



The Ramp Page



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



Email: ea323@hotmail.com

Website: <https://www.323.eaachapter.org>

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President's Mission Brief for March 2020

By John Halterman

Hello fellow EAA 323 members!

This February 20th we will have our monthly meeting and it will feature a home-built update from chapter members. The EAA's roots are in this activity and it'll be a great way for those interested to learn what all is involved. Come on out and join in the fun!



The first Saturday event will be Mar 07 and we'll go and visit Frank Connery's RV14 project at North Texas Regional. Guess what—he just got his airworthiness certificate for the plane! Way to go! It will finally fly on a Thursday :)

During the January meeting, we had several members join our chapter. Welcome to the club! Also, I want to encourage everyone to wear your name badge. This isn't a security check, rather it breaks the walls with people to help foster good discussion and a sense of belonging. Sometimes I can't remember my name! :). I'm challenging each club member to bring just one guest with them sometime this year. Not all will join, but all will enjoy!

A few weeks ago, I attended the Leadership Academy in Oshkosh, WI at headquarters. I was introduced to a lot of the key players that make things happen behind the scenes, from insurance, to reading material, to Young Eagles to name a few. I've made a brief video highlighting my visit that I'll share at the February chapter meeting. Also, our own fantabulous Ed Griggs attended a boot camp version of the leadership academy on February 8th in Arlington. It was a crash course but provided a great insight into the tools available to the chapter.

Next, Ed has been working on updating the EAA 323 website to the new system. Check it out at <https://chapters.eaa.org/EAA323>. It has a lot of great features and is linked well to the national headquarters. Great job Ed!

Next, as we get ready for our big fly-in for Saturday April 4, thank you to Pam, Adam, Phil, and Frank for volunteering to be judges at the "EAA 323 Pancake Fly-In Featuring Best in Show Award for Best Homebuilt." We will give out a small trophy (does anyone know a good trophy shop in town? Let me know.). Bring any aircraft in you want—even ultralights! I'd really like to have our chapter and related clubs come in and load the field. We'll be getting this added to all the usual advertising websites and leverage EAA's chapter blast. It will be at Sherman Muni.

Last—big news—our chapter has won a BIG award from the EAA headquarters that I've just received information about. However, I'm saving it to surprise you all at the next meeting. Come out and find out what it is. We'll all be proud!

Happy building, flying, or whatever makes you happy.

John F Halterman
EAA 323 President



January Special Guest Speaker: Larry Popp

By Ed Griggs



Members of 323 turned out in full force to listen to renowned flyer Larry Popp give a presentation on The Consolidated B-29 Liberator, an American heavy bomber.

In wartime, the B-29 was capable of flight up to 31,850 feet at speeds of 350 mph and was the first pressurized Bomber. Designed as a high-altitude daytime bomber, the B-29 flew more low-altitude nighttime incendiary bombing missions. In December 1943 U.S. Army Air Forces leadership committed the Superfortress to Asia, where its great range made it particularly suited for the long over-water flights against the Japanese homeland from bases in China.



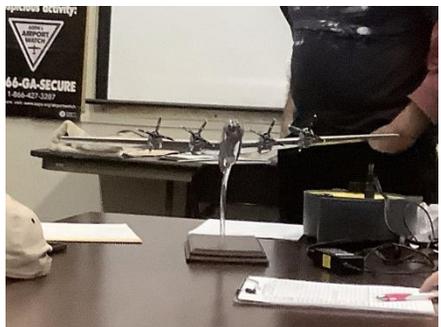
During the last two months of 1944, B-29s began operating against Japan from the islands of Saipan, Guam and Tinian. As many as 1,000 Superfortresses at a time bombed Tokyo, destroying large parts of the city. The B-29 is most often remembered by many for two missions that occurred in August of 1945. The "Enola Gay" dropped the "Little Boy" atomic bomb over Hiroshima, Japan and 3 days later the "Fat Man" atomic bomb was dropped on Nagasaki, Japan by the B-29 "Bockscar".



The CAF B-29/B-24 Squadron was created in the 1970s to oversee the maintenance and operation of the world's only airworthy B-29 "FIFI". Since that time the squadron has grown to include the CAF's B-24A Liberator "Diamond Lil" and our PT-13 Stearman.

The squadron operates these two rare bombers to honor America's military aviation and veterans through flight and exhibition. We tour the country starting in the spring and finishing in late fall averaging over 30 city stops per season. Our tour is designed to give the public an opportunity to see these rare and precious aircraft fly, to get inside, see and touch the cockpit, and take rides if they so desire. Rides and tours are the money makers that allow us to continue to display these expensive to operate aircraft.

Our volunteers do all this in an effort to keep the spirit alive of those who flew, built and maintained them for our country.



Thanks, Larry, for a very informative presentation!

Texoma Aero Club wants You!

By Michael McLendon

**We Want
You To
Join Our
Group!!**

I'll get straight to the point. Texoma Aero Club needs Members. Some of you have inquired about the club. How about taking the next step and becoming a member? We still have Charter Member slots open.

Our goal is to increase our Full Membership roll by five this month. So, if you are a member, invite someone. And thanks for your membership. If you are still undecided, what can we do to convince you to become a member?



[EAA 323 to Host Pancake Fly-In Featuring Best in Show Award for Best Homebuilt!](#)

By John Halterman

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

Eligibility requirements:

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

[New Texas STOL competition launches in March](#)

By Alyssa J. Cobb, AOPA Director of eMedia and Online Managing Editor

https://www.aopa.org/news-and-media/all-news/2020/january/23/new-texas-stol-competition-launches-in-march?utm_source=ebrief&utm_medium=email

Short takeoff and landing (STOL) pilots will be laying it all on the line in Gainesville, Texas, in March, during the inaugural Lonestar STOL Competition and Fly-In—not just for bragging rights, but for cash prizes too.

The event runs March 12 to 15 and will feature competitors in five classes: heavy touring, light touring, bushplane, experimental, and light experimental. An exhibition class will showcase heavy touring aircraft. The competition includes a \$12,500 purse, with cash awards going to the first-, second-, and third-place winners in each category. The first-place winners also will receive a gold belt buckle (instead of a trophy) with the competition’s logo and title sponsor Aviat Aircraft.

Pilots from as far away as northwest Canada have been reaching out to organizer Doug Jackson to learn more about the event. Jackson, one of the organizers behind the popular Operation Airdrop formed after Hurricane Harvey hit Texas, said he anticipates 100 competitors and 1,000 to 2,000 spectators.

After the competition on Saturday, the event will feature a short awards ceremony and then a crawfish boil with live music. Sunday morning flying will be open to pilots who didn’t compete to try their hand at a short-field spot landing contest and a balloon release, in which pilots try to hit a balloon with their prop.

Jackson said he hopes to create a series and host several STOL competitions around the country with a championship in Texas. The next event in the works, he said, is in Florida in October. Registration is open on the event website.

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

By Ed Griggs

Question: How many pilots does it take to change a lightbulb?



#thepilotswife



Answer: ZERO.
He'll be on a trip
when it burns out.
His wife will
change it.

The first Saturday event in March will be Mar 07 and we’ll go and visit Frank Connery’s RV14 project at North Texas Regional. Guess what—he just got his airworthiness certificate for the plane! Way to go! It will finally fly on a Thursday!
Gate code is 1119

On page 16, there is a copy of the Map enlarged for those who may need it!

[Texoma Aero Club \(TAC\) Hangar](#)

[Frank’s Hangar](#)



Photo by Mike Collins.

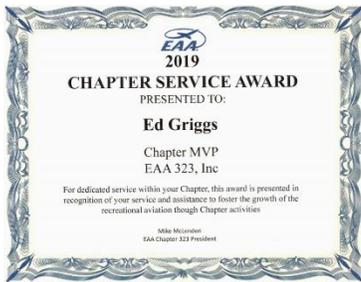


Ed Griggs awarded EAA Chapter 323 MVP for 2019

By Michael McLendon

Year End awards and recognitions are always a delight and an honor to present to Chapter Members. EAA gives us, me as 2019 President, one award which is never expected but hopefully is a surprise and is well deserved. An award that stands out above all others with one exception, the Rich Worstell Award.

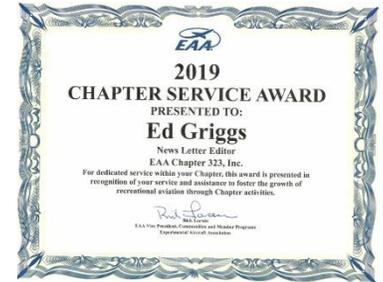
It is my pleasure to present the MVP award this year to Ed Griggs.



In 2018 Ed volunteered his services to manage our website and our newsletter. In essence, Ed became our PIO. His experiences in the Navy in a similar position but with much more demanding responsibilities was what we needed.

I'm sure each and every one of you have enjoyed the expanded and very informative newsletter Ed diligently prepares each month. If you only knew what hoops he jumps thru just to get a few words from the President. Usually at the 11th hour. Gosh he makes me look good!

Seriously. His newsletter has gained national recognition from EAA HQ. I nominated Ed this past year for best Newsletter Editor for EAA. Was not chosen but was not overlooked. Charlie Becker and John Egan see what 323 does each month thru the work Ed publishes. They see a dynamic chapter.



Additionally, Ed is our webmaster. I hope each of you have seen the improvements to our 323 website and there is more to come. Do Login often.

Those of you who do Facebook have seen how much Ed does with this media to promote 323. FB is a great tool to get the word out. Use the resource to promote your chapter.

Ed has worked the local media, TV, Radio, and newspaper, over for air time and recognition on their respective media. You've seen 323 on TV and heard about us on local radio and in newsprint!

I could go on and on. Let me say Ed, 323 is proud of you and for what you have done for our chapter. Don't lose your enthusiasm. Keep bugging the heck out of our new President and membership for newer and more exciting 323 events to publicize - to promote EAA to our community.

Ed Griggs is our 323 MVP 2019.

I'm honored to present this award to you, my friend.

Thank You. Michael McLendon

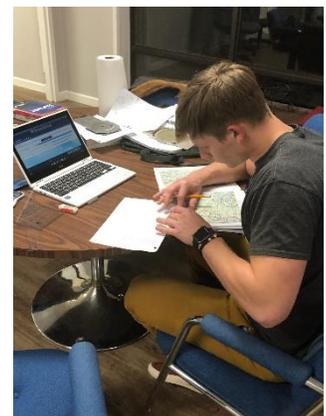
Zach Durham hits another Major Milestone:

By Ed Griggs



Zach and Adam after Zach soloed

As you may recall, our very own Zach Durham soloed under the guidance of Adam Yavner on September 1st. Well, Zach just hit another milestone when he passed his FAA Written on Feb 11th!! Awesome job, Zach! Keep up the good work!!



Zach concentrating while studying for his exam! Congrats again!!

Total Number of Young Eagles Reaches 2.2 Million

https://eaa.org/ea-news-and-publications/ea-news-and-aviation-news/news/01-30-2020-Total-Number-of--Young-Eagles-Reaches-2-2-Million?mkt_tok=eyJpIjoiTkRoU1qVTRaRFl6TmpSaSIsInQiOiJyWWk2Y1p6K2c2V2t5eEtmTjRHUHRJTVR5KzgzVDNnZ3pcL3g4VGZrYVcxTEdxQUd6SXpW SzJOTDFwZjdmQ3EyeU5URUFOXc9sVlwwU9DZzB3SkFoS1V3eFBOM1RrTWxOTUVFVldpT2RobmcyRlhGcE5keGZoNuTKdkpJU3JpYm9cL2gifQ%3D%3D

January 30, 2020 - The biggest youth aviation education program hit another milestone this week, as the Young Eagles program surpassed 2.2 million kids flown since the first flights took place at the 1992 EAA Fly-In Convention at Oshkosh.

"As we reach each of these milestones, it's a further credit to the dedication of the EAA-member pilots and volunteers who have committed their time and aircraft to bringing young people into aviation," said Jack Pelton, EAA's CEO and chairman of the board.



Photo by Connor Madison

"The success of Young Eagles means thousands of todays under-40 pilots — both professional and recreational — can trace their personal journey back to that first flight with a Young Eagles pilot."

Young Eagles has also been the foundation of EAA's newer efforts to encourage and engage young people in aviation. That includes the Sporty's online Learn to Fly course, available to all Young Eagles and now approaching 75,000 enrollees. It also set the stage for last year's inaugural group of Ray Aviation Scholarship recipients, as more than 100 young people earned full flight training scholarships in conjunction with local EAA chapters.

Dozens of aviation companies also support Young Eagles, including Phillips 66, the program's presenting sponsor. Other supporting sponsors include Garmin, Lightspeed, Waco Aircraft, the Academy of Model Aeronautics, and Global Aerospace, as well as Young Eagles flight plan sponsors Embry-Riddle Aeronautical University and Sporty's Pilot Shop.

"To every pilot and ground volunteer who has been part of Young Eagles, the aviation community thanks you," Jack said. "If you haven't flown a Young Eagle yet, we enthusiastically invite you to do so. You will have a more impactful influence on the future of flight than you'll ever know."

Editor's Note: I checked with John Horn, our own Young Eagles coordinator, and he has stated that our Chapter has flown well over 2,700 Young Eagles!! Great job, 323!!

Young Eagles Flight being lined up:

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

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



Flying above the fog over Dallas!
Ross Hardin



Happy birthday Lucky Lindy! Charles Lindbergh was born on Feb 04 in 1902, and we honor his memory with not one but two replicas of his famous Ryan NYP "Spirit of St. Louis." — with Gustavo Madinier.

[900-Mile-Flight to Copperstate in the Open Cockpit TEAM AirBike. Well done!](https://www.bydanjohnson.com/900-mile-flight-to-copperstate-in-the-open-cockpit-team-airbike-well-done/?fbclid=IwAR3C_7YDEuuIX4xW4BxMIHDr1BSgFAyYnrH8za8L8kVCS1myJuyzeeNvOpA)

February 10, 2020 by Dan Johnson

https://www.bydanjohnson.com/900-mile-flight-to-copperstate-in-the-open-cockpit-team-airbike-well-done/?fbclid=IwAR3C_7YDEuuIX4xW4BxMIHDr1BSgFAyYnrH8za8L8kVCS1myJuyzeeNvOpA

Most motorcyclists say 900 miles on a bike is a long trip. Seems reasonable. How about when it's an aerial motorcycle? ...out in the breeze, smelling the air, feeling the hot or cool — hmmm, sounds interesting, doesn't it?

Meet a man who recently made such a flight, over three days, and taking 17 hours of flight time to reach Copperstate 2020 with his legs out in the breeze (pretty true to the motorcycle metaphor, don't you think?). Mike Jefferson is the pilot and close contact with the air comes pretty easily to him.



He runs Big Air Hang Gliding giving flight instruction and helping people realize a two-person flight. Hang gliding flight instructors call that tandem. It doesn't mean the same thing as tandem in a powered aircraft (one behind another). In hang gliding, two people must hang from a common point* so they are side-by-side or one atop the other or some variation; the method was called "tandem" and the term stuck.

Mike Jefferson — Hang Gliding Instructor —



Taking someone with you in a hang glider demands some level of cooperation from the student.

FAA permits two place hang glider for instructional purposes, and believe me, every one going for a flight is going to learn plenty. Still, an instructor needs to know his or her student and preflight coaching is essential. To achieve a perfect safety record, Mike has clearly set some proper techniques to work for him.

Check this figure — Over his years in business, Mike reports taking more than 5,000 tandem flights from hills around San Francisco. For comparison, imagine giving 5,000 Young Eagle flights. In that context, 5,000 becomes a very big number. You can do your own

math on how long it takes to achieve that.

Each of Mike's tandem flights isn't walking out on the airport ramp and hopping in a plane for an hour. Coaching, driving up to the launch site, setting up the glider, launching into flight, and retrieving from landing consumes much more than an hour even if the flight itself may be short. Doing this thousands of times with excellent success speaks to using best practices.

So, Mike comes to flying AirBike via a different path than most (though, ironically, your author also flew hang gliders extensively some years before flying AirBike).

Mike got his powered aircraft training from Bobby Bailey, iconic designer of the Dragonfly tug that was specially created to tow hang gliders. Many are in regular airborne tractor duty around the USA and the world.



Mike Jefferson
— AirBike Pilot —



In the last year, Mike discovered his AirBike. Needing some care, he took the project and went over the whole aircraft. I know he did well as I brought Scott Severen over to look at it. Scott has developed AirBike back in the early 1990s while he was president of TEAM Aircraft. Scott examined Mike's AirBike as well as possible in the field and gave a thumbs up.

Look at that cockpit view (a different angle shows in the video). What more could you need?

Mike keeps his AirBike on the same airport as SLSA Dragonfly producer Ed Pittman of Pittman Air. Red Bluff, California (well north of San Francisco) to Buckeye Arizona for Copperstate 2020 meant 900 miles by routes dictated by a small amount of fuel.

The stories we media types tend to follow, well in my case at least, focus on airplanes and the hardware of flight. Of course, people are behind every product but pilots seem to like the nuts and bolts of the story.

Every now and again, when the story is good, it's fun to talk about somebody doing something interesting in aviation. Mike Jefferson did that with an AirBike journey that averaged a shade over 50 mph.

As I write these words, he's still probably making his way home.

* A common hang point where the payload is suspended is part of the whole stability system of a modern flying wing hang glider. Two persons outweigh the glider by 3X or more. In case you haven't kept up, modern hang gliders enjoy an admirable safety record recognized by FAA.

Editor's Note: Here is the link to the video that is mentioned. <https://youtu.be/Gzg-wJdz730>. And for those who have asked, this is what my Airbike looks like (Mine is Red and White as opposed to Yellow.) Thanks to Jack Stanton for bringing this article to my attention!



Quiz: Can you answer these 6 VFR cross-country questions?

By Colin Cutler | 01/13/2020

1) Your airplane is here at 12,500 feet MSL. What airspace are you in?

Class C

Class D

Class E

Class G



2) You're flying a magnetic course of 359 degrees. What altitude should you fly?



Odd + 500 feet

Even + 500 feet

3) What is the earliest date the runway 26R PAPI lights are out of service at Pueblo?

February 7, 2014

April 7, 2014

December 31, 2014

July 2, 2014

**!PUB 07/005 (KPUB A0564/14) PUB RWY 26R
PAPI OUT OF SERVICE 1407021235-1412312359**

4) What frequency could you reach flight service in this area?

118.375

122.8

122.4

108.4



5) What type of runway is at Kadoka?

Other than hard-surfaced runway

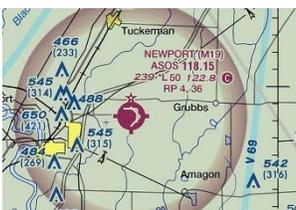
Runway less than 2,000'

Asphalt runway

Concrete runway



6) You're diverting into the Newport airport. What direction traffic pattern should you fly for runway 18?



Right traffic

Left traffic



(FIRST DAY AS A PILOT...)

CONTROL:
TOWER: Can you give me your position?

ME: I'm next to a cloud that looks like a lion.

CONTROL:
TOWER: Can you be more specific?

ME: Simba.



Aircraft of the Month: Piper J-3 Cub

https://en.wikipedia.org/wiki/Piper_J-3_Cub

The Piper J-3 Cub is an American light aircraft that was built between 1938 and 1947 by Piper Aircraft. The aircraft has a simple, lightweight design which gives it good low-speed handling properties and short-field performance. The Cub is Piper Aircraft's most-produced model, with nearly 20,000 built in the United States. Its simplicity, affordability and popularity invokes comparisons to the Ford Model T automobile.

The aircraft is a high-wing, strut-braced monoplane with a large-area rectangular wing. It is most often powered by an air-cooled, flat-4 piston engine driving a fixed-pitch propeller. Its fuselage is a welded steel frame covered in fabric, seating two people in tandem.

The Cub was originally intended as a trainer and had great popularity in this role and as a general aviation aircraft. Due to its performance, it was well suited for a variety of military uses such as reconnaissance, liaison and ground control. It was produced in large numbers during World War II as the L-4 Grasshopper. Many Cubs are still flying today. Notably, Cubs are highly prized as bush aircraft.

The aircraft's standard chrome yellow paint has come to be known as "Cub Yellow" or "Lock Haven Yellow".



J3C-65 Cub Specifications

Data from The Piper Cub Story

General characteristics

Crew: one pilot

Capacity: one passenger

Useful load: 455 lb (205 kg)

Length: 22 ft 5 in (6.83 m)

Wingspan: 35 ft 3 in (10.74 m)

Height: 6 ft 8 in (2.03 m)

Wing area: 178.5 sq ft (16.58 m²)

Empty weight: 765 lb (345 kg)

Max takeoff weight: 1,220 lb (550 kg)

Powerplant: 1 × Continental A-65-8 air-cooled horizontally opposed four cylinder, 65 hp (48 kW) at 2,350 rpm

Performance

Maximum speed: 76 kn (87 mph, 140 km/h)

Cruise speed: 65 kn (75 mph, 121 km/h)

Range: 191 nmi (220 mi, 354 km)

Service ceiling: 11,500 ft (3,500 m)

Rate of climb: 450 ft/min (2.3 m/s)

Wing loading: 6.84 lb/sq ft (33.4 kg/m²)

Power/mass: 18.75 lb/hp (11.35 kg/kW)



CFI Corner: VOR – A Refresher

By Adam Yavner

In my pursuit of a new record for “Most Concurrent Eyes Glazed Over At One Time”, I thought I would dust off a little refresher/intro to the VOR radio navigation aid – the favorite of Perishable Skill connoisseurs everywhere!



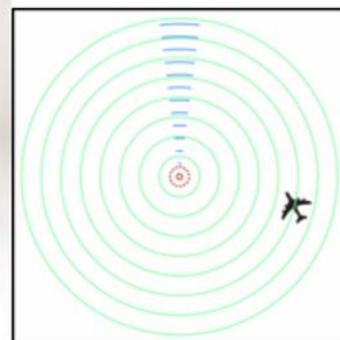
The VOR (or Very high frequency Omni-directional Range) is an instrument used for navigation and approach procedures in the IFR system, as well as a valuable navigation aid for VFR cross-country flights, and an aid in determining your location. The system consists of a ground station, which broadcasts an omnidirectional signal in the VHF range of 108 – 117.95 MHz (or just a little higher than your car’s FM radio), and a receiver onboard the aircraft. An instrument in the panel displays the resulting information. The ground station also broadcasts a second directional signal from a rotating antenna. This signal is timed so that its phase (compared to the master) varies as the secondary signal rotates, and this phase difference is the same as the angular direction of the 'spinning' signal, (so that when the signal is being sent 90 degrees clockwise from north, the signal is 90 degrees out of phase with the master). By comparing the phase of the secondary signal with the master, the angle (bearing) to the aircraft from the station can be determined. This line of position is called the "radial" from the VOR.



VOR symbol on sectional



Receiver and instrument



Master and secondary signal

VORs comprise the backbone of the Federal Airway System, where several specific radials between 2 or more VORs have been assigned specific numbers (“Victor Airways”) which we can see on a sectional chart. They are occasionally co-located with other navigation equipment such as a DME for measuring slant-range distance to the station, or military TACAN.

To use a VOR, you will need to tune in the frequency as shown on the sectional chart or other sources. You will notice next to the frequency is a morse-code identifier – once you’ve tuned in the frequency, you’ll need to pull out the volume knob on the receiver to listen for the tones. Matching the tones to the listed code will give a positive identification (IDENT) and confirm you are tuned to the correct VOR. If there is no tone, the VOR may be down for maintenance or you may be out of range.

Next check the instrument to make sure there are no “flags” (red and white striped flag in the instrument face) showing that the signal may be poor or unusable. Check by twisting the knob - twist the OBS knob (omni-bearing selector) until the needle is centered and you have a FROM indication – the direction under the arrow will be the radial you are on FROM the station. Rotate it 180° and that is the bearing TO the station. If you are flying toward the VOR, the flag should indicate TO.

The gauge with the needle and dots is called the CDI (Course Deviation Indicator) and it indicates the number of degrees you are off the selected radial. Each dot is 2° deviation, for a total of 10° on either side of the center. To center the needle, fly toward the needle.

Once it is centered, maintain wind correction – the heading you fly may be several degrees different from the radial you are on; this is normal and may take some trial and error. If you continue on this radial without deviation, you will eventually cross over the VOR station and the flag will change to FROM.

Important to note is that the airplane can be facing in any direction – this does not change the radial that it is sitting on. If you are on the 360 radial, that is where you are physically located – even if you are facing to the west!





VOR Ground station

So that is how to track a radial – what about how to intercept one? First you need to figure out which radial you are currently on. Then take the difference in degrees between the one you are on and the one you want to go to and double it. Change heading to the left or right by that many degrees, flying toward the radial you want to intercept. Use the OBS knob to select that radial and as you intercept it, the needle will start moving towards center. Anticipate this so as to not overshoot it. Simple as that! Not to worry, we will go over a couple of examples here on the ground as well as in the air.

Another amazing thing you can do with VORs is find your location in case you become “temporarily uncertain of position” (never “lost”). If you have your sectional handy, and know roughly where you are, choose a couple of nearby VORs that you are most-likely between. Tune in and IDENT the first one and rotate the OBS knob until you get a FROM indication and the needle is centered.

Draw a line from that VOR on that radial. Do the same thing with the second VOR (make sure to IDENT). Where the lines intersect will be your location! You can refine it from there once you can start making out landmarks.

You can also use some simple math to work out your time and distance to the station based on airspeed and the number of degrees you cross between radials. $\text{Time to Station} = (60 \times \text{minutes to cross}) / \text{degree of change}$. $\text{Distance to Station} = (\text{TAS} \times \text{minutes to cross}) / \text{degree of change}$. Example – you are flying at 130 kts TAS and it takes you 8 minutes to cross from the 150° to the 160° radial.

Based on the above formulae, you are 48 minutes and 104 nm from the station.

Common errors:

- Incorrect tuning and identification procedures
- Failure to properly set the navigation selector on the course to be intercepted
- Failure to maintain proper wind correction
- “Reverse sensing” – flying toward a VOR with a FROM indication, or away from it with a TO indication. In this case you will want to fly away from the needle to center it, but it is bad practice and can lead to confusion

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

Builder’s Corner Updates

By Ed Griggs



Frank Connery just received his Airworthiness Certification on his RV 14A. Frank stated, “I hate to quote Hillary, but it really does “take a village”.

Thanks to all who helped and advised. Six years and 10 months. The skies of north Texas are about to get a lot scarier!?”



The RV-14/14A is the latest aircraft design from Van’s Aircraft, Inc. It continues — and improves upon — Van’s legacy of the most successful side-by-side, two-seat kit aircraft in history: Van’s RV-6, RV-7, RV-9 and RV-12. But the RV-14 is different.

Probably the first thing you’ll notice is the airplane’s stance: The RV-14 sits tall. The upright seating position and large bubble canopy provide superb visibility in all directions. The large cabin (as wide as many four-seat airplanes) is truly roomy. Lots of headroom, lots of leg room, lots of room between the seats. Larger people, who often can’t find an airplane that will fit, simply love this airplane!

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



EAA Website: Moving from Webs.com to Sitecore.com

By Ed Griggs

EAA leadership has decided to terminate its agreement with WEBS.com and change all EAA Chapters to Sitecore.com. EAA Leadership has been working with Sitecore to ensure a smooth transition by providing training webinars and PowerPoint training for all Webmasters and interested persons!

Advantages:

Mobile Responsive – meaning that the website will work and look the same on all platforms (Desktop, iPad, iPhone, or Android)

Customer Support will be provided by EAA Chapters personnel vs 3rd Party which translates to better/quicker response times.

Disadvantages:

No “Members Only Area”, a function that was offered by Webs.com but was plagued with problems.

No email notification, a function that was available on Webs.com that did not work.

No java script capabilities

Sitecore is a leading digital experience software used by organizations globally to create seamless, personalized digital experiences. Sitecore is an integrated platform powered by .net CMS, commerce and digital marketing tools. Sitecore’s key product is the Sitecore Experience Platform (XP) which combines their powerful content management system (CMS) Sitecore Experience Manager and Sitecore Experience Database (xDB).

If you would like to see the progress that has been completed so far, please go to <https://chapters.eaa.org/ea323>. If you have any questions, comments or suggestions, Please let Ed know at his email: a_model_guy@ymail.com!

Answers to the Quiz on Page 8

This airspace is Class G up to, but not including, 14,500' MSL. Class E starts at 14,500 MSL.

Magnetic course of 180-359 should be flown at even + 500-foot altitudes when more than 3,000 feet AGL.

The PAPI lights are out of service starting July 2nd, 2014 at 1235Z.

You can reach flight service on 122.4, which is listed on top of the Philip VOR data block.

The hollow circle indicates Kadoka has something other than a hard-surfaced runway, which might be gravel or grass.

Runway 18 is left traffic. The only runways listed with right traffic are 4 and 36.



On one hand it was a 40 million dollar plane, on the other hand the spider was **inside** the cockpit.



FunPlacesToFly

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

EAA Webinars Schedule

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

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



Tuesday, 2/25/20 @ 7 p.m.

Subject: Chapter Chat: Tax Exempt Basics

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.

Wednesday, 2/26/20 @ 7 p.m.

Subject: Bang for the Buck: Affordable Aircraft Building

Presenter: Tim Hoversten

Tim Hoversten, technical aviation specialist at EAA HQ, shares information about designs you can build without a kit, which can lead to significant savings. Put the savings in your pocket or use for added upgrades to make your dream airplane even better; building from plans can be the best bang for the buck!

Wednesday, 3/4/20 @ 7 p.m.

Subject: Bolted Joints in Shear

Presenter: Mike Busch

Qualifies for FAA WINGS and AMT credit.

Bolted joints loaded in shear are used to hold the wings onto the fuselage of everything from RVs to Cessna 150s to B-17s. Almost all riveted joints are loaded in shear, and metal aircraft often have thousands of them. Maintenance expert Mike Busch discusses how these shear joints are designed, how they fail, and how to prevent them from doing so. He also discusses the pros and cons of rivets versus bolts.

Wednesday, 3/11/20 @ 7 p.m.

Subject: Stabilized Approaches and Go-Arounds

Presenter: Prof. H. Paul Shuch

Qualifies for FAA WINGS credit.

Statistics show that 47 percent of all general aviation accidents, and 40 percent of fatalities, occur during the final approach and landing phases of flight. In this FAA Safety Team WINGS Award webinar, Prof. Shuch discusses the two best tools to counter such accidents: stabilized approaches, and properly executed go-arounds. Join this webinar to learn how to prevent landing accidents.

Tuesday, 3/17/20 @ 7 p.m.

Subject: Understanding Hypoxia in Aviation

Presenter: Steve Martin

Qualifies for FAA WINGS credit.

Hypoxia in aviation is widely recognized as a potential threat, but poorly understood and under-respected by most aviators as a contributor to other accidents. Aerospace physiologist Steve Martin will discuss the facts and fallacies regarding the different types of hypoxia, recognition, causal and influencing factors, and mitigation techniques necessary to avoid this pervasive issue.

Wednesday, 3/18/20 @ 7 p.m.

Subject: ATC and You: Communicating With Confidence and Clarity

Presenter: Richard Kennington and Bob Obma

Qualifies for FAA WINGS credit.

Communicating with air traffic controllers can be intimidating if you don't know the language. Instead of avoiding it, pilots can learn what they need to know to fly safely and efficiently in controlled airspace. Air traffic controllers Richard Kennington and Bob Obma will give participants the knowledge and insight they need to do just that in this FAA WINGS qualifying webinar.

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



Aviation Words — Upwash

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

January 2020 - Upwash means the upward movement of air just before the leading edge of the wing. A corresponding downwash occurs at the trailing edge. In keeping with our reverse travel through the alphabet in previous months, we needed an aviation word beginning with "U" and there aren't many. Next month, "T" — now that's a whole different story.



Incidentally, I watched a pilot who was interested in "seeing" the upwash at his wing roots on his low-wing aircraft. He was determined to make his aircraft as "slippy" as possible by fairing everywhere he could. His interesting technique was to smear dirty engine oil, the dirtier the better, on the fuselage ahead of the wing root and then go flying. This allowed him to see the air flow pattern caused by the oil streaks and make the appropriate custom wing root fairings.

Now if you'll excuse me, I have to go and upwash last night's supper dishes.

Supporting Our Community, Shop Local, Shop Texoma:

By Todd Bass

Where are you going to spend your money?

Remember if you have kids, grandchildren or even nieces and nephews then you need to help support the local community. When is the last time you saw a Amazon banner at a child's event. Like a Spelling Bee, baseball or softball tournament or games, soccer, basketball or football games. The small business' gives thousands of jobs that your families works at. Please think twice before you push that "purchase" button from someone who does not even care about YOUR community.



Rebecca Yavner, Agent

214-785-8188

<https://rebeccayavner.exp Realty.com/index.php>

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



FASTSIGNS® of Sherman

Todd Bass

1920 N Grand Ave, Sherman, Texas 75090

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

Vogel Allstate Insurance Group

Brad and David Vogel
5621 Texoma Pkwy, Sherman, TX
75090

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



Garner Feed and Seed

Ray, Chris and Nicole Garner
903-892-1081
706 E Mulberry St, Sherman, Texas 75090



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



C & J's
Family Dining

4531 Texoma Parkway Denison Tx, 75020
(903) 337-1533
Facebook: C & J Family dining
Instagram: candjfamilydining

C & J's Family Dining (formerly Pop's Place), located in Denison at 4531 Texoma Pkwy, serves Breakfast from 8am-10:30am and regular menu items from 11am-7:30pm Wednesday- Sunday, Friday brings Catfish, Popcorn Shrimp and Clam Strip plates starting at \$9.99! Someone wins their lunch for FREE at 12:30pm with our lotto lunch every single day!! Our Denison location is now available for delivery with Texoma Delivery, must be within a 15-mile radius of the restaurant!!



Upcoming Events

Thursday, 20 February	Monthly Thursday meeting at the Sherman Airport Terminal, 7pm Subject: Homebuilders Update
Saturday, 07 March	First Saturday Event: Frank Conner Project at North Texas Regional Airport Hangar (see map)
Thursday, 12 March To Sunday, 15 March	Lonestar STOL Competition and Fly-In at Gainesville, Texas
Thursday, 19 March	Monthly Thursday meeting at the Sherman Airport Terminal, 7pm Subject: Upset Recovery (TBD) Brandon Ayers
Saturday, 04 April	Homebuilt Fly-in at Sherman Municipal Airport (KSWI), 9am
Saturday, 11 April	Young Eagles event at EAA 1246 (McKinney, KTKI)
Sunday, 26 April	Young Eagles event at North Texas Regional Airport, Main Terminal, begins at 1pm

Officers/Board of Directors/Key Coordinators

Name	Position	Email Address	Contact Number
John Halterman	President	john.f.halterman@hotmail.com	903-819-9947
Paul Tanner	Vice President	planetanners@yahoo.com	903-819-1940
Sean Noel	Secretary	sean_noel23@yahoo.com	903-816-0094
Ross Richardson	Treasurer	rprichardson46@gmail.com	903-821-4277
Steve Straus	Board of Directors	steve@straususa.com	214-693-1417
Rick Simmons	Board of Directors	rr52s@yahoo.com	903-818-8066
Mary Lawrence	Board of Directors	mary1983cpa@gmail.com	903-821-2670
Mel Asberry	Technical Counselor	n168tx@flytx.net	972-784-7544
Jim Smisek	Technical Counselor	jwsmisek@aerotechniques.com	903-819-6428
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Adam Yavner	Eagles Coordinator	ayavner@yahoo.com	903-744-0384
Ed Griggs	PIO	a_model_guy@ymail.com	903-436-1405

General Email: EAA323@hotmail.com

Website: <https://www.323.eaachapter.org>



Mel Asberry

FAA Designated Airworthiness Inspector
 Specializing in Amateur-Built and Light-Sport Aircraft
 *Original & Recurrent Airworthiness Inspections
 *A & P Mechanic
 *EAA Technical Counselor
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2464 County Rd 655
 Farmersville, TX 75442-6014
 972-784-7544

n168tx@flytx.net



Frank's Hangar



Texoma Aero Club (TAC)

High Flight



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

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



EAA SHERMAN CHAPTER 323 MEMBERSHIP APPLICATION AND RENEWAL FORM

- 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: