



The Ramp Page

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



October 2019

Email: ea323@hotmail.com

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President's Mission Brief for November 2019

By Mike McLendon

Hard to believe that we are halfway through the month of October. Wow what a change in the weather. Makes for some great flying days like today at Gainesville Antique Fly-In and Brushy Creek last Saturday. 57th year for Gainesville and 23rd at Brushy Creek.

Gainesville was like a mini Oshkosh with all the aircraft coming and going!

On a whim, I joined the Texas Antique Airplane Association today (\$25 annual fee) since Glenda (4594U) is no longer a "Spring Chicken" at 55. But she is still a "Sweetheart"

On a serious note. The loss of the Collings Foundation B17, "909", was a personal loss for me as well as thousands of others who've taken flight in that venerable warbird.



Ernest McCauley and Michael Foster were at the controls during my flight years ago. True pioneers of aviation who loved what they did. They were at the controls when 909 visited NTRA back in March. At the controls on October 2, 2019.

It is humbling to have stood in the cockpit of this aircraft in March, unknowing that this would be its last visit to our area and that fate would have two airmen die in that spot. RIP.

To take flight in a B17 had been a dream of mine from long ago when 17's flew treetop level over Atlanta dropping fire ant insecticide. My Dad took me to the Atlanta Airport to see those planes through the fence.



The loss of Ernest, Michael and five passengers is a tragic loss. Our thoughts and prayers go out to those left behind.

But now.....

There is more at stake in the wake of this incident. There are those who would legislate away our freedom to fly in these historic aircraft. We must support those organizations who maintain and fly these rare pieces of history. Our own EAA Aluminum Overcast could lose the privilege to fly passengers. Let's not let that happen.

Back to Local stuff.



The City of Sherman with the assistance of Corgan Aviation is making significant progress in the upgrade at Sherman Municipal, KSWI. At the latest Steering Committee Meeting, proposals for placement of new hangers, taxiways, and fuel depots were reviewed and narrowed down.

The TTF (Thru The Fence) private development is also on track in conjunction with the KSWI upgrade. Stay tuned for further developments.



New project. Simulator on a Trailer.

Here's something I've proposed for some time but now have more than the basics to work with. Thanks to Mark Taylor at US Aviation, we are the recipients of an obsolete but useful Baron simulator that has many possibilities for a "hands on" experience for Grayson school kids. Who is up to making this project a done deal?

The simulator currently resides in the Texoma Aero Club Hanger which has space to for this project.

Cedar Mills Splash In Fly In this coming Friday thru Sunday. All hands on deck for this one. We need members to help set up starting Friday at 3 PM. Dallas Air Salvage will prepare a superb meal for us and more that evening.

Saturday, we are responsible for shuttle service to/from airport, lodge, and restaurant during the day. That evening will be dinner at the restaurant if you so desire.

Sunday AM, we need to be back to prepare a pancake breakfast starting at 6AM. There will be plenty of coffee to get you started. Let's help Kris make this one the best ever.

Cavanaugh project. I'll update as soon as I get the word from Ken.

Nominations -New Officers for 2020.

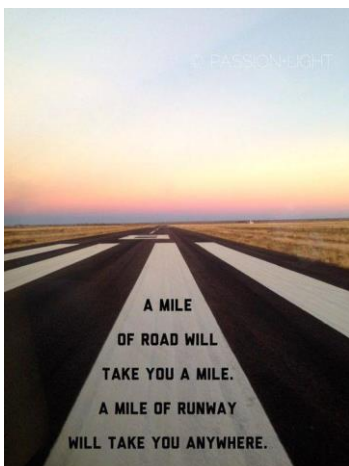
I have thoroughly enjoyed my two years as President of EAA323 but alas my time has come to pass the reins over to another aviator. Thanks so much for the help you have given me and to this chapter. The good news for our new incoming president is that at the Brushy Creek BOD meeting, we mapped out more than 1/2 of the programs/ presentations for 2020. Not a bad inauguration present.

Now, who is up to the challenge? 😊

Texoma Aero Club will host a fly in, open house, Eat a burger or hotdog, event on Saturday, November 9. 10Am to 3PM. All are invited. Memberships available.



Get out there and aviate! Blue Skies. Mike



Young Eagles Flight is another success!

By Ed Griggs

On Sunday, September 22, We hosted another successful Young Eagles Day event. While not another club record setting day, the 8 Young Eagles that did show up were treated to an awesome day of flying.



Pilots, Ground Crew and Helpers posing before the fun begins!



John Halterman showing Young Eagles around the plane!



Rick Simmons getting ready to board with his Young Eagles!



Leldon Locke showing Young Eagles the ropes!



A completely worn out Steve Straus!

(P.S. Sorry, Steve. Mike made me do it!)



Texoma Aero Club wants You!

By Michael McLendon

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

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?

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.



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!

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!!

23rd Annual Brushy Creek Fly In

The day dawned cool and with a bright sun in the east kissed by clear skies. Preparations had been underway for several days and the day had much promise. The EAA board gathered about 9 am and made plans for programs, flights and progress checks. Next year's President will have a running start on the year thanks to the board's actions and planning under Mikes leadership. As the morning progressed folks gathered in the hangar and planes began arriving, some with appropriate flybys to verify the field was acceptable for landing. The crowd gathered and brought food and baby diapers, wipes and filled a table and the floor around it with these items. Your Neighbors House who serves the needy in West Grayson county will benefit from your generosity. About noon we thanked God for our blessings. Then the dinner bell rang and chow was on. At our peak we had 8 eight planes and the sign in sheet had over 60 names of friends, family and some intrepid aviators who attended. Kids had fun, flew the sim, played games (some won prizes) and kept us all on our toes. The heat built thru the afternoon and folks departed early to find cooler hangouts. My thanks to you all for supporting our local grassroots fly in, Your Neighbors House and thanks to Pam my partner in all things owner, of PK Solutions for sponsoring this event. Next year will be number 24, a precursor to number 25.





John Halterman's Kitfox



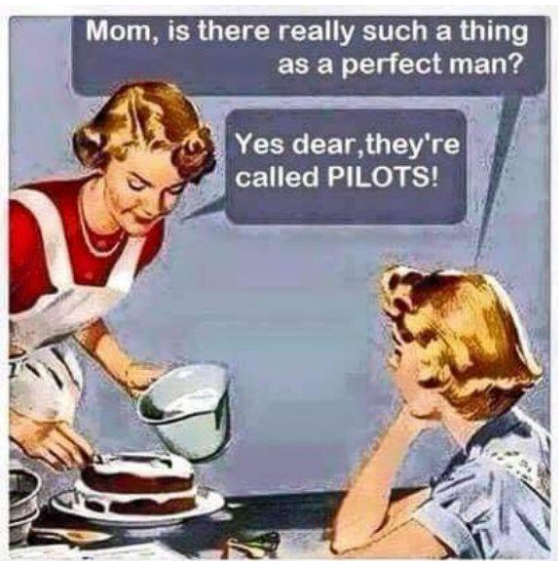
Fly-In's at the Fly-In!



Clint Murphy getting some last minute directions!



Miss Mary in the Cheetah, aka Snoopy!



Quiz: Are You Legal To Fly In These 6 Scenarios?

By Colin Cutler 07/15/2019

<https://www.boldmethod.com/blog/quizzes/2019/07/can-you-answer-these-six-in-flight-scenarios-and-are-they-legal/?fbclid=IwAR3e2vUIXGT2DKdI8PwOLhAJGChAxb8Xv-QMdE0Ur5ty9yqS2RP25S-UVtc>

1) You're a private pilot, and you're taking a friend up for a flight. You unpack your flight bag, and realize you forgot your logbook at home. You do have your pilot certificate and medical. Can you fly?

Yes, let's go.

No, I need my logbook.

2) You got your 3rd class medical today, which also happens to be your 40th birthday. In addition to the remainder of this month, how long is your 3rd class medical valid?

12 calendar months

18 calendar months

24 calendar months

48 calendar months

60 calendar months

72 calendar months

3) You want to take a friend up for a night flight to tour the city. In the past 90 days, you've logged 4 night touch-and-go landings and 2 night full-stop landings in your plane. Can you take your friend on the flight?

Yes

No

4) You've been hired as a ferry pilot, and you'll be delivering aircraft all over the country. What's the lowest class medical certificate you need for the job?

1st class

2nd class

3rd class

5) You passed your private pilot checkride today. When will you need your first flight review to continue acting as PIC?

6 months

12 months

18 months

24 months

6) You're taking a trip with friends, and you've asked them to split the gas cost. Can you ask them to split the tie-down and parking fees too?

Yes

No





Purchasing a Plane

“The two happiest days in an airplane owner’s life are the day it is bought and the day it is sold.” – Anonymous.

Well it’s the end of an era – I’ve just sold my trusty Cherokee, ol’ 52N. And in the end, while I was satisfied that I’d gotten what I needed out of it, the experience was more bittersweet than anything. But that is a topic for another article – this time I am going to lay down what I know about purchasing a plane.

Keep in mind, my audience here is my fellow “budgetarily-challenged” aviators. It is a much different discussion if money is no object – just go buy what you want. I won’t really be going into the aspects of ownership (again, another article).

For the rest of us, the first and best advice is “define your mission”. There are so many planes that do so many different things, but at my mere mortal price point, there aren’t too many that do several things well. For example, do you need short field capability? Then you can probably forget about going fast. Do you need a load hauler? Then expect to burn more fuel. And so on. A typical mission might be for training – either for primary or advanced ratings and certificates, to satisfy your need for speed and excitement, to take the family to the coast for the weekend, or to go camping in the back country.

Once you have an upper spending limit in mind, you can then set that as your overall filter, then begin narrowing down the results based on mission first, then narrow the field down further based on equipment requirements, how far you want to travel, and other criteria of importance to you. Really, this is mainly a personal decision and a bit outside the scope of this article.

In my own case, the Cherokee was a fine training airplane for my IFR and hour building, and the occasional weekend trip or Pilots and Paws run. As I gained experience, I learned more about what I didn’t know and my mission began to refine itself. My further training goals are in different types of airplanes (tailwheel, sea plane, multi, etc...) so the utility was diminished in the Cherokee. As a traveling plane, it left much to be desired with its leisurely pace and lack of space. With no autopilot, a 2-3 hour trip with any sort of heat or turbulence could be a real work out! And, when the wife says we need a bigger/faster plane, who am I to argue??

So, with the mission and budget defined, I set up email alerts on searches in all of the reputable aviation classified sites – Trade-A-Plane, Controller, Aero Trader, Barnstormers to name a few. I looked on the bulletin boards at any airports I happened to frequent. I asked around. Probably the best tip here is I also joined most of the type-specific forums. By looking in the classifieds in the forums, you have the ability to look up previous posts by the owner and begin to build a mental history of the airplane in question. Is he or she posting questions on lots of problems? Or mostly pictorials of upgrades and fun trips? Does the user seem well-respected on the forum, or is it their first post? This gives me comfort level.

You may have at any given point dozens of different planes saved across all of the different platforms – and in the end you have to just compare each with your budget and mission and then begin to make compromises. Can you forego air conditioning as long as it has leather seats? High time engine OK if the price is right? Again – not really an issue if money isn’t a factor – just buy what you want and drop it off at the shop with a blank check. For the rest of us....

Now you start reaching out to the owners, and anyone who is serious about selling will engage in dialog and should have no problem sending as many photos and logbook scans as you want. This is an airplane, not an x-box, and I simply will not deal with someone who refuses to answer questions or provide info. I know it is frustrating for them, but tough. Someone is spending a lot of time and money on a machine they will trust their lives to, and that’s just the way it is. Do not fall in love with the idea of a specific plane and forget this advice.

If you have a reasonable amount of experience, you can probably look for red flags in the logs for yourself at first– try to get an idea how many hours it flies a year. Sure it may have only 300 hours since overhaul, but if that was done in 1992, you want to be careful. This should help narrow the field further.

You want to see that anything that is installed or advertised is properly logged in the airframe or engine logs, and in general just a good consistent flow of “stuff” being done to it each year. Beware the logs with long gaps between entries – either its sitting unused, or things aren’t getting logged.

If you aren’t sure where to start, get your A&P to look over the logs for you and educate you on what they are looking for. Its eye-opening!



At some point before getting too serious, contact your insurance agent and be certain that you can afford the insurance and find out whether additional training will be required. When moving up to a high performance retractable for example, they may require several hours of dual with an experienced-in-type CFI before you can fly as PIC. Get that sorted first – maybe even before you settle on a model – I was able to eliminate several from my pool by simply checking that. Be sure to give them all your various membership info (EAA, AOPA, ABS, etc) as well as any formal training or WINGS accomplishments – there may be discounts involved. Also, make sure you have a place to put it – hangar space is scarce! Tie downs are not expensive - \$25 per month at KSWI.

Once you've narrowed it down to 2-3 or more that you are semi-serious about, the next step for me is to contact Aerospace Reports out of OKC <https://www.aerospacereports.com/services/aircraft-title-search-package> and order a complete report for the tail number in question. This will give you accident history, title history, and airworthiness info – any major alterations or repairs done on the plane, which should have an accompanying STC or 337 filed. Be aware of any advertised “mods” if you can't find a corresponding STC or 337 on file – the owner may have it and just forgot to send it in, but you do want that there – otherwise that could end up in a wild goose chase of paperwork.

Ok so you are satisfied that paperwork looks good at least at surface level. Next step is to find a reputable A&P in the area to conduct a pre-buy inspection. He or she should ideally be one who is not familiar with the plane in question, to avoid potential conflict of interest. Forums are a great help here. Call and speak with them, and tell them exactly what you want done – remember that a pre-buy is NOT an annual inspection, and there is no standard here. In the case of a pre-buy, you are looking for things that are going to cost you money unnecessarily – things like ADs not complied with, paperwork out of order, run-out engine or landing gear about to give up the ghost, corrosion, etc. The American Bonanza Society website has a pre-buy checklist you can download for free and adapt it to any plane. Give this to the A&P to work from if you don't have your own list in mind.

Agree on a list of items you want looked at, and a reasonable time to get this done. Get their agreement that they will look at the big-ticket items first, and call you before proceeding if they find a problem – no sense finding a \$10K landing gear issue in the first 10 minutes, then spending the rest of the day looking at little stuff!

Once this is done and you have a “squawk list” then use that to research cost of repair and use that as leverage in negotiations. Similar to a house, the seller may not be amenable to fixing everything on the list – focus on the expensive or safety related items.

Once you negotiate a price (use <https://www.aopa.org/members/vref/> as a starting point), be sure to stipulate what items will be included and whether the owner will be willing to assist with ferry, training, etc. Depending on your personal trust level, you may choose to use an escrow service – Aerospace Reports mentioned earlier has such a service and it is pretty painless. See if the seller will split the fee.

Just about everything else is like any large item you buy. You'll need to consider tax implications if you want to own it as an LLC. Check the laws of the state you are dealing in as to their sales tax or other requirements.

If you have to travel far to get the plane, it doesn't hurt to get recommendations from the owner on where to stay in the area, any events in the area that may make travel difficult, airfield conditions, etc. See if they are willing to give you a check out/acceptance flight. Then the moment of truth comes and you trade signatures and money, and hopefully you've made a long term friend!

As to my journey, to this day I am good friends with the guy I bought the Cherokee from, and I have a pretty good feeling as I count down the days to go pick up my new (to me) 1960 Beechcraft Debonair.

More to follow... feel free to shoot me any questions if anything is unclear, and I'll do my best to find an answer!



FunPlacesToFly

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

Builder's Corner Updates

By Ed Griggs

From Ed Griggs, Ison Airbike: These are pictures of the propeller that is currently being made for me following by Prince Propellers after my "successful" landing.



Pitch Hand Carved and Carbon Fiber applied to P-TIP's, and wood resin sealed, next will be to Hand Carve Airfoil.



Airfoil Hand Carved, next step will to add Carbon Fiber to P-TIP, after cure I will start the Urethane Coating Process Airfoil Side



Airfoil Shaped, Propeller Balanced and Sanded, Carbon Fiber applied to P-TIP's, next will start the Urethane Coating application.




Propeller Sanded, Balanced and first three Applications of Clear Urethane Applied.

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!!

What's your Pilot Call Sign?

First letter of first name:

A Hot Shot	L Speedy
B Daring	M Eagle Eye
C Wild	N Scout
D Speedy	O Flashy
E Screaming	P Kid
F Breakneck	Q Cheeky
G Punchy	R Dashing
H Dusty	S Sassy
I Rocky	T Flying
J Dead Meat	U Reckless
K Buzz	V Goofy
	W Yankee
	X Tricky
	Y Major
	Z Lefty



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Day you were born:

1 Shirley	9 Hawk	17 Scorch	25 Braker
2 Maverick	10 Skipper	18 Shooter	26 Hornet
3 Boom Boom	11 Thunder	19 Streamer	27 Hurricane
4 Mad Dog	12 Ace	20 Birdie	28 Jammer
5 Tiger	13 Legend	21 Viper	29 Knuckles
6 Goose	14 Rebel	22 Whiplash	30 Lightning
7 Hollywood	15 Radar	23 Zipper	31 Bravo
8 Blade	16 Rocket	24 Blaster	

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[Keep History Flying: Warbirds In The Wake Of The B-17 Crash](#)

By Dave Deptula Contributor

Aerospace & Defense

https://www.forbes.com/sites/davedeptula/2019/10/05/keep-history-flying-warbirds-in-the-wake-of-the-b-17-crash/?fbclid=IwAR3PWRGV4Z1kdPMwfYFTizYPqvr_-dleyoGUWOB8tW4KCxxA2iBMFsO2uxo#3ff84a1874171 write on defense, strategy, the profession of arms, and aerospace.



This week, a World War II-era B-17 tragically crashed in Connecticut. Words fall short in trying to provide comfort to the loved ones of those departed. Prayers are extended for them and those recovering from their wounds.

As we absorb what happened, it is important to understand the context behind the flight. Across America, a select number of educational organizations have restored historic military aircraft to flying condition to honor veterans, serve as educational tools, and inspire future generations. These are not “fly by night” operations as some in the media have conjectured. These organizations are comprised of incredibly talented individuals subject to Federal Aviation Administration standards and oversight specifically formulated for this class of vintage aircraft. These rules cover the aircraft restoration process, ongoing maintenance, pilot qualifications and flight operations.

Harnessing considerable private resources, these organizations seek to make history come alive for the general public. It comes down to a simple principle: Watching historical aircraft roar to life, thunder down the runway and soar into the sky is far more interesting, engaging and memorable than viewing a dust-covered plane hanging from a museum ceiling.

Today In: Business

The opportunity for members of the public to fly in one of these historic aircraft—a wholly different experience than flying on a modern commercial airliner—increases the impact even further. You can read a book or watch a movie about flying and fighting in World War II, but it is impossible to truly grasp what aircrews endured unless you fly in a vintage warbird yourself.

These aircraft serve as traveling museums, able to visit communities across America and engage people who are not able to journey to the National Air Force Museum in Dayton, Ohio, or the Smithsonian’s Air and Space Museum in Washington D.C. Attendees include school groups, veterans, and the general public. Several U.S. presidents have even stopped to visit with these veteran warbirds to say, “thank you.”

In years past, World War II veterans were a common sight among the attendees, coming to show family members their contribution to the nation in decades past, often opening up about their wartime experiences for the first time. Other veterans were coming to say goodbye to “their” aircraft one last time.

As President George W. Bush explained during the dedication of the Air Force Memorial in 2006, “a soldier can walk the battlefields where he once fought. A Marine can walk the beaches he once stormed, but an airman can never visit the patch of sky he raced across to defend freedom.” These aircraft are as close as veterans can get to their past—they serve as memorials for many. I brought my father, a World War II Army Air Force veteran, to visit these aircraft and we went for a flight. To share that moment with him was such an incredibly moving experience that I cannot describe how much it meant to both of us.

With the passage of time, our World War II veterans are nearly all gone, including my father. But their aircraft remain. They are now visited by sons, daughters, grandchildren, and great grandchildren seeking to better understand their family’s heritage. The visits remain powerful, far more impactful than looking at grainy black and white pictures.

A quick scan of social media posts relating to the recent crash reveals that the loss of the B-17 was not simply the destruction of a physical artifact. The aircraft had a soul—thousands of lives, people who hold very personal memories are intertwined with it. People are grieving for that loss.



B-17 'Nine-O-Nine' on 'Wings of Freedom' tour before the crash.



These historic aircraft have assumed an increased significance to our nation and our public, given airpower's greatly diminished presence across America. Ever since the end of the Cold War, it has been more difficult for American citizens to realize the impact of airpower. From an Air Force perspective, the end of the Cold War saw its total size decline by over 30 percent; its total number of fighter aircraft cut by almost 50 percent; total number of bombers cut by over 70 percent; numerous bases close; and the aerospace industrial complex consolidated from dozens of companies into less than a handful of major aircraft production facilities. Put simply, airpower's longtime grassroots presence is fading away. This has had a deleterious effect upon our veterans and the public's understanding of the value of airpower to the nation—past and present.

For over 100 years, American Airmen have taken to the skies in defense of our nation. Whether during the advent of combat aviation in World War One; the massive air campaigns of World War Two; battles over MiG Alley; air crews sitting alert throughout the Cold War; the valor displayed by airmen over Vietnam; flying missions into the world's most defended airspace in Desert Storm; air campaigns over Bosnia and Kosovo; and more recently the air operations in Iraq, Afghanistan, and Syria—American Airmen have repeatedly put their lives on the line to defend our nation. It is important to honor the sacrifices in dedication to duty and service by the Airmen who made them.

That is precisely why the Collings Foundation, the organization which owned and operated the B-17 that crashed, dedicate so much time, energy, money, and heart to this undertaking. It is a mission fundamentally centering around service—to veterans, younger generations, and the public at large. It comes down to honoring and educating about what it means to be an American warrior aviator.

In reaction to the crash, stories are now circulating in the media, several based upon inaccurate conjecture, calling for the curtailment of vintage aircraft operations—many driven by lawyers seeking to exploit this tragedy and cash in on the disaster. That is the wrong approach. We must let the investigation proceed and implement lessons learned to make such operations even safer. However, the reality is that nothing in life is free of risk. Seventeen people died in the Grand Canyon last year. That does not mean the government should close all National Parks.

This week's tragedy weighs heavily upon us all. Our thoughts and prayers are with those who lost their lives, those injured, and their families. The mission of honoring veterans and educating members of the American public about their history remains vital. Historic aircraft must continue to fly.

EAA Webinars Schedule

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

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/eaanews-and-publications/eaanews-webinars> Upcoming webinars include the following topics and presenters:

10/23/19 7 p.m. CDT Engine Leaning Made Simple

Qualifies for FAA WINGS and AMT credit.

Bill Ross

Bill Ross from Superior Air Parts will discuss lean of peak and rich of peak operations. These principals are useful whether you fly a Superior Air Parts, Continental or Lycoming powered aircraft. You have probably asked or wondered, "Will I hurt my engine running lean of peak?". Bill's discussion based on sound engineering and tested data, will help you increase safety, reliability and reduce overall operational costs.

10/29/19 7 p.m. CDT EAA Flying Clubs - Growing Participation in Aviation

David Leiting Jr., Chapter Field Representative II

EAA's initiative to support the formation of flying clubs by the members of EAA's chapter network continues to grow, and David Leiting Jr. from the EAA chapter office will help you learn the ins and outs of forming a separate nonprofit flying club at your local airport!

10/30/19 7 p.m. CDT Loss of Control – Root Causes and Innovation Opportunities - Part 2

Qualifies for FAA WINGS credit.

Loss of Control Committee Members

This webinar continues the discussion initiated at AirVenture and in the August 28th Webinar to deeply define the root causes of Loss of Control accidents. A wide-ranging root cause model developed by the webinar panelists reveals that reducing fatalities is a very multi-dimensional problem – there is no one "silver bullet" solution, but instead a range of diverse technical, regulatory, training, culture and behavioral challenges that must be met.

This second webinar, presented by the team of aviation and industry experts that created the root cause model, will first ground the participants in the different dimensions of it. Then, members of the team will discuss the many open areas for innovation in the second of two parts of the model that still exist beyond those already known or proposed. Topics that will be covered in this webinar are Aircraft Systems and Aerodynamics, Failure to Regain Aircraft Control, and the Physics of Impacts.

This webinar intends to stimulate the innovative spirit of the EAA and broader aviation community to create novel, effective and implementable solutions to this persistent challenge of LOC accidents and fatalities. The presenters in this second webinar will be Dave Morss – Test pilot and Air Racer, Andy Mogensen, Astronaut and member of the European Space Agency, Bryan Lynch, Pilot and CTO of Reliant Heart and Robert Orlean, Pilot and President of Orlean Technical Solutions.

Attendees to the webinar are encouraged to download a copy of the complete root cause model at <https://eaa.org/ea/aircraft-building/loss-of-control-root-cause-model>

11/6/19 7 p.m. CDT Mike Busch

The FAA permits a pilot to perform preventive maintenance (PM) on an aircraft owned or operated by that pilot, provided the aircraft is used strictly for non-commercial operations. Pilots may do PM without any A&P involvement, which is pretty cool. But what exactly constitutes PM? In FAR Part 43 Appendix A, the FAA has listed 31 specific tasks that they consider to be PM. But in 2009, the FAA's Rulemaking Division issued a little-known legal interpretation that expands the definition of PM far beyond those 31 items. In this webinar, maintenance expert Mike Busch takes you through these regs. and legal interpretations to shed light on the question of what maintenance tasks it is really permissible for a pilot to do on his own recognizance.

11/13/19 7 p.m. CDT The First 400 Feet
Qualifies for FAA WINGS credit.

Tom Turner

Taking off is easy, we do it on our very first flying lesson. But taking off safely takes preparation and precision. Certified flight instructor Tom Turner from the Bonanza Air Safety Foundation explains how to master the VFR or IFR takeoff; from preflight through the first 400 feet AGL, using these specific techniques.

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 FAASafety'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>.



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

903-523-4222



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.exprealty.com/index.php>

GRI - Graduate Realtor Institute, PSA - Pricing Strategy Advisor, RSPS - Resort and Second-Home Property Specialist



FASTSIGNS® of Sherman

Todd Bass

1920 N Grand Ave, Sherman, Texas 75090

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

Vogel Allstate Insurance Group

Brad and David Vogel
5621 Texoma Pkwy, Sherman, TX
75090

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



Garner Feed and Seed

Ray, Chris and Nicole Garner
903-892-1081

706 E Mulberry St, Sherman, Texas 75090



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!



Answers to the Quiz on Page 4

Private pilots don't need to carry their logbook to fly, but they do need their certificate and medical.

Since you're 40 on the day of your exam, your 3rd class medical is good for the remainder of this month, plus 24 calendar months (2 years).

To meet night takeoff and landing experience (61.57(b)), you need to make at least 3 takeoffs and 3 landings to a full stop between 1 hour after and 1 hour before sunrise. Since you've only performed 2 night landings to a full stop, you're not night current to carry passengers.

To operate as a commercial pilot, you'll need at least a 2nd class medical certificate.

According to FAR 61.56, you can't act as PIC unless you've had a flight review (and endorsement) within 24 calendar months. There are some exceptions if you get additional certificates and ratings along the way, all of which are listed under FAR 61.56.

FAR 61.113 (c) allows you to split airport expenditures equally (pro-rata).

Please help support Rebecca Yavner as her hopes to help a local lost "founding"!

Hi,

I'd love it if you took a moment to check out my GoFundMe campaign:

https://www.gofundme.com/f/buddy-the-foundling?utm_medium=email&utm_source=customer&utm_campaign=p_na+share-sheet&pc_code=em_db_co2876_v1&rcid=d2394032d54a42a09f02e45add9f8f87

Your support would mean a lot to me.

If you can't support the cause right now, please take a moment and share on your own social media avenues.

Thank you so much.

Rebecca

<https://buddythefoundling.blogspot.com/>



Upcoming Events

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
Saturday, November 2	First Saturday Event: Mike Cuthbertson has his Fly In at Frog Pond
Saturday, November 9	Second Saturday Event: Open house at Texoma Aero, Fly in or Drive in, 10-3. Grill will be in use
Thursday, November 17	Monthly Thursday meeting at the Sherman Airport Terminal Chapter meeting is Thanksgiving "Chili" Supper. Election of Officers. Open forum discussion - Future direction of 323.
Saturday, December 7	First Saturday Event: Visit to Cavanaugh Flight Museum. No charge to Chapter members. Details to be decided. Fly, Drive, carpool, all of the above. This could be a "Flying Start" Eagle Event. Weather permitting.
Thursday, December 12	Christmas Party December 12/@ 6:30PM at the Richardson's. More details to follow.

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



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: