The Ramp Page

EAA Chapter 323 Sherman, TX
Monthly Newsletter
Celebrating our 52nd year of service!
February 2021

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

President's Mission Brief:

By John Halterman

Hi EAA 323!

Wow! It's been cold out there....definitely one for the record books for consecutive days below freezing and near zero temperatures!

Our next chapter meeting will be Saturday February 27th, 9 AM, North Texas Regional Airport, at the Grayson Avionics Hangar (located on the south end of the field). This hangar is heated--just like we did in January. Remember to bring a folding chair.

The February meeting agenda is a discussion and live demos by Steve Riffe and Frank Connery regarding lessons learned while doing their homebuilts. Some of the topics that will be discussed is riveting, kit plan model selection, when is "good enough, good enough," modifications, and more! For all the homebuilders out there (past, present, future), this is a great opportunity to learn, and even share some of your stories!

I do want to extend a thanks to Hunter Richmond, a new EAA 323 member, for allowing us to use the heated hangar and the donuts and coffee during the winter. Also, I promise to have the bed sheet screen ironed this time.

For the first Saturday event in March, the plan is a fly out to Finney field. It is located in Howe. Specific event details/directions will be shared later in this newsletter and specific plans for the day as the weather firms up, but it would be a mid to late morning fly in with breakfast. There is a lot of open space for everyone and some heat.

As discussed at last month's meeting, please pencil in the morning of Saturday April 3 for a pancake fly in at Sherman Muni. We will assign roles at the March meeting, such as a set up crew, clean up, parking, cooking, (and probably more) to help divide responsibilities into manageable time slots and give all the opportunity to participate and time to enjoy the event.

As of the time I drafted this memo, we should hear by end of February if we won a Ray aviation scholarship. As soon as I hear, I'll let the club know.

Keep warm!

John F Halterman
EAA 323 President

My Off Airport Landing Times Two 2:

By Ross Richardson

Ross Richardson
EAA 323 Treasurer and Membership

With approximately 200 hours under my belt I rented a 1958 Cessna 182B for a trip from McComas Airport (now Lee's Summit Airport) Lee's Summit, Missouri to Liberal, KS. I was taking a friend and his son along. This was February 1974.

It was a cold February day. Preflight was completed including finding a ladder to check the fuel and it was at the top of the caps. The flight conditions were clear and cold the whole way.

Flying at 6500 feet everything was going as planned until just beyond Dodge City, KS. That was when it got very quiet. Checked everything out but engine would not re-start. I started looking for a good place to land. I radioed Dodge City FSS and told them what was happening and we were landing.

Out in Western Kansas, every field is a runway but I wanted get close to a farm house so as not to walk far. I found a good smooth wheat field and spiraled down and landed. I was close to a house and we had an easy walk. Nobody was home but the door was unlocked. Under the circumstances, we entered and used the phone to call Flight Service at Dodge City. We told them we were down safely. FSS asked where we were and I told them the name on the mail by the phone. The people were his relatives and he knew where we were. I asked him to get us a mechanic. The female owner showed up and we met her outside and told her what happened. She said she thought that something was going on when she saw the aircraft sitting in her field. She was very nice.

The mechanic arrived and I explained what had happened. He wanted to do a run up and look things over. He put 5 gallons in the left wing that he had brought with him. No problems were indicated during engine run. He suggested I fly the plane to Dodge City airport about 11 miles away to do a better examination. I agreed and he took my two passengers with him.

During the wait for the mechanic, I called the FBO that owned the plane and told him what had happened. He asked me to do what I could to get the plane back to Lee's Summit. I told him I would try. Remember: I am a young new pilot trying to help out. (this was before cell phones and I do not remember how I accomplished the call)

Back in the plane, I taxied down the field and did another run up. Again, all appeared fine. I had a nice take off and headed to Dodge City. I am guessing that about 4 miles out, I made my left turn to final for landing. Then things went quiet again. The terrain was rising and had cattle on it. Not a good landing spot and too far from the runway.

I did something that you are not supposed to do is make a 180 turn at low altitude. But I did not think I any other options. I completed the turn and things were not much better. What happened next was not fun. I wound up going under power lines, over a fence and highway and into a harvested corn field. However, the farmer plowed the rows about 90 degrees to my landing path. The first thing that happened was the main gear wheel pants left the plane and I was bounced around. I was able to contact Dodge City by radio. I cannot remember if it was a relayed call or direct. I told them I was fine. Later, I also called the Lee's Summit FBO and told him what had happened again and that I was though with the plane. By the way there was no damage to the nose gear. I must have had the yoke in my belly on landing.

A week or so later I was asked to call the FAA in Wichita, KS. I discussed all the details of both landings with the agent. It was a good discussion that I remember. He did ask me one final question that I would never forget. He asked what I might have done different. I said that I should not have taken off the second time until I knew why the engine quit the first time. He said that was a great answer and I had no further issues with the FAA.

While I never found the direct cause from the FBO, here is what I think happened. The tanks were full as I check them visually before takeoff. Plane was a cruise power and leaned. But I ran out of fuel before I should have. A Cessna 182 has bladder tanks and I believe one or both had separated and I did not have the fuel I thought I had. I do not remember any issues with the fuel gages that showed I was getting low on fuel.

The second landing was, I believe, the result of putting the 5 gallons of fuel into the left tank. I had to make a left turn to enter final and I think I ported the fuel intake due to an uncoordinated turn and the engine stopped, again! I continued the left turn as I stated to land and the engine never came up again. And, I did not have time to try a restart. Both of these are guesses.

That was my off airport landing – twice in one day and I am glad I can write about it. And, I did not let this episode stop me from flying.

Texoma Aero Club update:

By Michael McLendon

Well we've made it to our third year in operation and a lot of changes have taken place both in membership, in equipment and hours flown.

When we added N 1528Y, "Droopy" as we know our 172, we decided to make this aircraft IFR capable. We achieved most of that goal with the recent transponder certification, replacement of the altimeter and installation of a compass card. One last thing to do is to update our Garmin 480 database. Our thanks go out to all involved in this work in progress. We recognize Grayson Avionics for their great work on our panel.

N2158Y, also a 172, was added for club use in December. Though VFR only, this additional 172 gives the club another option for flying when demand is high and/or backup when other equipment is down for maintenance.

Sadly, N199CB, "Snoopy", the Grumman Cheetah is no longer with us. He is however flying almost daily, weather permitting, as Jim commutes to work in Greenville. All who had the opportunity to fly Snoopy will agree that Snoopy is one fun bird to fly. Sports Car! Thanks Jim, it was awesome.

Club members have decided to begin the quest for a replacement aircraft. We will narrow down the choices based on the mission of the aircraft and move forward. We will keep you informed.

Memberships in the club are still available. We have added many new "Student" members in the last few months as well as "Rusty" Pilots and others who decided that joining a club would be the best and most economical way to fly for fun.

We are humbled with EAA323 recognizing TAC as it's MVP , " Most Valuable Partner", this past year. We have enjoyed having 323 hold meetings in our hanger and look forward to more joint gatherings when the weather improves.

Rex Lawrence, our Safety Officer, has spent many hours in the hanger making improvements in our aircraft and equipment and overseeing procedural issues and changes. The club thanks Rex for all your diligent work that keeps us flying. Plans are in the works to begin information sessions on equipment operations, general maintenance, and other issues of importance to club members so stay tuned in.

Stop in for a visit. Bring a friend. Schedule a Discovery Flight with one of our CFI's: Adam, Keith, or Sean.

Blue Skies, Mike

Time to Call the FAA! Its not okay to do Aerobatics in a Piper Cherokee!

by Christy Wong and Ed Griggs https://www.youtube.com/watch?v=fWQuv3elMyg&t=59s

Several weeks ago, Christy Wong (watch the video "Who is Christy Wong?" at https://www.youtube.com/watch?v=pD52VAM7ph0 for more) received a text from someone that she thought was trying to troll her regarding the aerobatic capabilties of the famed "Wong Warrior", a 1981 Piper Cherokee Warrior II (PA-28-161) (https://www.youtube.com/watch?v=NjJQkczayxM)

For the record, as the Piper is classified as a "Normal" category airplane, aerobatics are not allowed. In FAR 23.3, specifically "(a) The normal category is limited to airplanes that have a seating configuration, excluding pilot seats, of nine or less, a maximum certificated takeoff weight of 12,500 pounds or less, and intended for nonacrobatic operation. Nonacrobatic operation includes:
(1) Any maneuver incident to normal flying;
(2) Stalls (except whip stalls); and
(3) Lazy eights, chandelles, and steep turns, in which the angle of bank is not more than 60 degrees."

Ms Wong stated that "the aerobatic capabilities of a aircraft are categorized by the manufacturer. The planes structure has been tested to withstand specific forces before failure. When aerobatics manuevers are performed, they can put huge stresses on the airframe and powerplant, loading the wings, G-force and all of that! A "normal" category airplane is not built to handle all of that."

She continued to recall an account in 2007 in North Texas, where she lives, a young CFI thought that it was no big deal! He took a Piper Arrow, the same kind of airframe as her "Wong Warrior", up with a Student and Observation Student. After some aerobatic manuevers, the airplane broke apart in flight, killing everyone when it hit the earth!

The CFI had been doing it other Flight School aircraft and had been warned "Not to do it" but nobody that knew what was going wanted to be a "snitch"! They tried to reason with the guy but he blew them off, "No big deal….rememeber"? "The plane can handle it!" Right? WRONG!

Going back to the annonymous text, it wasn't trolling her or pulling a prank. The person on the other side of the text was aware of a member of the Flying Club that she had leased her Piper Arrow to had been doing aerobatics in the "Wong Warrior", her normal category airplane, and was geniunely concerned about the structural capabilities of the airplane! Then this person sent pictures (below) of her beloved "Wong Warrior" inverted.

The "Wong Warrior" inverted as shown on the dashcam!

The "Wong Warrior" inverted as shown on the wing camera!

“Dude, when I saw those pictures of my airplane upside down, I almost threw-up!” Christy stated. “I was so hot and so upset because there is no way that this airplane should ever be in that attitude! It is just not structurally built for it!”

She found out who it was that did the aerobatics in the airplane and she contacted the Flying Club board, and immediately grounded the airplane and got maintenance involved. Everyone banded together to help her.

Luckily, after a 4 day, nose to tail inspection on the structure and roughly $5,000 in costs, the “Wong Warrior” showed no indications of stress cracking. As logs indicated that the airplane had been pushed past 200 MPH, the engine is being checked out as well.

Christy is still reeling from the disrespect shown to her airplane, especially since the pilot was someone whom she had interviewed and allowed into the Club. “It really breaks my heart that he could be so careless and reckless and intentional, And not just disregard my airplane but put all of the other people, the members, who fly her at risk for their lives if the structure failed in flight because of stress put on by those aerobatic maneuvers!”

There is a mis-step in our Flying community between “snitching”/tattling and taking action. There is a time to call the FSDO (Flight Standards District Office) when life and property are at risk and this is most certainly one of those times! We should all be grateful to the annonymous texter for the courage to speak up when confronted with a situation that was clearly not safe.

And while the FSDO has yet to reach a determiniation in this matter, hopefully, the attitudes and actions of all involved will be changed!

Too see the full story, go to https://www.youtube.com/watch?v=fWQuv3elMyg&t=124s and watch as Christy explains what happened in full detail!

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The FAA Has Cleared the World's First Flying Car for Takeoff

By Michael Verdon https://robbreport.com/motors/aviation/faa-cleared-jetsons-flying-car-1234595921/?fbclid=IwAR1shcL_T2O3nPPWDZ9P74eJpsxVzFCwPxKBJP1_xIgAnWNZVxnrJLW65KE

The Jetsons promised us flying cars, and now that fantasy is one step closer to becoming reality.

Terrafugia's Transition has a Special Light-Sport Aircraft certificate, but the US company needs to finish the car to make it street legal.

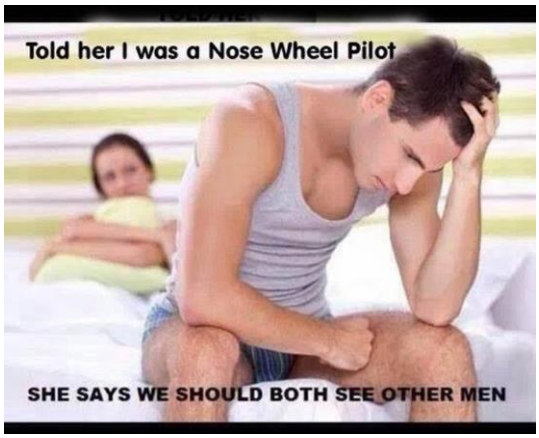
The Federal Aviation Administration (FAA) has awarded Terrafugia's Transition "roadable aircraft" a Special Light-Sport Aircraft airworthiness certificate. Based in Massachusetts, Terrafugia called the certificate issuance a "significant milestone" for its eventual use in both the air and on the street. The two-seat flying car will need to meet safety standards from the FAA and the National Highway and Traffic Safety Administration (NHTSA).

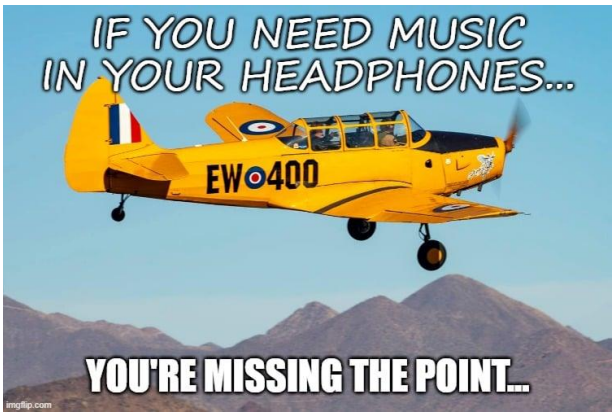
Kevin Colburn, general manager of Terrafugia, said the company was "excited" to obtain the FAA certificate. He added that the group improved the Transition's quality system, completed the critical design aspects, and built the vehicle. Terrafugia also delivered 150 technical documents to pass the FAA audit. "This is a major accomplishment that builds momentum in executing our mission to deliver the world's first practical flying car," he said.

The Transition, in airplane mode, will now be for sale for pilots and flight schools, but the driving side of its persona won't be completed for another year. Colburn said the goal was to have the complete version legal in both the sky and on the roads in 2022. In aircraft mode, the Transition has enhanced safety capabilities, along with the latest avionics. Powered by a 100 hp Rotax 912iS Sport fuel-injected engine, Terrafugia says the aircraft has a flight speed of 100 mph. It will run on either premium gasoline or 100LL airplane fuel.

Standard features include a Dynon Skyview avionics package, a BRS airframe parachute, four-wheel hydraulic disc brakes, air bags, a rigid carbon-fiber safety cage that meets automotive standards, and folding wings so the Transition can be parked in a single-car garage. It also has a luxury interior, with leather seats. The dashboard has a shift that goes from Park to Drive, and then to Fly, for aircraft mode. The car version will be powered by a hybrid-electric motor.

The Transition will require a Sport Pilot certificate and driver's license to operate.





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EAA 323 mourns the passsing of Ronnie Chambers

By Rick Simmons

Ronnie D. Chambers
May 5, 1944 - January 20, 2021

Ronald D. Chambers
May 5, 1944 - January 20, 2021
Ronald D. Chambers, 76, of Gordonville, Texas was called to his eternal home on Wednesday, January 20, 2021.

Ronnie was born on May 5, 1944 in Sherman, Texas to Walter and Iona (Riddle) Chambers. He married Linda Bridges on January 25, 1962 in Waurika, Ok and they were married for 47 years until her passing in 2009. He worked for Bell Helicopter for 40 years prior to his retirement. Ronnie was a member of Gordonville Masonic Lodge #536 for the last 41 years. Although not an "Official" member of EAA323 for quite a few years, many of us knew him and he attended meetings occasionally. He painted aircraft for several people but developed issues that made this no longer possible several years ago.

He will be missed! Blue Skies, Ronnie!

Young Eagles Flight being lined up:

John Horn has announced that there will be a Young Eagles Flight at North Texas Regional Airport (NTRA) on Sunday, Apr 25 at 1pm (Alternate date of Sunday, May 05 in case of inclement weather).

With the word getting out, more and more Young Eagles are showing up to take advantage! 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!

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

Young Eagles Day Registration Website

If you know of someone who may be interested in signing up for a Young Eagle flight, Please have them sign up at the following link (https://youngeaglesday.com/) where they can sign up and fill out a Waiver for the event. Keep this link handy for future reference!

Builder's Corner Updates:

By Ed Griggs

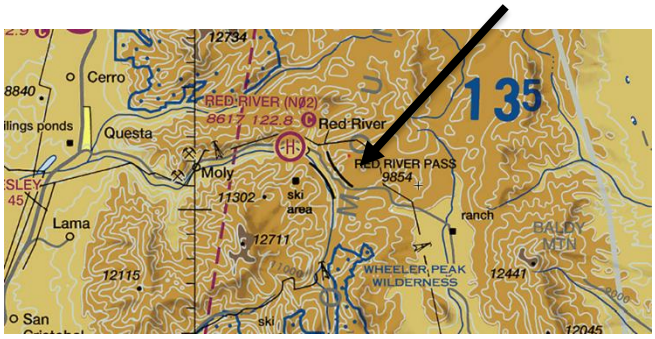
If you are currently building an aircraft or doing any restoration work and want to be included in Builders Corner, we would like to hear from you. Email your updates and pics to Ed Griggs at a_model_guy@ymail.com. Thanks!!

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!!

VMC Club Question of the Month: February 2021

By: Radek Wyrzykowski, Manager of Flight Proficiency

On the sectional chart below, what is the meaning of the two curved black lines near the Red River heliport?



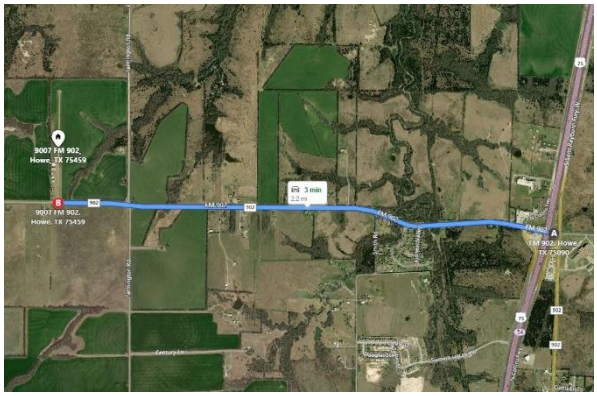
Upcoming Event: First Saturday Flyin at Finney Field

By Ed Griggs

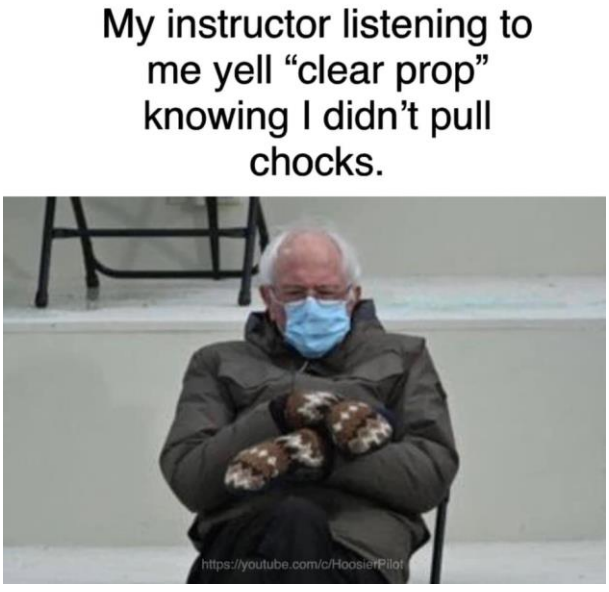
Saturday, March 6th from 0900 – 1200 will be our 1st Saturday visit to Finney Field with Joe Nelson and Ed Griggs. Joe and Ed will be giving tours of all the cool playtoys that are inhabiting the Hangars at Finney Field! Plan on coming out to see the hidden treasures

Finney Field is a private stip that is located on the north side of Fm 902 between Howe and Dorchester, 1.5 miles east of TXAEROSPORT and 3 miles west of US75. The address is listed as 9007 Fm 902 W, Howe, Tx. Donuts, Coffee and a semblance of Heat will be provided.

Contact Ed at 903-436-1405 for directions or clarification if you get lost!



US-75 (either direction) take FM 902 Heading west



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NTSB: VFR Into IMC And Spatial-D Caused Kobe Bryant Crash

By: Paul Bertorelli February 9, 2021 https://www.avweb.com/aviation-news/ntsb-vfr-into-imc-and-spatial-d-caused-kobe-bryant-crash/

Continued VFR-into-IMC followed by spatial disorientation caused the crash of a Sikorsky S-76 helicopter that killed basketball star Kobe Bryant and eight others in January 2020, according to NTSB findings revealed at the probable cause hearing on Tuesday. Contributing to the crash were the pilot's self-induced pressure to complete the flight and the charter company's failure to exercise sufficient oversight of pilot aeronautical decision making and judgment, the agency concluded.

As a result of the Bryant accident, the NTSB is recommending helicopter pilots have better simulation training for inadvertent IMC encounters and that the industry adopt a multidisciplinary approach to evaluate the best technology for this type of training. It's also recommending digital flight data recorders and cockpit voice recorders with outside views for turbine helicopters.

During a four-hour virtual hearing, the board's investigators also found that although the weather was marginal at the time the flight departed, nothing in the current or forecast weather suggested the pilot should have canceled the trip. But investigators also determined that the charter operator, Island Express, lacked a rigorous mechanism to help pilots make alternative plans and what protocol it did have was ignored by the pilot. The board said that it was likely that self-induced pressure caused what it calls "plan continuation bias" that led the pilot to press on instead of landing and waiting for better weather.

The flight was a Part 135 on-demand charter carrying Bryant, his daughter and others from Santa Ana, to Camarillo, along the California coast to participate in a basketball tournament on Jan. 26, 2020. The weather was marginal VFR along the route when the S-76B departed and while attempting to negotiate cloud-obscured rising terrain near Calabasas, the pilot climbed into a low marine layer and entered a tightening left turn before losing control and crashing into a hillside near the 101 freeway. All nine persons aboard, including the pilot, were killed in the crash.

Investigators determined that the S-76B was properly equipped and that the pilot was well thought of and qualified and, as required, he conducted a risk assessment that concluded that the flight risk was low. According to the docket, weather along the route was better than 1000-foot ceilings with visibility greater than 3 miles. Van Nuys, northwest of the departure airport, reported 3 miles, but an amended forecast reduced that to 2 miles.

When the flight approached the Burbank Class C airspace, diminishing visibility required the pilot to request a special VFR clearance to transition. He had to orbit for 11 minutes while controllers sorted out conflicting traffic. Once cleared through Burbank and by Van Nuys, controllers informed the pilot that he was too low for further radar advisories and he continued west along the 101 freeway. According to the recorded data and witnesses, the local terrain was obscured by low cloud and a ground camera caught the aircraft skirting the bases of the layer before climbing up into it.

For the full story, please look at the link listed above!

Pilot's Tip of the Month: Preflight Checklist?

Featuring Wally Moran https://pilotworkshop.com/tips/pilot_preflight_checklist/

Subscriber question:
"I usually just follow a flow around the airplane without the written checklist. I find it just gets in the way. Then I pick up the written checklist in the cockpit before starting. Thoughts? By the way, I've owned this airplane for almost 10 years." — Alan L.

Wally: "There are two kinds of mistakes that can happen on a preflight inspection: You can miss items because of distraction, or you can miss them because you're in a hurry to get going. Using your checklist every time will help you eliminate both types of mistakes.

A preflight checklist saved me from a serious mistake one day. Many years ago I owned a Cessna 195 based at a little airport in the mountains in California. The runway was short with nothing but trees and rocks off both ends. If the engine quit right after takeoff there was no chance for a safe landing.

I arrived early one day for a scenic flight and some takeoff and landing practice. The aircraft had the three typical fuel drains. During my preflight, I drained the right wing sump and the engine fuel sump … but I forgot to drain the left wing tank.

I got in the airplane, fastened my seatbelt, and then I pulled out my pre-flight checklist—a little bit late, but at least I pulled it out. I went through it and I realized I'd forgotten to drain the left tank.

By now I'm in the airplane, the door is closed, and my seatbelt is on. Now I'd owned that airplane for several years and never gotten any water before. Do I really need to go through the trouble now?

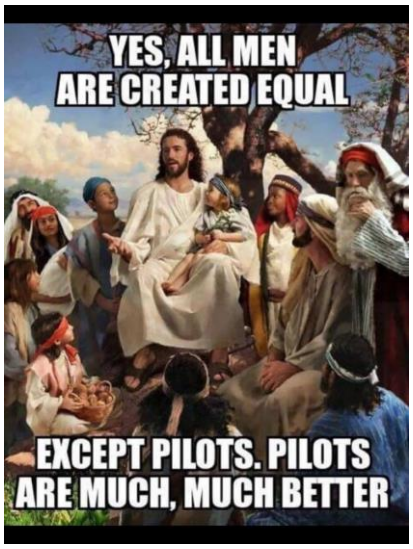
Fortunately, I decided I wasn't in a hurry. So I got out and checked. The first sample I drained was pure water. I drained another cup full … all water. By now I was getting goosebumps. In total, I drained 17 cups of water from that tank.

It turned out that the rubber gasket on the gas cap had failed because of age and it let rain in the tank. The engine probably would have run just long enough to get me over the trees and rocks. Then it would have begun to swallow that water and I would have been a statistic in the NTSB files.

I think there are two factors that saved me from that accident. First, I used the checklist, and it reminded me of my mistake. Second, I wasn't under any time pressure that day. Had I been in a hurry, I might not have caught or corrected my mistake, and the outcome might have been much worse."

Wally Moran
DPE, NAFI Flight Instructor Hall of Fame

Wally Moran is a retired airline captain and spent much of his career as a training instructor and check airman on aircraft including the Boeing 747 and 767. He has held a flight instructor certificate for over 50 years. He is a Designated Pilot Examiner for gliders and has given over 4500 hours of flight instruction in single engine, multiengine, gliders and seaplanes. Wally has been awarded the FAA Wright Brothers Master Pilot Award and is designated a Master CFI by the National Association of Flight Instructors. In 2017 Wally was elected to the NAFI Flight Instructor's Hall of Fame.



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FunPlacesToFly.com

https://funplacestofly.com

Looking for something to do over a weekend or want to support a local cause?

Go to funplacestofly.com for a searchable database of Airplane related events all over the United States!

CFI Corner: Five Hazardous Attitudes

By Adam Yavner

This is the second article of what may or may not be a series covering aspects of safety and Human Factors. If you missed last month's, you can check out "Live To Fly Another Day" in the January Ramp Page. That article covered ways to approach a go/no-go decision on whether to fly, and broadly included factors about the Plane, Pilot, and Conditions specific to the mission at hand.

This time I want to go a little deeper and cover some factors that you, The Pilot, bring with you everywhere you go – the FAA calls them the "Five Hazardous Attitudes", and they are normally learned in the context of Human Factors. I'll list each one and give a brief definition, then I'll give some examples. I'll list out the recommended "antidotes", and finally I'll provide some resources to learn more.

First off, what do I mean by a "hazardous attitude"? We all try to make decisions based upon all of the available data, the skills and resources at our disposal, and the desired outcome. While much of our decision-making is informed by unconscious biases even under normal conditions, it still works pretty well. We are able to overrule our impulses with sound, objective Aeronautical Decision Making (ADM).

It is when we are under stress that we tend to shunt many of our decisions over to "autopilot", where certain characteristic tendencies buried in our psyche can take over to drive the process. Depending on our experiences and learned behavior, those tendencies are likely to be one of five common attitudes. These are:

- Anti-authority
- Impulsiveness
- Invulnerability
- Macho
- Resignation

I'll briefly describe each one here, and list an example. See if you recognize yourself or a friend:

Anti-authority – disregarding rules due to a dislike or mistrust of authority. If we're honest with ourselves, that is probably most of us to one degree or another. Think of the last time you stayed in the left lane at 5 mph under the speed limit for no better reason than because you could and "no one's going to tell me what to do". And you weren't even under stress most likely! Now imagine the weather is closing in and you decide to fly closer to the clouds than allowed rather than change your plans or declare an emergency. You don't want to deal with The Man, after all…

Impulsiveness – this is the need do "do something quickly", even if it isn't the right thing. You find yourself high, close, and fast on final and rather than take the time to go around, you feel a compulsion to do whatever it takes to get it on the ground quickly…

Invulnerability – our survival instincts allow us to cope with a certain probability of injury or death. If it didn't, we'd never get out of bed! But when we allow it to put us in situations we aren't equipped to handle out of a sense that "it won't happen to me" – guess what? This kind of behavior leads us to try to fly planes that are more capable than we are, or to fly faster or lower or closer than we should…

Macho - a close cousin to Invulnerability. We all must have a certain level of self-confidence as pilots. The Macho attitude is an extreme example of that self-confidence, and causes pilots to take foolish risks in order to show off their amazing skills. Whatever it is, "I can do it!" Give these people a wide berth…

Resignation – at the other end of the spectrum from Macho, this is someone who is a little too aware of their perceived limitations. They may feel like "what's the use?" or "I can't do anything". It is often accompanied by tunnel-vision. This is easy to spot in early training during moments of stress – they can tend to throw their hands up rather than fight through a difficult task (such as landing)...

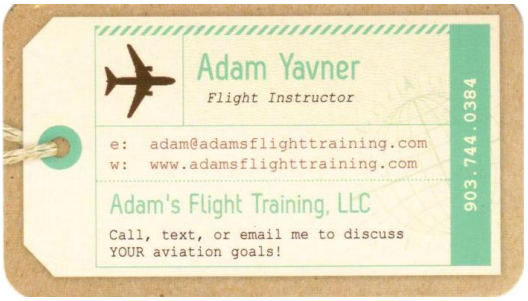
We may have elements of all of them to a greater or lesser degree, and they may come out in different ways or for different reasons. The key is to be self-aware and have some pre-loaded responses to help bring the situation back under rational control. Luckily, the FAA has provided us a list of "Antidotes" to help us do just that! A matrix is provided in the Pilot's Handbook of Aeronautical Knowledge, listing each antidote next to its corresponding hazardous attitude (PHAK 2-5):

The Five Hazardous Attitudes	Antidote
Anti-authority: "Don't tell me." This attitude is found in people who do not like anyone telling them what to do. In a sense, they are saying, "No one can tell me what to do." They may be resentful of having someone tell them what to do or may regard rules, regulations, and procedures as silly or unnecessary. However, it is always your prerogative to question authority if you feel it is in error.	Follow the rules. They are usually right.
Impulsivity: "Do it quickly." This is the attitude of people who frequently feel the need to do something, anything, immediately. They do not stop to think about what they are about to do, they do not select the best alternative, and they do the first thing that comes to mind.	Not so fast. Think first.
Invulnerability: "It won't happen to me." Many people falsely believe that accidents happen to others, but never to them. They know accidents can happen, and they know that anyone can be affected. However, they never really feel or believe that they will be personally involved. Pilots who think this way are more likely to take chances and increase risk.	It could happen to me.
Macho: "I can do it." Pilots who are always trying to prove that they are better than anyone else think, "I can do it—I'll show them." Pilots with this type of attitude will try to prove themselves by taking risks in order to impress others. While this pattern is thought to be a male characteristic, women are equally susceptible.	Taking chances is foolish.
Resignation: "What's the use?" Pilots who think, "What's the use?" do not see themselves as being able to make a great deal of difference in what happens to them. When things go well, the pilot is apt to think that it is good luck. When things go badly, the pilot may feel that someone is out to get them or attribute it to bad luck. The pilot will leave the action to others, for better or worse. Sometimes, such pilots will even go along with unreasonable requests just to be a "nice guy."	I'm not helpless. I can make a difference.

I hope that this, along with the previous article, has given you some food for thought on how you can work to improve flight safety by considering all of the factors – even the ones that are normally hidden to you. I thought it would be helpful to provide a link to an assessment tool you can use to see what yours is. Once you know, give it some thought next time you are under a small bit of stress and see if just knowing it's there and vocalizing the antidote doesn't help bring back some clarity. You may be pleasantly surprised.

http://www.dauntless-soft.com/downloads/hazardousatittudesinventorytest.pdf

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



Quiz: Can You Answer These 6 Aviation Weather Questions?

By Boldmethod | 01/27/2021, https://www.boldmethod.com/blog/quizzes/2021/01/can-you-answer-these-6-aviation-weather-questions/

1) Most weather reported in a METAR observation is within _____ of the airport's location point.

3 NM	5 NM	10 NM
3 SM	5 SM	10 SM

2) A ____ is an unscheduled observation taken when there is a significant change in the weather. ____ reports help alert pilots about rapidly changing weather conditions at an airport.

Graphical Area Forecast	AIRMET	PIREP
METAR	SPECI	TAF

3) What weather report can you use to find forecasted altitudes for cloud tops?

AIRMET	TAF	Graphical Area Forecast

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4) You see these clouds high in the sky. What are they?

Lenticular	Virga	Stratus
Cirrus	Noctilucent	Altostratus

5) At 9,000 feet MSL above GFK, what is the wind speed and direction?

125 Degrees, 13 Knots	312 Degrees, 5 Knots	310 Degrees, 25 Knots

```
FBUS31 KWNO 091400
FD1US1
DATA BASED ON 091200Z
VALID 091800Z FOR USE 1400-2100Z TEMPS NEG ABV 24000

FT  3000    6000    9000  30000
SIY       3121+01 3224-05 323347
GTF       3027    3025-12 303433
ABR 3021 3122-09 3122-18 322639
GFK 2921 3024-04 3125-13 313234
```

6) As you arrive at the airport, you see this weather surrounding the mountains nearby. What AIRMET would you expect during a weather briefing?

SIERRA	TANGO	ZULU

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Aircraft of the Month: Spartan Executive

Taylor, Michael J. H. Jane's Encyclopedia of Aviation. London: Studio Editions, 1989.
https://en.wikipedia.org/wiki/Spartan_Executive

Designed expressly for the executive market, the Spartan Executive was configured for both performance and comfort. Built during the Great Depression, the 7W was the brainchild of company-founder William G. Skelly of Skelly Oil who desired a fast, comfortable aircraft to support his tastes and those of his rich oil-executive colleagues. Through a series of acquisitions, J. Paul Getty took over ownership of the Spartan Aircraft Company in 1935 and directed its fortunes from that point to 1968.

The interior of the 7W is spacious and features 18 in (46 cm) of slide-back seat room for front-seat passengers, arm rests, ash trays, dome lighting, deep cushions, cabin heaters, ventilators, soundproofing, large windows, and interior access to the 100 lb (45 kg) capacity luggage compartment. The interior can be configured for four or five passengers.

The 10th airframe in the production run was modified into a military demonstrator, the Spartan 7W-F, incorporating two forward-firing .30 caliber machine guns mounted on the port side near the firewall and firing through the propeller arc through a synchronized mechanism. A further modification was to provide a gunner's station at a dorsal hatch on the roof with a windscreen and machine gun fitted. Provision was also made for bomb racks under the wings.

Specifications Spartan 7W Executive

Data from Plane and Pilot, Jane's all the World's Aircraft 1947, Stinson Operating Manual

General characteristics

Crew: 1
Capacity: 3 or 4 passengers
Length: 26 ft 10 in (8.18 m)
Wingspan: 39 ft 0 in (11.89 m)
Height: 8 ft 0 in (2.44 m)
Wing area: 250 sq ft (23 m2)
Empty weight: 3,400 lb (1,542 kg)
Max takeoff weight: 4,400 lb (1,996 kg)
Powerplant: 1 × Pratt & Whitney R-985-AN3 9-cylinder air-cooled radial piston engine, 450 hp (340 kW)
Propellers: 2-bladed variable-pitch propeller

Performance

Maximum speed: 257 mph (414 km/h, 223 kn)
Cruise speed: 215 mph (346 km/h, 187 kn)
Range: 1,000 mi (1,600 km, 870 nmi)
Service ceiling: 24,000 ft (7,300 m)
Rate of climb: 1,080 ft/min (5.5 m/s)

The military experiment was short-lived and the aircraft was reverted to a stock model and sold to aviatrix Arlene Davis who entered the Executive (NC17605) in the 1939 Bendix Air Races. Davis was the first woman to complete the race flying solo, and took the high-performance aircraft to fifth place.

Including the 7X prototypes, 36 7W Executives were built before production was halted in 1940. Following up on a modified Spartan Executive military demonstrator, a two-seat military variant of the 7W Executive, named the Spartan 8W Zeus, was developed. The aircraft featured a greenhouse canopy covering a tandem cockpit and was powered by a more powerful 600 hp (447 kW) Pratt & Whitney Wasp engine. A small production run of four or five examples was made but with no official interest, the project waned.

In 1942, a total of 16 7W Executives were impressed into military service with the United States Army Air Corps. The 7Ws served as executive transports for military staff as the UC-71.

A post-World War II effort to rekindle interest in the Executive series, under the re-branded Spartan 12-W designation, failed to gain interest. Only one Model 12 was completed, and today is part of the Tulsa Air and Space Museum & Planetarium collection.

In August 2018 a total of 17 model 7Ws were still registered with the Federal Aviation Administration in the United States.

Notable owners of 7Ws included aircraft designer and aviator Howard Hughes, wealthy industrialist J. Paul Getty, and King Ghazi of Iraq. King Ghazi's Spartan Executive was designated "Eagle of Iraq" and was outfitted with his Coat of Arms, an extra-luxurious interior and customized feature.

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SPARTAN AIRCRAFT COMPANY

Aviation Words - Descent

By Ian Brown, Editor https://www.eaa.org/eaa/news-and-publications/eaa-news-and-aviation-news/bits-and-pieces-newsletter/1-20-2021-word-of-the-month-descent?

Descent — The act of decreasing aircraft altitude, typically to a designated level.

My Dynon autopilot does a wonderful job of descending to a designated altitude, especially when I set an altitude bug to circuit altitude, and it only cost me $1,500.

I chose this word because my "spelling brain" wondered, no wait, isn't that decent? So here's the scoop. De-scent smells like scent. Sounds like it too. Decent sounds like dee-sunt. It would have been indecent to think otherwise, especially in descent. Descending at an ill-advised rate could be thought of as an indecent descent, especially if you're not correctly attired.

Now I've descended to my designated level of indecency, let's just move on!

VMC Club Question of the Month:

It is a Mountain Pass. The Mountain Pass symbol does not indicate a recommended route or direction of flight, and pass elevation does not imply a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

There are also historical passes listed on charts, which may have originated from the surface as opposed to aviation travel.

According to AIM 7-5-6 (c) - Expect the winds to be of much greater velocity over mountain passes than reported a few miles from them. Approach mountain passes with as much altitude as possible. Downdrafts of from 1,500 to 2,000 feet per minute are not uncommon on the leeward side.

Answers to the Quiz on Page 13 & 14

1) Most weather reported in an observation is within 5 statute miles of the airport's location point. This weather is considered "on airport," and observations do not use a code to identify it.

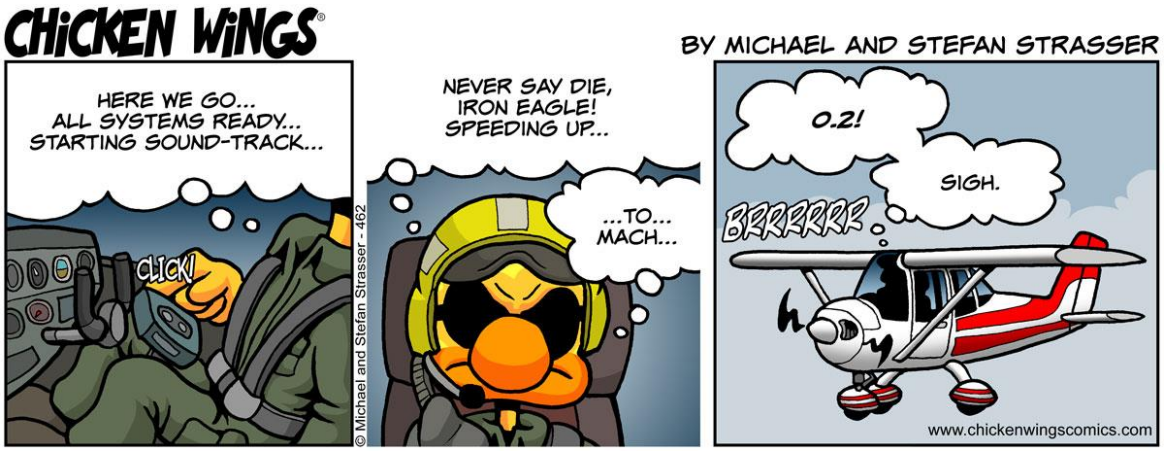
2) There are two types of weather observations: METAR and SPECI. METARs, which are reported once per hour, are the most common type of observation. A SPECI is an unscheduled observation taken when there is a significant change in the weather. SPECI reports help alert pilots about rapidly changing weather conditions at airports. Fortunately, METARs and SPECIs are coded using the same format.

3) The Graphical Area Forecast gives you forecasted cloud tops.

4) These are Cirrus clouds.

5) The wind above GFK at 9,000 feet is from 310 degrees and blows at 25 knots. First, find the 9000-foot altitude column, and then go down to the GFK row. "3125" can be divided into "31," which designates 310 degrees, and "25," meaning 25 knots.

6) An AIRMET SIERRA is issued when an area 3,000 square miles or more is affected by IFR conditions, mountain obscuration, or IFR and mountain obscuration. Since you see low clouds covering the mountaintops, you might expect to find an AIRMET SIERRA during your weather briefing.



Supporting Our Community, Shop Local, Shop Texoma:

By Todd Bass

Connect. Shop. Buy.

Local businesses define our communities and are very much at risk right now. Use this site (https://www.graytvlocal.com/market/sherman-tx) to identify local businesses that are open, how to purchase from them and their hours.

Another tool to use is Texoma Curbside Restaurants on Facebook (https://www.facebook.com/groups/texomacurbside) as a tool to show you what restaurants are open and what items/services they are offering!

The following Companies have been very supportive of EAA323 and are deserving of our patronage.

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https://www.eaa.org/eaa/news-and-publications/eaa-webinars

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.

2/17/21@ 7 p.m. **Subject: ATC and You: Balancing IFR Flying and the Efficiency of Controlled Airspace**
Presenter: Richard Kennington and Bob Obma **Qualifies for FAA WINGS credit.**

Do you know the impact your flight has on the ATC system? Many pilots don't realize how they are affecting the flow of air traffic, but with a little knowledge everyone can contribute to the safety and efficiency of the airspace system. This course will explore some misunderstood procedures and give a behind the scenes perspective that will help you make the most of your flying in controlled airspace.

2/24/21@ 7 p.m. **Subject: Owner in Command: Things I Wish I Knew Before I Knew Them**
Presenter: Sebastien Seykora **Qualifies for FAA WINGS and AMT credit.**

A detailed look at the maintenance decisions and responsibilities of owning a certified or amateur-built aircraft, with special emphasis on Canadian rules and registered aircraft. Covering regulations, maintenance schedules, service bulletins, airworthiness directives, and various manufacturers service instructions in order to determine when and how to inspect and maintain registered aircraft.

3/2/21@ 7 p.m. **Subject: Panthers and Beyond**
Presenter: Dan and Rachel Weseman **HOMEBUILDERS WEBINAR SERIES**

Dan and Rachel Weseman of Sport Performance Aviation will discuss the Panther, a single seat, aerobatic, mid-sized, low wing Sport or LSA aerobatic airplane with quick fold wings. They will also talk about progress on Cougar, an upcoming two seat version of the Panther.

3/3/21@ 7 p.m. **Subject: How Mags Fail**
Presenter: Mike Busch **Qualifies for FAA WINGS and AMT credit.**

Following up on his previous EAA webinar about aircraft magnetos, Mike Busch A&P/IA discusses the various ways that magnetos can fail, how pilots can safely deal with these failures (and why they usually don't), and how proper maintenance can prevent these failures from happening in the first place.

3/10/21@ 7 p.m. **Subject: Pushing Past TBO - Running your Rotax Engine "On Condition"**
Presenter: Prof. H. Paul Shuch **Qualifies for FAA WINGS and AMT credit.**

Many of us are experienced with the ubiquitous Lycoming's and Continental's, engines based upon 1930s designs. The Rotax 900 series of aircraft engines, which now power 80% of the light-sport fleet, are noted for their reliability and longevity. These modern European designs defy our notion of time between overhauls. In this FAA WINGS and AMT Award webinar, Prof. H. Paul Shuch, a noted flight instructor and Rotax maintenance technician, tells you why you can forget everything you know about TBO and how you can keep your Rotax operational far longer than you expected.

3/17/21@ 7 p.m. **Subject: Sling Aircraft Kits**
Presenter: Mike Blyth

Mike Blyth from Sling Aircraft will cover the Sling series of amateur-built and light-sport aircraft, including their history of development, performance, flight characteristics, and flight testing for the new high-wing airplane available in both tricycle and taildragger versions.

EAA Webinars sponsored by

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Upcoming Events:

Saturday, Feb 20	Airplanes and Coffee (Meet-up) @ Cavanaugh Flight Museum, 1000 - 1300 4572 Claire Chennault St, Addison, TX 75001-5321, United States
Saturday, Feb 27	EAA 323 Monthly Gathering at Grayson Avionics Hangar (located on the south end of the field), North Texas Regional Airport (KGYI), 0900 Subject: Discussion and live demos by Steve Riffe and Frank Connery regarding lessons learned while doing their homebuilts
Saturday, Mar 06	EAA 323 First Saturday Event: Finney Field Fly-Out with Ed Griggs/Joe Nelsen
	Airplanes and Coffee (Fly-in) @ Sulphur Springs Airport – KSLR Sulphur Springs Municipal Airport 1220 Cessna Drive Sulphur Springs, Texas 75482
Saturday, Mar 20	EAA 323 Monthly Gathering at Texoma Aero Club hangar, North Texas Regional Airport (KGYI), 9:00am Subject: TBD
	Warbird Ride Day, 0900 – 1600 Vintage Flying Museum 505 NW 38th St, Fort Worth, TX 76106
Saturday, Apr 03	EAA 323 First Saturday Event: Pancake fly-in at Sherman Municipal Airport (KSWI) with John Halterman, 9:00am
Saturday, Apr 17	EAA 323 Monthly Gathering at Texoma Aero Club hangar, North Texas Regional Airport (KGYI), 9:00am Subject: SHS Aviation program with Sean Noel
Sunday, Apr 25	EAA 323 Young Eagles Event at Sherman Municipal Airport (KSWI), with John Horn, 1:00PM (Alternate date of Sunday, May 05 in case of inclement weather)

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Ed Griggs	PIO / VMC Coordinator	a_model_guy@ymail.com	903-436-1405

General Email: EAA323@hotmail.com

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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☐ Renewal
☐ Info Change

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Make checks payable to EAA Chapter 323

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2115 Turtle Creek Circle
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National EAA offices:
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EAA Aviation Center
PO Box 3086
Oshkosh, WI 54903-3086

National EAA Membership:
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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 _____

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Plane, Projects (%complete) and Interests: