The Ramp Page – April 2025

EAA 323's Monthly Newsletter
Vol 56, Ed 04
Sherman, TX
Celebrating our 56th year of service to Texoma and the surrounding areas!!

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

We meet the Third (3rd) Thursday at 7pm at the Sherman Municipal Airport, 1200 S Dewey, Sherman, TX! Please come and be our Guest!

President's Mission Brief:

By Frank Connery

Spring has finally arrived. Ignore that frost warning that was issued for this morning, Spring is here which means that the weather seems to be controlling our activities (Like our canceled pancake breakfast, my canceled flight to Sun and Fun, like turning the heater back on after a week of AC). Then there were a couple days of dust, a couple days of pollen, hail, and flooding. Quite a bit of weather for 2 or three weeks.

So, what's going on? This month's meeting will feature a group of CFIs from SOSU to talk about their program. It should be very interesting. As usual some of us will meet at City limits for a pre-meeting burgers and Bull. 5:30 or a tad earlier. Hope to see everyone.

Our first Saturday in May will be a Young Eagles event. More on that later. I am in the process of organizing trips to the CAE simulators at DFW. It sounds like 3 hr visits with approximately one hour per tour of actual sim time. We envision multiple visits with a max group size of 8. I think it could be great.

I did make it to Sun and Fun. Commercial. Anyone want to buy a seldom used electric tug? Concession prices were outrageous. Paid $9.00 for a cup of tea. Vendor turnout seemed less. Vans wasn't even there. The F-35 was literally vibrating the building I was leaning up against. The days I was there it was hot! Heat index over 100.

If you haven't seen the Legends of Flight Museum at Love field, it's a nice one. I was surprised. I wouldn't make a special trip, but a great place to spend some time.

Keep 'em Flying,
Frank Connery

Texoma Aero Club April 2025

By Mike McLendon, TAC President

Hey All,

Our Monthly gathering will be Saturday, April 19. Pancakes Breakfast starting at 8:30 with business to follow. The EAA323 VMC Club presentation will start shortly after that. All who attend will receive Wings credit through the FAA Wings program.

The 175, "Lileth", N7689M is not online as of yet. Unfortunately, we've encountered a squawk with the left fuel sender. We thought that we had it fixed but flight testing tells us not so. We hope to get this resolved asap so we can move forward with creating the necessarily check list and collecting other documents needed for flight.

For those of you who plan on flying the 175, take a look online on YouTube JPI EDM 902 Overview (South Pacific avionics) to familiarize yourself with the operation of the engine management system. Familiarize yourself too with Garmin 530 ,G5's, Stratus transponder and PAR200B Audio panel with Com operations. We will email qualified Full Members when N7689M becomes available.

Monarch Flight School has moved into the hangar previously occupied by Billings Flight Service so be aware of more aircraft and vehicle traffic in and around the Don Ort Gate. Remember, we have new gate codes. Check your recent Flight Circle messages for the codes. Also, the maintenance hangar has a keypad lock on the door now. The code can be found in Flight Circle messages.

Hope to see you on the 19th. Blue and less windy skies to you and fly safe.

Mike

IYKYK!!

URGENT: Newsletter Editor Needed!!

By Frank Connery

After two plus years of battling with the FAA, Ed Griggs was recently denied his Third Class medical and as such, feels that he needs to "take a break" from the Aviation community and we don't blame him! We wish him the best! Hope that you return soon!

While several people have stepped up to cover areas that he worked on, (Mike McLendon will be taking on the role as VMC Coordinator, Nathan Weick will be assuming the roles of PIO and Webmaster) There is still one duty that is left and that is the position of being our Newsletter Editor! We are desperately in need of someone to give the Newsletter a try! Ed states that he will still be available to assist, teach and/or help out as much as needed, requested or wanted.

The Chapter Newsletter is our main form of communication and a valuable asset to keep Club members advised of our activities and Aviation related information. No one, including myself, expects anyone to do it exactly as Ed has done! We are excitedly looking to have someone take over the reigns and make it their own!

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

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FunPlacesToFly

funplacestofly.com

EAA323 VMC Club Question of the month: Apr 2025

By EAA VMC Staff, (Answer on Page 05)

EAA VMC Club
Question of the Month

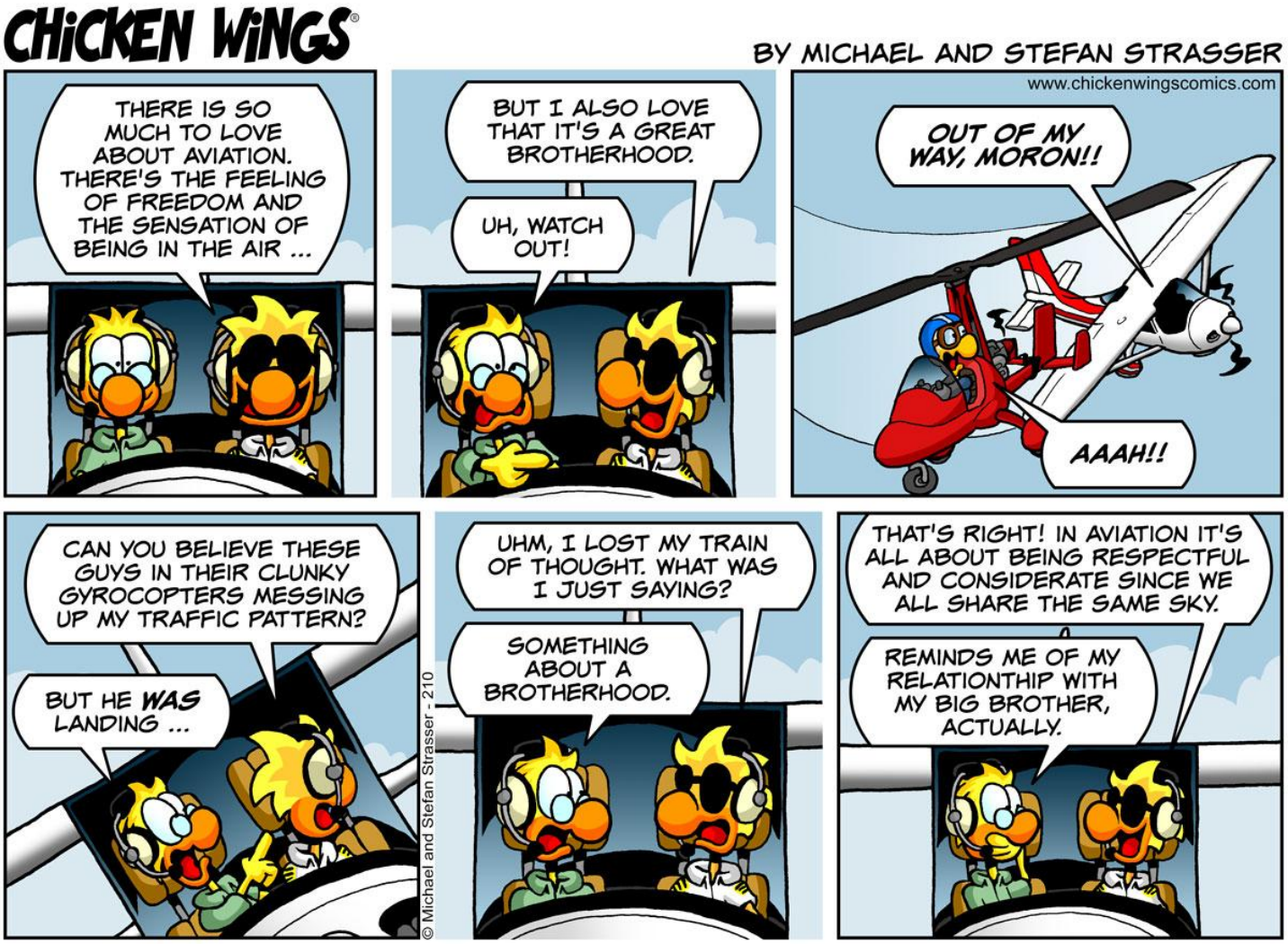
Question: You're pre-flighting your airplane, and realize that you have not checked your ELT in a long time. The battery was replaced just under two years ago, but hasn't been tested since. Is there someway you can test the device without triggering a search and rescue event to ensure it still works properly?

EAA323 IMC Club Question of the month: Apr 2025

By EAA IMC Staff, (Answer on Page 05)

EAA IMC Club
Question of the Month

Question: What items does the FAA recommend be included in a pre-taxi briefing?



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Quiz: Can you answer these 5 Private Pilot Checkride Questions?

By Corey Komarec, 04/04/2025, https://www.boldmethod.com/blog/quizzes/2025/04/can-you-answer-these-5-private-pilot-checkride-questions/

How many do you know? Answers on Page 09.

1) Maneuvering speed (Va):

- Increases with increased aircraft weight
- Decreases with increased aircraft weight

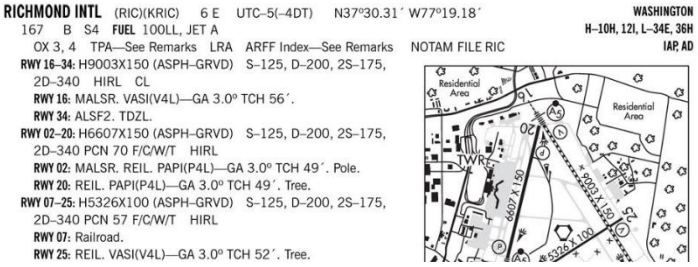
2) Tower tells you to hold short of the runway. What marking are you looking for?






3) How far away is Richmond International Airport from the city of Richmond?

- 4 miles south
- 167 miles north
- 5 miles west
- 37 miles north
- 3 miles southwest
- 6 miles east



RICHMOND INTL (RIC)(KRIC) 6 E UTC–5(–4DT) N37°30.31′ W77°19.18′ WASHINGTON
167 B S4 FUEL 100LL, JET A H–10H, 12I, L–34E, 36H
OX 3, 4 TPA—See Remarks LRA ARFF Index—See Remarks NOTAM FILE RIC IAP, AD

RWY 16–34: H9003X150 (ASPH-GRVD) S–125, D–200, 2S–175, 2D–340 HIRL CL
RWY 16: MALSR. VASI(V4L)—GA 3.0° TCH 56′.
RWY 34: ALSF2. TDZL.
RWY 02–20: H6607X150 (ASPH-GRVD) S–125, D–200, 2S–175, 2D–340 PCN 70 F/C/W/T HIRL
RWY 02: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 49′. Pole.
RWY 20: REIL. PAPI(P4L)—GA 3.0° TCH 49′. Tree.
RWY 07–25: H5326X100 (ASPH-GRVD) S–125, D–200, 2S–175, 2D–340 PCN 57 F/C/W/T HIRL
RWY 07: Railroad.
RWY 25: REIL. VASI(V4L)—GA 3.0° TCH 52′. Tree.

4) You want to take your friends up for a night flight to tour the city in your Cessna 172. In the past 90 days, you've logged 4 night touch-and-go landings and 2 night full-stop landings in your plane. Can you take your friends on the flight?

- Yes
- No

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boldmethod

Quiz brought to you by https://www.boldmethod.com/

5) You're a non-instrument rated private pilot, and you pick up a Special VFR clearance into a Class E airport during the day. What's the minimum visibility you need to land?

.5 SM	1 SM	3 SM

EAA323 VMC Club Question of the Month Apr 2025: Answer

By EAA VMC Staff, (Question from Page 3)

Yes. First, analog (121.5 MHz) ELTs can only be tested within the first five minutes after the hour. This is done by triggering the device briefly while listening for the audible signal on 121.5 MHz. No more than three audible sweeps can be transmitted. Airborne testing of ELTs is prohibited. Digital (406 MHz) ELTs should only be tested in accordance with the manufacturer's instructions.

With regards to the batteries, ELTs must be inspected every 12 calendar months, and this is typically done as part of the annual inspection. Batteries must be replaced after one hour of cumulative use or when 50 percent of their usable life has expired. The date for replacing or recharging the battery must be legibly marked on the outside of the transmitter and entered in the aircraft maintenance record.

Additional information regarding the use, inspection, and testing of ELTs can be found in AC 91-44A, Operational and Maintenance Practices for Emergency Locator Transmitters and Receivers

EAA323 IMC Club Question of the Month Apr 2025: Answer

By EAA IMC Staff, (Question from Page 3)

Answer: At least 8 items are recommended by the FAA as part of a pre-taxi briefing:

1) Timing and execution of checklists and communications (what to do when)
2) Sterile cockpit procedures
3) Use of most current Airport Diagram
4) Taxi route, including hold short lines, runways to cross, and hot sport
5) Previous experience at the airport
6) Checklist items that can be performed prior to taxi
7) Discourage the use of cell phones and other electronic devices during taxi to prevent distractions
8) After landing checklists, ground communication, and procedures

Additional information on the topic can be found in AC 91-73B, Parts 91 and 135 Single Pilot, Flight School Procedures During Taxi Operations.

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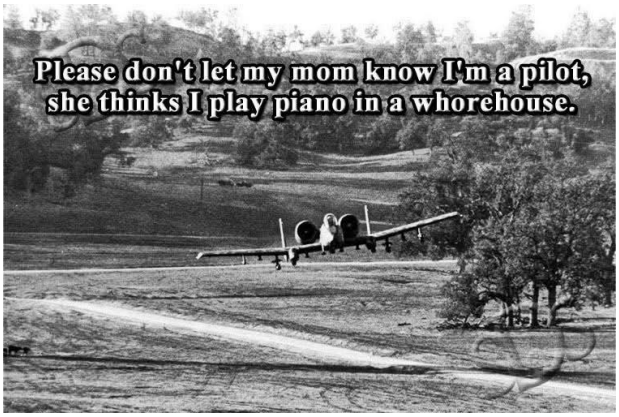
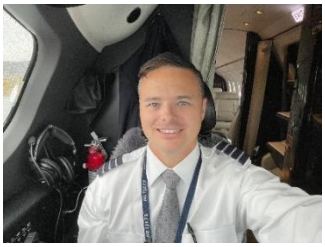


CFI Corner: Souring to Success: Best Practices for Student Pilots

By Adain Sipe, CFI



One of my favorite attributes of the EAA Newsletter is that it reaches a wide audience. Some of you are seasoned pilots with years of flying experience, while others are avid aviation enthusiasts. Right in the sweet spot of that spectrum is the student pilot. If that's you, keep reading. Being a student pilot is equally thrilling as it is nerve-wracking. Let's talk about some best practices to set you up for success.

1. Embrace the Ground Before the Sky
I know, I know—you want to fly! But great pilots aren't just masters of the air; they're also students of the ground. Your instructor will emphasize the importance of ground school, and for good reason. Understanding aerodynamics, weather, regulations, and navigation is just as important as stick-and-rudder skills.

Best tip? Treat ground school like your favorite Netflix series—immerse yourself in it! (Bonus: No cliffhangers, just landings.)

2. Chair Fly Like a Pro
Sounds silly, right? Sitting in a chair and pretending to fly? But this is one of the best ways to reinforce your training. Close your eyes, visualize every step of a maneuver, and move your hands as if you were actually flying. Chair flying helps you build muscle memory, so when you're in the cockpit, your reactions become second nature. If anyone catches you doing this, just tell them you're training to be a Jedi. They'll understand.

3. Befriend the Weather
Weather is like that unpredictable friend who either makes your day awesome or completely ruins your plans. Learn to read METARs and TAFs, understand winds aloft, and always check the forecast before you head to the airport.
Remember: Blue skies aren't always good, and clouds aren't always bad. Knowledge is power—especially when it comes to not getting caught in a surprise storm! Check out the FAA Aviation Weather Handbook to enhance your weather knowledge.

4. Don't Fear the Radio
Talking to Air Traffic Control (ATC) can be intimidating at first. They talk fast, throw around abbreviations, and sometimes sound like they're on a caffeine overload. But don't worry—ATC is there to help!
Pro tip: Listen to live ATC feeds online, practice with your instructor, and keep a cheat sheet handy. And if you ever mess up on the radio? Just take a deep breath and try again. Even seasoned pilots flub their transmissions sometimes.

5. Grease Those Landings (Eventually)
Landing is where things get real. Some will be smooth, some will be bouncy, and some will make you wonder if you accidentally switched careers to "professional kangaroo." The secret? Sight picture, speed control, and patience. Keep practicing, and one day, you'll pull off a landing so smooth your instructor will look at you like a proud parent.

6. Ask "Why?"—A Lot
Never stop asking questions. Why does this maneuver work this way? Why does the airplane behave like that? Why does my instructor always drink so much coffee? The more curious you are, the deeper your understanding will be. Pro tip: Your instructor loves engaged students. Keep them on their toes with good questions (but maybe let them finish their coffee first).

7. Relax and Enjoy the View
Yes, learning to fly is serious business. But don't forget why you started—because flying is awesome. Take a moment during each lesson to appreciate the view, the sensation of flight, and the fact that you're literally defying gravity. If you ever get overwhelmed, just take a deep breath and remind yourself: You got this!

Final Approach
Becoming a pilot is a journey, not a race. Study hard, practice often, stay curious, and enjoy the ride. Before you know it, you'll be the one giving advice to new student pilots. Now, go forth and fly—just remember to keep the blue side up and the dirty side down!

If you'd like help in your student pilot journey, give me a call or shoot me an email. My cell phone number is (708) 603-5132, and my email is Adam.Sipe@Yahoo.com.

The FAA Safety Team: Safer Skies Through Education

By Adam Sipe, FAASTeam Member

Have you ever heard the phrase, "There are old pilots, and there are bold pilots, but there are no old, bold pilots"? If you want to live long enough to be an old pilot, it's best not to be too bold. In other words, don't take unnecessary risks when flying. Staying proficient is the master key to risk management. Head to www.FAASafety.gov to participate in free online courses, live webinars, and in-person seminars to keep you sharp and safe. There are hundreds of courses to choose from for pilots of all skill levels and backgrounds. There are even courses for mechanics or those of you interested in aviation maintenance. Courses are presented by the FAA, its partners, and subject area experts as part of the FAA Safety Team (FAASTeam). When you participate, you can earn FAA WINGS credits that can be used toward your currency or progress toward your Master WINGS award. Get started by visiting at www.FAASafety.gov.

Topic of the Month: Conducing an Effective Flight Review
A Flight Review is an essential component of maintaining pilot proficiency and safety. Conducting an effective flight review goes beyond meeting FAA requirements—it should be a meaningful learning experience that enhances a pilot's skills, confidence, and risk management abilities.

1. Pre-Review Planning
A successful flight review begins with advance preparation. Before the flight, the instructor and pilot should discuss the pilot's typical flying activities, challenges, and future goals. Completing an aeronautical history form can help identify areas that need attention. This step ensures the review is personalized and relevant.

2. Ground Portion
The ground portion of the review should cover:
- Regulatory updates (FARs, airspace, and procedures)
- Flight planning skills (weather briefings, weight & balance, performance calculations)
- Risk assessment (identifying hazards and mitigation strategies)

This discussion ensures pilots stay current on aviation knowledge and make sound decisions in flight.

3. Flight Portion
The flight should focus on maneuvers and scenarios relevant to the pilot's typical operations. This may include:
- Normal and emergency procedures
- Navigation and communication skills
- Operations in different airspace environments
- Risk-based decision-making

4. Post-Flight Debrief
After the flight, the instructor should provide honest feedback, highlighting strengths and areas for improvement. This is also an opportunity to create a proficiency training plan to keep the pilot's skills sharp.

5. Continuing Proficiency
Pilots should view the Flight Review as the beginning of an ongoing training cycle. Programs like the FAA WINGS program offer structured proficiency activities to help pilots stay sharp between reviews.
By tailoring each Flight Review to the pilot's needs and focusing on continuous improvement, pilots can maintain confidence, competency, and safety in the skies.
Upcoming FAASTeam Events: Online Webinars and Local Seminars for WINGS Credit

Webinars: Head to www.FAASafety.gov to register.

1. "Stabilized Approaches: Techniques to Maintain a Safe, Stabilized Approach." Presented on Wednesday, April 16th at 5:00 p.m. central time. Course ID: SO11135524.

2. Non-towered Airport Ops and Comms: Be at the Top of Your Game." Presented on Thursday, April 24th at 6:00 p.m. central time. Course ID: EA07135741.

3. "Drone Collision Avoidance." Presented on Saturday, April 26th, at 2:00 p.m. central time. Course ID: GL05136432.

Local Seminars: Head to www.FAASafety.gov to register.

1. Don't forget to check out EAA323's monthly VMC club meeting held immediately following the monthly Texoma Aero Club (TAC) pancake breakfast and member meeting. Both the TAC meeting and VMC Club meeting are open to the public. They are held on the third Saturday of each month starting at 8:30 a.m. at the TAC Hangar @ KGYI. Call Ed at 903-436-1405 for more details. WINGS credit will be issued for attendees.

2. The EAA 323 monthly meeting is held on the third Thursday of each month at 7:00p.m. We are located at the Sherman Municipal Airport (SWI), 1200 Dewey Avenue, Sherman, TX 75090. Whether you fly in or drive in, all are welcome!

3. "Sensible Safety Tips for General Aviation Pilots" presented on Saturday, June 21st at 9:00 am. This event will commence immediately following the monthly TAC meeting and will be held at the Texoma Aero Club (TAC) hangar, located at 154 Executive Hangar Dr, Denison, Texas 75020. Call or text Adam Sipe for gate access.

Adam Sipe is the FAA Safety Team Representative for our area. For questions about the FAASTeam, WINGS Credits, or using the FAA Safety website, send an email to Adam.Sipe@Yahoo.com or text/call (708) 603-5132.

Aviation Words – "Wilco"

By Ian Brown, EAA 657159, Editor - Bits and Pieces, Board Member, *https://www.eaa.org/eaa/news-and-publications/eaa-news-and-aviation-news/bits-and-pieces-newsletter*

Wilco – used especially in radio and signaling to indicate that a message received will be complied with. It's thought to have been used for the first time around 1938, and it's used in aviation and in the military. So it's older that most of our readers!

Pilot's tip of the Month: Underused Turbulence Prediction Tool

By: Bob Martens, https://pilotworkshop.com/tips/slipping-to-comply-with-atc/

Martin Pauly

Commercial Pilot, CFII, Aviation YouTuber

Subscriber question: "I hate turbulence—doubly so in IMC. Is there a weather product which gives a good prediction of turbulence, or just severe weather, for a flight planned in the next few days?" — Cathy C.

Martin:
"One of my the first weather products I turn to when trying to get a rough feel for how good or how difficult the weather will be on an upcoming flight is the 6-hour QPF – the quantitative precipitation forecast. It's available on the Internet and in many EFB apps on our tablets, and shows how many inches of precipitation are expected over the next three days, in six-hour increments.

The idea is simply that large raindrops will have been supported in the air by significant updrafts, before they fall to the ground. Therefore, a correlation can be made between large amounts of precipitation and significant turbulence. We may be able to tolerate inflight rain by itself, especially when flying under IFR; but turbulence can make a flight anywhere from uncomfortable to outright dangerous.

The QPF alone doesn't tell the full story. Half an inch of rain spread out over the entire six-hour period covered by the chart is probably benign, whereas that same half inch falling in just 10 minutes could create pretty bad flying conditions. The QPF charts show at a glance where the areas are that likely require a closer look in your preflight planning."

Answer's to questions from Quiz on Page 04/05

1) Maneuvering speed increases as aircraft weight increases. This is because aircraft at higher weights need to fly at a higher angle of attack at a given airspeed to produce enough lift for level flight. Since the aircraft is at a higher AOA, it will more quickly reach the Critical AOA if a full, abrupt control movement is used.

2) Image 4 

3) "6 E", in the top line of the A/FD, means the airport is 6 miles east of the city.

4) To meet night takeoff and landing experience (FAR 61.57(b)), you need to make at least 3 takeoffs and 3 landings to a full stop between 1 hour after and 1 hour before sunrise. Since you've only performed 2 night landings to a full stop, you're not night current to carry passengers.

5) You'll need 1SM visibility, and to remain clear of clouds on your SVFR clearance.

Arcane Aviation Texas Fact: James "Jimmy" Robert Wedell

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

James Robert Wedell (March 31, 1900 – June 24, 1934) was a famous 1930s racing pilot and aircraft designer. Wedell broke the world record for land-plane speed in 1933 when he clocked 305.33 m.p.h. in a Wedell-Williams aircraft of his own design. He won the Thompson Trophy air race in the same year. Wedell's company, the Wedell-Williams Air Service Corporation, won 14 "distinguished finishes" (top five) in the Thompson and Bendix Trophy races.

Early years

Wedell was born in Texas City on March 31, 1900, to Robert and Ida Wedell, who operated a tavern in the town. His brother Walter, born on November 14, 1901, was joined later by sisters, Elizabeth and Mary. With the sudden and premature death of both parents, the brothers were on their own from teen years on. The two brothers were both mechanically inclined, especially working with gasoline engines. Another major interest was aviation and flying.

Wedell left school in the ninth grade to open the Black Star Garage behind the family home. He repaired cars and motorcycles and when the first U.S. Army Air Field was established in Texas City in 1913, he learned to fly, and he later taught his brother.

Aviation career

After buying two junked aircraft, the Wedell brothers constructed a new aircraft from the parts and began to fly as exhibition pilots, barnstorming along the Gulf Coast.

During World War I, his brother enlisted in the Navy but Wedell was turned down because of poor eyesight, having lost sight in one eye in a motorcycle accident. After flying in Mexico and the Gulf Coast, the Army hired Jimmy as a civilian instructor of cadet fliers.

(L–R) Jimmy Doolittle, Jimmy Wedell, and Harry Williams. c. 1933

After the war, Wedell returned to the Black Star Garage, working as a mechanic, while designing and building racing planes and barnstorming the country. In 1922, the Wedell brothers left for New Orleans where they started an air service and a flying school. They met millionaire Harry P. Williams from Patterson, Louisiana. Williams was in the oil, sugar and lumber businesses and was married to Marguerite Clark, a former star of silent movies. Wedell taught Williams how to fly and they became the best of friends, bonded by their interest in aviation.

Wedell Williams Model 22 in front of the Wedell-Williams hangar

Continuing his earlier work as a designer, Wedell had a factory built to design and build low-wing monoplanes, starting with the Wedell-Williams Model 22.

The “44” (Wedell-Williams Model 44) became one of the fastest aircraft flying in the United States, Wedell called it, "hot as a .44 and twice as fast." During his lifetime, Wedell held more speed and long-distance records than any other racing pilot. Not only the first to fly at over 300 mph in a "land plane", he also set a “three flags speed” mark, flying from Ottawa, Canada to Washington, and on to Mexico City in 11 hours, 53 minutes. Wedell's best year in air racing was in 1933, when he won races at every competition he entered.

Wedell-Williams Air Service Corporation

Wedell and Williams created the Wedell-Williams Air Service Corporation in Patterson with the first enterprise being a passenger service from New Orleans to Houston via Baton Rouge, Shreveport and Dallas; it was Louisiana’s first commercial airline. In 1936 (89 years ago), the carrier was acquired by Eastern Air Lines for $160,000. The company also started their own postal air service and opened a flying school.

Wedell-Williams Museum

Patterson Louisiana hosts the Wedell-Williams Aviation Museum.

Death

In 1934, Wedell was involved in not only air racing but also exhibition flying and even flight training. During flight training, he was killed in an accident on June 24, 1934.

Wedell's death received national attention where he was remembered for his love of speed, his innovations in the design of racing planes, and his reputation for "donating his time and talents to those in need". His obituaries included a column by Will Rogers and an article in Time magazine. Wedell is buried in the Columbia Cemetery in West Columbia, Texas.

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Aircraft of the Month: Lockheed Vega

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

The Lockheed Vega is an American five- to seven-seat high-wing monoplane airliner built by the Lockheed Corporation starting in 1927. It became famous for its use by a number of record-breaking pilots who were attracted to its high speed and long range. Amelia Earhart became the first woman to fly solo across the Atlantic Ocean in one, and Wiley Post used his to prove the existence of the jet stream after flying around the world twice.

Specifications: **Lockheed Vega**

General characteristics
Crew: 1
Capacity: 6 pax
Length: 27 ft 6 in (8.38 m)
Wingspan: 41 ft (12 m)
Height: 8 ft 6 in (2.59 m)
Wing area: 275 sq ft (25.5 m2)
Airfoil: root: Clark Y (18%) ; tip: Clark Y (9.47%)
Empty weight: 2,565 lb (1,163 kg)
Vega 5C floatplane 3,153 lb (1,430 kg)
Gross weight: 4,500 lb (2,041 kg)
Vega 5C floatplane 4,880 lb (2,210 kg)
Fuel capacity: 160 US gal (130 imp gal; 610 L)
Powerplant: 1 × Pratt & Whitney R-1340C Wasp 9-cylinder air-cooled radial piston engine, 450 hp (340 kW)
Propellers: 2-bladed fixed-pitch propeller

Performance
Maximum speed: 185 mph (298 km/h, 161 kn)
Cruise speed: 165 mph (266 km/h, 143 kn)
Range: 725 mi (1,167 km, 630 nmi)
Service ceiling: 19,000 ft (5,800 m)
Rate of climb: 1,300 ft/min (6.6 m/s)
Wing loading: 16.4 lb/sq ft (80 kg/m2)
Power/mass: 0.1 hp/lb (0.16 kW/kg)

Design and development

Designed by John Knudsen Northrop and Gerald Vultee, both of whom would later form their own companies, the aircraft was originally intended to serve with Lockheed's own airline routes. They set out to build a four-passenger (plus pilot) aircraft that was not only rugged, but also one of the fastest aircraft of its era. Using a wooden monocoque fuselage, plywood-covered cantilever wings and the best engine available, the Vega delivered on the promise of speed.

The fuselage was built from sheets of plywood, skinned over wooden ribs. Using a large concrete mold, a single half of the fuselage shell was laminated in sections with glue between each layer and then a rubber bladder was lowered into the mold and inflated with air to compress the lamination into shape against the inside of the mold. The two fuselage halves were then nailed and glued over a separately constructed rib framework. With the fuselage constructed in this fashion, the wing spar couldn't cut through the fuselage, so the single spar cantilever wing was mounted atop the aircraft. Only the engine and landing gear remained essentially unstreamlined, and on the production versions the undercarriage had teardrop shaped fairings covering the wheels, while only the earliest versions lacked NACA cowlings and had the engine cylinders exposed to the airstream. It was powered by the Wright Whirlwind air-cooled radial engine, which delivered 225 hp (168 kW).

Operational history

Wiley Post's "Winnie Mae", in which he circled the globe, and proved the existence of the Jet Stream.

The first Vega 1, named the Golden Eagle, flew from Lockheed's Los Angeles plant on July 4, 1927. It could cruise at a then-fast 120 mph (190 km/h), and had a top speed of 135 mph (217 km/h). A number of private owners placed orders for the design, and by the end of 1928, 68 had been produced. In the 1929 National Air Races in Cleveland, Ohio, Vegas won every speed award.

In 1928, Vega Yankee Doodle (NX4769) was used to break transcontinental speed records. On August 19–20, Hollywood stunt flier Arthur C. Goebel broke the coast-to-coast record of Russell Maughan by flying from Los Angeles, California, to Garden City, New York, in 18 hours and 58 minutes, in what was also the first nonstop flight from west to east. On October 25, barnstormer and former mail pilot Charles B.D. Collyer broke the nonstop east to west record set in 1923 by the U.S. Army Air Service in 24 hours and 51 minutes. Trying to break the new West-to-East record on November 3, Collyer crashed near Prescott, Arizona, killing him and the aircraft owner, Harry J. Tucker.

Looking to improve the design, Lockheed delivered the Vega 5 in 1929. Adding the Pratt & Whitney R-1340 Wasp engine of 450 hp (340 kW) and a new NACA cowling improved performance enough to allow the addition of two more seats, and increased cruising speed to 155 mph (249 km/h) and top speed to 165 mph (266 km/h). A variant of the Vega 5 was built specifically for private aviation and executive transport as the L.5A "Executive" although the 5 was also used by a many airlines, including Pan American Airlines, Pacific Alaska Airways and Transcontinental and Western Air. A total of 64 Vega 5s were built.

In 1931, the United States Army Air Corps bought two DL-1 Vegas, with the first designated as Y1C-12 and the second, a DL-1B designated as Y1C-17. These both had a formed metal fuselage, while the Y1C-17 had additional fuel tanks in the wings.

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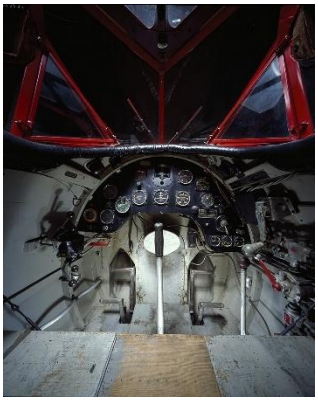
The Vega could be difficult to land. In her memoir, Elinor Smith wrote that it had "all the glide potential of a boulder falling off a mountain." In addition, forward and side visibility from the cockpit was extremely limited; Lane Wallace, a columnist for Flying magazine, wrote that "Even [in level flight], the windscreen would offer a better view of the sky than anything else, which would make it more of a challenge to detect changes in attitude or bank angle. On takeoff or landing, there'd be almost no forward visibility whatsoever."

Vega DL-1A special

A one-off special based on the metal-fuselaged DL-1 was built by the Detroit Aircraft Corporation, and exported to the United Kingdom for Lt. Cmdr. Glen Kidston who named it Puch. It was initially registered in the UK as G-ABFE, then was re-registered as G-ABGK to incorporate Kidston's initials. He used this Vega for a record-breaking flight from the UK to South Africa in April 1931. Following Kidston's death the following month, the aircraft was eventually sold to Australian airline owner Horrie Miller, who entered it in the MacRobertson Air Race. Flown in the race by Miller's Chief Pilot, Capt. Jimmy Woods, it overturned on landing at Aleppo en route, whereupon Woods withdrew from the race and the DL-1A was eventually shipped to Australia. Following repairs and re-registration as VH-UVK, Miller used the aircraft for charter and leisure flying, after which it was impressed by the Royal Australian Air Force in 1941. In 1944 the aircraft was transferred to the Australian Department of Civil Aviation (DCA). Via information from RAAF pilots, DCA declared the Vega to have serious pitch control problems, and it would be scrapped. Attempts by James Woods to reclaim the aircraft were ignored, and it was destroyed in October 1945. It was the only Vega to operate in Australia.



The Lockheed 5B Vega that Amelia Earhart flew across the Atlantic in.

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DETROIT AIRCRAFT LOCKHEED VEGA

Supporting Our Community, Shop Local, Shop Texoma:

By Emileigh Burgess - FASTSIGNS Texoma

Shopping local and investing in your community is more crucial now than ever.

In order for our community to continue developing, we must have things to offer that other communities don't. Our local business scene needs to be something that is unique to our city for travelers and convenient for our residents. Building our local business scene starts with you! We must continue to encourage our current local businesses in order to create a feeling of support and success for new entrepreneurs to feel safe to invest their time and money into our community.

There are hundreds of reasons to shop local. Local business owners support good work in the community, including helping nonprofits and youth sports associations. Local businesses are also less susceptible to national downturns and more likely to work harder to stay open. Local ownership means that important decisions are made by people who live in our community and feel the impact of those decisions.

When you shop locally you and your money are in good hands. Local business owners and their employees are well informed about their products and know what they are selling. You are able to walk in and speak to an expert who can help identify your needs and provide the best products and services personalized to you. The business owners and employees are willing to take the time to help you find exactly what you are looking for. Your needs are important to them.

Shop local to show your support to your community. The success of your community depends on you!

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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.

Tuesday, May 6, 2025, 7 p.m. **Subject: The Gee Bee**
Presenter: Chris Henry and Amelia Anderson
Few aircraft evoke such a romance for air racing in the golden age as does the Gee Bee racer. We will discuss the history and a few artifacts in the EAA Aviation Museum collection.

Wednesday, May 7, 2025, 7 p.m. **Subject: Security Violation**
Presenter: Mike Busch **Qualifies for FAA WINGS credit**
One of the joys of travelling in a general aviation airplane is not having to stand in long lines going through security, removing shoes and laptops, going through metal detectors, and having luggage X-rayed. GA pilots and their passengers are usually spared the indignities of dealing with TSA, but not always. In this webinar, Mike Busch tells how he ran afoul of the TSA while driving to his hangar to depart on a long cross-country. Upon return, he wound up being escorted off airport property, temporarily losing his airport access privileges, and required to go through remedial security training that was actually quite illuminating. One thing he learned is that TSA has absolutely no sense of humor. Qualifies for FAA WINGS credit.

Tuesday, May 13, 2025, 1 p.m. **Subject: Stop Dreaming and Start Flying – Flight Training First Steps**
Presenter: David Leiting **Qualifies for FAA WINGS credit**
So, you're ready to jump in and begin your flight training, but where do you start? Join EAA staff members as they cover all you need to know to jumpstart your flight training journey. Qualifies for FAA WINGS credit.

Tuesday, May 13, 2025, 2:30 p.m. **Subject: Kick Start your Flight Training with Virtual Flight Instruction**
Presenter: Brandon Seltz **Qualifies for FAA WINGS credit.**
With the evolution of AI, you can now bring virtual flight instruction to your own home. This new technologly allows you to leverage scenario based training, designed around the Federal Aviation Administration's (FAA) Airman Certification Standards (ACS). Join founder of TakeFlight Interactive, Brandon Seltz, as he teaches you how to best leverage this tool and perfect your at home set-up. Qualifies for FAA WINGS credit.

Tuesday, May 13, 2025, 4 p.m. **Subject: How to Save Time and Money in Flight Training**
Presenter: Larry Bothe
Learn what it really takes to learn to fly. Is it difficult? Do I have to deal with higher math? How much testing must I undergo? What is the real total cost of learning to fly? Are there 'hidden costs'? How can I save money along the way? All this and more in this comprehensive look at flight training.

Tuesday, May 13, 2025, 5:30 p.m. **Subject: Aircraft Options for Flight Training and Beyond**
Presenter: Tim Hoversten
There is more than one option for accessing an aircraft for flight training. Learn about the various access points to flight training aircraft, and continued access to these aircraft after earning your pilot certificate.

Tuesday, May 13, 2025, 7 p.m. **Subject: Maximizing Your Flight Training with FAA Approved Simulators**
Presenter: Josh Harnagel **Qualifies for FAA WINGS credit**
Learn how flight simulation can be leveraged during your training to help you achieve your goals for less money and in less time. Josh Harnagel from Redbird will share all there is to know, and answer your burning questions. Qualifies for FAA WINGS credit

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Quick WINGS Log In

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

Upcoming Events:

Thursday, Apr 17	EAA 323 Monthly Gathering at the Sherman Municipal Airport (KSWI) 1200 South Dewey, Sherman, TX @ 7:00pm Subj: CFI's from SOSU to talk about their program
Saturday, Apr 19	Texoma Aero Club Monthly Gathering and Pancake Breakfast North Texas Regional Airport (KGYI) @ Executive Hangar (just north of the Control Tower) VMC Club Meet and Presentation (to follow the TAC Monthly gathering) Subject: #80, "Aluminum Ridge"
Saturday, May 03	EAA 323 First Saturday Gathering at the Sherman Municipal Airport (KSWI) 1200 South Dewey, Sherman, TX @ 7:00pm Young Eagle's Event, more to follow!
Thursday, May 15	EAA 323 Monthly Gathering at the Sherman Municipal Airport (KSWI) 1200 South Dewey, Sherman, TX @ 7:00pm Subj: Charts and Legends w/ Rick Simmons
Saturday, May 17	Texoma Aero Club Monthly Gathering and Pancake Breakfast North Texas Regional Airport (KGYI) @ Executive Hangar (just north of the Control Tower) VMC Club Meet and Presentation (to follow the TAC Monthly gathering) Subject: FAASTeam Rep Adam Sip to discuss upcoming FAA events and directives

Officers/Board of Directors/Key Coordinators

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Website: https://chapters.eaa.org/eaa323

High Flight

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

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

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☐ New Member
☐ Renewal
☐ Info Change

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Copilot (spouse, friend, other) _____

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Pilot/A&P Ratings _____

I am interested in helping with:

Fly-Ins

Programs

Newsletter

Young Eagles

Officer

Plane, Projects (%complete) and Interests: