



The Ramp Page

EAA Chapter 323 Sherman, TX
Monthly Newsletter
Celebrating our 50th year of service!



September 2019

Email: ea323@hotmail.com

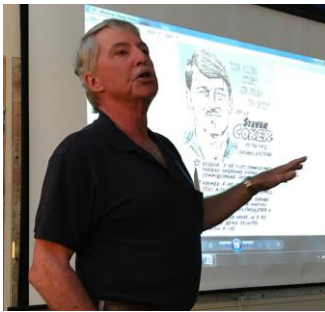
Website: <https://www.323.eaachapter.org>

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President's Mission Brief for October 2019

By Mike McLendon

It's been hot, but hasn't this been a fine time to get out and fly? I hope you have had the opportunity to do so.



If you weren't able to attend last month's meeting, we enjoyed hearing Steve Coker's experiences maintaining, then flying the F105. His continuous work in keeping this part of aviation history alive is visible at Love Field at Frontiers of Flight. His story is truly a fine example of "the American Way", starting at the bottom and working your way to the top thru hard work, perseverance, and ambition. Thanks Steve!



John Halterman will speak to us at this month's meeting about his experiences obtaining his Seaplane rating. No "hot air" from John on this subject. Maybe he will "float" some new ideas our way.

OK let's look at our calendar.

BIG EVENT NUMBER ONE: Young Eagles Flight this Sunday, September 22, at NTRA. Flights begin at 1 so let's have everything, planes, pilots, and ground crew in place by 12 noon. Please contact John Horn, ASAP, if you haven't already, about volunteering.

Anyone interested in a reschedule of our September 14th flight on September 28? OU is hosting Texas Tech so KOUN not be a good destination that day. Open for suggestions.

Number Two: Brushy Creek Fly-In #23! October 5. That's right. For 23 years, Rick and Pam Simmons have hosted this event at 69XS. Expect a lot of fun, camaraderie, and great food. Rick will be providing directions via email. Also, Chapter 323 Board will meet at 9 AM in the Brushy Creek hanger.

Number Three: Texas Antique Airplane: Fall Festival of Flight. KGLE. Fri, Oct 11 - Sat, Oct 12. Gainesville Muni Gainesville, TX

Number Four: Cedar Mills Splash-In FAA Safety Seminar. 3T0 Fri, Oct 18. Dinner. Sat, Oct 19, FAA Seminar, Sun, Oct 20 Pancake Breakfast hosted by Kris Worstell and EAA 323.

Reminder - Bell Fort Worth Alliance Airshow. Sat, Oct 19 and Sun, Oct 20, which is the same weekend as Cedar Mills Splash In. Blue Angels. F22 Demo Team. F16 Demo Team. SubSonex Minijet Demo. Let's get a group together and go after the Pancake Breakfast on Sunday.

EAA 323 and Texoma Aero Club news. Zachary Durham, soloed At NTRA on September 1st! Congratulations Zach! Adam continues to push Zach and Jacob to higher levels in their flight training.



I took my colleague, Dr. Andy Ho, Pharm D, for his first GA flight Labor Day



Regarding the Cavanaugh parts and supplies move scheduled in early September. Ken assures me that Chapter 323 help is still needed. The volunteer team at Addison has been pushed to the limits this summer airshow season and has not been able to breakdown needed shelving for parts storage at NTRA. They are also looking for some relief from this hot weather. Early November looks like the target now for this project. Ken will keep us posted.

Nominations for your 2020 officers are requested. The 323 election date is our chapter meeting date.

Tri Motor Wing Restoration Fund. Please continue to contribute. We're suggesting \$20. Ross will accept your donation.

And finally, I will be out of town (wedding) this September Chapter meeting. Paul Tanner, V.P., has accepted the challenge to fill in for me. Have a great meeting.

Blue Skies, Mike

Young Eagles Flight is upon Us!

By Ed Griggs

As a reminder, John Horn and the Board of Directors have announced that there will be a Young Eagles Flight at North Texas Regional Airport (NTRA) on Sunday, September 22 at 1pm (Alternate date of Sunday, September 29 in case of inclement weather). At the last event, we hosted 35 Young Eagles, our Club Record. 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. Please don't assume that He knows you will be there, Please take a moment to text, email or call him with the information that you will be there! Thanks!!

Also for All persons involved, whether acting as Pilot, Ground crew and Crowd Control, it is requested that you go to <https://www.eaa.org/eea/youth/youth-protection-policy-and-program> and complete the EAA Youth Protection Policy and Program. Once completed, Please let John Horn know so he can add you to his list of qualified persons! 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!

Texoma Aero Club wants You!

By Michael McLendon

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?

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



Texoma Aero Club needs a 172 to round out our livery. Many of you have inquired about the club adding a third aircraft with training and cross country capability. Let's face the facts. A 150 is a great trainer but not all students or Rusty pilots fit comfortably in one. The Grumman is available for training also. For current pilots, it requires some additional check out hours. Once you do, you'll be hooked. And many of you already have 172 time. If you have a 172 that would fit our mission, let us know.

We currently lease the 150 and the Grumman. We would propose to do the same for a 172. We need Social Members too! Our mission includes having fun. The old adage "the more the merrier" is a big part of our club. Texoma Aero Club is the only Flying Club in the Texoma area. Our mission is to make it the best in North Texas. We have a great airport. We have a great hanger. And we have a great group of members. Come join us. Bring someone. Send someone. Get the word out. Thanks you.



First Saturday Event – Cavanaugh Work Day

By Ed Griggs

Due in part to a logistics issue, the Cavanaugh workday was postponed. The folks at the Cavanaugh are excited by EAA 323's offer of assistance but unfortunately, the timing just wasn't right. Once everything gets firmed up, we will let everyone know. Again, when all is in order, we will be helping Cavanaugh Museum out by moving parts and such up from Addison to the west hanger at NTRA. Trucks, trailers, and tie down straps are needed.

August Special Guest Speaker: Steve Coker



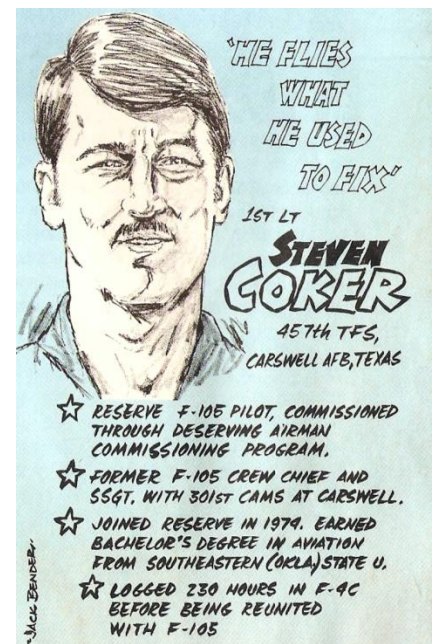
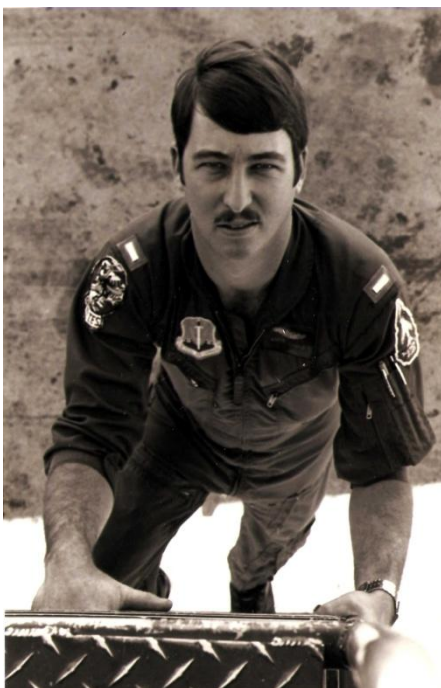
It was our privilege at last month's Chapter meeting to have Steve Coker, retired Air Force and Southwest Captain, come speak with us about his experiences flying the F105.

Steve's "claim to fame" is that he is just 1 of a few men who have ever started off as an Enlisted man, working his way through the ranks as well as on the F-105, only to have the honor of making Officer and flying the aircraft that he used to work on. This awesome opportunity gave him the insight of both Mechanic and Pilot!

He also has experience flying F4's, F16's and a few hours (31 years) flying with Southwest (737). Born in Leonard, Tx, he now resides in Pilot Grove along with his lovely wife Leslie. One daughter and one granddaughter.



Steve and his lovely wife, Leslie.



Quiz: Do You Understand These 6 ATC Phrases

By Colin Cutler 08/16/2019

1) You're practicing takeoffs and landings in the pattern, and tower says you are "cleared for the option". What does that mean?

You can make a touch-and-go, stop-and-go, full stop landing, low approach, or missed approach

You can make a low approach or missed approach

You can make a touch-and-go or stop-and-go landing

You can overfly the runway, but you can't land

1.

2) You're holding short of runway 33, and you call tower letting them know you're ready for takeoff. Tower tells you to "line up and wait" for runway 33. What should you do?

Continue holding short of runway 33 until tower clears you for takeoff

Taxi on to runway 33 and begin your takeoff

Taxi on to runway 33 but don't take off

Taxi on to runway 33 and start your takeoff when all aircraft are clear of the runway

3) You're inbound to an airport and the ATIS says that "LAHSO" operations are in effect. What does that mean?

Only high-speed taxi turnoffs are allowed

After landing, you need to exit at the last turnoff from the runway

You need to taxi off the first possible taxiway when you land

You may need to land and hold short of an intersecting runway, taxiway or other point

4) You're departing a Class B airport, and tower control instructs you to contact departure. You call departure control and they ask you to "ident". What should you do?

Tell them your full call sign and destination

Tell them your aircraft type and speed

Activate your transponder identification

Key the mic button 3 times in a row

5) You're in the traffic pattern, and you announce on CTAF that you're "abeam the numbers". Which one of these positions is abeam the numbers?



6) You're coming in for landing and tower tells you there's a "NORDO" aircraft 5 miles south of the airport. What does that mean?

The aircraft's transponder isn't working

The aircraft can't or isn't communicating by radio

It's flying in a northerly direction

It's a military aircraft



Sherman Municipal Airport Advisory Board

By Mary Lawrence

We need Chapter members residing in Sherman to apply for this board:

To all who participated in Phase I of the Sherman Municipal Airport Master Plan:

The Sherman City Council approved the creation of an Airport Advisory Board on August 19th. Below is the text of the ordinance. If you or anyone else would like to apply for the board, the application is found on the City of Sherman website.

Sec. 1.07.004 Sherman Municipal Airport Advisory Board

(1) The City Council of the City of Sherman, Texas, does hereby create and establish an advisory board to be known as the "Sherman Municipal Airport Advisory Board", such board to be composed of seven (7) members who shall reside within the limits of Grayson County during the term of appointment. At least three (3) members of such board shall be selected from among those who reside inside the corporate limits of the City of Sherman.

(2) Membership to the advisory board shall be by appointment by members of the City Council for a term of two (2) years each. A member of the Airport Advisory Board can serve a maximum of two (2) successive terms. After at least a one (1) year absence from such board, the person will be eligible for reappointment. In the appointment of the initial board, the City Council shall appoint three (3) board members for an initial term of one (1) year and four (4) board members for an initial term of two (2) years. All members shall serve at the pleasure of the City Council.

(3) Members of the Sherman Municipal Airport Advisory Board shall serve without pay, but may receive reimbursement for actual expenses incurred after prior approval of the City when such expenses result from the performance of official duties.

(4) Meetings of the Board

(a) The board shall elect from its membership a chairman who shall serve for a term of one (1) year and who shall be eligible for re-election. The chairman shall preside over the board and shall have the right to vote. There shall also be elected from the board a recording secretary who shall serve a term of one (1) year with right of re-election. Such recording secretary shall record the minutes of the board meetings for review by the City Council. The board shall meet at such times as it may determine or upon call of the chairman.

(5) Duties of the Board

(a) The Sherman Municipal Airport Advisory Board shall act in an advisory capacity to the City Council. It shall review current fees and charges for airport, T-hangar rentals, and related airport services, and advise the City Council as to any recommended changes. It shall review the airport rules, regulations and operations and recommend changes in the same to the City Council for approval. It shall review and recommend to the City Council how best to manage and operate the Municipal Airport facilities so as to maximize both cost savings to the City and improvement to general aviation. It shall advise the City Council on short and long range airport planning for grounds, buildings and runway upkeep. It shall provide such other airport advisory functions as may be directed by the City Council.

Give me a call if you have any questions.

Mary

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Sherman, TX 75091-1106
Voice: 903-892-7218
Fax: 903-891-0255



September 11th, 2001: The day the world stopped turning

By Ed Griggs

19 militants associated with the Islamic extremist group al-Qaeda carried out the hijacking of 4 US commercial aircraft against 4 separate targets in the United States. Both Twin towers in New York were struck and brought down, the Pentagon was struck and the fourth flight, presumably against the White House/Washington D.C., was thwarted and brought down in a field near Shanksville, Pennsylvania. The attacks killed 2,977 people, injured over 6,000 others, and caused at least \$10 billion in infrastructure and property damage. Additional people have died of 9/11-related cancer and respiratory diseases in the months and years following the attacks.

They say everyone remembers where they were when the events of 9-11 unfolded. For my part: I was onboard the USS Constellation (CV-64) returning from a 6 month deployment to the Persian Gulf and 3 days east of Pearl Harbor, Hi. I had just gotten up and was making my way for a morning shower when I saw the TV in the Chief's lounge showing what looked to be the News covering the first tower being hit. I honestly wondered what kind of crazy movie it was that my fellow Chief's were watching when we all watched as the second plane hit the South tower.



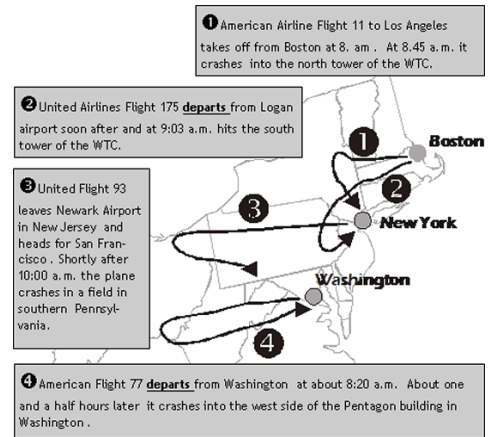
Before I could get my head around what I had just seen, the Commanding Officer of the Constellation ordered "General Quarters" and a complete shutdown of all communications onboard the ship, known as "Operation Zip-lip". My duties onboard Ship as a Radioman Chief were to oversee and verify that all outgoing communications from the ship were indeed shutdown and reported to the Chain-of-Command and to ensure expedited delivery of all message traffic regarding the events. Needless to say, I made my way to Radio Central in record time that morning!

After completing my "required" duties, My attention and focus was for my "guys" (Watch standers, Departmental personnel, Co-workers, and Civilian Staff onboard) trying to figure out where everyone was from Stateside and those that might have family or friends in the specific areas concerned. Information for my Sailors was short-coming but we tried to reach out as much and as often as we could. I didn't feel that I was providing that much information but my Guys knew that I was trying my very best to help and I think that carried the day!

When I look back on that day, I feel the sadness of what happened but I am filled with a sense of pride. I remember sensing that we were now all bound together in a common goal. I don't remember seeing as many American flags flying in my life or my fellow Americans banding together for a specific cause. I could not have been prouder to be an American that day!



This is Israel's 9/11 monument. Did you know that Israel's 9/11 Memorial is the only site, outside of the USA, to recognize the names of every victim of that horrific attack?



Tiny 'flying coffin' a decades-long love affair for Kansas aviation enthusiast

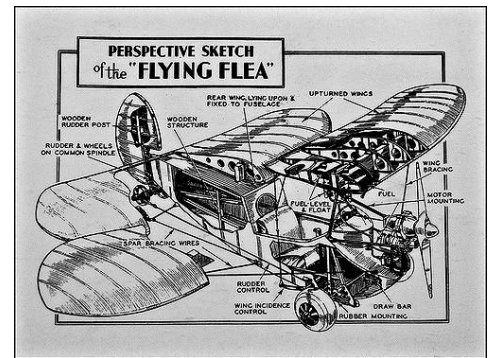
By Travis Heying

November 12, 2018 05:00 AM https://amp.kansas.com/latest-news/article220907600.html?fbclid=IwAR3u61FlxOz_rG7U3pBpswBcHb6v0iI-BXPdfjXl6Ds9IVnWJM8VL22Ohvw

In 1933, French radio engineer Henri Mignet wanted to design and build an airplane that could be made by anyone with moderate wood and metalworking skills.

The result of Mignet's ambitious goal was the Mignet HM-14, better known as the Flying Flea. The small, staggered-wing aircraft was first flown successfully by Mignet on Sept. 10, 1933. Just over a year later, Mignet published the book "Le Sport de l'Air," which provided the instruction for homebuilders to make their own Flying Flea.

The aircraft had a 20-foot wingspan made of wood and fabric and weighed just a couple of hundred pounds. It had no ailerons or elevators, and no foot-operated pilot controls. Flight control was done with only a conventional control stick.



Within two years, seven pilots, including a member of the British Royal Air Force, had died after crashing HM-14s, and governments across Europe banned the building of the airplane.

Despite the tarnished, and fatal, history of the airplane, it was love at first sight for pilot and aircraft mechanic Christy McCormick of Udall. "I grew up in aviation," McCormick said. "I was born and raised in Wellington and my dad had an airplane and we flew a lot and I hung out at the airport a lot." McCormick recalls one day, when she was around 12 years old, she was flipping through aviation magazines while hanging out at the Wellington airport and came across an article about the HM-14 Flying Flea. I thought 'This thing cannot fly.'

It's a weird contraption, but for some reason it inspired me in later years," McCormick said.

"One of these days," McCormick thought, "I think I'm going to try to find some information on this airplane."

McCormick learned that wind-tunnel tests done on the plane in England in 1936 revealed that the wings were too close together, meaning the aircraft could not recover from a dive. Increased distance between the wings solved the problem, but not before the safety reputation of the Flying Flea was too badly damaged.

McCormick's dream of building and flying a Flying Flea was realized in 2001 when she constructed and successfully flew an HM-14. It was, at that time, the only air-worthy Flying Flea in the United States. McCormick sold the airplane to a Chicago aviation enthusiast in 2003.



Years later, McCormick says she missed the sensation she got from flying the HM-14 so she decided to try again. She started building another HM-14 in August 2010. She estimates she's spent between \$4,000 to \$5,000 since then.

Eight years later, "Annette" is finished. McCormick successfully flew the 251-pound airplane three weeks ago at Strother Field near Winfield. She has no intention of ever parting with this airplane.

The next step for McCormick is to try and further authenticate "Annette" by outfitting it with a 1930s Scott Squirrel Aero Engine, an engine originally manufactured to be outfitted on the HM-14. McCormick says if she can acquire the motor, it would make it the only air-worthy HM-14 in the world with an original motor. She's trying to raise

\$4,500 to purchase the engine.

McCormick says she relishes the challenge of making something fly that people say shouldn't fly. She recalled a story about talking to aviation engineers she knew, and they were "truly amazed that a person would go to this extreme to build something like this." They said 'that looks like a flying coffin. It'll never fly.' When aviation engineers tell me it can't be done, that just inspired me that much more," she said.

"If there's something out there which is odd and unique, I will accept that challenge," McCormick said.





Prepping For “The Written”

For most certificates and some ratings, one of the unfortunate bumps in the road is the FAA Knowledge Exam, otherwise known as The Written. As mentioned in a previous article, this is one of the requirements and proof of taking (and passing) is required when you take your practical exam (The Ride). For most of us, it is difficult to insert the needed level of preparation into our already hectic and busy routines and if we aren’t careful, this can sneak up on us and cause delays.

I strongly recommend to any- and everyone that they try to knock this out as early in the process as possible. You do not want to be in a situation where you are simultaneously preparing for the check ride and scrambling to study for this. It just adds pressure to the situation, and possible delays. In the worst case, you are complete with all of the other requirements and ready to schedule the check ride then find you have to spend 2-3 months studying and practicing to take your written. This amount of delay has caused more than one person to lose momentum and in some cases repeat a good portion of the training, or if “life” gets in the way, quit altogether.

So we want to avoid that if at all possible. Although I recommend starting as early as possible in your training, there is some benefit to starting after a few flight lessons so that you have some context for some of the terms and concepts.

Everybody learns and consumes information differently – some enjoy a good lecture, others learn by watching video and interactive content, and still others can read the material for themselves. If you aren’t sure what your “learning style” is, I even have a quiz that can help illuminate this for you – just let me know! My personal style is multi-pronged and consists of reading the material while paraphrasing it for myself in a notebook. Putting it into my own words helps me to understand and internalize it. I then augment that with any video or interactive lessons I can find, and even seek out peers or another instructor.

Resources

There is a wealth of resources and information out there. Using the Private Pilot (as well as Sport, Recreational, and Commercial) as an example, my favorite books on the subject are either the good old FAA Pilot’s Handbook of Aeronautical Knowledge or the Test Prep series from ASA. The FAA material has the benefit of being free to download from faa.gov, or you can purchase a printed copy.

The ASA material covers the same subjects in a condensed manner and comes with free practice exams which closely resemble the real thing. You can request an online endorsement to take the exam as well.

As far as video and interactive material goes, I have used and recommend Sporty’s Learn to Fly Course, or King School’s equivalent. Both of these also have the ability to request an endorsement for the exam upon successful completion.

In the online world, mzeroa.com and boldmethod.com have their own “ground schools” as well as a ton of very helpful (and free) content. I have no direct experience with any other ground schools.

I do not personally conduct a ground school, instead preferring to encourage self-study and resourcefulness. Other CFI’s do, and I am willing to spend time wherever needed, but prefer you spend your money on the flying! There are a few lessons I do personally such as weather briefing or cross-country planning.

Study tips

For the majority of us it helps to be able to schedule yourself some study time, planning for 2-3 hours a night while learning the material. You should be relatively free from noise and distractions. It is not fruitful to study if you are worried or preoccupied or stressed out. Figure that out first, and then come back to it. Taking notes actually helps – you are not only writing down the information for later reference, you are reinforcing it in your mind and building stronger pathways.

Try to keep track of the material that has a hands-on element, and work with your CFI to specifically go over these things during a lesson or on the ground. Nothing helps to learn about the engine like helping out with an oil or sparkplug change! And so on... Then go back and study those things again and unlock the nuances you might have missed before.

Once you have been through the material and have a general feel for it, go ahead and try to take one of the practice exams. You will be surprised how much you retained, and the results are normally broken down by category. Now you can begin to focus your studies and spend more time on the weak areas. Bring a copy of the results chart to your CFI and he or she will work on helping you through the problem areas.



Test day

Remember that whether you use a ground school, online materials, books, or a CFI you will need to have an endorsement in your logbook. The testing center will need to see this endorsement (as well as a second endorsement for remedial training in case of a prior failure). You will bring your logbook with your endorsement, your pilot certificate and photo ID and the fee, currently \$165 for Private Pilot.

The testing center will give you pencils and a booklet with the figures. Most will give you scratch paper if you ask. I strongly recommend you bring a good quality eraser, a cheap \$5 calculator with no memory function, your E6B and plotter. Whatever scratch paper they give you, ask for more. If they offer noise-cancelling headsets, take them!

It should go without saying, but have a good night's rest before hand if able, and try to eat before you go in – low blood sugar will cause you to make stupid mistakes.

As soon as you sit down and before you start the test, use the scratch paper and write down every fact you can remember. Even during the test, if a random fact pops into your head, write it down. You never know when it might come in handy and by the end of the test, you may no longer remember these things!

Read the questions THOROUGHLY! The FAA excels in designing questions that can sometimes be an exhibit in trickery. Notice if they are using C or F for temperatures, Pounds or Gallons for fuel, and so on. Sometimes an answer will look very attractive, but that is only because you fell for their trap and didn't notice the trickery. On the charts, use a ruler and be very careful to be as precise as you can with the numbers.

Use the Mark function for each question you may not be sure of – if you have time later, you can come back to it. You may even pick up a vital clue while working on a later question.

Use the book of figures to your advantage. There may be figures unrelated to the question at hand that happen to have the answer or clue you need.

Many questions have one answer that is obviously ridiculous. Others will have choices none of which match your calculation – in that case, just pick the closest. The test writers may have used a different method to calculate the answer. And finally if you completely run out of time, use your best guess! Better to have a chance at the points than none at all. That about covers it.. Feel free to shoot me any questions if anything is unclear, and I'll do my best to find an answer!

From Jacob Baldrige, our Ray Aviation Scholarship winner:

This past month has been quite eventful. I have done more solo pattern work and recently went out of the pattern into the practice area and did some steep turns, and slow flight (I haven't gained enough courage to do stalls by myself yet haha.) I have about 6 hours of solo now under my belt.

I have also started on my three hours of Instrument Familiarization. IT IS THE MOST IRRITATING THING EVER!! In all seriousness it is not that bad. We have covered climbs and descents, turns, straight and level, as well as standard rate 180 degree turns and unusual attitudes. We flew to Bonham while I was under the hood. At first it is hard to keep heading and altitude, but after a couple hours I learned to constantly maintain a scan, checking each instrument every few seconds.

We then did a couple short field landings and take offs (with the vision restricting glasses off of course). Then we headed home. On the way back, I was under the hood and set us up for a long final approach then took the glasses off for landing. In the near future I will be doing my cross countries to Paris, Tx and pass my FAA written exam.



Mel Asberry
FAA Designated Airworthiness Inspector
Specializing in Amateur-Built and Light-Sport Aircraft
*Original & Recurrent Airworthiness Inspections
*A & P Mechanic
*EAA Technical Counselor
*EAA Flight Advisor



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EAA 323 Milestone Event

Another EAA Chapter 323 Milestone Event was accomplished when Zach Durham, one of our previous Ray Aviation Scholarship applicants, soloed! Congratulations are in order for Zach who completed his first solo flight on September 1, 2019, a little after 7 pm at North Texas Regional Airport (KGYI). Winds were fairly calm and Zach completed 3 trips in the pattern for runway 17L before taxiing back to the Texoma Aero Club hangar. Zach made this milestone in about 17 hours, despite some challenges with scheduling and weather along the way.

CFI Adam Yavner and Chapter 323 President Mike McLendon were in attendance, and his mother and step-father were able to arrive toward the end and witness the cutting of Zach's t-shirt and a couple of bottles of water over his head for good measure.

So when you see Zach, please give him a handshake and a hearty congratulations!



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!!



FunPlacesToFly

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

EAA 323 members attend Stewart Systems training seminar

By Ed Griggs

Several 323 members made the trip down to Wood County Airport in Mineola, Tx on August 14 to attend a Stewart Systems 101 workshop where we learned about fabric work on cloth airplanes. Our instructors, John Wisdom and Jimmy Chadwick, were well versed in the application of the materials, sealants and glues. The "Question and Answer" portion of the training brought up a lot of great conversation involving costs and time. Average cost to completely cover a J-3 Cub (materials only) was said to be roughly \$6,000.00 (\$12k or more if you have it done) and if you are thinking that you will be spending a few days to complete it, you are sadly mistaken. Prepare for a few months of work in order to complete a recover, if you are lucky!

While it can be a daunting task, using the Stewart Systems to restore a fabric aircraft can make the process more enjoyable. There are videos on youtube that assist you throughout the process and help you to understand what is going on! Thanks to EAA Chapter 1475 for their hospitality and training!!

EAA Chapter 1475



Presented by

John Wisdom & Jimmy Chadwick

Join us as we walk through the steps & discuss procedures involved in use of this water-based fabric covering process.

TOPICS COVERED:

Attaching fabric to the structure

Making fabric-to-fabric glue joints

Gluing the finishing tapes down

Sealing the weave of the fabric before trimming or cutting to prevent frays

Saturday August 24, 2019 at 10:00 AM

Wood County Airport (KJDD) at Hangar

311 County Road 2355, Mineola, TX



Preparation table for Stearman Horizontal Stabilizer to be covered!



Audience members look on as other members approach to Prep tables!



How to lay out the cloth to get it ready for gluing!



Getting instruction on how to apply glue to the wing and make it ready for the cloth.



EAA Webinars Schedule

EAA has announced their August and September 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. Registration for webinars can be located at: <https://www.eaa.org/ea/news-and-publications/ea-webinars> Upcoming webinars include the following topics and presenters:

9/17/19 7 p.m. Competition Aerobatics 101 Qualifies for FAA WINGS credit.
Presented by: Susan Bell

A beginner's guide to the sport, no prior knowledge required. We'll dive into aerobatic competition, including the Aresti language, basic rules and concepts, and the aerobatic box, then learn how to get involved with IAC, whether you're interested in flying inverted or not.

9/18/19 7 p.m. Inflight Weather Hazard Avoidance Strategies Qualifies for FAA WINGS credit.
Presented by: Scott Dennstaedt

Not feeling confident of your grasp of how weather systems can affect the safety of a flight? Join Scott Dennstaedt, CFI, former NWS research meteorologist, and EAA's subject matter expert on weather, for this webinar on deciphering whether to fly through a weather system, including such topics as icing, turbulence, convective hazards and more in this 90-minute webinar. You'll learn what to look for while en route and strategies to avoid getting caught in adverse weather.

9/24/19 7 p.m. EAA's New Online Builders Log
Presented by: Don White and Charlie Becker

At EAA AirVenture Oshkosh, EAA launched an online builders log to support our homebuilding members called myEAA.org. This webinar will cover why it would be helpful and how to use this new, free member tool.

9/25/19 7 p.m. How to use EAA's SkillScore™ Tracker to Maintain Proficiency Qualifies for FAA WINGS credit.
Presented by: Radek Wyrzykowski

Ready to get started maintaining your proficiency? This Webinar will show you how to track your aviation activities to help maintain proficiency and develop an overall proficiency score! We will explore the installation and setup requirements to get started. We will explain how SkillScore™ Tracker works and show you how to analyze your flight in detail using CloudAhoy connected to your Tracker. We will show you how to increase your score and what are the potential future benefits of keeping it high. But most importantly, show you how to establish a way for you to become more proficient in the sky.

10/2/19 7 p.m. FAA's Safety Continuum Qualifies for FAA WINGS and AMT credit.
Presented by: Mike Busch

Though the FAA's primary job is ensure aviation safety, it recognizes that different kinds of aircraft and operations require different levels of safety. The agency calls this its "Safety Continuum." Most of us know that the operating rules are far more stringent for commercial operations under Part 135 or 121 than they are for us Part 91 folks. Less well-understood are the dramatic differences in maintenance requirements. In this webinar, maintenance expert Mike Busch offers a guided tour through the FAA's complicated and somewhat obscure maintenance requirements, and demonstrates just how good we Part 91 folks have it.

10/9/19 7 p.m. ADS-B Update: Equipping for 2020 and Qualifies for FAA WINGS credit.
Reviewing the Latest Portable Receivers
Presented by: John Zimmerman

Automatic dependent surveillance broadcast (better known as ADS-B) is quickly becoming a reality. Unfortunately, much of the information related to ADS-B is unnecessarily confusing. While ADS-B may be confusing, it's probably the most important technological change you will experience as a pilot over the next two decades. So it's worth the effort to learn this new language as the 2020 deadline for ADS-B Out equipage looms. Learn about the leading panel-mount ADS-B solutions plus the exciting developments in the portable market from Sporty's ADS-B expert, John Zimmerman. We'll cut through the jargon so you understand what's important — and what's not.



There is a great deal of difference between being “current” and being “proficient”. Which are you? In this webinar, flight instructor Steve Krog will discuss easy ways to improve proficiency and make you a better safer pilot.

EAA gratefully acknowledges the support of Aircraft Spruce and Specialty Co. for its generous sponsorship of our webinar programs.

WINGS Topic of the Quarter – Summer 2019

FAA Safety Team | Safer Skies Through Education
WINGS Topic of the Quarter – Summer 2019
Notice Number: NOTC9683



Summer's here but quickly fading. If you've still got a few warm weather destinations in mind before fall, now's the perfect time to fine tune your flying skills. One of the easiest and most effective ways to do that is to participate in WINGS, the FAA's Pilot Proficiency Program for pilots. Pilots in the WINGS program expand their knowledge by taking online courses or attending seminars/webinars in addition to performing specific flight activities to refresh their flying skills.

The knowledge topic for summer is Positive Aircraft Control. You can access the online course at <https://bit.ly/2L1HnbX>. Be sure to log on to your FAASafety.gov account to enroll in the course.

Summer is the perfect time to sharpen your flying skills. Consider a Slow Flight, Stalls and Basic Instrument review with your flight instructor. Here's a link to the summer Flight Activity: <https://bit.ly/2AZZNFM>.

With the FAASTeam's recently added WINGS Topic of the Quarter (WTOQ) program, it's now even easier to earn your next phase of WINGS. The WTOQ are preselected courses and flight activities that add up to getting a phase of WINGS. In addition to helping you sharpen your flying skills, completing a phase of WINGS also satisfies your flight review requirement, gets you a set of wings to wear on your favorite flying hat, and gives you a chance to win a cash prize!

Please note that you may also continue to select your own flight events and knowledge topics for WINGS according to your own personal preference.

Click <http://bit.ly/GetYourWINGS> to see more on the WTOQ and to get started on your WINGS today!

And be sure to check out this informational video on Soaring with WINGS: <https://www.FAASafetyTV.com/WINGS>.

1 in 4 men are happy



Answers to the Quiz on Page 4

"Cleared for the option" means you can make a touch-and-go, stop-and-go, full stop landing, low approach, or missed approach.

You should taxi on to runway 33, but don't take off until you're cleared to do so.

You may need to land and hold short of an intersecting runway, taxiway or other point if ATC tells you to.

You need to activate your transponder identification. Most transponders have an "IDENT" button on them.

Abeam the numbers is where the numbers are directly off your wing.

NORDO means the aircraft can't communicate or isn't communicating with ATC or other aircraft.



20th Annual Cedar Mills South Central Safety Seminar & Fly/Splash In

Oct. 18, 19, 20, 2019

Something for everyone ... both land and sea!

Join us at Cedar Mills (3T0) on beautiful Lake Texoma for North Texas' most informative and fun safety seminar and fly-in.

Forum

presented by the FAA, aviation instructors & representatives of aviation equipment, manufacturers, avionics & aviation industry, along with fun education programs.



Join in the fun...

camp under your wing or enjoy a cottage!

Seminars

Every seminar qualifies for **WING** credit & **DOOR PRIZES!**

Each seminar attended gives the pilot additional chances to win the **Grand Prize!**

You must be present at Octoberfest to win the Grand Prize.

Sponsored by:



Octoberfest Dinner featuring Aviation Guest Speaker

Gary Reeves

2019 National Certified Flight Instructor (CFI) of the Year

Don't Miss Out! more details at www.cedarmills.com

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Supporting Our Community, Shop Local, Shop Texoma:

By Todd Bass

Our goal is to educate the public about the benefits of buying local. We work local and we live local so why not buy local.

A recent study found each \$100 spent at local independents generated \$45 of secondary local spending, compared to \$14 for a big-box chain. "Independent retailers return more than three times as much money per dollar of sales than large chain competitors." Don't forget that even franchises are locally owned. Our very own McDonalds, Chic-fil-a, FASTSIGNS and many more are locally owned and operated.



Rebecca Yavner, Agent

214-785-8188

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

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Todd Bass

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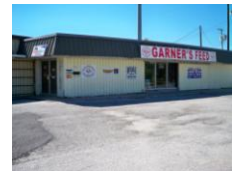
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Garner Feed and Seed

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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!



Pop's Place, located in Denison at 4531 Texoma Pkwy, (and Pop's Place Too located at 21136 Hwy 56 West in Southmayd) 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!!



Plane for Sale:

As a reminder: Orlin "Bud" Smith is selling his Cessna 172 and is making the offer to EAA 323 members first. He has owned the Aircraft since 1986 and it has been hangered since 2001. It has a basic panel, Last annual Oct 2018 The continental 300A engine has 503.9 hrs since Major OH, Airframe TT3402.9 hrs. All AD's are complied with 4 recurring Ad's that are due at every annual. He is selling it due health issues and is asking \$30,000. Anyone interested in a great airplane to enjoy and build time in, please call him at 903-375-7359 or 903-744-6318,



Upcoming Events

Thursday, September 19	Monthly Thursday meeting at the Sherman Airport Terminal Subject: Sea plane rating - John Halterman
Sunday, September 22	Young Eagles
Sunday, September 29	Young Eagles (Alternate date in case of inclement weather)
Saturday, October 06	First Saturday Event: Brushy Creek fly in and planning meeting
Thursday, October 17	Monthly Thursday meeting at the Sherman Airport Terminal Subject: NTRA Tower / Local Operations with Mike Gilliam - Mike McLendon
Sunday, October 18 -20	Cedar Mills Splash in

Officers/Board of Directors/Key Coordinators

Name	Position	Email Address	Contact Number
Michael McLendon	President	macpharm@icloud.com	404-825-4795
Paul Tanner	Vice President	planetanners@yahoo.com	903-819-1940
John Halterman	Secretary	john.f.halterman@hotmail.com	903-819-9947
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
Joe Nelsen	Technical Counselor	nelsen.n502pd@gmail.com	903-818-0496
Ross Richardson	Membership	rprichardson46@gmail.com	903-821-4277
John Horn	Young Eagles Coordinator	jhorn@ntin.net	940-736-8440
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>



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: