



The Ramp Page August 2022

Vol 53, Ed 08

EAA Chapter 323 Sherman, TX
Monthly Newsletter
Celebrating our 53rd year of service!



Email: ea323@hotmail.com

Website: <https://chapters.eaa.org/EAA323>

Like us on Facebook @ea323

President's Mission Brief:

By John Halterman

Hi EAA 323!

It's been hot out there...try and stay cool!

Our August chapter meeting will be on Thursday Aug 18 at 7 pm and at Sherman Muni Airport. Mike McLendon is going to present the ups and downs of managing aeroclub. It should be quite interesting to hear lessons learned and the cool benefits of being a part of a club. Please join us!



Also, on September 10, we are planning a fly out to the Mt Pleasant airport where there is a lot of nostalgic airplanes and a great museum to see. Stay tuned for more details as we get nearer. If you need a ride, let us know at the next chapter meeting and we'll work to arrange a seat.

As for recent happenings, our chapter was awarded a 30 year plaque for continuously providing young eagles flight each year (consecutively) since the beginning of the program. That's 2855 Young Eagles!!!! Well done team! That's a huge contribution everyone has made, both in the air and on the ground, to make that happen.

A big thanks to Ed Griggs for his presentation in July about his Aeronca experiences. I missed the presentation, but I saw the PowerPoints. Well done!!!

As I write this, I'm sitting in a blue chair in the new Rise Aviation FBO where we just finished a discussion on Auto PSRUs (read the newsletter to hear more). Thanks, Frank, for arranging it.

Stay tuned for news of a DC-3 flight our chapter is organizing for early November that takes us back to the past...stayed tuned for more!!!

Lastly, Ed has made many contributions to this newsletter of the last several years. However, all things come to an end and Ed is going to pass the reigns to a new newsletter editor at the end of the year. I am looking for a volunteer to inherit it. Don't feel that you must make a 30-page newsletter. Make it your own. Please let me or Ed know if you're interested.

Thanks everyone for making our chapter successful. Without you all, it's just a dream!

John F Halterman

EAA 323 President



ASPIRE
to
INSPIRE
before you
EXPIRE!

EAA 323 achieves well earned recognition

By John F. Halterman

EAA 323 has been supporting the Young Eagles program for 30 years and has flown more than 2855 Young Eagles. A record that stands out as less than 2% of all EAA chapters have done this. Wow!

See the attached picture as some of our chapter members picked up our 30-year Young Eagles Award and Pennant! Our chapter has consecutively flown Young Eagles for 30 years! Well done!



Brad Hodges, Leldon Locke, John Halterman and Frank Connery accepting the pennant and plaque on behalf of EAA 323!

Newsletter Editor stepping down

By Ed Griggs

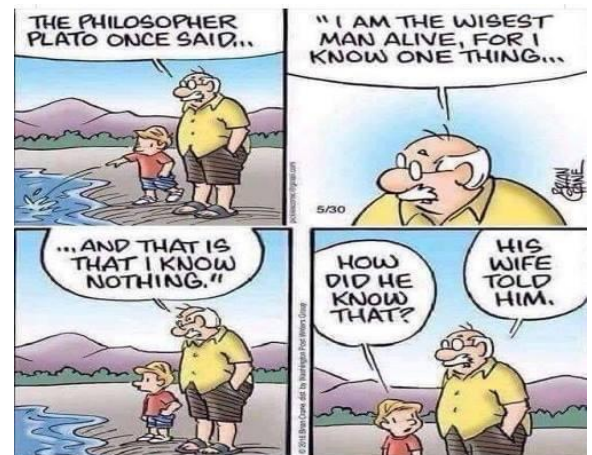
Yes, unfortunately, you heard it right! After much thought and deliberation, I have reluctantly decided to step down as your Newsletter editor! When I volunteered to relieve the former Webmaster and Newsletter Editor, you all took a chance on me, and I hope that I have not let you down! When I first took over the newsletter five years ago, John Halterman had but one thing to say to me and that was to "have fun"!

I have to admit that I have enjoyed immensely doing the newsletter and I hope that you have enjoyed my take on these monthly "Novelette's"! (The current record sits at 24 pages but I still have 3 months to go, so, who knows!) but as this is my fifth year to do the Newsletter, I feel that it is time to pass the baton onto someone else and let them give it a go! I have gained an insight into the inner workings of both the EAA and EAA 323, but I now wish to pursue other routes and spread my wings (so to speak).

So, to that end, If there is anyone out there that would like to turn as the Newsletter Editor for the group, Please let John Halterman know! I will provide counsel and guidance, as needed and/or requested! The target date for the new Editor will be January 2023!

Again, Thanks for this privilege you've given me over the years to serve my part of a great Club.

Ed



EAA Mourns Loss of Tom Poberezny

https://www.eaa.org/airventure/eea-airventure-news-and-multimedia/eea-airventure-news/eea-airventure-oshkosh/2022-07-25-mourning-the-loss-of-tom-poberezny?utm_source=eblast_avtoday_072622&utm_medium=email&utm_campaign=avtoday_2022&utm_content=avt_mainstory&mkt_tok=OTEwLVNFVS0wNzMAAAGF2cytb5-mlgOc1i3JbAw7INa9xf54jYo4s-rwursTAgxetrOxK4chMIZjuhBjplnnv59Xb5UpaF_mnYcjbv-25vt-gbX84auxphms_eU1pe54

Tom Poberezny, the retired president and chairman of the Experimental Aircraft Association, is being mourned by EAA and aviation communities after his death early Monday, July 25, at age 75, following a brief illness. Tom was EAA president from 1989 until 2010, and also served as chairman of the board for two years until his retirement in 2011.



“It is not lost on us that Tom’s passing occurred on the opening day of EAA AirVenture Oshkosh, the event he led into world prominence as its chairman beginning in the 1970s,” said Jack J. Pelton, EAA CEO and chairman of the board. “Tom’s legacy is tremendous in the world of aviation with his personal achievements as well as the growth of EAA, especially the development of the current EAA Aviation Center in Oshkosh, the Young Eagles program, and the creation of sport pilot nearly 20 years ago. He will be greatly missed, but more importantly, he will be remembered for all that he did for EAA and aviation. Our deep condolences and prayers go to Tom’s wife, Sharon, and his daughter, Lesley, and the rest of the Poberezny family.”



Tom Poberezny, the retired president and chairman of the Experimental Aircraft Association, is being mourned by EAA and aviation communities after his death early Monday, July 25, at age 75, following a brief illness.

An accomplished aviator in his own right, Tom was a member of the U.S. National Unlimited Aerobatic Team that captured the World Aerobatic Championships in 1972. The following year, he won the U.S. National Unlimited Aerobatic Championship. He subsequently flew for 25 years as one wing of the legendary Eagles Aerobatic Team (originally the Red Devils), the most successful civilian precision flying team in history.

During his career with EAA, Tom oversaw a number of the organization’s milestone events. In the late 1970s he spearheaded EAA’s first major capital campaign, which supported construction of the current EAA Aviation Center headquarters and museum complex at Wittman Regional Airport in Oshkosh, Wisconsin.

In 1992, he led the creation of EAA’s Young Eagles, which has become the most successful aviation youth program in history. Realizing the importance of mentoring to the future of aviation, EAA aimed to give 1 million kids between the ages of 8 and 17 an airplane flight by the centennial of powered flight on December 17, 2003. The 1 millionth Young Eagle was flown in October 2003, celebrating the efforts of 85,000 EAA volunteers to reach the goal. The Young Eagles program has now flown nearly 2.3 million young people.



In 2002-2003, Tom led EAA’s Countdown to Kitty Hawk program, which commissioned the construction of the first completely authentic reproduction of the 1903 Wright Flyer — the airplane that gave birth to powered flight. The airplane successfully flew at Kitty Hawk, North Carolina, in late 2003 and was present on those hallowed grounds on December 17, 2003 — 100 years to the minute from the Wrights’ first flight.



EAA 323 Monthly Gathering (Jul): “From the sidelines to the frontlines of Aircraft ownership”

By Ed Griggs

During our last Chapter meeting, I had the privilege to discuss my perspective, as low-time Student Pilot and a new Aircraft owner, issues and questions that have arisen since becoming an Aircraft owner. I have learned so much over the course of the last year and was speaking of what I had learned! Hopefully some of the information that I have learned will help others, especially with their decision to purchase a plane, (Classic, Antique or brand New)!

I have had a love of flying ever since my parent’s arranged a flight with a local pilot on my 13th birthday in Clovis, New Mexico! That was it! I was hooked! A few years later, I took my first introductory flight in Aug 1986 at Gillespie Field in San Diego, Ca and just solo’ed in Aug 2021!

I have wanted to purchase a plane of my own and when the chance came, I hopped on it. Below is a listing of things that I have learned, and I wanted to pass them on to others who may be thinking about doing the same thing:

1. References regarding maintenance of Antique and Classic Aircraft:

Make sure that you have these two references handy. You can get them online at www.faa.gov.

(https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1021446 and

https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/99861)

AC-23-27: This advisory circular (AC) provides guidance for substantiating parts or materials substitutions to maintain the safety of old or out-of-production general aviation (GA) aircraft, or other GA aircraft where the parts or materials are either difficult or impossible to obtain. The “Table of Contents” for this A/C is 1 page long and the A/C itself is 18 pages!

AC-43-13-1B: This advisory circular (AC) contains methods, techniques, and practices acceptable to the Administrator for the inspection and repair of nonpressurized areas of civil aircraft, only when there are no manufacturer repair or maintenance instructions. This advisory circular (AC) contains methods, techniques, and practices acceptable to the Administrator for the inspection and repair of nonpressurized areas of civil aircraft, only when there are no manufacturer repair or maintenance instructions. The “Table of Contents” for this A/C is 44 page’s long and the A/C itself is 646 pages!

2. Things to know, Questions to ask before purchasing a plane:



What is the Engine time since New and since Overhaul?

Last Annual and Most RECENT compression check!

How old is the paint and/or fabric?

What is the Airframe total time and condition?

Are the aircraft logbooks and maintenance records complete?

What license is required to fly this particular aircraft?

Do you have a space to place your Aircraft?

Are you networked with people familiar with your aircraft that can help you?

Or people who are familiar with your type of Aircraft?

Buying an Antique/Classic Airplane

Pro’s:

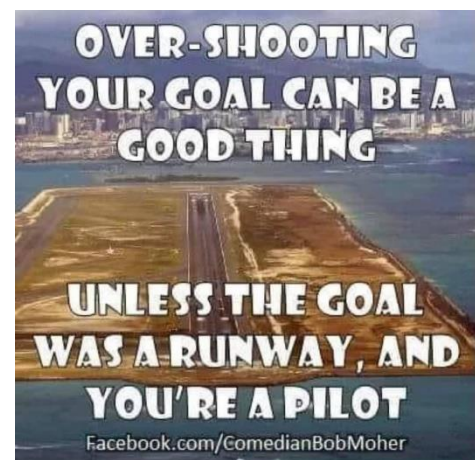
- Less complicated to fly
- Some are Unique and rarely seen.
- Most are Taildraggers !
- Less/lighter FAA regulations (No Medical required, etc..)
- Lightweight
- Cost (usually much less expensive)

Con’s:

- Age of the aircraft.
- Inaccurate/missing logs.
- Use/Abuse by Previous Owners.
- Previous Mechanics and their work ethic (Undisclosed mechanical issues, Parts are hard to come by).
- Finding “Current day” Mechanics who are knowledgeable about Antique /Classic aircraft
- Insurance
- Slower speed when compared to modern aircraft
- Most are Taildraggers!

3. Pros and Cons of purchasing an Antique/Classic:

While there are probably more pros and cons out there, these were the ones that hit home with me!



4. Previous Owners:

Knowing who has owned your plane in the past can give you a general idea of the use/abuse that has been placed on your aircraft. Being owned by an individual would have different uses than by those owned by a Flight School. Wear and tear is a significant, yet often unrecorded, issue with Classic/Antique aircraft.



5. Automobile Mechanic vs Aviation Mechanics:



While having a strong mechanical background is a “plus,” in all honesty, it means little in the Aviation community. While you are allowed to perform certain aspects of maintenance on your newly purchased aircraft, Rules and regulations guide maintenance issues and a good A & P mechanic has years of training and understanding of how the aircraft work! So, make sure to find a good A & P who can help guide you with issues that may arise.



Get ready for more than a few of these, it's a true "Rite of Passage"!

6. AC's vs AD's:



The Advisory Circular (ACs) provides guidance and information to owners and operators of aircraft concerning their responsibility for complying with Airworthiness Directives (AD) and recording AD compliance in the appropriate maintenance records.

The Airworthiness Directives (ADs) are legally enforceable regulations issued by the FAA in accordance with 14 CFR part 39 to correct an unsafe condition in a product. Part 39 defines a product as an aircraft, engine, propeller, or appliance.

7. The dreaded “Pre-buy” dilemma!

The short answer to doing a “Pre-Buy” or not to do a “Pre-Buy” is Yes! You always want to do a “Pre-Buy”. In my instance, I opted not to do a “Pre-Buy” and instead contacted the last three mechanics of record, who gave me very satisfying information about the plane that I was about to purchase!

Pre-buy or not to Pre-buy!

<p>Pro's</p> <p>Cost of a pre-Buy varies from Area to Area. In this instance, the cost was between \$400 and \$1200</p> <p>"Independent" verification of status of Plane, including a completed check of Logs and Records.</p>	<p>Con's</p> <p>Cost of a pre-Buy varies from Area to Area.</p> <p>Not sure if you are getting an Independent verification of Status of Plane.</p> <p>No 2 Mechanic's / IA's will come to the same conclusion as to the status of the plane.</p>
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I opted not to do a pre-buy;

- the plane was in Forrest City, Iowa;
- I didn't know anyone there and no one here was available to make the trip;
- The 1 "IA" who volunteered to go mentioned that he was not familiar with "Chief's" but was willing to take a look at it for me!

Instead, I contacted the last 3 Mechanics on record to question the previous Annuals and Condition reports as well as questions that I had about 337's and STC's.

In the end, the selling points for me were 1). the Comments made by prior mechanics, 2). records that I had on hand, and 3). not only was it Navy Blue and Gold but its a “Chief”! I hope that this brief helps anyone else who may be sitting on the fence about Aircraft ownership!



Sean Noel, my friend and my CFI, did the honors of flying the Chief back from Forest City, Ia. Took him 2 days to make the trip!



An outstanding “Open House” with Texoma Aero Club.

By Michael McLendon, TAC Club President <https://www.kten.com/story/46998668/texoma-aero-club-celebrating-four-years>

On Saturday, July 30, Texoma Aero Club invited everyone and anyone in the North Texas community to the TAC club hangar for a Pancake breakfast and Open House. Over 35 attendees enjoyed pancakes, bacon and a variety of breakfast drinks (Juice, Water, Soda’s, etc...), all overseen and prepared by the “Pancake Master” Rick Simmons.

Several guests flew in from various places (as far away as Oklahoma City to the Dallas regional area). We had Steve Riffe’s RV8 and Jim Smisek’s Cheetah on the ramp also. Mary Lawrence, both a TAC and EAA 323 member, conducted Discovery flights in Lucy, the club’s Cessna 172C four-place aircraft, before the weather turned into some much welcomed rain.

K-Ten news did an interview (<https://www.kten.com/clip/15333538/texoma-aero-club-celebrating-four-years>) that expresses the needs of both the Club and the Aviation community as a whole! Thanks to Abigail Brown of KTEN for helping us to get the word out!

I would like to thank all the support TAC members provided to make this a successful social event. TAC members enjoy flying. Maybe enjoy socializing even more.

As always, we extend an open invitation to all residents and aviation members of the North Texas area to come join us. Whether you are a Rusty Pilot, Student Pilot, Corporate Pilot, or someone who just wants to get involved! There is a place for everyone here at Texoma Aero Club. See our website (texomaaeroclub.com) for details.



Proof that even the Club President does some “work”!

Mike



Rick Simmons aka “The man in the Red Apron” making sure that everyone is following the main rule!



Waddee Hudson and Mary Lawrence taking their turns cooking breakfast for the group!



Rex Lawrence explaining the main rule: “Never pat the pancakes and only flip once!!”



Nice to have Glenda and Snoopy back together again!!



FunPlacesToFly

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

“A FLIGHT BACK TO THE PAST”



You are invited to join us on a vintage **fantasy** flight via a DC-3 to travel back in time and enjoy nostalgia in the “**REAL**”. We will be departing North Texas Regional Airport on a scenic flight to Mount Pleasant Airport where we will enjoy a lovely dinner while listening to the sounds of “Big Band Swing” music including Jimmy Dorsey, Count Basie, Benny Goodman, Glenn Miller and many more. Seating is limited so make plans soon.

ROUND TRIP TICKET INCLUDING DINNER \$395.00 PER SEAT.....

DEPARTURE 5:30 PM NORTH TEXAS REGIONAL AIRPORT SATURDAY 11/05/22.

CONTACT FRANK CONNERY AT C. 469.215.1110 FOR RESERVATIONS...

SEE YA!!!!

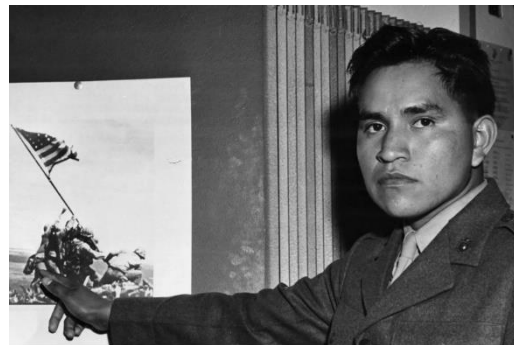


The Arcane Texas Fact:

<https://www.facebook.com/TracesofTexas/photos/a.162532927112178/5692299834135432>

I know that this is not Aviation related, but the story jumped out at me and made me proud of the Service of this young man! I hope you enjoy reading this as much as I did! Ed

Many Texans know that Harlan Block, a Texan, is the man planting the flag on the far right in the famous photo of the marines raising the flag on Mount Suribachi on Iwo Jima on March 23, 1945. Sadly, Block was killed in action just a few weeks later, on May 1, 1945. When that photo was released it was an instant sensation back home. Everybody wanted to know the identities of the Marines in the photo, but Harlan Block's back was to the camera and he was misidentified as another Marine who had also lost his life on the island. For two years, the Marine holding the pole was thought to be Henry Hanson.



But in May, 1946, the man shown in this photo, Ira Hayes, appeared at the home of Ed Block, Harlan Block's father, in Weslaco, Texas. Having hitchhiked 1300 miles in three days from his home on the Gila River Indian Community in Arizona, Ira Hayes ---- who had fought on Iwo Jima and survived the war ---- walked out into the cotton field where Ed Block was working. There the native Pima Indian told him that the man planting the flag in the picture was actually his son, Harlon.

After only a few minutes of conversation, Hayes turned around and hitchhiked back home to Arizona, his last service to a fellow Marine completed. After an inquiry, Harlon Block was correctly identified and took his honored place in history. Ira Hayes died in 1955 and is buried in Arlington National Cemetery.

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!!

Pilots N Paws:

By Rich Kreekon

The next time you are thinking about that \$100 hamburger, might I suggest that you look up Pilots N Paws. Pilots N Paws is a 501c3 charitable organization who, through the help of general aviation volunteer pilots, transport rescue animals by air.



We have flown thousands of rescue animals, military working dogs, service dogs, and dogs soldiers have adopted from war zones to safe havens provided by rescues and families. To find out how you can help, please visit pilotsnpaws.org.



[Young Eagles Flight being lined up:](#)

By Ed Griggs

For over 30 years, EAA 323 has been supporting the Young Eagles program and its time for yet another! Its not too late to get involved for the upcoming Young Eagles Flight at Sherman Municipal Airport (KSWI) on Sunday, Sep 25 at 1pm (Alternate date of Sunday, Oct 02 in case of inclement weather). Please get with John Horn and let him know of your availability for this fun and fulfilling activity! The smiles on these kiddoes faces when they emerge from the plane are priceless!!

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

This is also a chance to verify and update your EAA Youth Protection Policy and Program status. The following link (<https://www.eaa.org/eaayouth/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!

[Dealing With Dangerous Summer Flying Conditions](#)

Submitted by: Rex Lawrence, TAC Safety and Maintenance Officer, EAA 323 Secretary Date: June 27, 2017

Summer is finally here, bringing with it plenty of sunshine. Unfortunately, this time of year also brings the threat of thunderstorms, haze, and turbulence. No pilot wants to be surprised by a bout of bad summer storms, but there are ways to mitigate the dangers of ugly flying weather. If you have a clear avoidance or escape strategy planned, you can avoid in-air anxiety and reach your destination safely. Here are a few things to keep in mind when dealing with summer flight weather.

STAY UP TO DATE ON THE FORECAST

The best time to avoid getting caught near a storm is before you leave the ground. There are plenty of resources to help you monitor the weather, from smartphone apps to local television and flight service briefers. It should go without saying, but always make sure you obtain a solid pre-flight weather briefing and keep updated as much as possible.

DEPART EARLY IN THE DAY

Heat causes thunderstorms and turbulence to rise, so the sooner you can get in the air, the better. The most dangerous time of day for thunderstorms is typically 5 to 7 p.m. Flying early helps you avoid the risk of encountering a dangerous storm.

KEEP YOUR COOL

Even the most seasoned pilots can occasionally encounter a storm. According to the FAA, you can encounter hail and violent turbulence within 20 miles of very strong thunderstorms. The first thing to do when caught in a storm is to reduce airspeed immediately to maneuvering speed (VA) and tighten seatbelts and shoulder harnesses. Experts also suggest staying on the same heading when you run into a storm instead of turning around.

ENJOY FLYING SEASON

Keeping calm and using your best judgment is key to avoiding thunderstorms and other dangerous summer weather. Be well prepared, and above all else, have fun. After all, flying season is meant to be enjoyed! Take advantage of the best resources to stay safe in the air and as always, happy flying.



Ft Worth Aviation Museum Hosts National Aviation Day Celebration

<https://fortworthaviationmuseum.com/event/national-aviation-day-celebration/>

Join us on August 20th to celebrate National Aviation Day! At the Fort Worth Aviation Museum (3300 Ross Ave, Fort Worth, TX 76106) we always invite you to get up close and explore our collection of aircraft, but on National Aviation Day we will be offering open cockpits, games, prizes, raffles, snow cones, special photo opportunities, and more!

Purchase a \$5 wristband onsite (or 4 for \$16) to ride in an authentic WWII Jeep on museum grounds and experience an in-flight simulator. Each wristband purchase comes with a raffle entry to win merchandise from The Wright Brothers USA. National Aviation Day was created in 1939 by President Franklin D. Roosevelt in honor of Orville Wright's birthday.

Kona Ice will be at the museum from 11am – 2pm serving ice cold snow cones!



For Sale: Flight Simulator and other equipment

By Rich Spring



Currently for sale are a Honeycomb Yoke (A) and Throttles (B), Logictech Premium Rudders, RealSimGear G530 Sim. Also available is a Stratus 3 ADS-B receiver.

Please contact Rich Spring at 903-267-6950 or email texjet1044@icloud.com if interested!

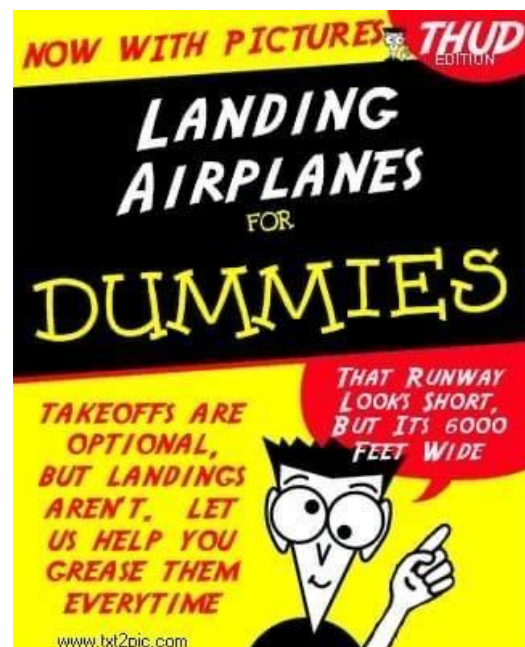


Honeycomb Yoke (A) and
Throttles (B),

Logictech Premium Rudders

REALSIMGEAR GNS530

Stratus 3 ADS-B receiver

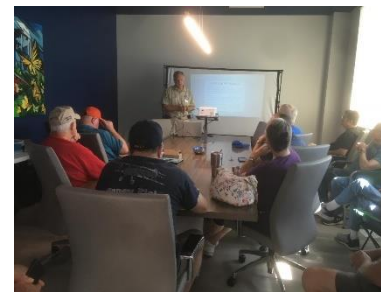


EAA 323 First Saturday Event (Aug): Auto PSRU's

By Frank Connery

On Saturday, August 08, members of EAA 323 and their guests were invited to a training session and demonstration by Stuart Davis, owner of AutoPSRU, located near Hillsboro, Tx. His company makes Propeller Speed Reduction Units (PSRU) gear boxes that converts Chevrolet and Subaru engines for use in home built experimental aircraft. This approach for an aircraft engine not only saves the builder a lot of money but it also puts engines into aircraft that are already running on lead free fuels. "My PSRU's fit engines from 100 HP to 400 HP to fit almost every kit plane on the market."

After a 30 minute briefing, a "hands on" demonstration of a Chevy Truck motor, mounted on an actual RV style frame, was conducted near the Texoma Aero Club (TAC) hangar to the surprise and awe of all those who were present! If interested, you can go to their website at <https://autopsrus.com/> for more details!



An auto PSRU mounted on a Chevy Truck motor with an Automotive intake mounted on an RV frame was chained to telephone pole to demonstrate the power of the unit! Very impressive to say the least!



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Fort Worth, TX 76179
aviationinsuranceexperts@gmail.com
682-583-0474

CFI Corner: Keeping Cool!

By Trey Bradshaw, TAC CFI

This summer has been brutally hot. Hopefully we are all taking measures to protect ourselves from the heat, but we also need to keep our aircraft in mind when operating in the heat. Summertime flying can present challenges with higher temperatures and density altitudes. We all know to be conservative when doing our performance calculations and to fly early if possible. The focus of this article is keeping your engine cool while flying in these hot summer conditions.



Keeping an engine cool starts with the preflight inspection. Ensure that the oil levels are within the manufacturer's specifications and that the proper grade of fuel is being used. While inspecting the cowling take extra care to look for foreign objects such as bird or insect nests, these can impede the flow of air needed to cool the engine. Another area of concern is the baffling. Baffling directs the flow of air around the cylinders and is usually made of sheet metal and high temperature

silicone. Any damaged or poor fitting baffling can cause cooling issues. Over time the silicone used to seal the baffles to the cowl can degrade and allow air to leak by. Sometimes wires may be routed incorrectly and create gaps in these seals, this is not only bad for engine cooling as it may also damage the insulation of the wires. If you notice any issues with the cooling systems, it is best to contact a qualified mechanic for further guidance.

More and more planes are being equipped with digital engine monitors giving us a better idea of how our engines are performing. Keeping the cylinder head temperatures (CHT's) within the manufacturer's limitations can be a challenge especially on takeoff and during climbs. Overheating the engine can cause excessive oil consumption, power loss, and detonation. Often times overheating is caused by poor engine management.

If you notice CHT's approaching redline there are a few things, you can do to alleviate this problem. If you are clear of all obstacles lower the nose and increase the airspeed, this will increase airflow into the cowling and help cool the engine. If your plane is equipped with cowl flaps open them to allow for increased airflow over the cylinders. Enriching the mixture can also help keep the CHT's from rising. Always refer to the appropriate operating handbook for instructions specific to your aircraft.

Keeping an engine from overheating is vital for preventing costly repairs and maintaining reliability, and often cooling issues can be resolved through proper pilot action and careful maintenance.

If you should have any questions, please feel free to contact me via email (treybradshaw3@gmail.com) or text (903-818-7592)!

Trey
Certificated Flight Instructor



Typical engine baffling used to keep cool air on the engine as long as possible while in flight.



Cylinder Head Temperature (CHT) readouts should be within the manufacturers limitations.



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Preventive Maintenance: Here's What You Can Fix On Your Plane:

By Swayne Martin | 03/13/2021, <https://www.boldmethod.com/learn-to-fly/regulations/your-guide-to-preventative-maintenance-what-you-can-fix/>



As a certificated pilot, you can fix over 31 maintenance items on your airplane. Here's what they are, and how the process works.

When Can You Fix Your Own Airplane?

As a pilot certificated under 14 CFR Part 61 (private pilot, sport pilot, or higher certificate), you can perform specified preventive maintenance on any aircraft that you own or operate. *This does not apply to airplanes that you don't own or operate.*

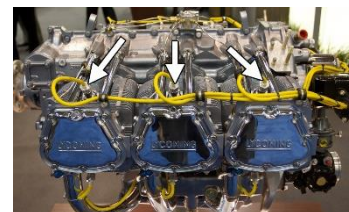
Additionally, according to 14 CFR Part 43 you can only conduct this maintenance when the aircraft is **NOT** used under 14 CFR Part 121, 127, 129, or 135. Authorized preventive maintenance cannot involve complex assembly operations. But what exactly does this mean?

What Can You Fix?

According to 14 CFR 43 Appendix A, Part C (that's a mouthful), "preventive maintenance is limited to the following work, provided it does not involve complex assembly operations." There are currently 31 items listed that you're allowed to work on yourself.

Here's a short-list of the most common examples of preventive maintenance (refer to the full regulation for a comprehensive list):

- Remove, install, and repair landing gear tires.
- Service landing gear wheel bearings (for example, cleaning and greasing).
- Service landing gear shock struts (for example, adding oil, air, or both).
- Replace defective safety wire or cotter keys.
- Lubricate items not requiring disassembly other than removal of nonstructural items (for example, cover plates, cowling, and fairings).
- Replenish hydraulic fluid in the hydraulic reservoir.
- Replace safety belts.
- Replace bulbs, reflectors, and lenses of position and landing lights.
- Replace or clean spark plugs and set spark plug gap clearance.
- Replace any hose connection, except hydraulic connections.
- Replace and service batteries.
- Make simple fabric patches not requiring rib stitching or the removal of structural parts or control surfaces.
- Replace any cowling not requiring removal of the propeller or disconnection of flight controls.



Just Because You're Allowed To, Should You?

The FAA leaves you room to self-assess whether or not you're qualified to "perform the work satisfactorily and safely."

If you don't come from a mechanical background, one of the best things you can do is work with a local A&P to get trained on a few preventive maintenance items before you take matters into your own hands. **Just because the regulations allow you to do the maintenance yourself, doesn't mean it's necessarily a good idea, at least right away.**

Required Maintenance Logbook Entries

If you do perform the work yourself, you're responsible to record entries in your aircraft maintenance logbook. Each entry must include the following information:

- A **description** of the work performed, or references to data that are acceptable to the Administrator.
- The **date** of completion.
- The **signature, certificate number, and kind of certificate** held by the person performing the work. The signature constitutes an "approval" for return to service only for the work performed.

DATE	DESCRIPTION OF WORK PERFORMED	SIGNATURE
3/5/20	1. Changed oil. Added 8 Quarts of Aeroshell 50wt. compounded Oil.	<i>Ima B. Good</i>

Ima B. Good
123456789

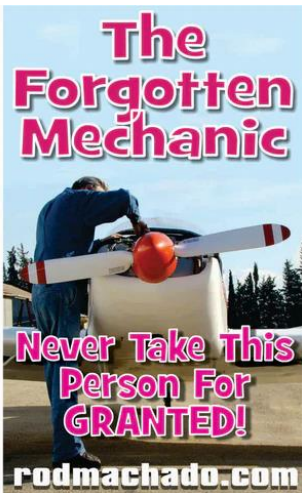
The Benefits Of Maintaining Your Airplane

A well-maintained aircraft is a safe aircraft. Learning the ins-and-outs of basic preventive maintenance will help you spot mechanical problems before they impact the safety of your next flight. And beyond that, once you're comfortable working with a few small items on your airplane, you start saving money in basic preventive maintenance costs.



The Forgotten Mechanic

By Rod Machado, JANUARY 2020, <https://rodmachado.com/blogs/learning-to-fly/the-forgotten-mechanic>



Here's today's riddle: Name something that all pilots need and use all the time, often don't know by name, and depend on completely for the safety of every flight. The answer isn't obvious, and neither is this person, who frequently remains totally hidden at your local flying school or airport. Need a clue? How about tools, grease and safety wire? I'm speaking of your local aviation mechanic.

Some pilots still think an A&P is a supermarket, not the highly trained airframe and powerplant mechanic who works on their airplane. Few know the education, effort, endurance, persistence, and skill required to obtain an A&P license. There are those who believe that becoming a licensed aviation mechanic is merely a matter of strapping on a tool belt, showing up at the local FAA office then doing a few dazzling moves with a box wrench. These are the same people who believe that Voltaire invented electricity. It just ain't so.

The mechanic is one of aviation safety's most vital components, yet he or she is also the least visible and least recognized part of the safety equation. The irony deepens further when you consider that the aviation mechanic actually needs more hour-for-hour, hands-on experience than an applicant for an airline transport certificate (ATP).

Here are the facts. The FARs require between 1,900 and 2,300 hours of hands-on mechanic experience to be eligible for an A&P certificate. That's about 400 to 800 hours more than what's required for the ATP. Now there's a big difference between those two ratings, but the comparison is interesting. In many cases, an A&P student spends his or her time under the supervision of a senior mechanic. General aviation pilots, on the other hand, often don't have the luxury of apprenticing themselves to more experienced aviators. We learn mostly on our own, which may be noble, but certainly isn't conducive to rapid and thorough learning. A&P mechanics can't afford to learn entirely on their own because we share the risks of their learning curve. In a sense, an aviation mechanic is like an intern or resident physician, who learns under close supervision. I think this is a good thing for everyone and certainly produces a highly trained person.

Along with the hands-on experience, an A&P applicant must also take an oral and practical test. A knowledge exam is also required. You can bet that those exams questions aren't necessarily easy, either. I'm pretty certain the exam doesn't contain lightweight questions such as, "Explain the difference between a wrench and a ranch," or, "Is it wise to wear a propeller hat with a tool belt?"

All of the education and training earns an A&P the right to work long hours around cranky and sometimes dangerous components (including the pilot-owners), usually in a cold, drafty hangar. Oh yes, it also gets them the right to live with the legal and moral responsibility for the mechanical safety of every flight of every airplane they touch, because if something goes wrong mechanically, you know the FAA will be talking to the mechanic who last worked on the aircraft.

I'm privileged to know many competent and capable mechanics, several of whom work on my airplane. I trust them and their associates implicitly. Were it not for the confidence I have in their abilities I probably wouldn't fly without first lighting candles, twirling my Pope-soap-on-a-rope, and setting up a little nativity scene in the cockpit. Good mechanics are worth their weight in aviation gasoline (at its current Southern California price).

When I first began instructing, I often thought a great deal about the people who serviced the airplanes I flew. I especially thought about them when operating over a dark body of water, beyond gliding distance of solid surfaces, where my imagination was my copilot (which is like having a terrorist in the right seat). On occasion, I'd begin to wonder if I'd actually heard Bob the mechanic mention something about a 12 step program, or if he'd said he was half moved into a house or completely moved into a halfway house.

I don't spend much time worrying about the A&Ps who twist wrenches now. That's testimony to the reliability of both modern planes and those who service them. There's hardly a reason to think about your mechanic on most flights when the airplane's solids, liquids and gases are behaving properly, as they usually do. You almost get the impression that an A&P's transparency is silent testimony to his or her competence.



It's as if you could say to someone, "Who's your mechanic?" and have the person reply, "Heck, I don't know his name."

To which you'd enthusiastically respond by saying, "That's just the kind of fellow I'm looking for." Hopefully, this fellow does have a name and isn't withholding it because he's in the witness protection program.

Of course, I jest, but you get the point, right?

On the other hand, if you were on approach and saw your newly overhauled propeller fly off into the distance, becoming number one to land, you'd probably call out your mechanic's name (perhaps one of several you use when important things fly off your machine).

"Bob! Darn it! I knew you were in a halfway house!"

Now you'd be thinking about your mechanic a lot on every flight, wouldn't you?

The fact is, as long the machine runs well we're not inclined to think about the man or woman behind the wrench. That's all the more reason to make sure your mechanics know that you appreciate the service they perform. You might even consider sending a "thank you" after your airplane is next serviced. The benefits are twofold. First, the mechanic will really appreciate it. Second, you will help him test his triple bypass, because few pilots are ever-thoughtful enough to send their mechanic a note like this. He'll surely be shocked.

Now, I don't want to leave you with the impression that all mechanics are wunderkinds. That just isn't so. Like pilots, controllers, and FAA personnel, there are always a few mechanics who give all the other wrenches in the box a bad name. For instance, you know you have a bad mechanic when he suggests solving your electrical problem by unhooking the spinner and attaching a new airplane to it. Any suggestion that the air in your tires needs rotating every month is an eyebrow-raiser in my book, especially if the recommending mechanic wears a tool belt with a propeller hat. Finally, despite holding an A&P certificate, some mechanics just aren't as mechanical as you'd like them to be. They may be able to twirl a wrench the way a drum major can spin a baton, but their diagnostic logic suggests the almost total absence of a left brain. Having a pan doesn't make you a cook, and I proved that. On my first cooking attempt, I had to stand in the front yard and yell at the fire trucks, "Go away, it's only oatmeal."

Having a good mechanic is the key to flying safely and comfortably. I can't think of anything else that would make me feel a bit more relaxed when flying IFR at night over the mountains than knowing that a skilled professional took pride in working on my airplane. Making sure these folks know how much we appreciate them, despite the transparency with which they work, is very important. The following poem (on the right) by an unknown author best expresses these feelings.



A Tribute to the Forgotten Mechanic

Through the history of world aviation
Many names have come to the fore...
Great deeds of the past in our memory will last,
As they're joined more and more...

When man first started his labor in his quest to
Conquer the sky
He was designer, mechanic and pilot,
And he built a machine that would fly...
But somehow the order got twisted,
And then in the public's eye
The only man that could be seen
Was the man who knew how to fly...

The pilot was everyone's hero,
He was brave, he was bold, he was grand,
As he stood by his battered old airplane
With his goggles and helmet in hand...
To be sure, these pilots all earned it,
To fly you have to have guts...
And they blazed their names in the hall of fame
On wings with baling wire struts...

But for each of these flying heroes
There were thousands of little renown,
and these were the men who worked on the planes
But kept their feet on the ground...
We all know the name of Lindbergh,
And we've read of his flight to fame...
But think, if you can, of his maintenance man,
can you remember his name?

And think of our wartime heroes, Gabreski,
Jabara, and Scott...
Can you tell me the names of their crew chiefs?
A thousand to one you cannot...

Now pilots are highly trained people
and wings are not easily won...
But without the work of the maintenance man
Our pilots would march with a gun...
So, when you see mighty aircraft
As they mark their way through the air,
The grease stained man with the wrench in his
Hand is the man who put them there...

Author Unknown

6 Braking Tips For Every Landing

By Boldmethod 12/28/2021

1) Plan Braking For Your Desired Exit

This may sound self-explanatory, but never brake too much or too little for your runway exit. If your turnoff isn't for a few thousand feet, there's no reason to apply maximum braking and force airplanes to go-around as you slowly taxi down the runway. The opposite holds true for a short field or immediate turnoff. Apply smooth, constant brake pressure and never take a turn too fast.

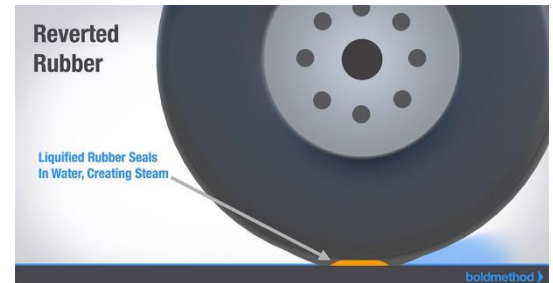


2) Don't Keep Your Toes On The Brakes Before Touchdown

Any brake pressure prior to touchdown puts you at risk for blowing a tire. With no free movement your wheels will skid, and at a minimum, you'll be replacing tires when you get back to the hangar.

3) Locked Tires + Wet Runway = Reverted Rubber Hydroplaning

Reverted rubber hydroplaning happens when your tires lock up, the rubber begins to melt, and trapped water under the tire turns into steam. *When it happens, you're riding on steam, and melting your tires in the process.* Use light brake pressure, use aerodynamic braking to keep maximum weight on your landing gear, and never lock up your brakes on landing to prevent this.



4) Most Jets Have Anti-Lock Braking Systems, Just Like Your Car

The anti-skid system releases pressure on the brakes when it senses the wheels are starting to skid. When they spin up again, it re-applies brake pressure. This release and re-application of brake pressure happens very quickly, much like what happens with your car's anti-lock brake system. If you feel the anti-skid system kicking in, let it do its job. Don't release full brake pressure if you need to stop.

5) Flying A Trailing-Link Gear? Avoid Early Braking

Trailing-link gear are designed with a flexible, L-Shaped arm and pivot point, connected to an oleo strut shock absorber. As the oleo strut compresses, the L-shaped bracket functions as an extra shock absorber, moving the tire back to upward. This helps smooths rough impacts with the runway.



As the oleo strut compresses, the L-shaped bracket functions as an extra shock absorber, moving the tire back to upward. This helps smooths rough impacts with the runway. Because full weight isn't initially applied on the wheels, avoid substantial braking until the airplane "settles" or you'll risk shredding the tires as they lightly skim the ground in a locked state.

6) Short Field Landing? Use Full Aerodynamic Braking

Once you touchdown, you want to use maximum aerodynamic braking. After you touch down, slowly start pulling back on the yoke, being careful not to lift back off. As you increase your aerodynamic braking, you keep more weight on your main gear. That, in turn, makes your brakes more effective, because you can apply more brake pressure before your wheels lock up.

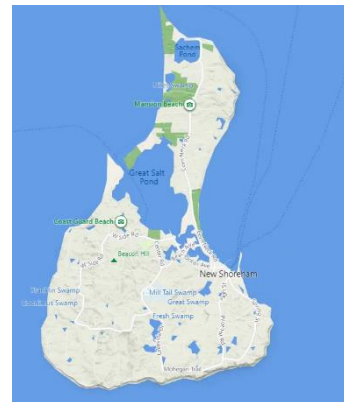
Be gentle as you apply the brakes, then start increasing braking pressure to slow down. **It's easy to lock up your wheels when your ground speed is still high, and your wings are producing a lot of lift.** Keep pressure on the brakes until you know you're slow enough to make your taxi turnoff, then gently start to let up on the brakes. Smooth application of your brakes is the key to a good landing rollout.



EAA323 VMC Club Question of the month: August 2022

By EAA VMC Staff

This month's question: You're planning a sight-seeing flight around the Block Island area and are planning to fly over the northern end of the island at 700 feet. Another pilot correctly points out that the northern end of the island includes a National Wildlife Refuge, and he says that VFR flights in such areas are not permitted below 2,000 feet AGL. Can you legally over the northern end of the island under VFR at an altitude of 700 MSL? (Note: there are many such areas identified on the chart section above, including Amagansett National Wildlife Refuge on Long Island, Sachuset National Wildlife Refuge near Newport, and the Ninigret National Wildlife Refuge east of Westerly State Airport.)



Pilot's Tip of the Month: Survival Essentials?

Featuring Elaine Kaugh, <https://pilotworkshop.com/tips/survival-gear/>

Subscriber question: "I want to fly with a survival kit, but I'm tight on space. What are the bare essentials for summer and winter?" — Stephen Z.

From Elaine: "The must-haves can be in two locations. The first is on you. Wear a jacket or vest that can hold your cell phone, small flashlight, a small signaling device like a mirror, a whistle, and a pocket knife or seat belt cutter. If you're trapped inside the aircraft, you'll first need a way to get out of the seatbelt, then through a door or window. The knife or cutter can also be used to break a latch or window to get out.



Elaine Kaugh
CFII, FAASTeam
Lead representative,
Corporate Pilot

If you don't have a GPS-enabled ELT, add a personal locator beacon. These are compact, reasonably priced, super-accurate in pinpointing your location, and can be a backup should the aircraft ELT fail. Then put a handheld radio in the cockpit pocket next to you or even in the jacket. Any transmission on CTAF or 121.5, even from the ground, can help another aircraft locate you.

On the right seat or just behind it, stash a small backpack. Not camo: make it blaze orange or pink. It'll be easier for you to locate in the dark and make you more visible if outside. The pack can hold items like a canteen of water, energy bars, firestarters, a first-aid kit, and your choice of a space blanket, a large trash bag, or extra clothing. A night outdoors can be chilly in some regions, even in the summer and especially if it rains.

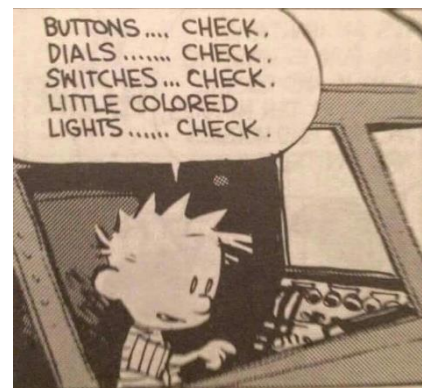
For summer, add in bug spray, a foldable brimmed hat, and a small tube of sunscreen. For winter, have a wind-resistant, neon-colored hooded coat with a good hat and mittens. Add in disposable hand warmers. Even if you only fly locally, it can take a while to locate downed aircraft. So, carry what you'd want to have if you ever had to wait a few hours until help arrives."

CHICKEN WINGS

www.chickenwingscomics.com



BY MICHAEL AND STEFAN STRASSER



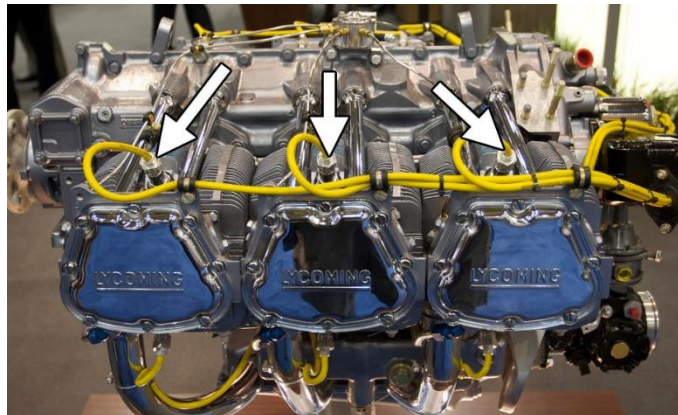
Quiz: What Aircraft Engine Part Is It?

By Colin Cutler, 07/22/2022, <https://www.boldmethod.com/blog/quizzes/2022/07/what-aircraft-engine-part-is-it-can-you-get-all-6-of-them/>

Answers on page 17!

1) What are these arrows pointing to?

Magnetos	Intake valves
Spark plugs	Fuel injectors



2) What is this arrow pointing at?



Starter	Generator
Magneto	Alternator

3) What is this arrow pointing at?

Oil dipstick	Fuel strainer
Carburetor	Oil high pressure blowout valve

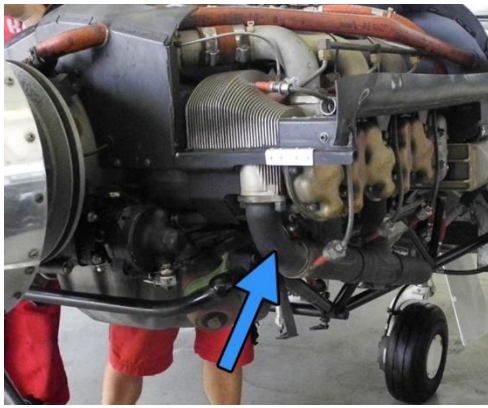


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MCFI/CFII AMEL/ASEL/HELII SFAR 73 R-21/44 Instructor Advanced/Basic Ground Instructor Instrument Ground Instructor Night Vision Goggles Instructor	A&P Mechanic SUAV Drone Pilot ATP AMEL/ASEL/HELII High Performance/Complex Flight Reviews/IPC
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4) What is this arrow pointing at?



Intake manifold

Fuel injector line

Cam shaft

Exhaust manifold

5) What is this arrow pointing at?

Oil reservoir

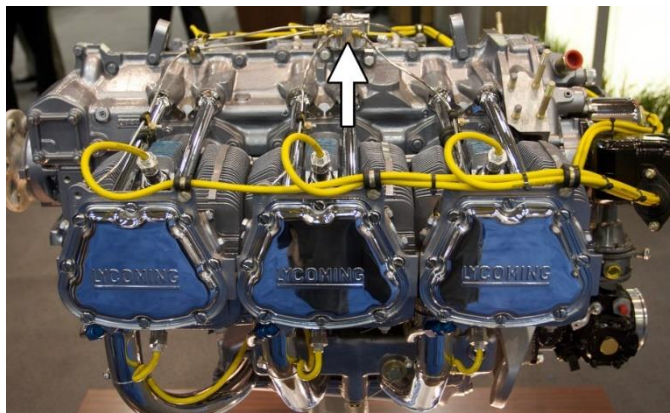
Battery

Brake fluid reservoir

Fuel filter



6) What is this arrow pointing at?



Carburetor

Fuel injector nozzle

Fuel manifold

Oil filter

7) What is this arrow pointing at?

Alternator

Engine cooling fan

Prop governor

Starter flywheel



Aircraft of the Month: North American BT-14 Yale

https://en.wikipedia.org/wiki/North_American_NA-64_Yale

Fletcher, David C; MacPhail, Doug (1990). *Harvard! the North American Trainers in Canada*. San Josef BC/Dundee ON: DCF Flying Books.

https://www.skytamer.com/North_American_BT-14.html

The North American NA-64 (NA-64 P-2 or NAA-64 P-2 in French service, Yale in Canadian service) is a low-wing single piston engine monoplane advanced trainer aircraft that was built for the French Air Force and French Navy, served with the Royal Canadian Air Force, and with the Luftwaffe as a captured aircraft during World War II.

Ordered as a follow-on to the NA-57 as a two-seat advanced trainer, the NA-64 P-2/NAA-64 P-2 represented a major structural improvement, with a longer all-metal fuselage replacing the fabric covered fuselage of the NA-57. As well as metal skin replacing the fabric on the fuselage, the fin was changed from having a corrugated skin to being a smooth stressed skin structure and was moved slightly aft, lengthening the rear fuselage while the engine was moved forward to maintain the center of gravity. The rudder was also changed from the rounded shape used previously to one with a roughly triangular shape with the broadest part being at the bottom to improve handling at high angles of attack. In one respect however, it was a step backwards from its immediate predecessor, the BT-14, with which it is often confused, in that the earlier straight wings were used with the result that in RCAF service, when compared to the later and more powerful Harvard II it was flown alongside, it had different handling characteristics and lower performance.



Specifications: NAA BT-14 Yale

General characteristics:

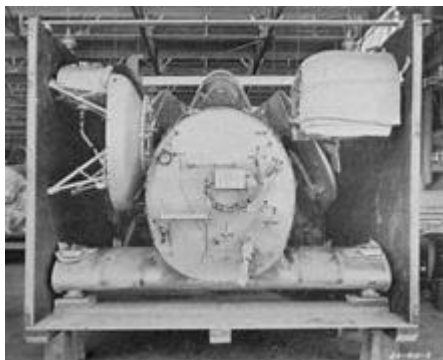
Crew: two (instructor and student)
Length: 28 ft 4 in (8.64 m) [47]
Wingspan: 40 ft 1.4 in (12.228 m)
Height: 8 ft 10.5 in (2.70 m) [47]
Wing area: 241.67 sq ft (22.42 m²)
Empty weight: 3,324 lb (1,057 kg) [47]
Gross weight: 4,500 lb (2,040 kg) [47]
Max takeoff weight: 4,291 lb (1,946 kg) normal weight per NAA
Fuel capacity: 104 gallons/394L including 16.5 US gallon/2.45L reserve tank
Oil capacity 9.5 US gallon/36L
Powerplant: 1 × Wright R-975-E3 Whirlwind radial engine, 420 hp (310 kW)
Propellers: 2-bladed Hamilton Standard 2D30 hub & 6101A-12 blades, 9 ft 0 in (2.74 m) diameter

Performance:

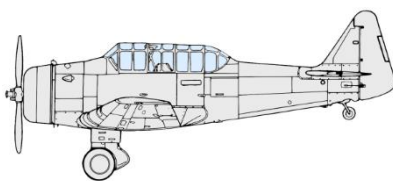
Maximum speed: 166 mph (267 km/h, 144 kn) sea level
Cruise speed: 146 mph (235 km/h, 127 kn) 64% power
Never exceed speed: 300 mph (483 km/h, 261 kn)
Range: 730 mi (1,175 km, 630 nmi) cruising speed
Combat range: 475 mi (765 km, 413 nmi) maximum speed
Endurance: 5 hrs at cruising speed, 2 hours 48 minutes at maximum speed
Service ceiling: 17,500 ft (5,350 m) full load
Rate of climb: 1,120 ft/min (5.7 m/s)
Time to altitude: 11.36 min to 10,000 ft (3320 m)
Wing loading: 17.76 lb/sq ft (86.7 kg/m²)
Power/mass: 10.22lbs/hp



The first North American NAA-64 P-2 NX13397 before delivery. Due to the fall of France, this aircraft was instead delivered to Canada as a Yale Mk.I, and still exists.



North American NAA-64 in its shipping crate for delivery to France. Most of those that made it to France had not even been unpacked when the Germans overran northern France.



North American BT-14

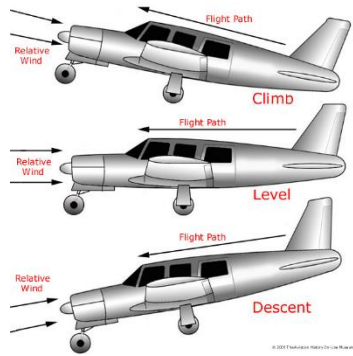


Aviation Words – “Angle of Attack (AOA, Alpha)”

By Ian Brown, EAA 657159, Editor - Bits and Pieces

Anyone who has sailed knows that the apparent wind direction changes as the boat speeds up. If it is at 90 degrees to the boat when stationary, it will move toward the bow with increasing forward motion. So what about in the vertical plane?

There are varying descriptions of angle of attack (AOA) out there. All seem to agree that a baseline needs to be established; with simple wing shapes, it's generally the chord of the wing from the trailing edge to some point on the leading edge. The angle, alpha, is measured between that baseline and the apparent wind direction. The faster you are moving, the smaller the angle of attack in still air.



Conversely, the slower you are moving, the greater will be the angle of attack. When angle of attack increases, the lift increases, but then so does drag. At some critical point, airflow detaches from the wing and the aircraft stalls. Measuring AOA is useful both in landing at the slowest speed and taking off at the best angle of climb.

It's easy to think of the direction of the airflow as being parallel to the ground, but it's not. It's parallel to the direction of motion of the aircraft. I found a great graphic to help explain this.

Angle of attack indicators are a significant safety enhancement. Note to self: Get one.

EAA323 VMC Club Question of the month August 2022: Answer

By EAA VAM Staff

The answer (from page 16): The proposed flight would not be strictly against Federal Aviation Regulations as long you maintain the required altitudes as prescribed in FAR 91.119, Minimum Safe Altitudes. AC-91-36D, states that noise producing aircraft (fixed-wing, rotary-wing and hot air balloons) over noisesensitive areas should make every effort to fly not less than 2,000 feet above ground level (AGL), weather permitting. It also defines wildlife refuges as noise-sensitive areas. So it is recommended that pilots observe the 2,000 foot agl minimum altitude, however flights below 2,000 agl over such areas is not strictly prohibited.

Answers to the Quiz on Page 14 and 15

- 1) These are the spark plugs. Notice how there are two of them for each cylinder.
- 2) This is the alternator, it's your primary means of electrical power when your engine is running.
- 3) This is the oil dipstick. Make sure you're checking your oil before every flight!
- 4) This is the exhaust manifold. Hot exhaust air flows through here, into your muffler, and outboard from the aircraft.
- 5) This is the battery.
- 6) This is the fuel manifold. Fuel flows from here to the injector nozzles in each cylinder of a fuel-injected engine.
- 7) This is the starter flywheel. When you engage the starter, a gear moves out and connects to the flywheel, turning your engine over.

"Dad, I don't like planes as much as you do. Am I adopted?"

"Not yet, we can't find anyone that wants you."



Supporting Our Community, Shop Local, Shop Texoma:

By Todd Bass

When you think about getting the most out of your money, you might think about long-term investments – things such as high-yield accounts, 401k, IRAs, real estate investment, and so forth.

And as you might imagine, these are all great options for the money you want to keep, but how do you get a return on investment for the money that you spend?

The answer is simple – shop local.

When you shop local, you're making a personal investment in your neighborhood and community. In fact, for every \$100 spent, roughly \$68 to \$73 of it returns to local activity.

Money is kept in the community because locally-owned businesses often purchase from other local businesses, service providers, and farms. Purchasing local helps grow other businesses as well as our region's tax base.

Whether you realize it or not, when you shop local you are individually stimulating the local economy with your support and in turn, helping shape your community's unique character and personality.

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

FASTSIGNS®

FASTSIGNS® of Sherman

Todd Bass

1920 N Grand Ave, Sherman, Texas 75090

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



Rebecca Yavner, Agent

214-785-8188

<https://rebeccayavner.exprealty.com/index.php>



Allstate

You're in good hands.



Vogel Allstate Insurance Group

5621 Texoma Pkwy, Sherman, TX

75090

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



Keep Calm
SHOP LOCAL

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

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



EAA Webinars Schedule:

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

These live multimedia presentations are informative and interactive, allowing the presenter to use slides and audio, while audience members can ask questions and be polled for their opinion. Pre-registration is recommended since space is limited to the first 1,000 registrants.



8/2/22 @ 7 p.m.

Presenter: Marc Cook

Subject: Homebuilt Highlights from AirVenture Homebuilders Webinar Series

Kitplanes Magazine's Editor in Chief Marc Cook will cover the important homebuilt news, products, and just plain cool aircraft that caught his eye at AirVenture 2022. Even if you attended AirVenture 2022, put this one on the calendar as you just can't see it all.

8/3/22 @ 7 p.m.

Presenter: Mike Busch

Subject: Disastrous Annual Qualifies for FAA WINGS and AMT credit.

In this webinar, maintenance expert Mike Busch A&P/IA tells the sad tale of a highly experienced aircraft owner who took a newly purchased airplane to a shop he'd never used before for the first annual inspection on his watch. The annual turned into a disaster that resulted in the airplane being unflyable for more than a year and a huge invoice far beyond the shop's estimate. The sad part is that all of this could have been prevented had the owner simply dealt with the shop in a more businesslike manner, something Mike explains in detail. This should be a cautionary tale for every aircraft owner.

8/9/22 @ 7 p.m.

Presenter: Chris Henry/Ben Page

Subject: The Culver PQ-14 Museum Webinar Series.

Chris Henry and Ben Page from the EAA Aviation Museum explore the history of the Culver PQ-14. This sporty little red airplane actually has an interesting history in the world of test flight. Join us as we uncover some of the exciting adventures of the PQ-14 in the test flight world.

8/10/22 @ 7 p.m.

Presenter: Rod Machado

Subject: Handling In-Flight Emergencies in Small Airplanes Qualifies for FAA WINGS credit.

If you've ever wondered whether or not you could handle some of the more uncommon and rare in-flight emergencies a pilot might experience, then this is the program for you. Rod Machado provides practical strategies for dealing with those uncommon but still serious in-flight emergencies that can affect all pilots.

8/17/22 @ 7 p.m.

Presenter: Steve Krog

Subject: Traffic Patterns at Non-Towered Airports Qualifies for FAA WINGS credit.

EAA Sport Aviation "The Classic Instructor" columnist Steve Krog presents information to explain traffic pattern procedures at nontowered airports. Steve discusses procedures and techniques to help navigate the traffic pattern safely and efficiently.

8/31/22 @ 7 p.m.

Presenter: Thomas P. Turner

Subject: IFR Routing Tricks for Efficiency and Workload Reduction Qualifies for FAA WINGS credit.

In our GPS Direct world there are still some tips and tricks that make IFR flight more efficient with much lower workload. From his own experience (some of it learned the hard way), Thomas P. Turner provides ideas for planning and executing IFR flights using non-towered airports, into and out of high-density airspace using SIDs and STARs, when it's a good idea to pick up a clearance in the air and when it's not, and special techniques for making short-distance flights in instrument meteorological conditions.



EAA Webinars sponsored by



Upcoming Events:

- Thursday, Aug 18 EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI),
1200 South Dewey, Sherman, TX @ 7:00pm
Subject: Ups and Downs of an AeroClub with Mike McLendon
- Saturday, Aug 20 Antique Aircraft Association August Meeting - Jim Austin's hangar,
Northwest West Regional Airport Northwest Regional Airport
nwra52f.com, 302 Phantom Way, Roanoke, TX 76262
- Ft Worth Aviation Museum National Aviation Day_National Aviation Day Celebration
<https://fortworthaviationmuseum.com/event/national-aviation-day-celebration/>
3300 Ross Ave, Fort Worth, TX 76106
- Saturday, Sep 10 EAA 323 First Saturday Event: MidAmerica Flight Museum with Mike McLendon
- Thursday, Sep 15 EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI),
1200 South Dewey, Sherman, TX @ 7:00pm
Subject: What can the EAA do for you? With John Halterman
- Sunday, Sep 25 Young Eagles at SWI with John Horn
(Alternate date of Sunday, Oct 02 in case of inclement weather)

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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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