



The Ramp Page



The Monthly Newsletter of the Sherman, TX EAA Chapter 323

August 2018

President's Mission Brief for August 2018

AirVenture 2018 here we come,

Ahh those famous last words!

Many of our members made the trip. Unfortunately, I took a detour to the hospital the Saturday before our departure. I piloted the hospital bed for a few days while my intrepid travel companion and others experienced aviation history in the flesh. However not all was lost because the AirVenture Webcams provided a lot of entertainment while I practiced left and right hand patterns around room 704 at TMC. I would be cruising along just fine when out of nowhere a phlebotomist would appear and announce "Mr. McLendon, it's time for another blood draw" Groan! Can't you see I'm on downwind? (more like outta wind).

Seriously, I received excellent care from both TMC and Red River ER. A big "Thank You" to all who took part in my care and to my daughter and Rick and Pam Simmons for staying by my side as this situation unfolded. Even made friends with a nurse who, along, with her husband are "Rusty Pilots" and are interested in visiting our chapter. Their names have been added to our email list.

Bottom line - take a tick bite seriously! On my trip to Georgia around the 4th of July, I was bitten by two ticks (deer are plentiful around our home there). Three weeks later I'm in the hospital. ER physician suspected a stroke! Fortunately I responded rapidly to antibiotic treatment indicated for tick bite infections. My doctor tells me I'm on the "slow road" to recovery, i.e., at least a month. Too many "speed bumps" on the road of life" At least I'm not looking at the root side of all those pretty flowers! Thanks to all who expressed Get Well wishes. They worked.

By the way, WaaDee, reluctantly took my slot on the trip. I have heard some typical stories that you would expect from Rick and WaaDee traveling together. Thanks WaaDee, I know it was a tough decision to jump on board at the last minute.

AirVenture 2019 - is now less than a year away. Still at the top of my bucket list.

Project Update—Ed Griggs

As reported, my family and I went to Tulsa to purchase an Ison Airbike. When we got back, there was some slight damage to the wings so I contacted Stuart Rowland for assistance. He helped by walking me through the process of patching and heating as well as providing me enough Poly-Tach to cover the necessary repairs.

The Airbike is currently located at Finney Field where Jimmy Finney and crew are helping me to give it a thorough going over before we take it up!





Project Update—Steve Riffe—Fuel

After a flight last week, I noticed a drip from the fuel pump overflow. It appeared to have leaked enough to leave a small streak on the lower fuselage, although I never had any indication of a fuel pressure fluctuation. I picked up a new pump at Air Power in Arlington. I removed the cowling and set about removing the old pump. Access is rather limited, so I removed the scat tubing for the cabin heat and removed the lower line from the oil cooler. I removed the pump overflow tube and the fuel lines from the pump. I zip tied all of these lines to various places on the engine mount--this helped free up some space. I cut the safety wire and removed the bolts. I found that a ball end hex tool was the only way to get on the bolts. So, old pump off, then cleaned off the old gasket material from the engine with a scraper and some disc brake cleaner. At this point, I called it a day.

The next day, I ran some string around the rod that operates the arm on the pump and clamped the free ends to the plate where my GPS antenna is mounted. I held my finger on the rod and slowly rotated the prop until the rod was fully retracted. Looks like the string will hold it in place. I used the old pump as a test to determine how best to position it for the installation. After I was satisfied I had found an acceptable method, I proceeded with the new pump. I coated a new gasket with permatex #2 and stuck it on the pump. I also coated the bolt threads with permatex thread sealer. I inserted the pump and rotated it about 30 degrees counter clockwise. This allowed the arm to fit under the plunger and the inboard bolt to engage. I gave it about 3 turns. For the outboard bolt, the pump has to be rotated clockwise to line up the bolt hole. This was the difficult part because the plunger rod must slightly depress the arm on the pump--and that arm has one stout spring! After several tries, I got the bolt started. I pushed the pump flush against the engine to ensure the arm was under the push rod, then tightened up the bolts until there was less than a 1/4" gap between the pump and engine. I pulled the string out and finished tightening the bolts. The safety wire wasn't much fun either, but I got it done. Re-attached all lines. Ready to test run and check for leaks, but now it's raining--will do it tomorrow. I spent about 4 hours on this project. Following is a pic of how the design team at Lycoming did a really marvelous job of playing "hide the pump"!



Saturday August 4 Flyout

Ross and I embarked with Rick to have a bite. Whoa - way more than a bite! Full buffet with made to order omelette, pancakes, and more. \$17! Great group of young adults serving and waiting on us. Next time we might sit inside so we won't have tarmac gravel in our coffee from the prop wash!

Here's a picture of my back seat flying directing those two to the correct airport (see next page).



Chapter History Lesson

Let's see what happened 10 years ago which Chapter 323. Gary Hill wrote:

Sometimes we are just lucky and happen to be in the right place when something good happens. WaaDee Hudson and I were in one of those places the other morning at his hanger when we noticed a P-38 coming in for a landing. I just happen to have my camera with me so we drove down to get a better look and to take some photos. It was only when we got close and could see the artwork on the side that we knew we were looking at the famous "Glacier Girl". This aircraft with five other P-38s and two B-17 bombers were being flown to Europe in July 1942, and the formation got into some really bad weather. Out of fuel, lost, and in low visibility the pilots had to make emergency landings on a small ice cap near Greenland. The crews were eventually rescued after three days off the ice but the planes were abandoned in place. Fifty years later, there was a attempt made to locate and recover at least one of the members of this "Lost Squadron". This was not easy since their exact location was unknown and the ice pack had drifted over a mile since 1942, plus the aircraft were now under nearly three hundred feet of ice. Eventually, one of the P-38's (SN No. 41-7630) was successfully recovered and restored to mint flying condition. Nearly 80% of the aircraft is original! For more information on "Glacier Girl", see web site <http://p38assn.org/glacier-girl.htm>

It was also an honor to meet famous pilot Steve Hinton who was returning "Glacier Girl" to San Antonio from AirVenture in Oshkosh and had chosen Grayson as a refueling stop. In case you didn't know, Steve has flown planes in over fifty movies including "Pearl Harbor", "We Were Soldiers", "Six Days and Seven Nights", "Air Force One", and many others. He has also flown in the Reno air races and been the test pilot on many restored aircraft.



Texoma Flying Club Formation Meeting

The Texoma Flying Club will meet Friday August 17 at KSWI at 11:30 AM. Contact Steve Straus for more information. As a reminder, this flying club is not officially associated with EAA 323, but filled with passionate EAA 323 members.

Upcoming Chapter Events

Thursday August 16	Monthly Thursday meeting at the Sherman Airport Terminal <i>Subject: Paul Tanner will tell us about the first airplane built in Texas.</i>
Saturday September 8	Up Up and Away Take 2 with John Halterman. He's providing all the "hot air."
Thursday September 20	Monthly Thursday meeting at the Sherman Airport Terminal <i>Subject: Lt Gen John Campbell: "The Future of Warfare—USAF Drone Program"</i>
Saturday September 29	Young Eagles Rally. 8 AM at KSWI. We need pilots and planes!
Saturday October 6	The Annual Brushy Creek Flyin! A Tradition for over 20 years!
Thursday October 18	Monthly Thursday meeting at the Sherman Airport Terminal <i>Subject: Airventure 2018 Recap</i>
Friday October 19-21	Annual Cedar Mills Fly-In <i>Annual Pancake Breakfast sponsored by EAA 323 on Sunday morning.</i>
Saturday November 3	Project Visit—TBD
Thursday November 15	Monthly Thursday meeting at the Sherman Airport Terminal <i>Subject: Flying and Medication—Do Those Go Together?</i>
Saturday December 1	Cavanaugh Museum Visit
Thursday December 13	Annual Christmas Party hosted by the Richardsons <i>Note the date change to the 2nd Thursday due to proximity of 3rd week to Christmas</i>

Officers/Board of Directors/Key Coordinators

Name	Position	Contact Number
Michael McLenden	President	404-825-4795
Paul Tanner	Vice President	903-819-1940
John Halterman	Secretary	903-819-9947
Ross Richardson	Treasurer	903-821-4277
Steve Straus	Board of Directors	214-693-1417
Rick Simmons	Board of Directors	903-818-8066
Mary Lawrence	Board of Directors	903-821-2670
Mel Asberry	Technical Counselor	972-784-7544
Jim Smisek	Technical Counselor	903-819-6428
Ross Richardson	Membership	903-821-4277
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