



# The Ramp Page September 2022

Vol 53, Ed 08

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



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

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

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## President's Mission Brief:

By John Halterman

Hello EAA 323!

From the time I write this, yesterday a group of about 10 folks went to Mt Pleasant Airport to see the Mid America Flight museum, filled with a variety of aircraft from about the mid 1920s to late 60s. Quite a collection and it was a great visit! Look for a detailed summary later in the newsletter.



We have a lot of activities coming up over the next month or so!

Thursday Sept 15 will be a presentation on what the EAA can do for you and us. This will be an interactive discussion versus just PowerPoint slides to show where we can leverage more resources from the EAA. Come on out and join us!

September 25 at 1pm, at Sherman Muni, is our fall Young Eagles event. We typically fly around 20 kids and we need airplanes, ground crew, and enthusiasm. Please contact John Horn for participation information (details at back of newsletter).

Next up is Oct 1 Brushy Creek Fly In. This is held at 69XS at Rick Simmons place. It's always fun and I always mark my calendar for this event. We will start with a board meeting at 9am to do the planning for this events in the first half of 2023. Feel free to join and share your ideas! The lunch for the flyin starts around mid day and there is yummy chili, food, and fun! It is requested to bring a donation for the local food pantry but not required.

This will then be followed on an EAA 323 sponsored pancake breakfast at the Splash In at Cedar Mills (3T0) on Sunday Oct 16 morning. During the course of that weekend, Cedar Mills sponsors an event for education seminars on aviation called the Cedar Mills Splash In. It's a great event! See flyer later in newsletter for details. However we will need help at that event for pancake flippers and the like on that Sunday morning.

On other news, the DC 3 flight works are in progress. EAA approved our insurance request and Rich and the team are working on the ticket sales and the organization of it. Standby for more details but if you would like more info talk with Rich Kreekon or Frank Connery.

Wow! We've got a busy month or so ahead of us.

A couple side notes...we don't know why, but on occasion you may be seeing someone "spoofing" my name as if I need help or need you to send money. To be clear, it's junk! Ignore it. I will not request anyone to send money. Unfortunately, this is a bigger problem in the world today....don't fall for the scam.

Last, we are still looking for a newsletter editor for 2023. Ed Griggs' contact info is at the back of the newsletter if you'd like to learn more. Make the newsletter your own. This is a team effort this chapter. Thanks for your consideration.

See you soon....on the ramp!

John F Halterman  
EAA 323 President



## [EAA 323 success story: Ashton Elliot: From Young Eagle to US Coast Guard Aviator](#)

By Ashton Elliot, Ross Richardson

When I was 14, my parents took my brothers and me to North Texas Regional Airport in Denison, TX to participate in a Young Eagles flight. My parents were trying to get my brothers, who were in Boy Scouts at the time, interested in flying. Little did they know that I would be the one who ended up dreaming to become a pilot! I flew with Ross Richardson, and all I can remember is being completely amazed and taking pictures the whole time.

Fast forward a few years, and I hadn't flown in a Cessna again, but I still knew I wanted to be a pilot. I went through college pursuing a Business degree, because going the general aviation route turned out to be too expensive for me after some thorough research. Prior to beginning my senior year of college, my dad saw a documentary on US Coast Guard Aviation, which sparked my interest. After much prayer and consideration, I decided to apply for Officer Candidate School with the Coast Guard.



14 year old Ashton Walters on her YE event with Pilot, Ross Richardson!



LTJG Ashton Elliot with Ross Richardson

I was accepted upon college graduation, and about a year later I was selected to attend flight school. I flew the T-6B and T-44C in Naval flight school. Upon completion of flight school, I was stationed in Miami flying the HC-144 for the Coast Guard. I flew many Search & Rescue and Maritime Law Enforcement missions while stationed there, to include interdicting over \$35 million worth of narcotics, saving over 100 lives, and even evacuating victims who had been held hostage in Haiti.

I'm now stationed in Corpus Christi, TX, executing the same mission in the HC-144. Had the Young Eagles not provided an opportunity for me to go on my first ever flight, I might not have pursued a career in aviation. Prior to leaving for OCS, I

linked back up with Ross Richardson by happenstance at the same airport it all started at in Denison. We have stayed in touch through the years, and he even came to my winging ceremony when I completed Naval flight school. I'm so thankful for the flight he gave me as a 14 year old! I'll never forget it.



Lt Ashton Elliot at the helm of her HC-144 Aircraft, doing what she loves most!



## [EAA 323 is getting ready for another Young Eagles event, Are you?](#)

By Ed Griggs

Mark your Calendars for the upcoming Young Eagles Flight event at Sherman Municipal Airport (KSWI) on Sunday, Sep 25 at 1pm (Alternate date of Sunday, Oct 02 in case of inclement weather). It's not too late to get involved! For over 30 years, EAA 323 has been supporting the Young Eagles program and we could not have done it without your continued support and dedication!

With the word getting out, more and more Young Eagles are showing up to take advantage of this amazing opportunity! We need any and all ground-crew, pilots and, last but not least, PLANES to be present for this mission! So, please, get with John Horn and let him know of your availability for this fun and fulfilling activity! The smiles on these kiddoes faces when they emerge from the plane are priceless!!

This is also a chance to verify and update your EAA Youth Protection Policy and Program status. The following link (<https://www.eaa.org/ea/youth/youth-protection-policy-and-program>) will take you to the website! Once completed, please let John Horn know! Thanks!

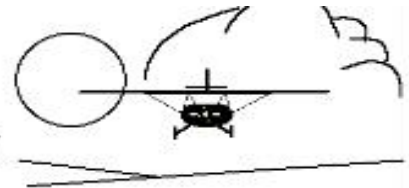
### [Young Eagles Day Registration Website:](#)

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.com/>) where they can sign up and fill out a Waiver for the event. Keep this link handy for future reference!

EAA First Saturday event: Brushy Creek Fly-In

By Rick and Pam Simmons

**BRUSHY CREEK**  
**\*\*\*Twenty Sixth\*\*\***  
**ANNUAL FLY-IN & FARM PARTY**



Sponsored by PK Solutions

October 1st 11:00AM

LOCATION: BRUSHY CREEK RANCH, GRAYSON CO. Five miles north of Sadler, Texas 1000 Arkansas Rd, One mile East of FM 901 See Maps below

LUNCH @12:30.. Rick's infamous chili, Hot Dogs, Brats, all the fixins & your favorite Soft drinks will be available. BRING YOUR LAWN CHAIRS!!

Come watch old and new airplanes arrive, weather permitting.

Meet the pilots & learn about General Aviation

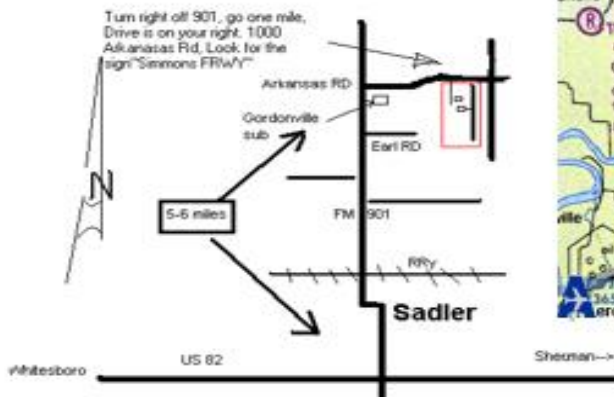
Price of Admission: We ask you bring canned goods or diapers to be delivered to "Your Neighbors House" our local food pantry.

Contests... Prizes.. Games

\*\* Please RSVP Via E-Mail rr52s@yahoo.com or Call 903 818 8066

FOR YOU AVIATORS..2800X100 GRASS (CAUTION, 40' TREE @ EACH END) 18-36, WIND SOCK ON West Side OF RWY. LAT 96/49 LONG 33/45. PARKING VIA MIDFIELD WEST TAXIWAY, THEN NORTH SIDE IN FRONT OF THE HANGER. CTAF 122.75

See you Soon, Rick & Pam Simmons



Sectional Not for Navigation

Directions are located on page 27 of this newsletter! - Ed



**FunPlacesToFly**

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

# Cedar Mills Safety Seminar and Fly-In

By Kris Worstell



## Safety Seminar & Fly-In October 14, 15, 16, 2022 SEMINAR SCHEDULE

Door prizes presented at every seminar. Plus, each seminar attended gives the pilot additional chances to win the Grand Prize. **Grand Prize** presented at Octoberfest...you must be present to win!

### Friday, October 14

TIME	LOCATION
Starts at 3pm Registration	<b>Hangar</b> West end of airfield
6-8 pm Complimentary Social Hour & Splash Chat Session    Open Forum with the Pros	<b>Hangar</b> West end of airfield

### Saturday, October 15

TIME	TOPIC	SPEAKER	LOCATION
Starts at 8am	Registration		<b>Hangar</b> West end of airfield
9-10 am	Do's & Don'ts of Drone Flying	<b>ADRIAN DOKO</b> President, Association for Uncrewed Vehicle Systems International (AUVSI) Lone Star Chapter	<b>The Lodge</b> South of airfield near RV Park
10-11 am	Breaking Down Barriers of Primacy - A CAPS Story (Cirrus Airframe Parachute Systems)	<b>GRAHAM COOMBS</b>	<b>The Lodge</b> South of airfield near RV Park
11 am-1 pm	Lunch		
1-2 pm	Flying Blind	<b>BRUCE WEBB</b> Outreach Manager Airbus Helicopters	<b>The Lodge</b> South of airfield near RV Park
2-4 pm	Accidents & Incidents -- Case Studies	<b>LUCKY LOUQUE</b> Air Salvage of Dallas FAAST Team Representative	<b>The Lodge</b> South of airfield near RV Park
6-8:30 pm	<b>Octoberfest Dinner</b> Unexpected Visitor in Flight	<b>JILL SHOCKLEY</b> Certified Flight Instructor (CFI) and FAAST Team Member	<b>Pelican's Landing Restaurant</b> Center of the Marina

This is a special **ALL YOU CAN EAT OCTOBERFEST** Feast  
**ADULTS: \$25 per person (includes beer, wine, soft drink or tea and tax)**  
**CHILDREN UNDER 8: FREE**

Please purchase entry wristband at the registration table located at the Hangar

### Sunday, October 16

8-9:30 am	Pilot Pancake Breakfast Sponsored By EAA 323	<b>Hangar</b> West end of airstrip
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Directions can be found on Page 28 of this newsletter! - Ed



# “A FLIGHT BACK TO THE PAST”



**You are invited** to join us on a vintage **fantasy** flight via a DC-3 to travel back in time and enjoy nostalgia in the “**REAL**”. We will be departing North Texas Regional Airport on a scenic flight to Mount Pleasant Airport where we will enjoy a lovely dinner while listening to the sounds of “Big Band Swing” music including Jimmy Dorsey, Count Basie, Benny Goodman, Glenn Miller and many more. Seating is limited so make plans soon.

ROUND TRIP TICKET INCLUDING DINNER \$395.00 PER SEAT.....

DEPARTURE 5:30 PM NORTH TEXAS REGIONAL AIRPORT SATURDAY 11/05/22.

CONTACT FRANK CONNERY AT C. 469.215.1110 FOR RESERVATIONS...

SEE YA!!!!



## Arcane Aviation Texas Fact:

Source: *Handbook of Texas Online*, Robert E. Norton, "Rodgers, Floyd H. [Slats]"

This is Floyd H. "Slats" Rodgers in his home-built airplane on the streets of Cleburne, Texas, 1912. Standing next to him is his father. Slats was a true Texas character. He was the first person in Texas to have a pilot's license and the first to have one revoked. From the TSHA:



"Rodgers, an aviation pioneer, was born in Tunnel Hill, Georgia, on March 7, 1889, the son of Charlie and Alice (Russell) Rodgers. He moved with the family to Keene, Texas, and after a brief education moved to the farm of an uncle near Waco. At the age of eighteen he applied for employment with the railroad; he advanced to locomotive engineer on the Gulf, Colorado and Santa Fe in 1915.

That same year he married Rosie Oliver; they had four children and were later divorced. Rodgers's boyhood experience with kites evolved into an avid interest in flying. Largely self-taught, he began to read extensively about planes. He first built a model plane that he put on display, and soon decided to build a larger version. With the help of John C. Fine, an engineer he met working on the Santa Fe, Rodgers designed and built a primitive aircraft, reputed to be the first built in Texas, which he flew without instruction in late 1912, a mere nine years after the first manned airplane flight by the Wright brothers. Because of a persistent droop in one wing Rodgers called the plane Old Soggy No. 1; he retired it in 1913.

He became a civilian flight instructor for the army in 1916 and went on to fly army-surplus Jennies and Canucks as a barnstormer and circus stunt pilot after World War I. During prohibition he bought his own plane to ferry bootleg liquor from Mexico to Texas. He was involved in gambling and moonshining operations and eventually served six months in a Dallas jail for his illegal activities. After prohibition, as livelihood from barnstorming waned, he turned to crop dusting in the lower Rio Grande valley. On special charter requests he would sometimes shock his passenger with unforgettable aerial performances. He was a check pilot for Civilian Pilot Training just before World War II. Although his flight career extended to his later years, his flamboyant lifestyle and penchant for the illegal was increasingly limited by rules and regulations of the Civil Aeronautics Administration."



The Barrow Gang Has A Close Call with a Crash Landing, Sunday February 11, 1934



Bonnie & Clyde's Barrow's High Flying Friend: Floyd H. "Slats" Rodgers

"A Waco Model 10 Cabin Cruiser made a crash landing on the northeast quadrant of Cavender Ranch close to Centerville road. Early Sunday morning, before church, the compact cabin cruiser attempted a forced landing in Cavendar's cow pasture. Locals identified the four occupants of the plane as Clyde Barrow, Raymond Hamilton and Mrs. Bonnie Parker. The pilot was identified as Slats Rodgers wearing cavalry riding pants, boots and a flight jacket. Rodgers is the alleged ring leader of a group of pilots flying out of Love Field, known as the "Love Field Lunatics". Checking the pilot's logbook at Love Field, it showed a destination of Waxahachie, Texas. Perhaps Mr. Rodgers was lost or made a mistake logging his flight plan, as Waxahachie is nowhere near his premature landing site." <https://texashideout.tripod.com/slats.html>

"Rodgers coauthored an autobiography, *Old Soggy No. 1* (1954), in which he preserves the uninhibited character of the first three decades of aviation and reveals his own uniqueness. Bootlegging and flying stunts made him famous among the aviators and law-enforcement officers within the range of Love Field in Dallas as well as later in the lower Rio Grande valley. He performed the aviation heroics attendant upon early flight, including such incidents as surviving a crash after the motor had fallen off, safely landing a fabric-covered aircraft with one side in flames, having the first pilot's license in Texas and being the first to have it revoked, and landing safely at night after being blinded by lighted fireworks mounted on his plane.

After his second marriage, Rodgers bought a 400–500 acre ranch in Bandera and opened a steakhouse. He subsequently sold out and moved to McAllen, opened another steakhouse, and ran a fisherman's camp in nearby Zapata. Slats Rodgers died on July 5, 1956, in McAllen and was buried at Laurel Hills Cemetery in Mission."

What an incredible story and what a fascinating man. Hollywood should make a Biopic about his life. And it goes without saying that I wish I had a cool nickname like "Slats."



## 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](mailto:a_model_guy@ymail.com). Thanks!!

An online EAA Builder's Log that is free for all EAA members to use to document their projects and demonstrate compliance with the FAA's 51 percent rule. If you're a homebuilder who hasn't yet utilized the FREE online EAA Builders Log, you're missing out! Go to <https://eaabuilderslog.org/?blhome> and setup your free Builders log today!!

## 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](http://pilotsnpaws.org).

South Central Bloodhound Rescue had three 12-week old bloodhound puppies that needed a lift from the Murray, KY area to southwest Missouri. They were heading to adopters in Joplin MO, Tulsa OK, and Argyle TX. One of the adopters was in Joplin, MO, and from there the other two made their way via ground transport to their new homes.



Jim Carney flew the pups from Kentucky to Missouri. Pictures of the three bloodhound puppies and all who helped make it successful: Petmate is a proud sponsor of Pilots N Paws.

## Wanted: Newsletter Editor

By Ed Griggs

As has been mentioned before, I will be stepping down as the Newsletter Editor to pursue other adventures! I will be available to assist, teach and/or help out as much as needed or requested.

For those thinking about stepping up, the only software "tools" that I use are Microsoft Office and Excel.



Aviation Insurance Experts is an independent insurance agency like no other.

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## The 5 Hazardous Attitudes in Aviation and How to Spot Them

By Pilot Institute, February 6, 2021, <https://pilotinstitute.com/aviation-hazardous-attitudes/>

Despite what science fiction movies may show us, we are still several years away from true AI-autonomous flight. This means that we will have to stick with human pilots for a while longer.

For all the skill and problem-solving abilities of human pilots, humans are still prone to emotional reactions and irrational decisions. This can be quite problematic in aviation where every single decision is critical to aircraft safety. To help avoid errors in decision-making, here are the five attitudes that need to be identified and corrected.

**What's the point of identifying hazardous attitudes?** Decision-making is one of the skills that pilots need to learn during their training. Under normal circumstances, pilots are capable of analyzing a situation and coming up with a sound, rational decision based on their expertise. It is for this reason that air travel remains the safest form of travel until today.

However, pilots are also human. They are vulnerable to emotional outbursts, especially when faced with stressors. Whether it's because of a physical, psychological, or physiological stressor, there are circumstances that can compromise a pilot's ability to make good decisions. This is the point where hazardous attitudes start to come up.

The value of knowing these hazardous attitudes is that pilots can identify them early and avoid letting them snowball into a full-blown crisis. Pilots can also develop methods to avoid falling into the psychological pit that breeds these attitudes.

### The 5 hazardous attitudes and their tell-tale signs

#### 1. Anti-authority ("Don't tell me what to do!")

There are two sides to an anti-authority attitude. The first has to do with an outright resentment of having someone tell them what to do or brushing the rules off as unnecessary. The second is a manner of justifying not following the rules, given exceptional circumstances.

It is worth noting that pilots are allowed to question authority if they believe that they are in a justified position. However, questioning the rules is not something that can be done on-the-fly or in the heat of the moment.

The other form of anti-authority behavior comes when the pilot finds a way to rationalize not following the rules. The common justifications are "I've done this hundreds of times before" or "We're on the clock and it's getting late." In most cases, these involve skipping standard safety practices.

Pilots need to remember that rules were reviewed for a very long time before they were implemented and were developed with the input of all concerned parties. There is also no excuse for bending the rules, regardless of how much you need to hurry or how skilled you are as a pilot. After all, it only takes one slip-up for an aircraft-related accident to happen.

#### 2. Impulsivity ("Do it quickly!")

The common stressor for people who display impulsivity is time – or rather, a lack thereof. Impulsivity is exhibited by hurrying through decisions or situations without taking stock of all available information. This is dangerous as it makes it more likely for pilots to commit to a wrong course of action.

Although there are times when decisions have to be made lightning-quick, pilots are still trained to assess the situation with a calm and clear head. This ability to maintain composure is even more important in an emergency. Take note that the first decision that comes to mind isn't always the right one.

"Think first" – that's the common advice for pilots whenever they are caught in an emergency. Take a deep breath, gather all the necessary information, and come up with the best decision. A correct decision is infinitely better than a quick one.

Hazardous Attitude	Antidote
Anti-authority: Don't tell me.	Follow the rules. They are usually right.
Impulsivity: Do something quickly.	Not so fast. Think first.
Invulnerability: It won't happen to me.	It could happen to me.
Macho: I can do it.	Taking chances is foolish.
Resignation: What's the use?	I'm not helpless. I can make a difference.





### 3. Invulnerability (“It won’t happen to me.”)

People tend to think that accidents happen to other people simply because they are careless or are not fit for the job that they are doing. In the case of pilots, they need this psychological shield of invulnerability, lest they get paralyzed with the fear of a crash whenever they climb into a cockpit.

However, a firm belief that an accident will never happen to them also empowers pilots to take more risks than necessary. This tends to go hand-in-hand with other hazardous attitudes, such as impulsivity and acting macho.

Instead, pilots are encouraged to adopt the mindset of “It could happen to me.” Any pilot, no matter how skilled or how much they stick to safety measures, is prone to aviation accidents. With this mindset, pilots will not take shortcuts on safety checks and reduce risk as much as possible. Pilots will also avoid rushing through decision-making, recognizing that one wrong decision may be the trigger to a full-fledged disaster.

### 4. Macho (“Let me show you what I can do!”)

As with any professional field, there is inherent competitiveness in aviation. This is usually not a problem unless pilots start taking unnecessary risks just to prove that they are better than the others. Despite the macho attitude commonly attributed to male pilots, female pilots are also prone to exhibiting it.

The macho attitude can also snowball from an unchecked and misplaced sense of confidence. To be clear, pilots need to have a certain level of confidence. After all, they take the welfare of an entire aircraft full of people every time they get into the cockpit. However, this sense of confidence must not develop into risk-taking behavior.

There is also a physiological aspect to exhibiting a macho attitude. The lack of oxygen, medically known as hypoxia, may induce feelings of unfounded well-being – a feeling that “everything is going to be alright.” This can lead pilots to overestimate their abilities and do things without recognition of the risks involved.

The macho attitude can be dissipated by the recognition that taking unnecessary risks is foolish for any pilot and contradicts every bit of their training. Risking the aircraft and the lives of the people onboard does not make you a better pilot.



### 5. Resignation (“What’s the use?”)

A dangerous attitude for a pilot faced by a difficult situation is to just give up and wait for the situation to resolve itself. They may feel that they are not good enough to come up with a solution or are just experiencing bad luck.

Resignation is dangerous because it compels the pilot to simply accept an undesired outcome instead of continuing to find a solution. As you can imagine, this is very problematic when there are lives on the line. Resignation can also happen when a pilot is on the receiving end of criticism and does not take it well.

The common antidote to resignation is to firmly believe that you can make a difference, no matter how challenging the situation is. In the face of an emergency, a pilot needs to push through and realize that they are not helpless.

### Self-assessment with the IM SAFE checklist

Under normal circumstances, a trained pilot is expected to not exhibit these hazardous attitudes and exercise good decision-making. However, this can change in the presence of stressors. This means that it is imperative for pilots to avoid these stressors as much as possible. The **IM SAFE** checklist provides an early detection tool for pilots to determine if their decision-making capabilities have been compromised. These are the items to be considered when doing a self-assessment using the IM SAFE checklist:

#### Illness

Feeling under the weather to any degree (even a slight cold) can severely affect how a pilot operates an aircraft. According to FAR 91.3, the pilot alone is responsible for assessing whether they are physically fit before taking control of an aircraft. Should a pilot feel that they are not in good condition to fly, it is always prudent to pick the safer option and not fly at all.



## Medication

In some cases, pilots may opt to take medication so that they can continue to fly even with an illness. It is important to ensure that these medications do not, in turn, affect the ability of the pilot to make decisions or operate an aircraft. The best course of action would be to consult with a medical practitioner or examiner who has an understanding of the situation and can prescribe the appropriate medicine.

## Stress

Stress can come in many forms, but it almost always causes a decrease in performance and composure. Whether it's physical or psychological, a pilot must recognize when they are under extreme stress and seek ways to alleviate this stress or to ask for assistance. Even stress in their personal lives can lead pilots to make errors in the cockpit.

## Alcohol

Operating an aircraft within eight hours of drinking alcohol or with blood alcohol levels above 0.4 percent is prohibited under federal aviation regulations. This is a simple matter that all pilots are expected to know. Even outside the 8-hour window, pilots are advised not to fly if they are still feeling common effects of being drunk including nausea, lack of focus, or vomiting.



## CFI Corner: Common errors in the traffic pattern

By Trey Bradshaw, TAC CFI

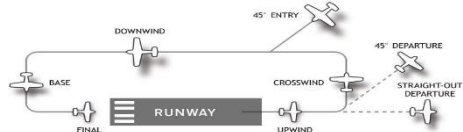
Over the past few months, I have been instructing student pilots and have spent a lot of time in the traffic pattern teaching landings. I have noticed some common areas that create challenges for students.



While flying in the traffic pattern at uncontrolled airports, it is very important to use all the tools available for collision avoidance, but, understand that some aircraft in the pattern may not have ASDB equipment or even radios so visual scanning is incredibly important. When dealing with traffic be courteous and negotiate through potential conflicts as soon as you see them develop.



If you need to create space between you and another aircraft in the pattern it is best to extend your upwind leg. Sometimes a 360-degree turn may be necessary on downwind but keep in mind you may be creating a hazard if someone is entering on a 45-degree entry. The recent collision in California highlights a danger at these uncontrolled airports with aircraft flying straight in approaches. In that accident, a Cessna turned final in front of a light twin that was flying a straight in approach faster than usual. While it appears the pilot of the twin was in the wrong, this accident shows that we must fly defensively and lookout for straight in traffic even if they aren't following the best procedures. It is very important to be sure that you are not in conflict with straight in traffic before you turn base, at both towered and non-towered airports.



When it comes to having a good landing, it all starts on the downwind. Adjusting your power and flap setting at a consistent point will eliminate unnecessary variables. Other traffic in the pattern may force you to adjust the start of your approach but controlling the number of variables in your approach can reduce opportunities for mistakes.

The base leg is where I see the most mistakes from students. Often these mistakes go unnoticed until turning final. When on base airspeed control is critical and allowing speed to vary will set you up for a bad final approach and can create a hazard if you allow the speed to decay too much. Judging your decent rate on base is a big challenge for new students, therefore using similar speeds, power settings and pattern dimensions are important habits for new students to develop. One variable you cannot control is the wind, a tailwind on base can make judging the decent rate more difficult and worse can lead to overshooting the final turn. If you overshoot final go around and do not try to salvage the approach, this is a recipe for a stall/spin accident.

Once you have turned final, airspeed control is incredibly important, I see many students and pilots neglect this as they approach the runway. A common habit I see is subconsciously raising the nose as we get closer to the ground. This often results in a hard landing and landing short of the desired touchdown point, especially if practicing power off accuracy landings. Sometimes practicing on shorter and narrower runways can help to eliminate bad habits by forcing the pilot to improve their technique. Only attempt this on runways for which your aircraft has suitable performance, and fly with a qualified instructor if you are unsure of your own skills.

An error I see often is pilots neglecting the rollout phase of the landing. Once the main gear touches down, I see students forgetting to apply crosswind correction, protect the nose gear and/or maintain centerline. The landing isn't over until you have exited the runway. I have seen that practicing landings at more challenging runways can help with this. Short or soft fields can force you to practice good habits. Only training on long and wide runways makes it easier for bad habits to take hold, if you are unsure of your abilities to land on a more difficult runway go fly with your flight instructor until you are sure of your skills.

The flight is not complete until the aircraft is secured, and you are headed home. Do not allow yourself to become complacent while returning to the ramp or hangar. It is easy after a long day of flying to omit things like wind correction, checklists, or watching for traffic. Most of these small mistakes are easy to fix and show the importance of building good habits from the start. If you should have any questions, please feel free to contact me via email ([treybradshaw3@gmail.com](mailto:treybradshaw3@gmail.com)) or text (903-818-7592)!

Trey Bradshaw  
Certificated Flight Instructor



## [The Middle-aged Aviator](#)

By Rod Machado, August 2018, <https://rod Machado.com/blogs/learning-to-fly/the-middle-aged-aviator>

Over the years, I've heard many stories about middle-aged pilots (45-65 years) who gave up flying due to a sudden onset of anxiety. Apparently, this wasn't induced by any specific aviation trauma nor inspired by the relatively small and perfectly normal decline of reflexes and mental agility experienced by most middle aged pilots. What in the world might spook a 50-ish pilot into abandoning something he obviously once loved to do?

First, let me make it clear that there are probably as many answers to this question as there are belly button rings at a Madonna concert. I'd suggest that the most likely cause has something to do with the emotional baggage a pilot accumulates with age. I'm speaking of baggage caused by the unhealthy focus on a pilot's own mortality, which may result from obsessing over aviation accident data (no doubt there are many other causes, as well). Fortunately, he's not forced to pay an additional \$25 per emotional bag checked during his travels toward middle age, or he'd go broke. The price he actually pays involves worrying about the many possible ways an airplane could smite him.

By the time a pilot reaches the age of 50, he's been around long enough to hear or read about several of the ordinary and imaginative ways aviators have employed to vaporize themselves in an airplane. For convenience, let's call this information the dark side of aviation. Long term exposure to the dark side often assaults the mind, lays siege to the emotions and spooks an otherwise mentally healthy pilot. Whatever desire someone has for living a long, healthy life now collides with the memories of those unfortunate pilots who didn't have one.

While clock time is still technically on the middle aged pilot's side, he no longer feels this advantage. Instead, flying becomes a game of chance, rather than the practical management of risk that it is. At this point, some pilots begin to slowly reevaluate—perhaps over a period of years—their desire to flying. For others, it's as if they wake up one day and out of the blue decide they no longer want to soar into it. The net result is an exit strategy that resembles how an engineer behaves when he accidentally stumbles into a coffee shop hosting a poetry reading. It may look voluntary, but it's essentially coerced by anxiety.

If a pilot surrenders to these emotions, he's essentially letting the deceased determine how he lives. Inasmuch as the NTSB conservatively estimates that 75% of accidents are due to pilot error, we know that fate didn't hunt at least three-quarters of the pilots involved in aviation's dark side events (the percentage of pilot-error-type-accidents is really much, much higher). The suggestion here is that these unfortunate pilots made a choice, and they chose wrong.

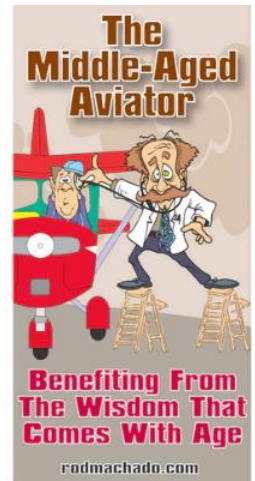
So, what's an older pilot to do when his mortality-induced anxiety compels him to question his desire to fly? I'd argue that a good answer is as simple as deciding to have a little more faith in himself, and his ability to choose wisely in the air.

There's a very good basis for such faith, too. Living to middle age has to count for something in terms of the wisdom a pilot accumulates. Unlike King Lear in Shakespeare's famous play, few people grow old without growing wise. Surely Bob 5.0 is nothing like Bob 2.0. The later version of Bob better understands his/her strengths and weaknesses, as well as how human nature affects his behavior. This is the knowledge that makes us wise, is it not?

For example, an awareness of human nature may make Bob aware of his desire please his passengers, at the cost of aviation safety (wanting to please others to sustain group cohesion is fundamental to human nature). Wise man that he is, Bob 5.0 now elects to protect himself by obtaining his passengers' agreement to cancel the flight and reschedule for another day if the weather is poor.

From a flight safety perspective, knowledge of self (wisdom) is worth a hundred times more than what a pilot may know about how airplanes fly (flight experience). Said another way, age-related wisdom can help us avoid situations where we might have to use our superior skill. And that wisdom helps us avoid situations that require superior skill we might not have.

Based on understanding how wisdom confers a cockpit advantage, the middle aged pilot with mortality-induced anxiety should find comfort in knowing that he's probably a much safer pilot than he (or she) gives himself credit for. As a result, he should learn to trust himself and his ability to fly safely as a means of combating his anxiety. Is the answer really as simple as that? Consider that, from a cognitive perspective, learning to trust oneself is as solid a therapeutic concept as are the drugs used to treat physical illness. So, the answer can be that simple.



To be clear here, I'm not suggesting that wisdom always trumps the age related decreases in a pilot's physical/cognitive performance. In fact, some middle-aged pilots are anxious because they know they're less skilled than they once were. Wise pilots that they are, they'll most likely opt to fly within the range of their performance limits. Perhaps they'll sell that twin Cessna and opt for a Cessna 182 instead. In this article, I'm speaking only of how a capable middle aged pilot might overcome his mortality-induced anxiety by simply placing more faith in himself and his abilities.

If you're one of these middle aged pilots suffering from the anxiety induced by aviation's dark side, then isn't it better to just learn the lessons offered by fallen aviators, instead of bringing the deceased with you on every flight? Let them rest in peace so you may find greater peace in flight.

## EAA323 VMC Club Question of the month: September 2022

By EAA VMC Staff

This month's question: In VFR cruise flight, you're flying a heading of 020 over sea-level terrain, using a 30-degree right wind correction angle to track to your destination. Would an altitude of 5,500 MSL be an appropriate altitude for this segment of your flight?

## Pilot's Tip of the Month: The One Bounce Rule?

Featuring Tom Turner, <https://pilotworkshop.com/tips/the-one-bounce-rule/>

Subscriber question:

"I know I shouldn't 'save' a landing, but sometimes a bounce can be fixed with a small adjustment that yields a smooth touchdown. Is there some simple guidance on this?" — Thomas H.

Tom:

"I teach what I call the 'one bounce rule,' which means you can try to correct the bounced landing only once. To be clear: You might need to go around after the first bounce. But in all cases, if the airplane bounces a second time, always go around. Risk increases with each bounce.

Bouncing can result from touching down with too much vertical speed. The landing gear flexes and throws the airplane back into the air. A bounce can also be the outcome of contacting the ground with too much forward speed. The airplane can skip back into the air if the wing is not stalled at touchdown.

One outcome from a bounce is an airplane that's airborne without sufficient energy to flare and the second impact is much harder. Another common mistake is the pilot making corrections too slowly, entering a pilot-induced oscillation that magnifies each error until control is lost or the landing gear is damaged. A third bounce outcome is a recovery that results in such a long landing that the airplane goes off the end of the runway. A fourth is a go-around so late the airplane collides with an obstacle while trying to climb away. If you're in danger of any of these after the first bounce, go around without a second attempt.

Bouncing happens to everyone every now and then. You can minimize how often it happens to you with good approach technique. Aim to be precisely on speed, on glidepath to the touchdown spot, aligned with the runway with the centerline stripe between your main wheels, and with no sideways drift. If you're off on one or more of these variables—or even if you have final approach nailed, but a gust of wind upsets the balance—the airplane may bounce.

Landing an airplane smoothly at the planned touchdown spot requires every bit of judgment and precision a pilot has. No matter how well your last landing went, you have to work just as hard at it next time."



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## 6 Ways To Perfect Your Landings

By Corey Komarec 01/13/2022

Everyone wants great landings. Here are some ways you can improve yours on your next flight.

### 1) Avoid major power changes on final.

When you fly an aircraft regularly, you start to become familiar with common power settings used in the traffic pattern. You can usually maintain a specified power setting and use it on downwind, base and final with only minor power adjustments. When you avoid large power adjustments, you are less likely to deviate from a proper glide path and approach speed.

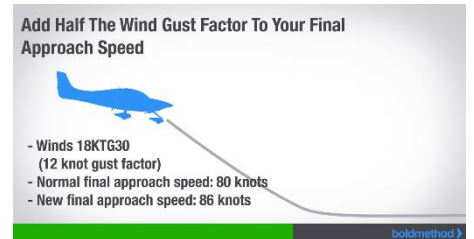


### 2) Stay on your approach speed.

When you stay on the specified approach speed for your aircraft, it's easier to transition from final approach to the flare. Carrying excessive airspeed causes floating, and flying too slow can cause an early stall and rough landing.

### 3) In gusty conditions, add half the gust factor to your approach speed.

By adding half of the gust factor to your approach speed, you'll have a higher safety margin and more control on final.



### 4) Apply smooth back pressure and don't tense your muscles in the flare.

Holding smooth back pressure in the flare will create a perfect set up for a landing that is comfortable for you, your passengers, and your airplane. Keeps your arms relaxed during the flare. By keeping a light grip on the flight controls, you'll have better precision during touchdown.



### 5) Transition your eyes toward the end of the runway during your flare.

Transitioning your eyes down the runway will help eliminate fixation and hard landings. It also helps you gain a sense of your height above the runway in the last few feet before touchdown.

### 6) Don't forget about rudder and aileron inputs in crosswind scenarios.

Keeping your aircraft aligned with runway centerline is essential for a good landing. To avoid side loading, slowly increase aileron and rudder input in the flare during a crosswind landing. As your plane slows in the flare, you need more input to maintain alignment and kill drift in the flare.



# Class E Airspace, Explained

By Swayne Martin, 07/20/2022



If you were like most pilots during training, you were told to memorize Class E airspace on the map, as well as its requirements. No one explained why Class E has so many variations, and it's pretty complicated if you don't understand the logic behind it.

Class E is the most common type of airspace in the United States, but it's often the least understood.

**Class E Is Controlled - But How?** One big confusion point for students is that Class E airspace IS controlled airspace. But why is it controlled?

**In Class E IFR aircraft are controlled by ATC:** This might be a center facility (Air Route Traffic Control Center) or approach/departure facility. As a VFR aircraft, you're on your own, but IFR aircraft must operate on an ATC clearance. That means the airspace is controlled.

**Weather Requirements:** Have you ever wondered why we have weather minimums? Imagine you're flying IFR and pop out of a cloud layer. Suddenly, you spot a VFR aircraft below. The VFR weather minimums give both of you enough time to see and avoid each other.

Here's what you need to fly VFR through Class E **below 10,000 feet MSL:**



If you fly **10,000 feet MSL and above** in Class E airspace, the weather minimums are raised:



So, why do the requirements change at 10,000' MSL? Think about aircraft speed restrictions. FAR 91.117 states that below 10,000 feet MSL, you cannot exceed 250 knots without a clearance. This helps separate slow flying traffic from larger, faster traffic by giving them more time to see and avoid each other. Once you go above 10,000', speeds increase. So, to provide enough time to see and avoid aircraft, your weather minimums increase, too.

**Class E Altitudes:** The toughest part about Class E airspace may be recognizing where it starts. It seems to start at random altitudes all over the map, but there's logic to it.

**Class E Enroute Airspace:** You may have heard that Class E airspace starts at 14,500 feet, but if you look at the sectional, this isn't really the case. In the vast majority of areas, there are enough airports and victor airways to have Class E begin at 1,200 feet AGL. This is known as enroute Class E airspace. On a sectional, it appears inside fuzzy blue borders:



## Class E Transition Areas

In a Class E transition area, the Class E floor drops down to 700 feet AGL. On a sectional map, you can find these transition areas by looking for a broad, magenta line that is fuzzy on the inner side. It often surrounds individual airports or groups of airports.

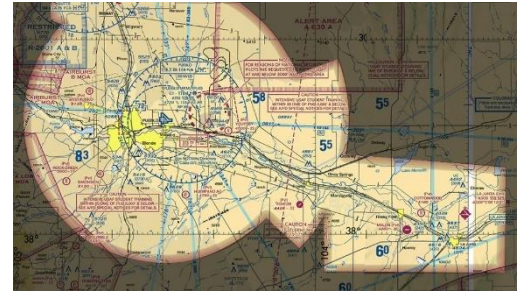
So why does the Class E airspace suddenly drop from 1,200 feet AGL to 700 feet AGL in these areas? Think of it like Class B or C airspace, it drops down to protect aircraft on approach or departure from an airport.



You might ask, why would an IFR pilot be down at 700 feet miles away from the airport? Well, they wouldn't. In MVFR weather, you could have a VFR aircraft just a few hundred feet below an IFR aircraft in the clouds. These transition areas drop down low enough to separate IFR aircraft from VFR aircraft below.

**Transition Area Shapes:** OK, so Class E transition areas are just those magenta circles, right? Nope. You're going to find out there's a whole lot more to Class E than that. In cases like the airspace image below, the airspace designer is taking into account the terrain elevation, as well as the amount and the types of aircraft using that airspace.

For larger, and faster planes, you need larger, more protective Class E transition areas. When you have rising terrain, the transition area must be larger to allow them to climb up to a safe en-route altitude.



**Different Shapes:** Some Class E airspace isn't circular, and many Class E transition areas have rectangular areas jutting off of the airspace. Why are they there? These extensions protect approaches and departures to and from airport runways. They also extend Class E airspace to protect aircraft transitioning into or out of airport areas from enroute waypoints such as VORs.

For instance, at Summersville Airport (KSXL) below, you can see the Class E extensions protect runway approach and departure procedures:

At this airport, to comply with proper terrain avoidance, the protective Class E airspace has been extended in either direction. It's longer to the northeast due to rising terrain. Getting easier yet? While confusing at first, once you know the logic behind the placement, it's easy to understand why it's there.

**Class E Surface Areas:** Just when you thought you were finally getting the hang of Class E, you see this on your sectional map - a Class E surface area. It looks a lot like Class D airspace, but with a magenta border instead of blue:



This is Class E airspace that extends down to the surface for an airport. It's nearly always surrounded by a Class E transition area, so the airspace mimics the wedding-cake shelves of Class C and B airspace. It's just a much less-controlled version of those types of airspace.

Class E surface areas are often in place to protect precision instrument approaches. You'll

also commonly find Class E surface areas with rectangular extensions for approach and departure procedures.

All airports with Class E surface areas are required to have a weather station and the ability for aircraft to contact ATC from the ground. In this case, ATC may include Flight Service, a center facility, or an approach/departure facility.

**Now It Makes Sense, Right?** I remember when I was in flight training, no one explained WHY there were so many variations in Class E airspace, and that really confused me. I never thought about why it was there, or the logic behind placement. IFR traffic in Class E airspace is controlled by ATC, and the weather and speed restrictions make sure that IFR and VFR can see and avoid each other. While many of its characteristics may seem arbitrary, it makes a lot of sense when you think how aircraft use the airspace.

Now that you're a Class E expert, you'll always have some cool ideas to toss around at parties.

On second thought, don't do that...keep that for the pilot's lounge.





## Quiz: 6 Private Pilot Checkride Questions

By Corey Komarec, 07/27/2022, <https://www.boldmethod.com/blog/quizzes/2022/07/6-questions-to-see-if-you-are-ready-to-pass-your-private-pilot-checkride/>

Answers on page 17!



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

1,015' MSL

-985' MSL

-165' MSL

195' MSL

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

A night visual illusion in which a small light against a dark backdrop appears to move.

A rapid acceleration tricks you into believing the aircraft has pitched up.

An illusion of feeling like you are turning about a different axis.

An illusion of tumbling backward caused by leveling off too quick from a climb.

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

Pre-ignition

Sputter

Backfire

Detonation

4) An aircraft will always stall at the same \_\_\_\_\_.

Load factor

Airspeed

Angle of attack

Pitch attitude

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

Warning areas are over water and restricted are not.

U.S. jurisdiction/oversight is limited in warning areas.

Warning areas are always active whereas restricted areas are not.

Restricted areas apply to GA aircraft only whereas warning areas apply to everyone.

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

6 months

12 months

24 months

60 months



## Aircraft of the Month: Dornier Do-28A-1

[https://en.wikipedia.org/wiki/Dornier\\_Do\\_28](https://en.wikipedia.org/wiki/Dornier_Do_28)

*The Illustrated Encyclopedia of Aircraft (Part Work 1982–1985)*. London: Orbis Publishing, 1985.

Jackson, Paul A. (1976). *German Military Aviation 1956–1976*. Hinckley, Leicestershire, UK: Midland Counties Publications

The type designation Dornier Do 28 comprises two different twin-engine STOL utility aircraft, manufactured by Dornier Flugzeugbau GmbH. Most of them served with the German Air Force and Marineflieger and other air forces around the world in the communications and utility role. The Do 28 series consists of the fundamentally different Do 28 A/B (1959) and Do 28 D Skyservant (1966).

The Do 28 was developed from the single-engine Do 27 at the end of the 1950s. The design shared the high-wing cantilever layout and the lift augmentation devices of the Do 27, together with the rear fuselage which seated six passengers.

The defining feature of the new design was the unusual incorporation of two Lycoming engines, as well as the two main landing gear shock struts of the faired main landing gear attached to short pylons on either side of the forward fuselage. The internal space of the Do 28 was the same as the Do 27.

Like the Do 27, the Dornier Do 28 possessed a high cruising speed, excellent low-speed handling characteristics, as well as very short takeoff and landing (STOL) performance. The Do 28 was readily accepted as a natural progression from its single-engine forebear. With many of the same STOL characteristics, most Do 28 production was destined for military customers, notably Germany, although a small number were in service for commercial operators as a rugged, low-cost utility transport. The design proved remarkably adaptable and was developed into a number of progressively improved variants, from the original D, through the D1 and D2 to the 128-2, introduced in 1980. Each variant introduced a number of detail changes that enhanced its already versatile performance capabilities.

## Specifications: Dornier Do-28A-1

### General characteristics:

Crew: 1 or 2  
Capacity: 12 or 13 passengers  
Length: 11.41 m (37 ft 5 in)  
Wingspan: 15.55 m (51 ft 0 in)  
Height: 3.90 m (12 ft 10 in)  
Wing area: 29.00 m<sup>2</sup> (312.2 sq ft)  
Aspect ratio: 8.3:1  
Airfoil: NACA 23018 (modified)  
Empty weight: 2,304 kg (5,079 lb)  
Max takeoff weight: 4,015 kg (8,852 lb)  
Fuel capacity: 893 L (236 US gal; 196 imp gal)  
Powerplant: 2 × Lycoming IGSO-540-A1E air-cooled flat-six engines, 280 kW (380 hp) each  
Propellers: 3-bladed Hartzell constant-speed propellers

### Performance:

Maximum speed: 325 km/h (202 mph, 175 kn) at 3,000 m (10,000 ft)  
Cruise speed: 241 km/h (150 mph, 130 kn) at 10,000 ft (3,000 m) (econ cruise, 50% power)  
Stall speed: 104 km/h (65 mph, 56 kn) (power off, flaps down)  
Minimum control speed: 65 km/h (40 mph, 35 kn) (power on, flaps down)  
Range: 2,950 km (1,830 mi, 1,590 nmi) (with max fuel)  
Service ceiling: 7,680 m (25,200 ft)  
Rate of climb: 5.3 m/s (1,050 ft/min)



DORNIER

## Aviation Words – “Floatplane”

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

A floatplane is a type of seaplane. A flying boat is also a type of seaplane. Both can have landing wheels as well, making them amphibious, but the difference is that a flying boat uses its fuselage for flotation where as a floatplane has, you’ve guessed it, floats.



Grumman HU-16 Albatross is a large, twin-radial engined amphibious seaplane



Piper PA-18 SuperCub on floats

You could imagine that flying boats are uniquely designed for the purpose whereas floatplanes can be any suitable land aircraft modified with the addition of floats.

## EAA323 VMC Club Question of the month September 2022:

### Answer

By EAA VAM Staff

The answer (from page ??): No. VFR flight altitudes are based on magnetic course, not magnetic heading, and the magnetic course in this case is 350 degrees (020 minus 30 degrees). Far Part 91.159 (GENERAL OPERATING AND FLIGHT RULES VFR cruising altitude or flight level.) states that:

Except while holding in a holding pattern of 2 minutes or less, or while turning, each person operating an aircraft under VFR in level cruising flight more than 3,000 feet above the surface shall maintain the appropriate altitude or flight level prescribed below, unless otherwise authorized by ATC:

(a) When operating below 18,000 feet MSL and--

(1) On a magnetic course of zero degrees through 179 degrees, any odd thousand foot MSL altitude +500 feet (such as 3,500, 5,500, or 7,500); or

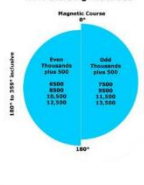
(2) On a magnetic course of 180 degrees through 359 degrees, any even thousand foot MSL altitude +500 feet (such as 4,500, 6,500, or 8,500). Therefore, an even numbered thousand plus 500 feet would be appropriate (e.g. 6,500 MSL). This applies to flight altitudes of more than 3,000 feet above ground level. (Ref: FAR 91.159)

### 91.159 VFR Cruising Altitude or Flight Level

Sec. 91.159  
When operating at or below 18,000 feet MSL but above 3,000 AGL

- ▶ On a magnetic course of zero degrees through 179 degrees, any odd altitude (such as 3,500, 5,500, or 7,500); or
- ▶ On a magnetic course of 180 degrees through 359 degrees, any even altitude (such as 4,500, 6,500, or 8,500).

#### VFR Cruising Altitudes



## Answers to the Quiz on Page 20

1) Every inch in barometric pressure is 1,000'. So, if you take the old altimeter setting and subtract the new altimeter setting, you get a difference in -0.18 in Hg. Multiply that by 1,000' and you get a change in -180'. If the field elevation is 15', subtracting -180 from it means the altimeter in your aircraft would read -165' MSL. 2) This is the alternator, it's your primary means of electrical power when your engine is running.

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

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

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

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

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



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

By Kim and Todd Bass

Shop Local, Shop Texoma is a community motto. Did you know that many franchisees are locally owned and operated? As a local small business, it's our responsibility to champion and promote those like us. To build and support our community in the best way possible.

In the last few years many small businesses owners took the leap of faith into starting their own business and being their own boss. In times where the only thing consistent is inconsistency. We are trying to get back to normal or "new normal" as I call it. It really takes all of us to shop, share, post, talk about the small business that makes our community great. Many local small businesses are big champions for the youth in our community and the local non-profits.

While "Shop Local, Shop Texoma" is a facebook page, it is also a broadcast for all of us. Find your joy, choose your joy, share your joy.

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## 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.



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75090

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

## 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.



**9/13/22@ 7 p.m.**

Presenter: Chris Henry and Ben Page

One of the hidden gems of the EAA Aviation Museum is Pioneer Airport, located behind the main museum. This re-creation of a 1930s airfield houses a special part of the museum's collection, including many examples of golden age aircraft. Museum staff members Chris Henry and Ben Page take a look behind the doors of Pioneer Airport.

**Subject: The Treasures of Pioneer Airport, Part 1  
Museum Webinar Series.**

**9/14/22@ 7 p.m.**

Presenter: Prof. H. Paul Shuch

In a perfect world, the winds are always light, and what wind there is blows straight down the runway. Too bad we don't always get to fly in a perfect world! In this FAA Safety Team WINGS award webinar, Prof. H. Paul Shuch will help you to tame your flying dragon during crosswind takeoffs, landings, en route, and in the traffic pattern.

**Subject: Crosswind Conundrum - When Winds and Runway Don't Align  
Qualifies for FAA WINGS credit.**

**9/21/22@ 7 p.m.**

Presenter: James Cooling and Alan Farkas

This webinar provides an overview of the FAA enforcement process and philosophy pertaining to certificate holders for alleged violations of the Federal Aviation Regulations. Attorneys James Cooling and Alan Farkas from EAA's Legal Advisory Council will provide tips and best practices for steps to take for airmen and other certificate holders facing a possible enforcement action.

**Subject: FAA Enforcement Process  
Qualifies for FAA WINGS credit.**

**9/28/22@ 7 p.m.**

Presenter: John Zimmerman

Datalink weather has the potential to make your flying safer and more comfortable, but only if you know how to use it properly. Join Sporty's Pilot Shop's John Zimmerman for an in-depth look at ADS-B, SiriusXM, and how to use them in flight.

Weather accident trends: The 5 rules of datalink weather, Differences between ADS-B and SiriusXM, Popular weather receivers and Real-world weather flying scenarios

**Subject: Flying With Datalink Weather—ADS-B and SiriusXM Tips  
Qualifies for FAA WINGS credit.**

**10/05/22@ 7 p.m.**

Presenter: Mike Busch

The very best maintenance shops do thorough inspections and meticulous maintenance but can also run up shockingly high invoices unless the aircraft owner is actively engaged and keeps the shop on a short leash. Maintenance guru Mike Busch A&P/IA demonstrates exactly how this should be done, using a real-life example of an owner who appropriately declined two-thirds of the shop's proposed repairs, thereby reducing a \$25,000 work order to a \$5,000 invoice. You'll learn what kinds of things can be reasonably and prudently declined or deferred, and what things you should always approve.

**Subject: On a Short Leash – Maintenance Costs  
Qualifies for FAA WINGS credit and AMT credit.**

**10/11/22@ 7 p.m.**

Presenter: Chris Henry and Ben Page

One of the hidden gems of the EAA Aviation Museum is Pioneer Airport, located behind the main museum. This re-creation of a 1930s airfield houses a special part of the museum's collection, including many examples of golden age aircraft. Museum staff members Chris Henry and Ben Page take a look behind the doors of Pioneer Airport.

**Subject: The Treasures of Pioneer Airport, Part 2  
Museum Webinar Series**

**10/12/22@ 7 p.m.**

Presenter: Bill Ross

One of the most important and informative bit of engine maintenance an owner can do is the oil change. Bill Ross from Superior Air Parts will examine how to look for indicators of internal engine health and when to become concerned. Engine oil types, additives, and filters will be discussed in providing the best protection against internal engine difficulties.

**Subject: Oil Changes as a Diagnostic of Engine Health  
Qualifies for FAA WINGS and AMT credit**

**10/13/22@ 7 p.m.**

Presenter: Patti Arthur

This webinar will cover the basics of tax exempt status for EAA chapters. Patti Arthur, a tax attorney with many years of experience helping EAA chapters, will help you understand the basic rules of tax exempt and charitable status.

**Subject: Tax Exempt Basics**



EAA Webinars sponsored by



## Upcoming Events:

Thursday, Sep 15	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
Sunday, Sep 25	Young Eagles at KSWI with John Horn (Alternate date of Sunday, Oct 02 in case of inclement weather)
Saturday, Oct 1	EAA 323 First Saturday Event: Brushy Creek with Rick Simmons See attached map and directions to Brushy Creek below
Fri-Sun, Oct 14 - 16	Cedar Mills Safety Seminar and Fly-In with Kris Worstell See attached map and directions to Cedar Mills below
Thursday, Oct 20	EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI), 1200 South Dewey, Sherman, TX @ 7:00pm Subject: "To Be Determined" with John Halterman
Saturday, Oct 29	Lonestar STOL Competition & HUSKY National STOL Finals at Gainesville, TX (KGLE) See <a href="https://nationalstol.com/lonestarstol/">https://nationalstol.com/lonestarstol/</a> for more information!

## **Officers/Board of Directors/Key Coordinators**

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Adam Yavner	Eagles Coordinator	ayavner@yahoo.com	903-744-0384
Ed Griggs	PIO / VMC Coordinator	a_model_guy@ymail.com	903-436-1405

**General Email: [EAA323@hotmail.com](mailto:EAA323@hotmail.com) Website: <https://chapters.eaa.org/ea323>**



## Directions to Brushy Creek:

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

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

### Fly-In Data

FAA Identifier: 69XS

Lat/Long: 33-45-12.2500N 096-49-48.8900W

33-45.204167N 096-49.814833W

33.7534028,-96.8302472 (estimated)

Elevation: 715 ft. / 218 m (estimated)

Variation: 06E (1995)

From city: 7 miles N of Whitesboro, Tx

Time zone: UTC -5 (UTC -6 during Standard Time)

Zip code: 76264



### Runway Information

Runway 18/36

Dimensions: 2800 x 30 ft. / 853 x 9 m

Surface: turf

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

### Drive-in data:

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

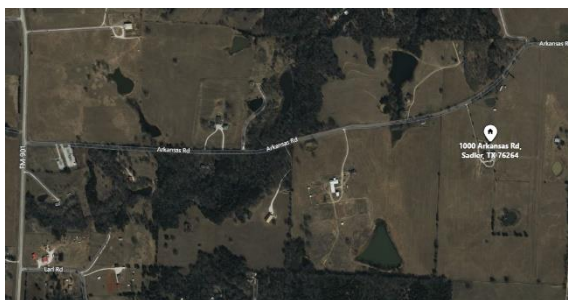
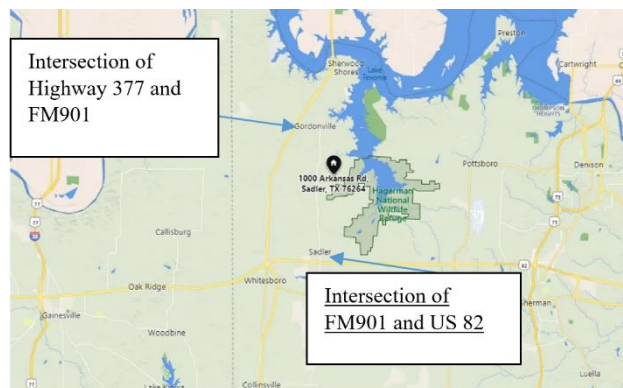
### Driving Directions:

Driving from DFW Metroplex:

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

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

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



### Driving from Oklahoma:

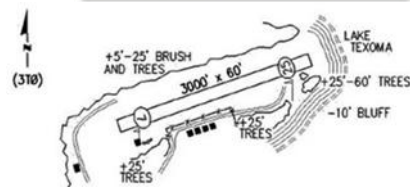
Head South on Highway 99 in Oklahoma. When you cross the Willis Bridge over the Red River (and Lake Texoma) into Texas, the highway number changes to Highway 377. Continue south from the bridge, approximately 7 miles, to the intersection of Highway 377 and FM 901. Turn left onto FM 901 and continue approximately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



## Directions to Cedar Mills Resort:

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

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



## Fly-In Data

FAA Identifier: 3T0

Lat/Long: 33-50-21.6459N 096-48-36.2483W 33.8393461,-96.8100690 (estimated)

Elevation: 640 ft. / 195 m (estimated) Variation: 06E (1995)

From city: 3 miles N of Gordonville, Tx

Time zone: UTC -5 (UTC -6 during Standard Time)

Zip code: 76245

## Runway Information

Runway 7/25

Dimensions: 3000 x 60 ft. / 914 x 18 m

Surface: turf, in excellent condition

RUNWAY 7

Latitude: 33-50.346167N

Longitude: 096-48.900000W

Traffic pattern: LEFT

Obstructions: 36 ft. trees, 340 ft. from runway,

9:1 slope to clear

RUNWAY 25

33-50.392557N

096-48.310000W

LEFT

80ft tree, 34 ft from

W. Edge Of Runway



## Driving Directions:

Address: 500 Harbour View Road Gordonville, Texas 76245

## Driving directions - Texas:

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

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

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

## Driving directions - Oklahoma:

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





## 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 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: