent meeting. All four presenters shared a common theme: Homebuilt Aircraft.

John Horn, having had just finished up building his Kitfox, spoke about supplies and necessary tools and equipment that was needed in order to start your project, along with a listing of Suppliers to make your project go more smoothly.

Joe Nelsen, whose Sonex was built within the past few years, online tools for logging and tracking the build. Use of the software would allow you to post pictures and record the build as you go along!



Frank Connery, who has just completed and received his Airworthiness certificated on his RV-14A, spoke about his build and the issues that he had while completing his build! Patience and lots of help came into play getting his project completed!



Bill Porter, who his still working on his Zenith 750, talked about installing the Panel and the wiring! He came in prepared to talk about the Builder's log and wound up talking about issues that he has encountered with the installation!



Each "station" presented for 15 minutes and then members would move to the next station. Thanks, Guys, for a very informative and fun presentation!



EAA 323 to Host Pancake Fly-In Featuring Best in Show Award for Best Homebuilt!

By John Halterman

Mark your calendars for Saturday April 4, as we will be hosting an “EAA 323 Pancake Fly-In, Featuring Best in Show Award for Best Homebuilt” at Sherman Municipal Airport. Bring any aircraft in you want - even ultralights! We will be handing out a trophy for Best of Show, with our very own Pam, Adam, Phil, and Frank volunteering to be judges!



Eligibility requirements:

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

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



EAA
**Master the Art
of Aviation**

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

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

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

EAA Chapter 323

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



Inaugural meeting of EAA 323 VMC Club

By Ed Griggs

I'm proud to announce that EAA 323 will be hosting a VMC gathering. VMC, which stands for Visual Meteorological Conditions, is open to ALL EAA members and is absolutely **no cost!** Non-instrument rated pilots who want to improve their proficiency now have an excellent new resource through EAA's VMC Club.

Founding members Ed Griggs, Sean Noel, Michael McLendon, Joe Nelsen, and Rick Simmons are working hard to make sure that Open-ended forum is a place where Pilots from all different knowledge levels can get together and talk about real-world scenarios in a “What would you do” environment.

The VMC Club offers monthly gatherings in which pilots can network and share knowledge and experience. The meetings use real-world scenarios to engage members, and allow a free exchange of information that improves awareness and skills. The intent is to create a community of pilots willing to share information, provide recognition, foster communications, promote safety, and build proficiency.

The gatherings are scheduled on the 3rd Thursday at 5:30, just before the regularly scheduled EAA 323 Chapter Gatherings! It is our hope that more and more people will show up to discuss issues that arise before, during and after flight!



[Sherman approves hangar development agreement](#)

By Michael Hutchins, Herald Democrat Posted Feb 20, 2020 at 12:01 AM

https://www.heralddemocrat.com/news/20200220/sherman-approves-hangar-development-agreement?rssfeed=true&fbclid=IwAR19iM3qgKRHXWstXCodgcuSotaoxsznglfXwPtg5HdoUPISaED_vwfyIIs

The city of Sherman is poised to more than double its capacity for based aircraft at Sherman Municipal airport thanks to an agreement with a private developer.

The Sherman City Council approved a development agreement with Skytrust, LLC for the development of three, seven-unit hangar buildings at the airport in the coming months. The addition of new hangar space comes following renewed interest in the airport in recent years, and moves by the city to support redevelopment.

“Hangars were the number one requested improvement at the airport according to the master plan,” Sherman Director of Finance Mary Lawrence said.

In 2019, the city drafted a master plan for the airport that set time lines for the addition of new amenities at the airport. Following the approval of the plan, the city initially planned to pursue just one hangar immediately, with future development hinging on growth and demand.

Skytrust, LLC is owned by Marius Meintjes, a developer who has expressed interest in building a new residential aviation community on the outskirts of the airport with homes featuring attached hangars and tie-down space for aircraft. Under the terms of the agreement, Skytrust will finance and build three hangars inside the foot print of the airport.

The city will retain ownership of one of the hangars, and repay Skytrust for its construction expenses over the course of the next eight years using revenue generated by hangar rentals. Skytrust will retain the remaining two hangars and be able to rent the space through a long-term ground lease.

The city will regain ownership of the hangars after a 30-year lease, and two, five-year optional extensions. “The proposal that was presented by Skytrust was outside the box thinking, to say the least,” Nate Strauch, Sherman Community and Services Manager Nate Strauch said. “The proposal brought forward was so unique and attractive to the city for a variety of reasons.”

City leaders agreed to solicit proposals for the development of hangar space in late 2019, with no formal plans to move forward with development. Instead, city manager Robby Hefton said at the time that the city instead wanted to test the market and see what developing the space might cost. Ultimately, the city received seven responses.

Strauch said the city will have no direct cost under the contract, but will use a \$50,000 grant through the Texas Department of Transportation to support the project. In order to support the project, the city will need to construct a third apron for the additional hangar. The city plans to construct the apron using city crews and will provide the asphalt for the project.

The city initially expected to construct only one hangar, in part due to constraints on the airport fund, which would finance the project. With funding now resolved elsewhere, Strauch said the airport fund could be used for other airport improvements, but said it was too early to speculate.

Strauch said that the city was overwhelmingly in support for the agreement as it set them ahead of schedule for development at the airport with little expense. While it will not receive revenue from the hangars, the addition of new space was the real goal for the city, he said.

[Rusty Pilot, Accomplished Pilot, Wanting to be a Pilot? Join Texoma Aero Club.](#)

By Michael McLendon

It's been almost a year since our inaugural flight and 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 soon!

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



The Sherman City Council approved an agreement Monday night for the development of three new hangars at Sherman Municipal Airport (Michael Hutchins / Herald Democrat)



[First Saturday Event: Visit to Frank Connery's RV-14A](#)

By Ed Griggs

There was an awesome turnout at Frank Connery's hangar on Saturday, March 7th. Frank stated that "He couldn't have completed this project without the help and assistance of quite a few people and that he was appreciative for the help!"



It was really a nice visit! The Coffee and Donuts were a hit! Thanks a lot, Frank!!

Frank made the big-time with help from Smitty at Funplacestofly.com! See the story below!

[A brand new RV-14](#)

By General Aviation News Staff March 10, 2020

VansAircraftBuilders.com just posted a video to its YouTube Channel featuring a visit by EAA Chapter 323 to North Texas Regional Airport in Denison, Texas, to see Frank Connery's brand new RV-14A from Van's Aircraft. It took Frank about seven years to build the aircraft and he says he's "almost sad" he's done building the aircraft as he enjoyed working on it.

"Frank has done a wonderful job building this unique aircraft. I know he will enjoy it immensely," says Smitty Smith, the founder of VansAircraftBuilders.com



<https://generalaviationnews.com/2020/03/10/video-a-brand-new-rv-14/>

Smitty also posted the following video that you should go check out!!

[EAA Chapter 323 - Frank Connery's RV-14A from Van's Aircraft](https://www.youtube.com/watch?v=kAGZitQw6Qo)
<https://www.youtube.com/watch?v=kAGZitQw6Qo>

Smitty also took time to do a video on Steve Riffe's RV-8. Check out his video at the link below!

[EAA Chapter 323 - Steve Riffe's RV-8 from Van's Aircraft](https://www.youtube.com/watch?v=vnvP53rTSHU)
<https://www.youtube.com/watch?v=vnvP53rTSHU>



Lonestar STOL gets underway

By Ed Griggs

Gainesville is set to host their first ever STOL competition. STOL (Short Takeoff and Landing) is an event rooted in Alaskan and Canadian backcountry flying. It's a sport that began when bush pilots got together and showed off their skill at landing on extremely short, unimproved runways.

Today Backcountry flying, and the planes built for that mission, is the fastest growing segment of general aviation.

Short Takeoff and Landing (STOL) aircraft are aircraft built to get in and out of an area in the shortest amount of time possible. Some aircraft are designed from the ground up to be a STOL airplanes, and others have just been modified to make them more capable as STOL aircraft. They can operate on and off airport, on grass, snow, ice or any other runway in harsh conditions. They can also operate off prepared strips.

You still have time to go and check out the event, which ends on Sunday. Their website is: <https://lonestarstol.com> If you are able, please go support their efforts and watch the skilled Pilots as they compete for prizes worth well over \$12,500!!



Young Eagles Flight coming up:

By John Horn

As announced, there will be a Young Eagles Flight at North Texas Regional Airport (NTRA) at the Main Terminal on Sunday, April 26 at 1pm (Alternate date of Sunday, May 03 in case of inclement weather). If you know of someone who may be interested in signing up for a Young Eagle flight, Please have them sign up at the following link (<https://youngeaglesday.org/>) where they can sign up and fill out a Waiver for the event. Keep this link handy for future reference!

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

Texoma Area Kids Fest

By Ed Griggs

On March 28th, Join 93.1 KMKT, 97.5 KLAK and Mad Rock 102.5 for our 5th Annual Texoma Kids Fest brought to you by Pediatric Dentistry of Sherman – and benefiting the Grayson County Children’s Advocacy Center.

EAA 323 will be manning a booth which has been graciously donated by funds from both Garner Feed, located at 706 E Mulberry St, Sherman, Tx and Allstate Insurance, Brad and David Vogel, located at 5621 Texoma Pkwy, Sherman, Tx.

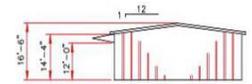
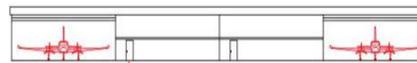
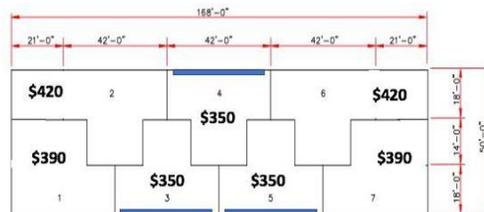
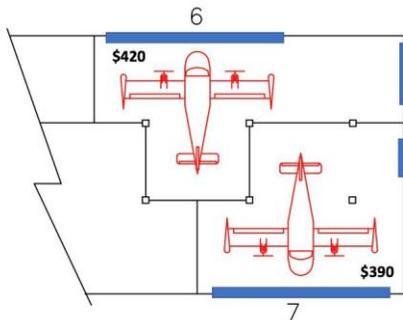
Our agenda will be to increase knowledge of the upcoming Young Eagles Flight as well as membership in the EAA! We will have Posters, Fliers and pamphlets on-hand. “Snoopy” will be there! Make plans to come out and support Us! It should prove to be an interesting time!!



T-Hangar Space Available!

By Ruan Meintjes

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



7 UNIT MODEL 1K42
ALL DOORS 41'-8" x 12'-0" CLEAR



Quiz: Can You Answer These 6 Airspace Questions?

By Colin Cutler | 02/14/2020 <https://www.boldmethod.com/blog/quizzes/2020/02/can-you-answer-these-6-national-airspace-questions/>

1) Class A airspace starts at:

10,000' AGL	10,000' MSL	18,000' AGL	18,000' MSL
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2) You're VFR, and you were just cleared into Denver's Class B airspace. What's the lowest the visibility can be?

1 SM	3 SM	5 SM	If I can't see the mountains, I need more visibility.
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3) What's the maximum speed you can fly here?



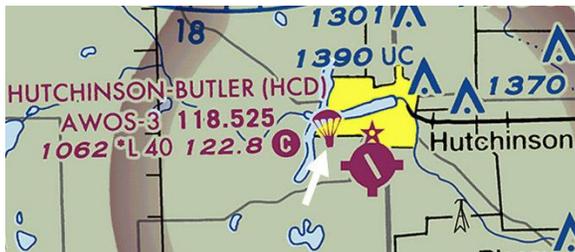
200 KIAS	250 KIAS	Less than Mach 1
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4) Class G airspace is:

Controlled	Uncontrolled	Controlled During The Day
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5) You see this symbol on the chart. What does it mean?

Military Drop Zone	Runway Arresting Devices Available	Parachute Jump Area	Model Rocket Launch Site
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6) You're flying a U-2 at 70,000 feet over California. What airspace are you in?



Class A	Class B	Class C
Class D	Class E	None - You're In Space!



[Aircraft of the Month: Mignet HM-14 Flying Flea \(Pou du Ciel literally "Louse of the Sky" in French\)](https://en.wikipedia.org/wiki/Mignet_HM.14)

https://en.wikipedia.org/wiki/Mignet_HM.14

The HM-14 was designed by French radio engineer Henri Mignet. It was the result of his ambition to design a safe aeroplane that could be built quickly and cheaply by any amateur familiar with simple woodwork and metalwork skills. It followed a progressive series of designs, of which the HM-8 monoplane was already successful as an amateur-built aircraft.

On 10 September 1933, at the Bois de Bouleaux near Soissons, Mignet piloted the first flight of the HM-14. In the following months, he made many flights with progressive modifications to improve its handling and performance, totaling 10 hours test-flying time. He described the HM-14 as his Pou no.4, presumably counting from the HM-11, that featured a large pivoting flap between the fixed front and rear wings. The prototype HM-14 had a wingspan of 6 m (20 ft).

It was powered by an Aubier et Dunne 540 cc three-cylinder two-stroke motorcycle engine, producing about 17 hp (13 kW) at 4,000 rpm. The engine was connected to the propeller shaft via a chain drive with a 2.5:1 reduction ratio. Subsequent examples were built with many optional engine and wingspan variations.[1]

In September 1934, the French aeronautical magazine *Les Ailes* published Mignet's article *Le Pou du Ciel*, in which he described the HM-14. In November 1934, he published his book *Le Sport de l'Air* that gave all the dimensioned details of materials, plus descriptions and techniques, to enable readers to construct and fly their own HM-14s without further specialist help.

In September 1935, the Air League published an English translation of *Le Sport de l'Air*, and it was also serialised in the October, November and December 1935 issues of the magazine *Newnes' Practical Mechanics*.[1]



Mignet HM.14 Specifications

Data from British light aeroplanes: their evolution, development and perfection, 1920-1940

General characteristics

Crew: 1

Length: 3.96 m (13 ft 0 in)

Wingspan: 20 m (65 ft 7 in)

Height: 1.68 m (5 ft 6 in)

Wing area: 12.73 m² (137.0 sq ft)

Empty weight: 159 kg (351 lb)

Max takeoff weight: 247 kg (545 lb)

Powerplant: 1 × Carden-Ford 4-cylinder water-cooled in-line piston engine, 23 kW (31 hp)

Propellers: 2-bladed fixed pitch propeller

Performance

Maximum speed: 133 km/h (83 mph, 72 kn)

Cruise speed: 106 km/h (66 mph, 57 kn)

Stall speed: 52 km/h (32 mph, 28 kn)

Range: 243 km (151 mi, 131 nmi)

Rate of climb: 1.53 m/s (301 ft/min)

Wing loading: 19.4 kg/m² (4.0 lb/sq ft)

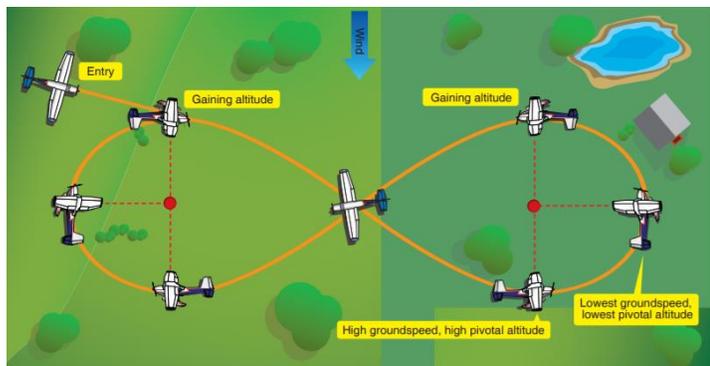
Power/mass: 0.163 kW/kg (0.099 hp/lb)



CFI Corner: Eights On Pylons

By Adam Yavner

This is the most challenging ground-reference maneuver! Here, a figure-eight is performed between two points on the ground, at a particular height. The goal is to increase the ability to intuitively and subconsciously control the aircraft, dividing your attention between the pylons and the flightpath. The maneuver was originally developed in war-time so a pilot could maintain a sight picture of the wing lined up with a point on the ground to allow a gunner to destroy a target. Other applications might include search and rescue or aerial photography.



The objective of this maneuver is to develop the ability to maneuver the airplane accurately while dividing one's attention between the flight path and the selected points on the ground. Eights on Pylons are extremely helpful in developing subconscious control of the airplane. They are required for the Commercial Pilot Certificate. The difference between this and a turn around a point is that you are not trying to maintain a fixed radius around the pylon – you are trying to keep the object lined up on the wingtip. Rather than correcting for wind, you are correcting for groundspeed.

Since the maneuver may be unfamiliar to some, some definitions are in order –

Pylon – a fixed object or point on the ground used as the reference.

Pivotal Altitude (PA) - the altitude at which, for a given groundspeed, the projection of the visual reference line to the pylon appears to pivot

The goal of the eights-on-pylons is to have an imaginary line that extends from the pilot's eyes to the pylon. This line must be imagined to always be parallel to the airplane's lateral axis. Along this line, the airplane appears to pivot as it turns around the pylon. In other words, if a taut string extended from the airplane to the pylon, the string would remain parallel to lateral axis as the airplane turned around the pylon. At no time should the string be at an angle to the lateral axis.

The altitude at which the visual reference line ceases to move across the ground is the pivotal altitude. The pivotal altitude is critical and changes with variations in groundspeed. Since the headings throughout turns continuously vary from downwind to upwind, the groundspeed constantly changes. This results in the proper pivotal altitude varying slightly throughout the turn. The pilot should adjust for this by climbing or descending, as necessary, to hold the visual reference line on the pylons. This change in altitude is dependent on the groundspeed.

Putting it all together:

Select your pivotal altitude based on ground speed. Since this will vary throughout the turn, and will even change with the winds, some use IAS to make the initial pivotal altitude selection (just know that its ground speed which is the determining factor). A helpful tip is to make a small chart with some common airspeeds for your plane, so you can refer to it without having to use a calculator. $GS2/15 = PA$ in mph. $GS2/11.3 = PA$ in knots. This gives the pivotal altitude in AGL.



FunPlacesToFly

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

After clearing the area and other pre-maneuver checks, and trimmed for straight and level cruise power (not above V_a)... Select two pylons that are prominent and adequately spaced, and perpendicular to the wind direction. Fly between the pylons 45° to downwind, such that the first turn is to the left and into the wind. Line the wing up with the pylon, and then adjust altitude as necessary to maintain that sight picture all the way around the pylon to about your starting position. Elevators are the primary control for this maneuver. Bank should not change much. After the first turn, fly straight and level for about 3-5 seconds between the pylons – this will again be downwind or 45° to it, so the highest groundspeed and therefore the highest pivotal altitude. Roll towards the right pylon, and repeat.

By the way - I am not aware of a “requirement” to make the first turn to the left, however since you are likely sitting in the left seat, it may make setting up much easier.

Do NOT attempt to correct the sight picture by use of the rudder – use the rudder only to maintain coordination. Focus nearly all attention outside, between the pylon and the flightpath. Trying to use the altimeter to maintain the pivotal altitude is useless. The Airplane Flying Handbook Chapter 6 has all of the specific information as well as some common errors associated with this maneuver. With practice, this is one of the most fun and useful maneuvers, and well worth adding to your repertoire!

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

Builder’s Corner Updates

By Ed Griggs

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



Answers to the Quiz on Page 8

Class A airspace starts at 18,000' MSL.

Since SVFR isn't allowed at KDEN, the minimum visibility is 3 SM.

The maximum speed in Class B airspace below 10,000' MSL is 250 KIAS. One thing to note: Class B airspace doesn't have a speed restriction, but any time you're below 10,000' MSL, you're restricted to 250 KIAS.

Class G is uncontrolled airspace.

The parachute symbol identifies a parachute jump aircraft operations area.

Class E airspace exists above FL600 upward over the continental US and Alaska.



EAA Webinars Schedule

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

We've announced our January and February webinars that you can enjoy from the comfort of your home. EAA webinars are free to all aviation enthusiasts. Pre-registration is recommended since space is limited to the first 1,000 registrants.



Tuesday 3/24/20 @ 7 p.m.

Presenter: Patti Arthur

Subject: Chapter Chat: Donations and Contributions to Chapters

Tax attorney Patti Arthur discusses the legalities, tax benefits, and the potential pitfalls when accepting donations of cash or property. She will discuss donations of completed aircraft, as well as partially built or unbuilt kit aircraft.

Wednesday, 3/25/20 @ 7 p.m.

Presenter: Tom Charpentier/Dr. Stephen Leonard

Subject: Medical Certification Q&A

Qualifies for FAA WINGS credit.

EAA government relations director Tom Charpentier and Aeromedical Advisory Council chair Dr. Stephen Leonard will discuss common certification problems, navigating the special issuance process, and BasicMed. After the presentation, remaining time will be spent with a Q&A session answering your questions.

Wednesday, 4/8/20 @ 7 p.m.

Presenter: Jim Bourke and Marianne Fox

Subject: You Just Got Your Pilot Certificate — Now What?

Qualifies for FAA WINGS credit.

A webinar for the newly minted pleasure pilot. You've done all the work to get your pilot rating. Great job! But what comes next? Jim Bourke will provide ideas, help you set goals, and challenge you to grow as an aviator. Avoid getting into a rut and practicing the same skills over and over. Expand your horizons and learn to trust yourself as a pilot by understanding the risks and rewards of flying!

Tuesday 4/21/20 @ 7 p.m.

Presenter: Johnny Ostmeyer

Subject: Coaches and Camps for Aerobatic Competition

Qualifies for FAA WINGS credit.

IAC member Johnny Ostmeyer discusses how aerobatic coaches and camps can help your contest flying. He will share tips about how to find aerobatic coaches and camps, and also what to expect from them.

Wednesday, 4/22/20 @ 7 p.m.

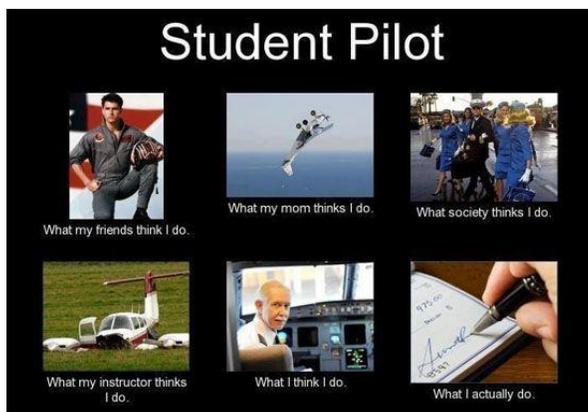
Presenter: David Leiting, Chapter Field Representative II

Subject: Flying Clubs - Growing Participation in Aviation

EAA's initiative to support the formation of flying clubs by the members of EAA's chapter network continues to grow, and David Leiting from the EAA chapter office will help you learn the ins and outs of forming a separate nonprofit flying club at your local airport!



EAA gratefully acknowledges the support of Aircraft Spruce and Specialty Co. for their generous sponsorship of EAA webinars.



Aviation Words - True Airspeed

By Ian Brown, Editor <https://eaa.org/eaasearch?term=aviation%20words>

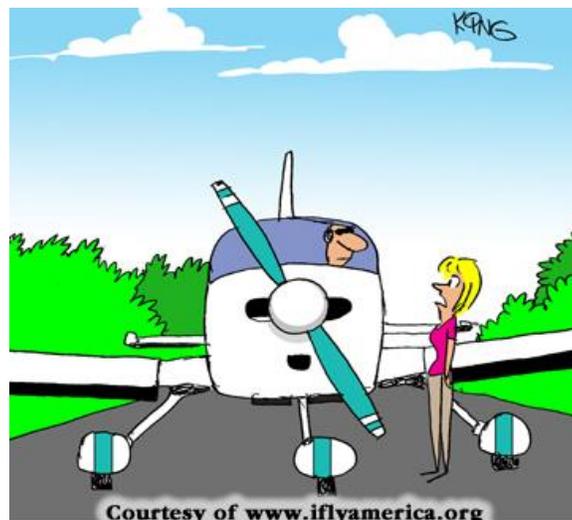
February 2020 - We all learned this as student pilots, but I, for one, manage to ignore it in routine flights. The use of GPS for over-the-ground speed measurements has largely superseded the need for awareness of true airspeed for longer cross-country flights. Pilots were all taught that the pitot-based airspeed indicator system is only accurate at standard air pressure and temperature. Unless you're flying at below sea level (generally not a good idea in most parts of the world), inaccuracies increase with altitude, because air pressure goes down and so does outside air temperature.

At higher speeds the compressibility of air must also be considered, since we're not just thinking about how fast the air is flowing but also about how much it is being compressed in the pitot system. The calculation for relatively low speed flight is based on the formula $TAS = EAS \times \sqrt{p_0/p}$, where TAS is true airspeed, EAS is equivalent airspeed, p_0 is the air density at sea level in the International Standard Atmosphere (15 °C and 1013.25 hectopascals, corresponding to a density of 1.225 kg/m³), and p is the density of the air in which the aircraft is flying.

For our purposes, equivalent airspeed is close to indicated airspeed in a well-calibrated system at sea level at standard pressure and temperature. Let's say we're flying at 6,500 feet on a day with standard pressure and temperature at sea level. At this altitude, the air pressure drops from 1013.25 to about 800 hectopascals. The square root of dividing sea level pressure by air pressure at altitude gives us 1.13. In other words, our true airspeed is 13 percent higher than that indicated.

As temperature goes up, the air pressure also goes down, and we start to see similar errors closer to the ground. Remember, it's true airspeed that's giving us lift; even though we might have done our stall testing at or close to standard pressure and temperature using indicated airspeed, those numbers don't stay the same with varying conditions, like summer flying in the mountains.

My little Dynon D10A is a marvelous instrument. I don't think I gave it enough respect when I installed the outside air temperature probe and the pitot system. Using its knowledge of OAT and altitude and a slick little algorithm in its programming, it will happily give me true airspeed. Maybe I'll start paying that indication more attention.



“What do you mean you were having so much fun flying you lost track of time? Instead of three hours, you were gone a month!”



Supporting Our Community, Shop Local, Shop Texoma:

By Todd Bass

Rebecca Yavner, Agent

214-785-8188

<https://rebeccayavner.exprealty.com/index.php>

GRI - Graduate Realtor Institute, PSA - Pricing Strategy Advisor, RSPS - Resort and Second-Home Property Specialist



Keep Calm SHOP LOCAL

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

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



FASTSIGNS® of Sherman

Todd Bass

1920 N Grand Ave, Sherman, Texas 75090

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



Vogel Allstate Insurance Group

Brad and David Vogel

5621 Texoma Pkwy, Sherman, TX 75090

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



Garner Feed and Seed

Ray, Chris and Nicole Garner

903-892-1081

706 E Mulberry St, Sherman, Texas 75090

The Prop-Strike Café, located at North Texas Regional Airport (at 5300 Airport Drive, Denison, Texas 75020 ((903) 419-2299)) is open Monday thru Friday, 6am – 2pm. Come by and see Andrea, Ally, and Chef Greg for a great lunch at Great prices!



4531 Texoma Parkway Denison Tx, 75020
(903) 337-1533

Facebook: C & J Family dining

Instagram: cncjfamilydining

C & J's Family Dining, located in Denison at 4531 Texoma Pkwy, serves Breakfast from 8am-10:30am and regular menu items from 11am-7:30pm Wednesday- Sunday, Friday brings Catfish, Popcorn Shrimp and Clam Strip plates starting at \$9.99! Someone wins their lunch for FREE at 12:30pm with our lotto lunch every single day!!



I SEE YOU ARE ON FINAL

LET ME PLAY YOU THE SONG OF MY PEOPLE



Mel Asberry

FAA Designated Airworthiness Inspector

Specializing in Amateur-Built and Light-Sport Aircraft

*Original & Recurrent Airworthiness Inspections

*A & P Mechanic

*EAA Technical Counselor

*EAA Flight Advisor

2464 County Rd 655
Farmersville, TX 75442-6014
972-784-7544



n168tx@flytx.net

Upcoming Events

Tuesday, 17 March	Texoma Aero Club Monthly Gathering, North Texas Regional Airport (NTRA), 7:00pm
Thursday, 19 March	VMC Club Monthly Gathering at Sherman Municipal Airport (KSWI), 5:30pm Subject: Inaugural Meeting, Word of the month EAA 323 Officer/Board meeting, 6:15pm Monthly Thursday Gathering at Sherman Municipal Airport (KSWI), 7:00pm Subject: Upset Recovery with Rick Jones
Saturday, 28 March	5th Annual Texoma Kids Fest, Downtown Denison, 10:00am – 2:00pm
Saturday, 04 April	Homebuilt Fly-in at Sherman Municipal Airport (KSWI), 9:00am
Saturday, 11 April	Young Eagles event at EAA 1246 (McKinney, KTKI)
Tuesday, 14 April	Texoma Aero Club Monthly Gathering, North Texas Regional Airport (NTRA), 7:00pm
Thursday, 16 April	VMC Club Monthly Gathering at Sherman Municipal Airport (KSWI), 5:30pm Subject: Pilot Workshop Online Scenarios Monthly Thursday Gathering at Sherman Municipal Airport (KSWI), 7:00pm Subject: Martin UAV's with Rick Simmons
Sunday, 26 April	Young Eagles event at North Texas Regional Airport, Main Terminal, 1:00pm

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	sean_noel23@yahoo.com	903-816-0094
Ross Richardson	Treasurer	rprichardson46@gmail.com	903-821-4277
Steve Straus	Board of Directors	steve@straususa.com	214-693-1417
Rick Simmons	Board of Directors	rr52s@yahoo.com	903-818-8066
Mary Lawrence	Board of Directors	mary1983cpa@gmail.com	903-821-2670
Mel Asberry	Technical Counselor / Flight Advisor	n168tx@flytx.net	972-784-7544
Jim Smisek	Technical Counselor	jwsmisek@aerotechniques.com	903-819-6428
Joe Nelsen	Technical Counselor	nelsen.n502pd@gmail.com	903-818-0496
Ross Richardson	Membership	rprichardson46@gmail.com	903-821-4277
John Horn	Young Eagles Coordinator	jhorn@ntin.net	940-736-8440
Adam Yavner	Eagles Coordinator	ayavner@yahoo.com	903-744-0384
Ed Griggs	PIO / VMC Coordinator	a_model_guy@ymail.com	903-436-1405

General Email: EAA323@hotmail.com

Website: <https://chapters.eaa.org/ea323>



High Flight



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

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



EAA SHERMAN CHAPTER 323 MEMBERSHIP APPLICATION AND RENEWAL FORM

- New Member
 Renewal
 Info Change

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

Make checks payable to
EAA Chapter 323

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

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

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

Name _____

Copilot (spouse, friend, other) _____

Address _____

City _____ State _____ Zip _____

Phone Home: _____ Mobile: _____

Email address _____

EAA # _____ Exp date: _____

(Chapter 323 membership requires National EAA membership)

Pilot/A&P Ratings _____

I am interested in
helping with:

- Fly-Ins
Programs
Newsletter
Young Eagles
Officer

Plane, Projects (%complete) and Interests: