



# The Ramp Page



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



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## President's Mission Brief:

By John Halterman

EAA 323,

I hope you're doing well! As I write this, the temperature outside is 106F! Pretty darn hot! I hope you're staying cool.

Since our last chapter meeting, Bill Porter successfully flew his Zenith STOL CH-750 on its maiden flight on August 8! Well done Bill! We look forward to you sharing some of your stories.

Also, congratulations to Ed Griggs on his first solo in a cub! Just keep the dirty side down and the little wheel at the rear and you'll be fine.

Also, true to the roots of sport aviation, I want to congratulate Leland Kracher on his sport pilot certificate. Nice job!

This month's meeting will be at the at the Texoma Aero Club Hangar at 9am on Saturday August 22 (not the usual Thursday time slot). The feature will be Martin UAVs (Unmanned Aerial Vehicles). This will be quite informative given that UAVs are becoming more prevalent across the country.

The attendance has been quite high at our temporary Saturday meetings—about half of the paid club members have been attending the Saturday meetings! What's important is not just the presentation but also an opportunity to socialize responsibly during these times. Come on out and I look forward to seeing you there! If you need any assistance getting in, contact me or another officer/board member (see end of newsletter). As a reminder, too, for the Saturday meeting, please bring a folding chair with you.

Be safe. Fall weather is just around the corner!

John F Halterman  
EAA 323 President



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

By John Halterman

Mark your calendars for Saturday, September 26 as we will be hosting an "EAA 323 Pancake Fly-In, Featuring Best in Show Award for Best Homebuilt" at Sherman Municipal Airport. Bring any aircraft in you want - even ultralights! We will be handing out a trophy for Best of Show, with our very own Pam, Adam, Phil, and Frank volunteering to be judges!

Eligibility requirements:

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

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

## [Young Eagles Flight coming up:](#)

By John Horn

There will be a Young Eagles Flight at Sherman Municipal Airport (KSWI) at the Main building on September 26, at 1pm. 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's (<https://youngeaglesday.org/>) (<https://chapters.eaa.org/EAA323>) where they can sign up and fill out a Waiver for the event. Keep these link's 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!



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## Leland Kracher: Texoma's Newest Pilot

By Leland Kracher

After 14 years of waiting, on July 23rd, 2020 I finally achieved a lifelong goal and earned my pilots license!

When I was 13, my parents got me a few gift certificates to a local flight school at McKinney National Airport (TKI) for Christmas. I had told them (maaaany times) how much I wanted to fly, and from my first lesson I was absolutely hooked! Being so young, I had a few years ahead of me until getting my license could become a reality. However, once I turned 16, I jumped on the opportunity to solo as soon as I could!

I was actually able to fly an airplane by myself before I could drive a car alone, so my sweet mom would wake up at 6am to drive me to the airport so I could fly before going to high school. But as 17 approached a lot happened in my family's lives, biggest of all being my mother's cancer diagnosis.

When that happened, I stopped flying and knew that it would be on the back burner for a few years, as it was expensive and other things were far, far more important. However, I always knew I'd find my way back in the sky to finish out what my parents got started for me.



Fast forward to 2020 and I'll hold nothing back that it's been an extremely tough year for me. Between my mother passing away from her cancer in March and the pandemic, 2020 has been one for the books. Though in some of the last conversations I had with my mom, she told me how proud she was of me and to never give up on either of my dreams (my career in music & my passion of flying). So, I took that advice to heart, and thanks to her I finally finished my license! For so many reasons, I truly couldn't have done it without her, and I think of her every time I'm in the sky.

I think the reality of it is still setting in, but the myriad of emotions is very real. I'm unbelievably excited and have to thank my wonderful instructor and fellow EAA 323 member, Adam Yavner for dealing with my relentless schedule and truly preparing me for the exam, my amazing girlfriend, Ariel Watkins for her never ending love and support even when I was up till 4am for weeks studying, and the best examiner I could've asked for, Earl Downs

for making me feel comfortable and confident the whole time.

I hope this goes to show even in the darkest times of your life, you can find positives and achieve things that seemed impossible.

And most importantly, let me know if you want to go flying!



## Fuel Pit Etiquette (or What not to do when Fueling!)

By Anonymous

We have all seen it. Pilots rushing to get to the fuel pump and then sitting there taking a break. Here are a few helpful hints in order to avoid confrontations while at the Fuel pit:

1. **He who lands first, Fuels first.** Nothing tends to make a Pilot madder than landing and needing to get fuel only to find out that the plane that landed behind you “cut short” and pulled up to the Fuel pump ahead of you. Common courtesy would be to wait and let whoever lands first to fuel up first.
2. **Mind your wind.** Pull up to the pumps in that same direction that you would land or takeoff. Most pumps have taxi lines to show which way to pull up to fuel (and that direction is rarely, if ever, straight in!). Just remember which direction the wind is blowing and pull up appropriately!



3. **Helping hands are usually appreciated.** One way to speed up the process of fueling is to acknowledge and help others waiting to fuel. When most people pull up to the Fuel pumps, they are ready to get out of their aircraft and stretch those legs!! In some instances, you may get a helping hand in putting up the fuel lines and pushing your plane out of the way! Common courtesy would be to offer to help push the next person's airplane up to the pump once you're out of the way!

4. **Hogging the self-serve fuel pit is never a good idea.** When you're finished refueling, Common courtesy would be to push your airplane out of the way in case someone else taxis up for fuel. If you go into the FBO to use the facilities, push your airplane out of the way first. Think of pulling up to a crowded gas station in your car, and empty cars are blocking the fuel pumps while their owners are inside getting coffee. It's more than annoying.

5. **Startup at the Pump!** Speaking of winds, If there are other aircraft behind or near you, Common Courtesy would be to push your aircraft out of the way of the pumps and turn the plane so that propwash from your plane does not wreak havoc on those waiting in line.

These are but a few things to keep in mind when fueling. Using Common courtesies can save the day! Putting my “soapbox” away now!



[The proper way to pull up to a Fuel Pump!](#)

I'M A PILOT.



I KNOW THINGS.



So when is my SECOND lesson?

## Ed Griggs reaches a major milestone!

By Ed Griggs

Well, I finally did it! It only took me 32 years from my first Flying lesson at Gillespie Field in San Diego, California in 1988 to get to the point where I could solo, but I did it! I finally Soloed on 03 Aug 2020 at Finney Field with Sam and Sean Noel, my CFI, looking on.

Another milestone was achieved on 10 Aug 2020 as I completed my first Cross Country from Sherman to Paris, Tx. Took me right at 2.5 hours and I enjoyed every minute of it!! Thanks again to my CFI and Sam for the awesome gift and training that allowed me to do this and Tracy Walker Rains for your support!

I cannot thank people like Jimmy Finney, Sean Noel, Howard Moore, Adam Yavner, Danny Smith, Rheuben Gammel and Mike McLendon enough for your support, guidance, and encouragement! I am determined that 2020 will be my year!



**We can all appreciate a pilot with a sense of humor.**



## CFI Corner:

By Adam Yavner

### CLEAR OFF!

Here's one of my favorite phrases of all time – CLEAR OFF! In addition to being an incredibly useful way of getting kids off your lawn or solicitors off your doorstep, it also happens to be an extremely powerful mnemonic/checklist.



When I was learning navigation in Australia, we were not permitted to use the GPS – compass, chart, watch, and pencil was about it. Recognizable landmarks could be few and far between, so dead reckoning and pilotage were emphasized. And now that I am teaching, I use the same techniques and aids.

Cross-Country planning is a big subject of its own. Once you are in flight and settled in, you need a way to keep track of everything and stay focused and organized. This is where CLEAROFF comes into play. On a Cross-Country flight, you might hear me ask “have you done your CLEAROFFs?”, and this is how it works:

### Compass – Log – Engine – Altitude (Autopilot?) – Radio – Orientation – Fuel – Forced Landings.

Every 15 - 30 minutes or so during a long flight (or when you are bored or have extra time), stepping yourself through this will help make sure that nothing is forgotten. I find it oddly soothing and comforting. To expand:

**Compass** – look at your magnetic compass and verify that you are on the magnetic heading you intend, and that it is aligned with your heading indicator.

**Log** – you ARE keeping a navigation log, right?? This is a good time to make sure it is filled out, and any adjustments to ETA are made.

**Engine** – scan your engine instruments in a flow to make sure all is operating as expected... RPM, manifold pressure, oil temperature and pressure, EGT and CHT if you have them.

**Altitude** – make sure you are holding your altitude as assigned or planned. Good time to check your autopilot too since it also begins with ‘A’...

**Radios** – make sure you are on the right frequency and go ahead and preset the next frequency (comm or nav) that you will need. Is it time to call ATIS or make your inbound call?

**Orientation** – good time to check your current progress against your chart, noting nearby landmarks. Check that your ground track matches up with your expectations. If you need to refold it for the next leg, do that now.

**Fuel** – time to switch tanks? Fuel burn doing about as expected? Are you aware of your closest fuel options?

**Forced landing** – of course, you are constantly looking for your options in the back of your mind, but this is an opportunity to formalize it.

Try it the next time you want to challenge yourself to a cross country without GPS or iPad, and I bet you'll have less anxiety and won't feel like you are rushed or forgot something. I even put a reminder to myself at the top of my navigation logs:

- 12°E      \* CLEAR OFFS \*

| PSN   | LSALT | FL OF ALT | TAS | TR(M)    | WIND       | HDG (M) | G/S | DIST  | ETI | RET | PLN EST | REV EST | ATA ATD |
|-------|-------|-----------|-----|----------|------------|---------|-----|-------|-----|-----|---------|---------|---------|
|       | Chart | Chart     | 000 | TR - var | 4000 - var | EBR     | EGB | Chart | EBB |     | 11      | flg     | kt      |
| YSSK  |       |           |     |          |            |         |     |       |     |     |         |         | 52      |
| TPOLE | A021  | A025      | 90  | 280      | V/5        | 280     | 83  | 11    | 8   |     | 00      |         | 00      |

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



## TAC holds first Planewash

By Mike McLendon



Keith Frank, Robert and Lane Allen getting started on the first victim!

Texoma Aero Club hosted their first aircraft wash on Saturday, August 15. We had a total of 5 Airplanes to show up and take advantage of the donation only event.

Club members Mary Lawrence, Rick Simmons, Ed Griggs, Rex Lawrence, and Mike McLendon showed up in full force to get things rolling. An extra special thanks to Lane and Robert Allen, Brad Hodge and his granddaughter Eve, Keith Frank and his granddaughter Ava, Chad Smolik, and Sean Noel for the extra effort they put forward to make this event a success.



Whether selling Insurance or Cleaning planes, Chad Smolik can always be found laying around taking it easy!

Texoma Aero Club has quickly become a special part of the NTRA community. Being the only Flying Club in the Texoma area, we have attracted the attention of beginners as well as 20,000 plus hour pilots.

TAC members meet at 7pm every third Tuesday of the month at NTRA. We'd be happy to show you around. Follow us on Facebook or visit our website, [texomaclub.com](http://texomaclub.com) for more information!



Snoopy getting a much needed bath! Robert and Lane Allen, Keith Frank, and granddaughter Ava hard at work!



Rick Simmons trying to figure out how to get these two wheel chocks out of the way (Wheel chocks were Mike McLendon and Chad Smolik)



A now thoroughly exhausted Lane and Robert Allen taking a well-deserved break. Notice a completely drenched Grandpa Keith Frank. Wonder who got him soaked??



Raymond Fulenchek, Rex Lawrence, and Sean Noel cleaning up another beautiful bird!



Miss Ava quickly became a "boss" with a water hose. Check out Grandpa Keith in the picture above!

## Quiz: Can You Answer These 6 Aerodynamics Questions?

By Colin Cutler • 07/10/2020 <https://www.boldmethod.com/blog/quizzes/2020/07/quiz-can-you-answer-these-6-aerodynamics-questions/>



Ready? Let's get started...

1) You're taking off, and you need to clear an obstacle using your best angle of climb. What speed are you flying?

|     |    |    |            |    |           |
|-----|----|----|------------|----|-----------|
| Vno | Vx | Vy | Va + 10kts | Vs | Vs +10kts |
|-----|----|----|------------|----|-----------|

2) When you retract your flaps, you immediately decrease:

|      |      |        |                  |
|------|------|--------|------------------|
| Lift | Drag | Camber | All of the above |
|------|------|--------|------------------|

3) What causes ground effect?

|                             |                       |                      |  |
|-----------------------------|-----------------------|----------------------|--|
| Thicker air near the runway | Reduced parasite drag | Reduced induced drag | Increased available thrust near the runway |
|-----------------------------|-----------------------|----------------------|--|

4) What climb rate will a single engine aircraft produce at its absolute ceiling? (max weight, clean config, max continuous power)

|       |        |        |        |         |         |
|-------|--------|--------|--------|---------|---------|
| 0 FPM | 25 FPM | 50 FPM | 75 FPM | 100 FPM | 150 FPM |
|-------|--------|--------|--------|---------|---------|

5) During a stall, your wings continue to produce lift:

|      |       |
|------|-------|
| True | False |
|------|-------|

6) In a training aircraft, the center of lift is normally \_\_\_\_\_ of the center of gravity.

|                      |     |         |
|----------------------|-----|---------|
| At the same position | Aft | Forward |
|----------------------|-----|---------|





## Aircraft of the Month: Porterfield Collegiate

<https://www.planeandpilotmag.com/article/porterfield-65-collegiate-90-flyabout/>

The Porterfield Aircraft Corp. was founded in 1934 by E.E. Porterfield, once president of the American Eagle Aircraft Corp. In the following year, it began producing the Porterfield two-seat monoplane. Designations included the 35-70 (70-hp Le Blond), 35-90 (90-hp Warner Scarab Junior), 35-65 (65-hp engine), and 35-75 (75-hp engine). The company introduced the CP-series in 1939, which included the CP-50, CP-55, CP-65, FP-65, and LP-65. The initials refer to the type of engine—Continental, Franklin or Lycoming—and the numbers refer to the horsepower. The Collegiate CP-65 was the most popular of the series. A substantial number of these two-seat training planes are still in flyable condition.



### Porterfield Collegiate

#### General characteristics

Crew: 2

Length: 22 ft 8 in (6.91 m)

Wingspan: 34 ft 9 in (10.59 m)

Height: 6 ft 11 in (2.11 m)

Wing area: 168.80 sq ft (15.68 m<sup>2</sup>)

Empty weight: 671 lb (304 kg)

Gross weight: 1,160 lb (526 kg)

Powerplant: 1 × Continental A65-8/9 flat-four piston engine, 65 hp (48 kW)

#### Performance

Maximum speed: 108 mph (174 km/h, 94 kn)

Cruise speed: 98 mph (158 km/h, 85 kn)

Range: 300 mi (483 km, 260 nmi)

Service ceiling: 15,000 ft (4,570 m)

Rate of climb: 600 ft/min (3.0 m/s)



## 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!!

## Aviation Words — Slip

By Ed Griggs with references from: <https://en.wikipedia.org/wiki/slips>

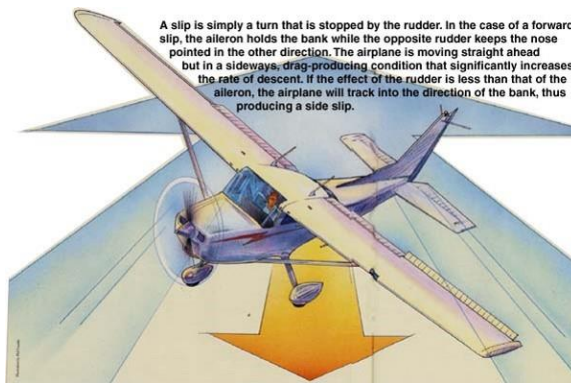
Flying in a slip is aerodynamically inefficient, since the lift-to-drag ratio is reduced. More



drag is at play consuming energy but not producing lift. Inexperienced or inattentive pilots will often enter slips unintentionally during turns by failing to coordinate the aircraft with the rudder. Airplanes can readily enter into a slip climbing out from take-off on a windy day. If left unchecked, climb performance will suffer. This is especially dangerous if there are nearby obstructions under the climb path and the aircraft is underpowered or heavily loaded.

A slip can also be a piloting maneuver where the pilot deliberately enters one type of slip or another. Slips are particularly useful in performing a short field landing over an

obstacle (such as trees, or power lines), or to avoid an obstacle (such as a single tree on the extended centerline of the runway), and may be practiced as part of emergency landing procedures. These methods are also commonly employed when flying into farmstead or rough country airstrips where the landing strip is short. Pilots need to touch down with ample runway remaining to slow down and stop.



There are common situations where a pilot may deliberately enter a slip by using opposite rudder and aileron inputs, most commonly in a landing approach at low power.

Without flaps or spoilers, it is difficult to increase the steepness of the glide without adding significant speed. This excess speed can cause the aircraft to fly in ground effect for an extended period, perhaps running out of runway. In a forward slip much more drag is created, allowing the pilot to dissipate altitude without increasing airspeed, increasing the angle of descent (glide slope). Forward slips are especially useful when operating pre-1950s training aircraft, aerobatic aircraft such as the Pitts Special or any aircraft with inoperative flaps or spoilers.

Often, if an airplane in a slip is made to stall, it displays very little of the yawing tendency that causes a skidding stall to develop into a spin. A stalling airplane in a slip may do little more than tend to roll into a wings-level attitude. In fact, in some airplanes stall characteristics may even be improved.

1)  $V_x$  will give you the best angle of climb to clear the obstacle.

2) Retracting flaps decreases all three: lift, drag, and camber.

3) Ground effect is caused by a reduction in induced drag when your plane is within approximately 1 wingspan or less of the runway. The closer you get to the runway; the more pronounced ground effect is.

4) The absolute ceiling is the altitude where a single engine plane can no longer climb and can only maintain forward flight.

5) Even when your wings are stalled, they are producing lift.

6) The center of lift is always behind the center of gravity on training aircraft. If it were ahead of the CG, it could cause instability, and most likely cause the aircraft to pitch up in a stall.

## Mel Asberry

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

By Todd Bass

With the pandemic being extended even longer than what was originally expected, now more than ever, we need to support our local businesses (especially our Local Restaurants and Shops). Local businesses are being forced to give curbside Service and, in the case of Restaurants, Takeout only!

You can go to Texoma Curbside Restaurants on Facebook as a tool to show you what restaurants are still open and what items they are offering!

## Keep Calm SHOP LOCAL

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

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

### FASTSIGNS® of Sherman

Todd Bass

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



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## 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.



**8/18/20 @ 7 p.m.**

Presenter: Grant & Brittany Nielsen

**Subject: Air Shows: Not Just Events, But a Lifestyle!**

Curious about the air show life? Join Grant and Brittany Nielsen as they talk about their journey as GN Airshows. Learn about becoming an air show performer and the lifestyle around air shows, air show announcing, and all of the nitty-gritty details.

**8/19/20 @ 7 p.m.**

Presenter: Mike Bauer

**Subject: How to Use Your Pilot's Operating Handbook**

Qualifies for FAA WINGS credit.

Do you know what's in your airplane's pilot's operating handbook (POH)? Do you even have a POH? Maybe you have an owner's manual instead. What's the difference? Mike Bauer will discuss why you need a POH, what it contains, how to use it, and what to do if you don't have one.

**8/26/20 @ 7 p.m.**

Presenter: Katherine Sharp Landdeck

**Subject: Experiment in the Cockpit: The Women Airforce Service Pilots of World War II**

In September 1942, the leaders of the USAAF knew they desperately needed more pilots and decided to finally give women pilots a chance. In the beginning, they were uncertain whether women could fly military planes, but the women quickly proved themselves as effective pilots. Historian Katherine Sharp Landdeck, author of *The Women With Silver Wings: The Inspiring True Story of the Women Airforce Service Pilots of World War II*, shares the story of how women got started flying for the USAAF and their successful experiment in the cockpit.

**9/1/20 @ 7 p.m.**

Presenter: Sebastien Heintz

**Subject: Zenith STOL Airplanes, HOMEBUILDERS WEBINAR SERIES**

Sebastien Heintz will discuss in-depth their high wing kit aircraft: STOL CH701, STOL CH750, CH750 Cruiser and STOL CH750 Super Duty.

**9/2/20 @ 7 p.m.**

Presenter: Mike Busch

**Subject: Fresh Annual**

Qualifies for FAA WINGS and AMT credit.

It's often said that when buying an airplane, the best prebuy is an annual inspection. Not so fast, says maintenance expert Mike Busch A&P/IA. In this webinar, Mike tells the story of a first-time aircraft owner who bought a Piper Warrior with the proverbial "fresh annual" provided by the seller's mechanic in Texas, ferried the plane home to California with his CFI, only to discover that the aircraft was a mechanical disaster. Mike illustrates graphically why an annual inspection provided by the seller is never a substitute for a proper independent prebuy arranged for by the buyer.

**9/9/20 @ 7 p.m.**

Presenter: Prof. H. Paul Shuch

**Subject: Keeping your Rotax Alive**

Qualifies for FAA WINGS and AMT credit.

Like most aviation maintenance technicians, Prof. H. Paul Shuch cut his teeth on Lycoming and Continental engines. In the decade since he bought his first Rotax 912 powered airplane, our presenter has learned a lot about these quirky engines, which now power 80 percent of the light-sport fleet. From operating tips to maintenance tricks, he shares his experiences with you in this FAA WINGS and AMT award webinar.

EAA Webinars sponsored by



## Upcoming Events

- Saturday, Aug 22      Monthly Gathering at Texoma Aero Club hanger, North Texas Regional Airport (KGYI), 9:00am  
Subject: Martin UAVs with Rick Simmons
- VMC Club Gathering at Texoma Aero Club hanger, North Texas Regional Airport (KGYI),  
Immediately following the Regular Chapter meeting  
Subject: Pilot Workshop Online Scenarios
- Saturday, Sep 19      Monthly Gathering at Texoma Aero Club hanger, North Texas Regional Airport (KGYI), 9:00am  
Subject: Brats and hot dogs / Flyin' planning with Rick Simmons
- VMC Club Gathering at Texoma Aero Club hanger, North Texas Regional Airport (KGYI),  
immediately following the Regular Chapter meeting  
Subject: Pilot Workshop Online Scenarios
- Saturday, Sep 26      Homebuilt Fly-in at Sherman Municipal Airport (KSWI), 9:00am  
Young Eagles at Sherman Municipal Airport (KSWI), 9:00am
- Saturday, Oct 03      Brushy Creek Fly in and 2020 Planning
- Fri, Sat, Sun, Oct 16 -18   Cedar Mills Safety Seminar
- Saturday, Oct 17      Monthly Gathering at Texoma Aero Club hanger, North Texas Regional Airport (KGYI), 7:00pm  
Subject: How to get started in a homebuilt with Jim Smisek
- VMC Club Monthly Gathering at Texoma Aero Club hanger, North Texas Regional Airport (KGYI),  
Immediately following the Regular Chapter meeting  
Subject: Pilot Workshop Online Scenarios

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

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**General Email: [EAA323@hotmail.com](mailto:EAA323@hotmail.com)**



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

## High Flight



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

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



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

- New Member  
 Renewal  
 Info Change

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

Make checks payable to  
EAA Chapter 323

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

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

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

Name \_\_\_\_\_

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

Address \_\_\_\_\_

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

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

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

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

(Chapter 323 membership requires National EAA membership)

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

I am interested in  
helping with:

- Fly-Ins  
Programs  
Newsletter  
Young Eagles  
Officer

Plane, Projects (%complete) and Interests: