The Ramp Page - April 2023

EAA 323's Monthly Newsletter
Vol 54, Ed 04
Sherman, TX
Celebrating our 54th year of service!

Email: eaa323@hotmail.com Website: https://chapters.eaa.org/EAA323
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We meet at the Sherman Municipal Airport (SWI)
1200 S Dewey Sherman, Tx 75090 every Third Thursday at 7pm!
Please come and be our Guest!

President's Mission Brief:

By John Halterman

EAA 323,

We have a busy few weeks in front of us!

First, a big thanks to all the volunteers at the Pancake fly in at the start of April. We had a nice donation as well from Cedar Mills and PK Solutions that helped make the event possible. It was a good time and overall went quite well.

On Thursday April 20, 7pm, Sherman Muni Airport, we'll try the simulator again that will be hosted by Chris Frederick at the monthly gathering (Due to an emergency, it had to be postponed from March). It's quite neat and is pretty impressive! We hope to see you all there. Thanks, Ed Griggs, for stepping in at the last minute with a VMC club activity.

Sunday April 30 is the Young Eagle flights at Sherman Muni Airport. We have 40 kids registered. So, we need planes, pilots, and ground crew. John Horn is the coordinator for this event so please contact him (contact details are at the end of the newsletter). This is one of the highlights of our community outreach and we hope all the members can be there!

For the first Saturday event, which is Saturday May 6, we plan to fly out to Mt Pleasant to visit the museum and get lunch. This was a very popular event last year and there was a request to do it again, so, we will! Looking forward to seeing you all there!

Last, for the next monthly chapter Thursday gathering, Rick Simmons will do his annual Charts N Legends event where he highlights a legendary figure in aviation and ties that to our first Saturday fly out event in June.

I must admit to everyone that I've been quite busy the last few weeks, but still around. See you on the ramp!

John F Halterman
EAA 323 President

EAA 323 Monthly Gathering – March

By John Halterman

EAA 323 met for its monthly gathering on March 16th at 7pm. Our special Guest speaker was one of our very own, Ed Griggs, who presented a VMC Club presentation entitled "Pitch Imperfect"!

"All you wanted was a day at the beach. Instead, you're airborne in an airplane lacking primary flight controls. An air traffic controller helped you pick an airport for landing and has people standing by. Now you must configure the controls that remain and decide which technique gives you the greatest chance of walking away." The scenario given was that of a "malfunction" of a plane, fresh out of Annual, during a turbulent flight.

Texoma Aero Club is now hosting the VMC Club, which will be meeting on the third Saturday of each month, after the TAC meeting! All are invited to attend and learn!

EAA Announces Inaugural Learn to Fly Week – May 15 to 20

By David Leiting Jr., Eagles Program Manager

Aspiring aviators will have the opportunity to discover multiple pathways to becoming a pilot as EAA presents its inaugural Learn to Fly Week on May 15-20.

Beginning May 15th, expert flight instructors and representatives from various aviation organizations will present free, interactive webinars. These webinars will cover topics from starting flight training, saving time and money in flight training, preparing for the FAA written exam, to passing the checkride, and so much more. While the live showing of these presentations will be open to the public, the recordings will be archived for EAA members to view at their convenience.

Learn to Fly Week will conclude on Saturday, May 20, with Flying Start events hosted at chapters across the country. EAA's Flying Start program allows EAA chapters to welcome, encourage, and educate new aviation enthusiasts about the fun, freedom, and accessibility of personal aviation in their local area. Following a short presentation about learning to fly, attendees will be offered a free introductory Eagle Flight to experience the spirit of aviation firsthand.

"Becoming a pilot is a dream for many, but few know where to start their journey. Learn to Fly Week was created to help encourage aspiring pilots to take action and begin the pilot training process," said David Leiting, EAA Eagles Program Manager. "Our goal is to show attendees how accessible achieving their dream actually is." Leiting also added that inspiration from this event stemmed from packed forums at the Learn to Fly Center at EAA AirVenture Oshkosh 2022, as well as the success of other EAA virtual events like Homebuilders Week and Virtual Ultralight Days.

Combining the educational forums from the Learn to Fly Center and the connections and inspiration found at Flying Start events, EAA Learn to Fly Week is the latest effort in the ongoing effort to help aspiring pilots achieve their dream of flight.

Sporty's Pilot Shop is the presenting sponsor of Learn to Fly Week. Sporty's will be participating in multiple webinars and offering product discounts during the week.

Full webinar schedule and more details on Learn to Fly Week can be found at EAA.org/LTFWeek and also in this Newsletter (Page 13).

Young Eagles Flight just around the corner:

By John Horn

EAA 323 is ramping up for another Young Eagles Flight at Sherman Municipal Airport (KSWI) on Sunday, Apr 30 at 1pm (Alternate date of Sunday, May 07 in case of inclement weather). Please contaact John Horn and let him know of your availability for this fun and fullfilling activity! The smiles on these childrens faces when they emerge from the plane are priceless!!

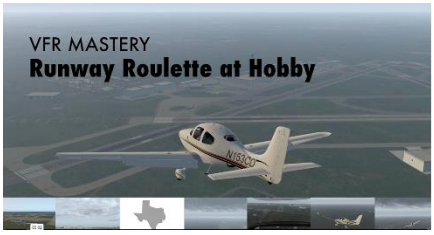
With the word getting out, more and more Young Eagles are showing up to take advantage! We need any and all ground-crew, pilots and, last but not least, PLANES to be present for this mission! Please get with John if you are able to support this event!

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

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

VMC Club

By Ed Griggs



The VMC (Visual Meteorological Conditions) club, hosted by Texoma Aero Club, held a presentation entitled “Runway Roulette at Hobby” to the members and guests at the recent TAC gathering.

While the scenerio is based on a “real-life” event, Our members were able to glean information and gain a knowledge that may help them -- should they find themselves in a similar predicament -- to avoid a costly accident!

The purpose of EAA VMC Clubs is to build proficiency when flying under visual flight rule conditions.

EAA VMC Clubs are extensions to local EAA chapters and offer monthly meetings in which pilots can network and share knowledge and experience. The meetings use real-world scenarios to engage members, and allow a free exchange of information that improves awareness and skills. The intent is to create a community of pilots willing to share information, provide recognition, foster communications, promote safety, and build proficiency. Through the EAA VMC club programs, visual flight rule pilots have improved their proficiency, and they love it.

EAA323 VMC Club Question of the month: April 2023

By EAA VMC Staff, (Answer on Page 22)

EAA VMC Club
Question of the Month

Question: What information regarding a planned flight must a pilot determine for any flight (local or cross-country)?

EAA Chapter 323
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EAA 323 Awarded Ray Aviation Scholarship:

By John Halterman

As previously mentioned, EAA 323 has been awarded a Ray Aviation Scholarship for a deserving youth (aged 16 – 19)!

The EAA Ray Aviation Scholarship is a scholarship program that is funded by the Ray Foundation, managed by EAA, and administered through the EAA Chapter network. Through the generous support of the Ray Foundation, EAA provides up to $11,000 to deserving youths to help cover their flight training expenses, totaling $1,800,000 in annual scholarship funding.

The Ray Foundation was founded by James C. and Joan L. Ray. James' dedication to aviation began shortly after the December 7, 1941, attack on Pearl Harbor, when he enlisted in the Army Air Corps. He was involved in the D-Day invasion as a command B-17 pilot with the 8th Air Force. Post war, he served in the Air National Guard, and was very involved in general aviation following his service years.

James was the recipient of EAA's 1992 Freedom of Flight Award, and in 2009 had a thoroughfare on the AirVenture grounds named in his honor. His support for numerous EAA initiatives is part of his legacy, as he made possible both facilities and programs that extended EAA's ability to grow participation in aviation. The most visible of those gifts is the Air Academy Lodge. Since 1998, this facility has hosted hundreds of young people each summer at the EAA Air Academy, which gives those ages 12-18 the opportunity to discover more about flight. The Ray Aviation Scholarship Fund is sure to deliver an equally impactful experience for youths who are passionate about aviation.

EAA 323 will be putting together a committee to select a candidate for this Scholarship! If you know of an eligible and deserving Candidate, please forward your nomination to me (at eaa323@hotmail.com).

Scholar Eligibility and Requirements

https://www.eaa.org/eaa/eaa-chapters/eaa-chapter-resources/chapter-programs-and-activities/ray-aviation-scholarship-fund/scholar-eligibility-and-requirements

Ray Aviation Scholarship Fund applicants are the most engaged, excited, and motivated aspiring pilots the chapter has had the pleasure of meeting. It will be incumbent upon the chapter to vet local youths to help bring forward the most deserving candidate in their local area.

Local candidates must meet the following criteria:

- Minimum of age 15 for glider training
- Age 16-19 for powered flight training
- Possession of a student pilot certificate
- Possession of FAA medical certificate (private pilot students)
- Be able to begin their flight training within 60 days of receiving the award
- Additional consideration will be given to candidates who are former Young Eagles, EAA student members, and actively participating in the EAA Flight Plan, specifically the Sporty's Learn to Fly Course.

Once selected by the chapter, the candidate will also be screened by EAA through an application process. If approved by EAA, the scholarship recipient will have to comply with the following requirements:

- Partake in two hours of chapter volunteer service per month, such as:
- Young Eagles rally volunteering.
- Volunteer at pancake breakfast/fly-ins
- Chapter build project support
- Chapter gathering participation
- Chapter social media and website maintenance
- Submit regular progress reports during monthly check-ins
- Reach designated flight training milestones, as outlined by EAA's training timeline

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TAC Operations

By Michael McLendon, April 2023

N4594U "Glenda", the Club's 1964 Cessna 150D

Texoma Aero Club monthly meeting was held on Saturday, April 15 in the TAC hangar just north of the Conrol Tower at North Texas Regional Airport! Lots of Donuts, Pancakes, bacon and even more coffee were prepared and served to all of our members and visitors!

Thanks to Mary Lawrence and Ed Griggs for assuming breakfast preparing duties and cooking. And thanks to all who helped with set-up and cleanup.

Mike, Mary and Ed goofing around!

Mike McLendon and Mary Lawrence preparing batter for breakfast!

Your TAC Crew (L:R) Nathan Weick, Rex Lawrence, Duste Patterson, Amanda Laughlin Ed Griggs and Mary Lawrence

We began our business meeting with greetings to our visitors and members. TAC membership has grown. Over 30 members with 20 being Full members and the rest being Students, Rusty Pilots and Social. 8 CFI's are associated with the club.

Mike presented a verbal overview of TAC membership and operations. Also updated the flying status of our aircraft and associated procedures.

N4594U "Glenda", the Club's 150, is currently in our maintenace hangar and is having her annual/100 hour inspection being completed! She should be ready to get in the air soon!

N1528Y "Lucy", the Club's 172, is out of 100 hour inspection at this time. Hopefully she'll be back up by the time you read this. We had some minor repair issues and had replacement parts to order.

N1528Y "Lucy", the Club's 1962 Cessna 172C

N7589M is our 1958 C175 that is still undergoing restoration with engine and avionics upgrades. She's not looking so much like a parts donor now but she is definitely on lifesupport! We cant wait for the day that we get to take her out, which will be a Saturday to be announced!

Rewind the clock to April 18, 2019. Texoma Aero Club's inaugural flight! Brad Hodge piloted "Snoopy" N199CB (Grumman Cheetah). Jim Hankins', CFI, endorsement made Brad a very happy aviator.

TAC began with two aircraft. "Snoopy" and "Glenda". The A4 was too tall for the TAC hangar so Glenda had to tell her "Goodbye"!

Snoopy left the club about two years ago (Don't tell Mary, she still gets upset!). TAC purchased Lucy (C172) to somewhat fill the void. If you've ever flown a Cheetah, you know what I mean.

Once the business meeting concluded, Ed Griggs hosted a VMC (Visual Meteorological Conditions) presentation entitled "Runway Roulette at Hobby". The video and choices offered lead to a range of discussions and "questions and answers" based of experiences of our own Pilots! While the scenerio is based on a "real-life" event, Our members were able to glean information and gain a knowledge that may help them -- should they find themselves in a similar predicament -- to avoid a costly accident!

We are still looking for anyone who has experience using an English wheel? We could really use some expertise.

For you eBay enthusiasts. We still have plenty of parts: old vintage (and some new) aircraft parts, avionics, tools, memorabilia. Revenue received is being used to fund instrumentation of the panel shown above such as the Garmin 530. If you have anything aviation related that you can donate for this cause, please contact Rex Lawrence.

Mike McLendon and Duste Patterson going up for a flight in Glenda!

Duste Patterson, Amanda Laughlin and River going for a ride!

No better views than those around the patch! North Texas Airspace!

With TAC being located at NTRA, we see some interesting aircraft come and go. (Interesting people too!)

Our next monthly meeting is scheduled for May 20. Pancakes, Donuts and Coffee are always on the menu starting at 8:30 AM. TAC members are requested to come early to help set up. Business meeting will begin around 9:15. VMC Presentation to start at 1030, and Discovery flight(s) (weather permitting) shortly thereafter! Please contact Mike (Text 404-825-4795) or Rex (rlaw@me.com) by March 17 if you have a Discovery Flight participant.

For membership information, Please visit texomaaeroclub.com. Next time you fly in to North Texas Regional Airport (KGYI), stop in and visit us at TAC. If you're driving in, text Mike at (404)825-4795 to arrange for entry to the hangar, E2

Until then, go commit some Aviation!

Mike

EAA 323 hosts Pancake Breakfast

By John Halterman

EAA 323 hosted a Pancake breakfast for all who could Fly, Drive or Walk-in! We had a nice turnout and had visitors from all over the Texoma area!

Our crew ready to serve all! Was a good time and even better fellowship! Thanks to all who hosted, participated and showed up!

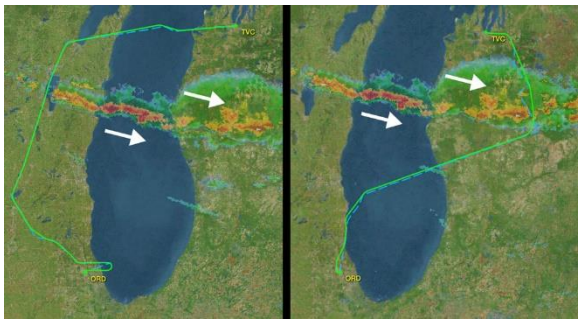
Some of the planes that showed up! Welcome to the Ramp!

Our new Membership table! Hosted in part by our friends at Fastsigns, Sherman! Come by and say hello!

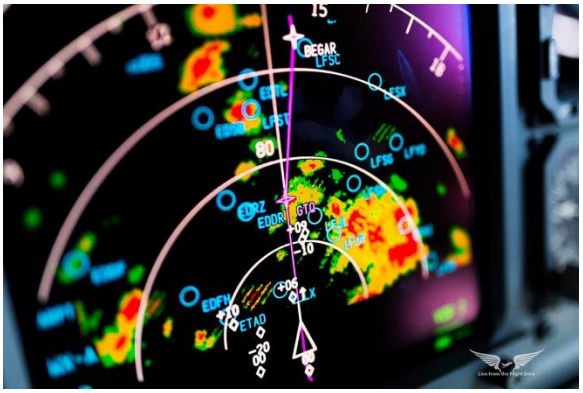
5 Reasons Why You Should Fly Around The Upwind Side Of A Thunderstorm

By Boldmethod, Published: 04/08/2023, https://www.boldmethod.com/blog/lists/2023/04/5-reasons-why-you-should-fly-around-the-upwind-side-of-a-thunderstorm/

If you're facing a line of thunderstorms, taking a longer deviation around the upwind side of the storm might be a good idea. Here's why...



1) **Turbulence Avoidance**
Generally speaking, you'll find the best chance for clear, smooth air on the upwind side of a thunderstorm. That's in part because the air is less disturbed by the convection found within the storm, and spreading out downwind.



2) **Precipitation Falls On The Downwind Side Of The Anvil**
As winds aloft blow the thunderstorm downwind, the anvil begins to spread out. Precipitation usually falls on the downwind side, and odds are you won't find conditions nearly as clear.

3) **Clear-Air Hail**
Many pilots have experienced hail by flying beneath overhanging anvil clouds. This hail produced in the core of the storm, and then spit out in the direction of the wind.

4) **Other Hazards Occur Downwind Too**
Severe or extreme turbulence, lightning, and strong straight-line winds can exist outside of the visible thunderstorm. Most of the time, these elements occur downwind of the thunderstorm, in the direction of its movement.

5) **Fuel Planning Becomes Difficult**
If you're planning to fly down the line of storms and cross around the downwind side, the storm direction isn't working in your favor. A deviation can get much longer than planned as you try to find a clear spot, leading to fuel constraints.

If you approach a line of storms and you're faced with a "should I turn right or left?" moment, turning toward the upwind route is typically the best decision.

boldmethod

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New Parts Program Big Win for Vintage Fleet

https://www.eaa.org/eaa/news-and-publications/eaa-news-and-aviation-news/news/new-parts-program-big-win-for-vintage-fleet?utm_source=ehotline_230407&utm_medium=email&utm_campaign=vintage_2023&mkt_tok=OTEwLVNFVS0wNzMAAAGK93Qf36UP63XUkP9bAD_8pj5J3Cje3IK72sJxDzehfu03LoDMwI2r5eDnRGX0zWxE31v7XMREU4qsUN5R80CPdHCW-MpEFlobk6oDhfxSF6CE

Thanks to years of EAA's advocacy efforts, the FAA has unveiled a new program for the use of off-the-shelf parts in type-certificated aircraft. This is the first approval granted under the new Vintage Aircraft Replacement and Modification Article (VARMA) program, the next big step in keeping vintage aircraft flying.

Anyone who owns and operates vintage aircraft knows that finding parts can be a major challenge. This situation is especially frustrating when perfectly safe and functional alternatives are readily available, but can't be used because there's been no legal way to install them in a type-certificated aircraft. With VARMA in place, some aspects of vintage aircraft ownership and operation are about to get a lot simpler.

Notably, VARMA uses several existing FAA policies to create a program that requires no new regulations, orders, or advisory circulars. It applies to small (less than 12,500 pounds) type-certificated aircraft built before 1980. The program allows ordinary maintenance personnel to validate that certain low-risk replacement parts are suitable for installation on aircraft, without the need for extensive engineering analysis or complex and time-consuming design and production approvals from the FAA.

"This is great news for those of us who own and fly vintage aircraft," said Jack Pelton, EAA's CEO and chairman of the board. "There could easily come a time when a classic airplane that would otherwise be grounded for want of a part that's no longer available will fly again thanks to the parts substitution enabled by VARMA."

The program applies to parts whose failure would not "prevent continued safe flight and landing." While this means that safety-critical components are not subject to this program, there are plenty of hard-to-find parts that meet VARMA's criteria.

For the trial, EAA chose to apply for an off-the-shelf starter solenoid used as a substitute part in a Cessna 150, as the failure of the starter system is generally irrelevant to flight safety. The FAA granted the first Form 337 approval under the program several weeks later. Since that time, we've also been granted approval for alternators and voltage regulators in VFR aircraft.

The Cessna 150 we used for the first approvals under VARMA is the same airplane that served as the testbed for our autofuel STC.

There are many more parts that are eligible under VARMA. For the time being, the FAA will be primarily managing the program through its Chicago Aircraft Certification Office, which can be reached at 847-294-7357, but VARMA is supported all the way to the highest levels of the agency. At this time approvals will be considered on an individual basis, although type clubs and ownership groups are encouraged to keep track of substitute parts that have gained approval.

"EAA has had a longstanding commitment to maintainability and modernization in the legacy aircraft community," said Tom Charpentier, EAA's government relations director. "Our EFIS and autopilot STCs broke new ground in affordable avionics, and it is our hope that VARMA opens many new doors for easily found replacement parts. As with the STC programs, we blazed the trail with the first application. Now we're excited to see the program grow in the GA community."

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The Arcane Aviation Texas Fact: US Navy uses USS Texas to launch Aircraft

By Martin Donell Kohout
https://travelforaircraft.wordpress.com/2019/06/02/sopwith-camel-afloat-write/#:~:text=The%20U.S.%20Navy%20purchased%20a%20handful%20of%20Sopwith,the%20wings%20aided%20in%20keeping%20the%20Camel%20afloat.
https://en.wikipedia.org/wiki/Edward_Orrick_McDonnell
https://www.navalaviationmuseum.org/

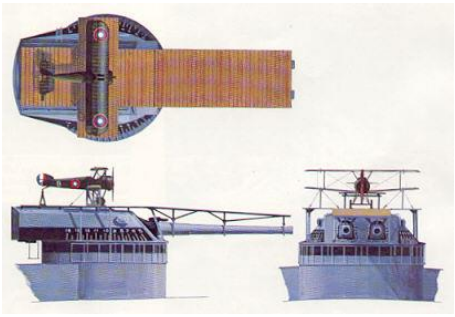
Full scale diorama of a U.S. Navy Sopwith Camel aboard the USS Texas circa 1918 - ©2019 Joseph May/SlipstreamPhotography

The National Naval Aviation Museum has a new full scale diorama to me and it is a Sopwith Camel sitting atop the takeoff deck aboard the battleship USS Texas a bit after the end of WW I. The U.S. Navy purchased a handful of Sopwith Camels for experimentation regarding seaborne aviation. To that end a taking off platform was built over the forward main gun turret of the USS Texas. The pilot would then land the aircraft at an airstrip though, if ditching was required, airbags beneath the wings aided in keeping the Camel afloat.

The first launch of a Sopwith Camel from a makeshift deck on board USS Texas (BB 35) in operations off Guantanamo Bay, Cuba, in March 1919 was part of experiments operating wheeled aircraft from ships that led to the Navy's first aircraft carrier. The museum commemorates the milestone flight in the display of our example of the famed fighter.

LtCmdr Edward Orrick McDonnell (November 13, 1891 – January 6, 1960), who later became a Vice Admiral and Medal of Honor recipient, was the Pilot and holds the honor of being the first man to fly an airplane off a battleship.

USS Texas Aviation Unit



Platform image: Leeward Publications, Ship's Data 6, USS TEXAS (BB35)

Based on deduction and elimination the airplane was brought aboard during the New York Navy Yard period of 19 June to 14 July 1919. Only one airplane, the HD2, was aboard when TEXAS crossed the Panama Canal, 25 July 1919. A 12 September 1919 photo shows the HD2 atop Turret 2, as TEXAS enters Seattle, WA. On 18 September, BB35 enters the Bremerton Navy Yard, which was the first of three possibilities for removal.

CDR Edward Orrick McDonnell (November 13, 1891 – January 6, 1960) was an American vice admiral and Medal of Honor recipient.

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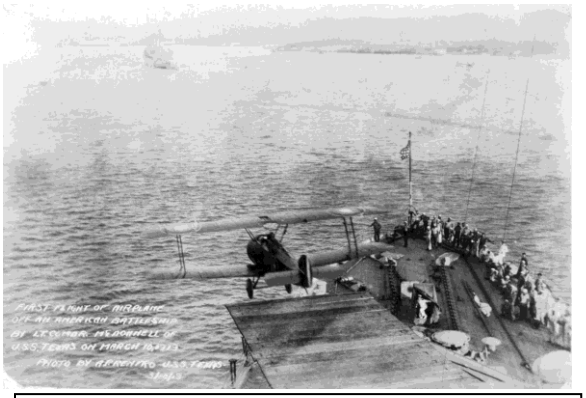
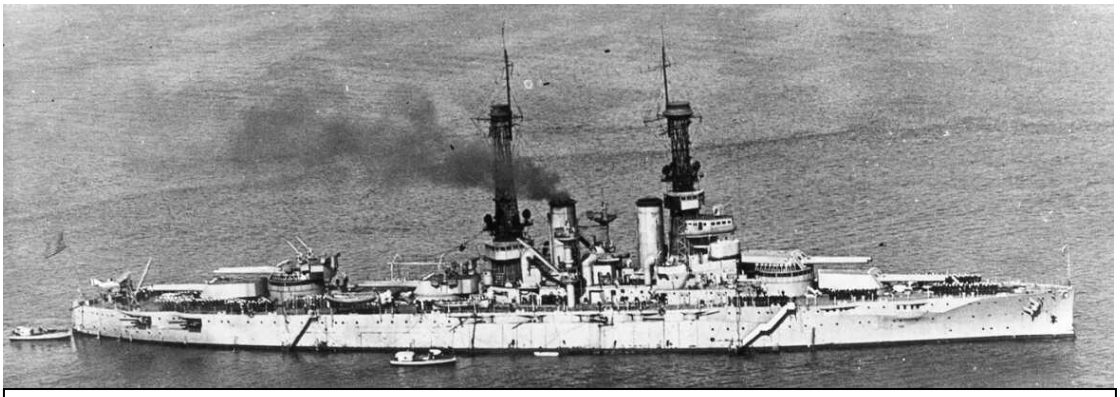
4 - 31 January 1919: In the New York Navy Yard. The date is based on a photo of TEXAS, in New York City, with a Sopwith Camel on a platform atop Turret 4. The photo has a caption referencing the March 1919 airplane flight, in Cuba. This leaves only the January 1919 period in the New York Navy Yard.



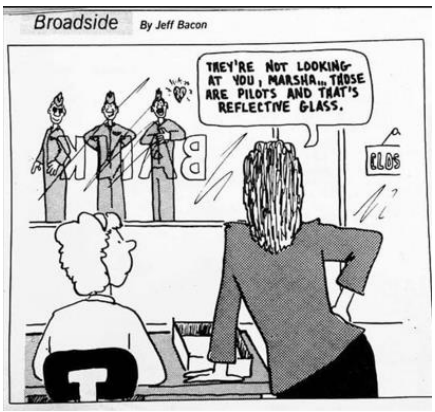
First flight of Airplane off an American Battleship by LtCmdr McDonnell of U.S.S. Texas on March 10, 1919



U.S.S. Texas leaving New York harbor for Operations in Cuba. Note the Sopwith Camel located on the Aft Deck.

Following the First World War, USS Texas proved to be the perfect testbed for the U.S. Navy, and in March 1919 she became the first U.S. battleship to fly off an aircraft – a British Sopwith Camel – from a temporary platform that had been fitted atop her second turret.

After the war Texas was in the vanguard of developing naval aviation--ironically, a military innovation that would eventually make battleships obsolete in modern warfare. On March 9, 1919, from a platform on the No. 2 turret, Commander E. O. McDonnell flew a Sopwith Camel off the ship, the first flight from a U. S. Navy battleship. In May Texas was part of the fleet escorting the Navy's seaplane NC-4



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Flying Start

https://www.eaa.org/eaa/eaa-chapters/eaa-chapter-resources/chapter-programs-and-activities/flying-start

EAA Learn to Fly Week – May 15-20, 2023 | Join the Celebration!

May 15-20, 2023, is the inaugural EAA Learn to Fly Week. and chapters are invited to participate by hosting a Flying Start event on Saturday, May 20!

After five days of webinars, chapter Flying Start events will be the highlight of the week. Chapters that host a Flying Start event on May 20 will receive additional promotional support from EAA, and will be given two weekly passes for EAA AirVenture Oshkosh 2023. Events must be registered on FlyingStart.org.

5/15/23 @ 12p.m. Presenter: EAA Staff	**Subject: Stop Dreaming and Start Flying – Flight Training First Steps** **Learn to Fly Week Webinar | Qualifies for FAA WINGS credit.**
5/15/23 @ 7p.m. Presenter: Chris McGonegle	**Subject: Flight Simulators 101 - Leveraging a Home Simulator for Flight Training** **Learn to Fly Week Webinar | Qualifies for FAA WINGS credit.**
5/16/23 @ 12p.m. Presenter: Bret Koebbe	**Subject: How to Pass the Private Pilot FAA Written Test in Less Time** **Learn to Fly Week Webinar | Qualifies for FAA WINGS credit.**
5/16/23 @ 2p.m. Presenter: Larry Bothe	**Subject: How to Save Time and Money in Flight Training** **Learn to Fly Week Webinar**
5/17/23 @ 12p.m. Presenter: Jamie Beckett	**Subject: Getting Back into the Left Seat – No Matter How Long It's Been** **Learn to Fly Week Webinar | Qualifies for FAA WINGS credit.**
5/17/23 @ 2p.m. Presenter: Timm Bogenhagen	**Subject: Getting Started in Ultralights** **Learn to Fly Week Webinar | Qualifies for FAA WINGS credit.**
5/17/23 @ 7p.m. Presenter: Larry Bothe	**Subject: Pass Your Checkride (Part 1 of 2) – The Oral** **Learn to Fly Week Webinar | Qualifies for FAA WINGS credit.**
5/18/23 @ 12p.m. Presenter: David Leiting	**Subject: Preparing to Attend a Flying Start Event** **Learn to Fly Week Webinar**
5/18/23 @ 7p.m. Presenter: Larry Bothe	**Subject: Pass Your Checkride (Part 2 of 2) – The Practical Exam** **Learn to Fly Week Webinar | Qualifies for FAA WINGS credit.**
5/19/23 @ 12p.m. Presenter: Tom Charpentier	**Subject: FAA Medical Certification and You** **Learn to Fly Week Webinar | Qualifies for FAA WINGS credit.**
5/19/23 @ 2p.m. Presenter: Loren French	**Subject: Conquer the Checkride: Strategies for a Successful Practical Test** **Learn to Fly Week Webinar | Qualifies for FAA WINGS credit.**

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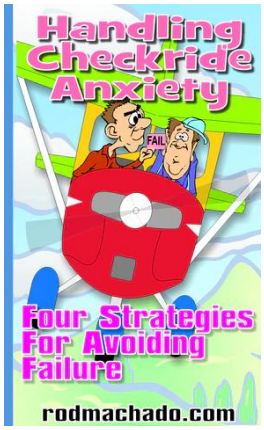
Checkride Anxiety: Much Ado About Everything

By Rod Machado, FEBRUARY 2018, https://rodmachado.com/blogs/learning-to-fly/checkride-anxiety-much-ado-about-everything



An FAA designated examiner once told me about the most anxious private pilot candidate he ever experienced on a checkride. Aside from sweating and mumbling during the oral exam (the applicant, not the examiner), the ultimate demonstration of in-flight nerves began when the examiner requested a steep turn. "We were about 180 degrees into the turn," confessed the examiner, "when the student hurled up his breakfast. Were it not for the g-force, I might have worn a breakfast burrito. Thank goodness I didn't ask Hurlman for a stall."

Yeah, he might have gotten the whole enchilada.

Perhaps you've never been that nervous on a checkride, but many people experience nervousness and discomfort to such a degree that it inhibits their performance. Interestingly, studies show that a little anxiety can enhance your checkride performance. Too much, however, certainly works against you. So how can a person deal with performance anxiety on a checkride? Here are four strategies that might help.

One of the most effective ways of reducing your pre-checkride anxiety is to actually take the checkride before taking the checkride. Think of it as déjà preview. If you anticipate a case of checkride nerves, give those nerves a trial run by taking a simulated checkride with an FAA designated examiner. That's right. Contact the examiner (or any examiner) several weeks before your checkride and see if he or she will fly with you for an interim evaluation of your flying skills. There's nothing unethical about doing this. Some flight-school-based examiners provide stage-check evaluations for students before giving them their actual checkride. You might also elect to simulate only the oral examination, or the in-flight examination instead of the entire checkride, depending on your degree of anxiety.

Of course you'll have to negotiate the fee with the examiner, who might charge his hourly instructor rate, or her typical checkride fee. This strategy isn't for those on a tight budget. Either way, making a checkride dry run (which also means you're unlikely to throw up on the examiner) is a great way to make your actual checkride a less stressful experience.

Another strategy used to reduce performance anxiety involves drugs. Wait, don't call the DEA. These are actually legitimate prescription drugs in the beta blocker category. Beta blockers help reduce the body's reaction to adrenaline, which can produce the feelings associated with situational stress. Reduce those feelings and you diminish your checkride anxiety. In fact, a 1982 study of more than 2,000 symphony orchestra musicians found that 27% took beta blockers to reduce performance anxiety. Now, I'm not a fan of using drugs to handle normal cases of checkride anxiety, but some folks just don't behave normally (think Hurlman). Just to be clear here, I'm not a doctor, but your aviation medical examiner (AME) is. That's why you should consult with him or her about short term use of beta blockers to reduce performance anxiety, and what approval if any is required.

Many other strategies for reducing performance anxiety involve what I call the "Breathe deeply and think happy thoughts" method. Some are effective and a few are downright whacky. Fortunately, there is one method that works well and doesn't involve robes or a trip to India.

In his classic book, "The Relaxation Response," Dr. Herbert Benson published a simple five-step method of calming your body that you can use before taking your checkride. You begin by sitting in a comfortable position (1), then closing your eyes (2), followed by progressively relaxing all your muscles from feet to face (3). Next you breathe through your nose and think about your breathing. As you breathe in and out you say the word, "One" silently to yourself (4). Breath in (say, "One"—or any soothing sound), breath out (say, "One") and so on. Continue this exercise for 10 to 20 minutes (5). With enough practice, your body will produce the relaxation response automatically by breathing to your pace word. And yes, you can synch your breathing to your pace word at any time during your checkride to induce relaxation. I wouldn't, however, recommend saying your soothing pace word out loud, especially if you choose the word, "parachute."

Finally, I've saved what I believe to be the most useful technique for last. An excellent solution to checkride-itis is to look at the experience from a different perspective. This is somewhat like renting the movie "The Godfather" and playing it backwards. Now you see a story about how a horse gets its head back and the humanitarian Mafia movement uses baseball bats to heal broken knees.

This strategy involves letting go of what you want in order to get what you want. Think of the checkride as an evaluation of your ability to be safe, not a pass-or-fail Inquisition. After all, you wouldn't want to fly if you weren't safe, would you? Of course not. You'd be exposing your family and friends to potential harm. That's why you should see successfully passing the checkride as a confirmation of your ability to fly safely. If you fail the ride, then a part of you should feel grateful about knowing that a wise designated examiner spotted a deficiency in your flying skills. Correct that flaw and you can then have confidence that a representative of the FAA believes in your ability to pilot an airplane safely.

So there you have it, four strategies for dealing with checkride anxiety. While one size doesn't fit all, one size is sure to fit you.

Pilot's Tip of the Month: "Common Control Oversight"

Featuring Dr. Scott Dennstaedt, https://pilotworkshop.com/tips/hidden-pockets-of-turbulence/

Wally Moran

DPE, NAFI Flight Instructor Hall of Fame

Subscriber question:
"I'm always trying to up my flying game. What's a common feedback item you give on flight reviews that every pilot should know?" — Gerold P.

Wally:
"My observation is that most pilots have a slight drop of the right wing just at liftoff. Watch some takeoffs at your local airport and see if I am correct.

Remember the four left-turning forces we all learned when we started to fly? In a nose wheel airplane, when a pilot rotates for liftoff one of those forces kicks in. That is the P factor. This adds an additional left-turning force.

Further, when the nose wheel leaves the runway, we lose the nose wheel steering which was also helping us in part to compensate for the other left turning forces. Pilots often fail to correct this with additional right rudder and as the airplane begins to drift left of the center line they instinctively apply right aileron. Then as the airplane lifts off, the right wing drops momentarily and is usually corrected quickly by the pilot which can look like a left-wing dip.

This is easy to see as a right-seat passenger. Next time you ride with a friend watch closely as they rotate the plane for takeoff and you will see the nose move left if they do not get that rudder in. Then watch what happens with the yoke.

So remember the rudder keeps us on the center line. The ailerons should be neutral unless we have a crosswind."

How Does Your Airspeed Indicator Work, And What Happens When It Fails?

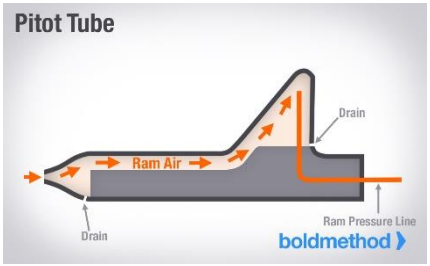
By Colin Cutler, 07/02/2015, https://www.boldmethod.com/learn-to-fly/aircraft-systems/how-does-an-airspeed-indicator-work/

"Airspeed is life." It's a saying you've probably heard at some point, and it's true. There are a lot of things you can fly without, but airspeed isn't one of them.

And your primary way of determining airspeed? Your airspeed indicator. Obviously.

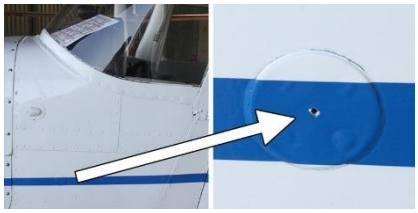
Your airspeed indicator is a pretty important instrument, and it's a good idea to understand how it works. It's even more important to understand what happens when it fails, so you're prepared if it does. So what happens behind that round dial? Let's take a look.

Your Airspeed Indicator - How It Works



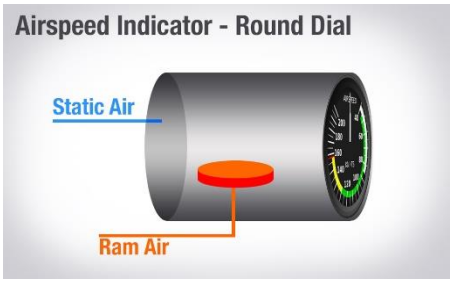
Your airspeed indicator is actually a pretty simple instrument. And whether you're flying a steam gauge or glass panel aircraft, they use the same principles.

Your airspeed indicator measures dynamic pressure. It's the same pressure caused by your airplane's movement through the air. However, in order for your airspeed indicator to measure dynamic pressure correctly, it needs to measure static air as well. That's because the higher you go, the lower atmospheric pressure is.



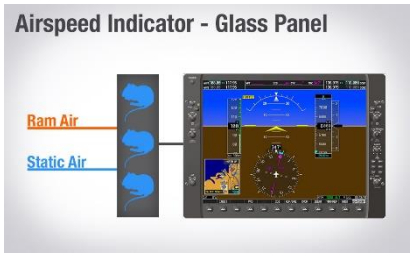
So how does the measuring work? It starts with your pitot tube, which measures combination of static and dynamic pressure, otherwise known as "ram air". If you're sitting on the ground, your ram pressure only includes the static component. But once your start moving forward, static and dynamic pressure are measured.

Next up is your static port (or ports). Your static ports connect to your airspeed indicator as well, and they constantly measure the static pressure of the air.



Your airspeed indicator, put simply, is a scale that measures the difference between the static pressure from your static ports, and the ram pressure (dynamic + static) from your pitot tube The static pressures cancel each other out, and you're left with dynamic pressure.

It does this by filling up the case of the instrument with static air, and filling something called an "pressure diaphragm" (the orange thing in the diagram above) with ram air. There are also some gears involved to make your airspeed needle move, but to keep things simple, as the diaphragm fills up with more ram pressure, it expands, and your airspeed goes up.



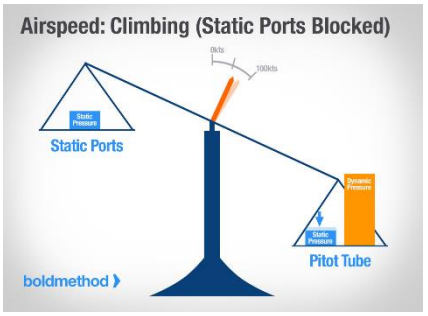
So How Do Glass Panel Systems Work?

That's a good question. They use the same principle, comparing and measuring ram air and static air. But beyond that, it's not that important how it happens, unless you're the engineer at Garmin.

What Happens When Something Fails?

Failures never happen. Right? Ok, maybe they do, and when your airspeed fails, its usually caused by either 1) your static ports getting clogged, or 2) your pitot tube getting clogged. So if either one gets clogged, how can you tell? We have the answer, and it starts with this scenario.

Scenario 1: Your Static Ports Clog, And Your Pitot Tube Stays Open

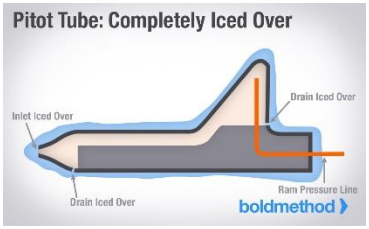


The most likely scenario here is that your static ports ice over. And when they do, they trap whatever static pressure was in your airspeed indicator at that exact time.

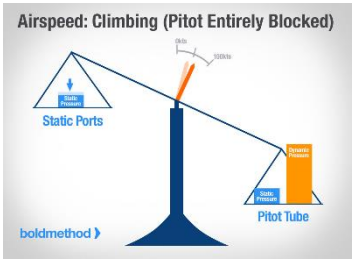
That works out fine as long as your barometric pressure doesn't change, and you stay at the same altitude. But, if that's not the case, things are going start going wrong. Let's look at what happens if you start climbing.

If you climb at a constant airspeed, your the static component of your ram pressure goes down. But, the static pressure in your instrument's casing remains the same. Because you don't have enough ram pressure, your airspeed will decrease, and you'll start flying faster than what's indicated.

What happens if you descend? The exact opposite. You'll fly slower that what's indicated, because you have too much ram air for the static pressure trapped in your airspeed indicator.



Scenario 2: Your Pitot Tube Clogs, But Your Static Ports Stay Open

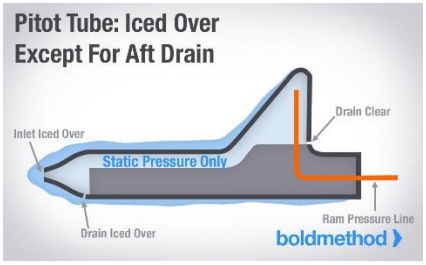


So what happens if your pitot tube ices over, but your static ports stay open? There are a couple different cases here, but let's stay the whole thing iced over, including the drains.

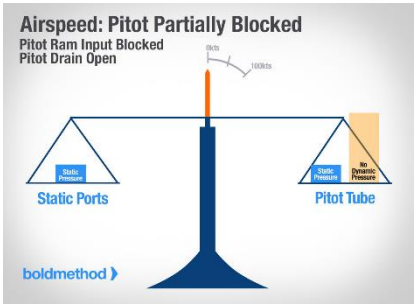
If this happens, your ram pressure gets trapped. And just like the first scenario, if nothing changes, you're fine.

But what happens if you start climbing? Your static pressure decreases, and the trapped static pressure component of your ram air is too great, which means you're indicating a faster speed than you're actually flying. And if you descent, the exact opposite happens.

Scenario 3: Your Pitot Tube Clogs, But The Pitot Drain Stays Open, As Well As Your Static Ports



If this happens, all of your ram air will leak out the drain, and you're left with nothing but static pressure. And if that happens, your airspeed goes to 0.



Scenario 4: Everything Ices Over

If your entire pitot tube and static ports ice over, chances are you have bigger problems than just airspeed. But just so we've covered it, your airspeed indicator will freeze in place, because there will be no changes to static or ram pressure.

Putting It All Together

Keeping your ports clear is obviously important, and the best way to do that is with pitot heat when you're in icing conditions. But beyond that, it's critical that you make sure your ports aren't clogged with anything before you leave the ground.

If you do that, you'll have all the airspeed indications you need for your flight.

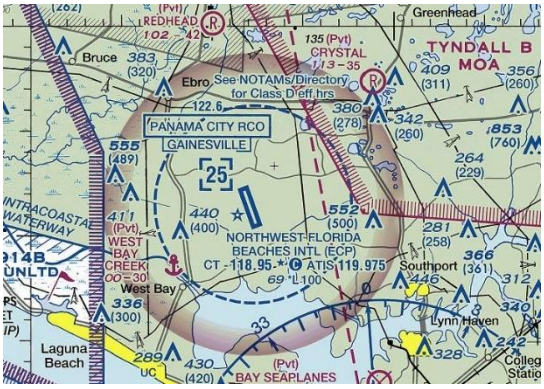
EAA Chapter 323 Est. 1969 Sherman, Texas

Quiz: 5 Questions To See How Much You Know About Airspace?

By Colin Cutler, 04/05/2023, https://www.boldmethod.com/blog/quizzes/2023/04/six-questions-to-see-how-much-you-know-about-airspace/

Answers on page 22, Ready to get started?

1) You're overflying Northwest Florida airport at 2,500' MSL while the tower is operating. Are you in Class D airspace?



Yes

No

2) You're flying in the mountains at 12,500 feet MSL, and you're 1,100 AGL in Class G airspace. What is the minimum required visibility during the day?

1 SM

3 SM

5 SM

10 SM

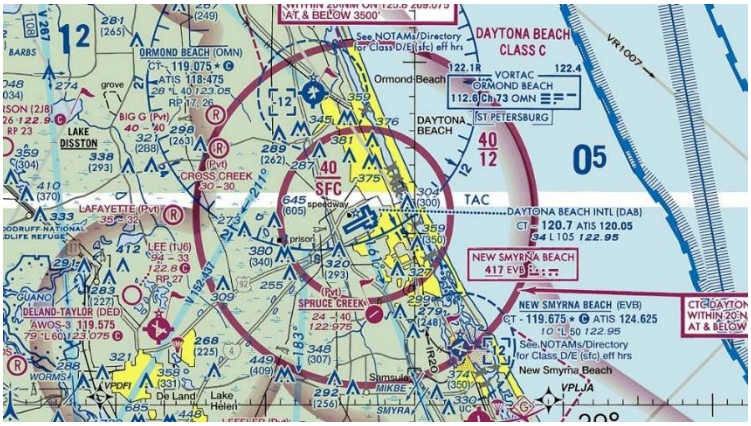
3) You're landing at Daytona Beach (KDAB), and you're within 2 miles of the airport at 1,000 feet AGL. What's the maximum speed you can fly?

150 knots

200 knots

250 knots

There's no speed restriction



If you get it, you get it!

4) As a non-instrument rated private pilot in an airplane, can you request a SVFR clearance to land at an airport after sunset?

No

Yes

5) You're flying here (blue arrow) at 800' AGL. What airspace are you in?

Class A

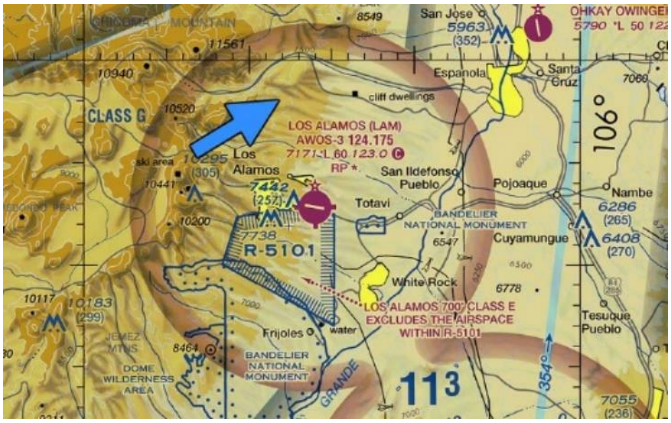
Class B

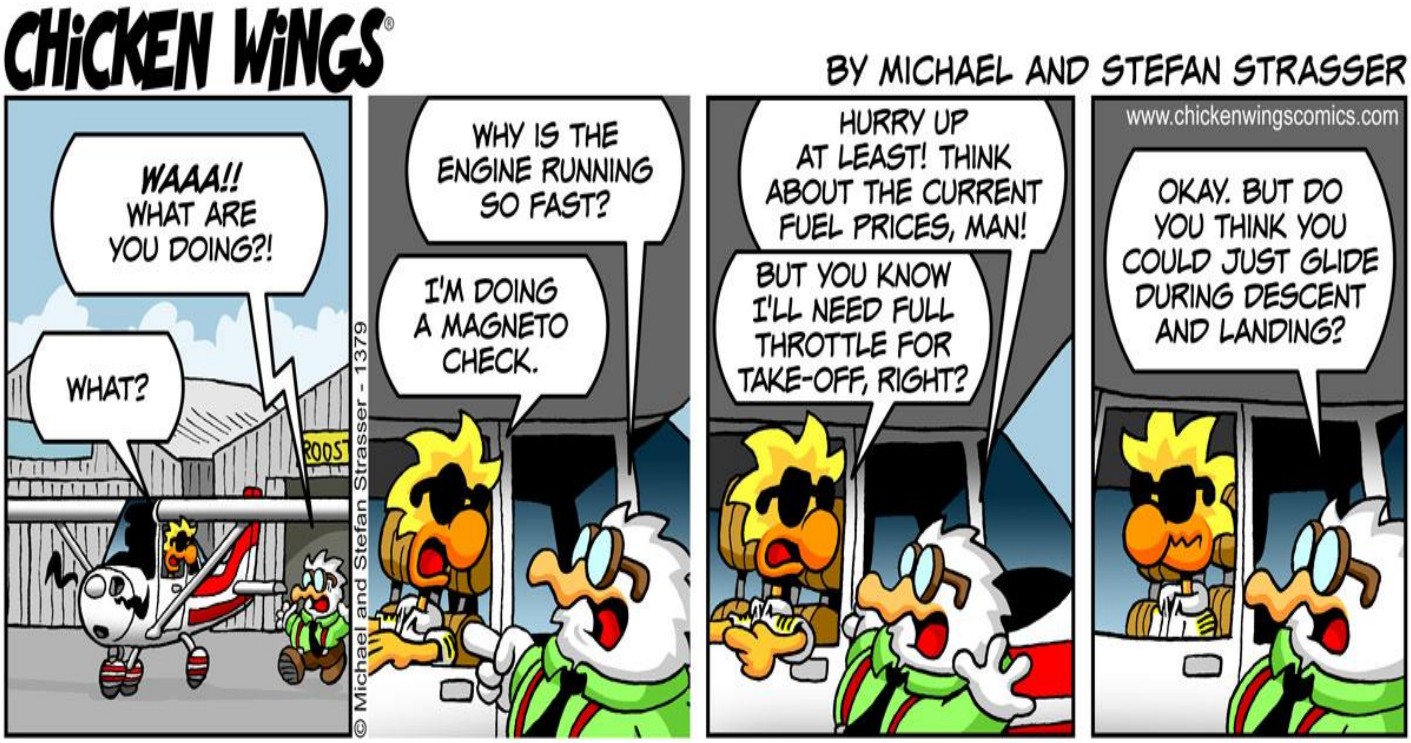
Class C

Class D

Class E

Class G





EAA Chapter 323 Est. 1969 Sherman, Texas

FOR SALE!

Ultralights For Sale:
By Kimberley Chaney Tye and Mary Lawrence

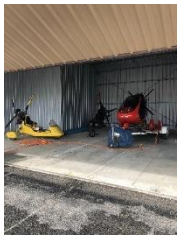
I need your HELP! Billy Tye worked hard and liked to play hard as well!! Unfortunately, he just didn't allow himself much time to play!!!

He got these Air trikes & the Gyroplane to do just that! He had just gotten a hanger for them in Aransas Pass right before he died, where they have been since! I've reached out to all the people and then some that I know that are Pilots or may know Pilots, have a love of flying etc. and have had no luck so far! So, this is where YOU come in!

If you are interested in these or know someone who is or might be PLEASE reach out to me (on Facebook)! I'm moving soon and would like to sell them before I move! Thanks in advance for any help you may give me! I appreciate you all!

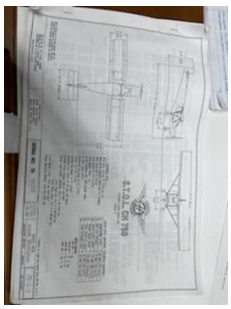


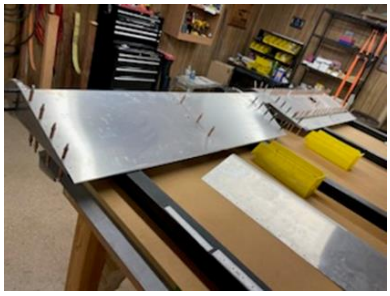
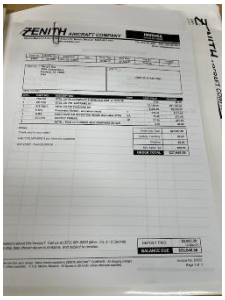


Zenith CH 750

A friend of mine purchased the Zenith. His situation has changed, and he wants to sell it. He was building it with his son who recently passed away and Jimmy no longer wants to complete the build. He has the complete kit less avionics and flight instruments. He has completed a portion of the plane. He wants to sell it for the original amount of money that he has in it.
My contact information: **Jim Fendley @ 713-857-6893,** The following is information from the owner: **Jimmy Ray @ 903-815-1128**




For more pictures or information (from any seller), please contact them at the information given.

EAA Chapter 323
Est. 1969
Sherman, Texas

Aircraft of the Month: Sopwith Camel

https://en.wikipedia.org/wiki/Sopwith_Camel

The Sopwith Camel is a British First World War single-seat biplane fighter aircraft that was introduced on the Western Front in 1917. It was developed by the Sopwith Aviation Company as a successor to the Sopwith Pup and became one of the best-known fighter aircraft of the Great War.

The Camel was powered by a single rotary engine and was armed with twin synchronized Vickers machine guns. Though difficult to handle, it was highly maneuverable in the hands of an experienced pilot, a vital attribute in the relatively low-speed, low-altitude dogfights of the era. In total, Camel pilots have been credited with downing 1,294 enemy aircraft, more than any other Allied fighter of the conflict.

Towards the end of the First World War, the type also saw use as a ground-attack aircraft, partly because the capabilities of fighter aircraft on both sides had advanced rapidly and left the Camel somewhat outclassed.

The main variant of the Camel was designated as the F.1. Other variants included the 2F.1 Ship's Camel, which operated from aircraft carriers; the Comic night fighter variant; and the T.F.1, a "trench fighter" armored for attacks on heavily defended ground targets. A two-seat variant served as a trainer. The last Camels were withdrawn from RAF service in January 1920.

Specifications: Sopwith Camel

General characteristics

Crew: 1
Length: 18 ft 9 in (5.72 m)
Wingspan: 28 ft 0 in (8.53 m)
Height: 8 ft 6 in (2.59 m)
Wing area: 231 sq ft (21.5 m2)
Aspect ratio: 4.11
Airfoil: RAF 16
Empty weight: 930 lb (422 kg)
Gross weight: 1,453 lb (659 kg)
Zero-lift drag coefficient: CD0.0378
Frontal area: 8.73 square feet (0.811 m2)
Powerplant: 1 × Clerget 9B 9-cylinder air-cooled rotary piston engine, 130 hp (97 kW)
Propellers: 2-bladed fixed-pitch wooden propeller

Performance

Maximum speed: 113 mph (182 km/h, 98 kn)
Stall speed: 48 mph (77 km/h, 42 kn)
Range: 300 mi (480 km, 260 nmi)
Service ceiling: 19,000 ft (5,800 m)
Rate of climb: 1,085 ft/min (5.51 m/s)
Lift-to-drag: 7.7
Wing loading: 6.3 lb/sq ft (31 kg/m2)
Power/mass: 0.09 hp/lb (0.15 kW/kg)

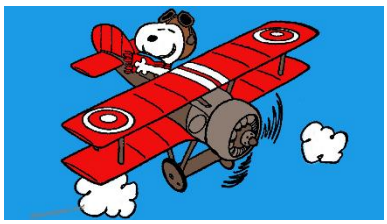
Armament
Guns: 2 × 0.303 in (7.70 mm) Vickers machine guns

Development

When it became clear the Sopwith Pup was no match for the newer German fighters such as the Albatross D. III, the Camel was developed to replace it, as well as the Nieuport 17s that had been purchased from the French as an interim measure. It was recognized that the new fighter needed to be faster and have a heavier armament. The design effort to produce this successor, initially designated as the Sopwith F.1, was headed by Sopwith's chief designer, Herbert Smith.

Early in its development, the Camel was simply referred to as the "Big Pup". A metal fairing over the gun breeches, intended to protect the guns from freezing at altitude, created a "hump" that led pilots to call the aircraft "Camel", although this name was never used officially. On 22 December 1916, the prototype Camel was first flown by Harry Hawker at Brooklands, Weybridge, Surrey; it was powered by a 110-horsepower (82 kW) Clerget 9Z.

In May 1917, the first production contract for an initial batch of 250 Camels was issued by the British War Office. Throughout 1917, a total of 1,325 Camels were produced, almost entirely the initial F.1 variant. By the time that production of the type came to an end, approximately 5,490 Camels of all types had been built. In early 1918, production of the naval variant of the Sopwith Camel, the "Ship's" Camel 2F.1 began.



EAA Chapter 323 Est. 1969 Sherman, Texas

SOPWITH AVIATION COMPANY KINGSTON ON THAMES

EAA323 VMC Club Question of the month March 2023: Answer

By EAA VAM Staff, (Question from Page 12)

Answer: **According to FAR 91.103 (b)**, For any flight, runway lengths at airports of intended use, and the following takeoff and landing distance information:

1) For civil aircraft for which an approved Airplane or Rotorcraft Flight Manual containing takeoff and landing distance data is required, the takeoff and landing distance data contained therein; and

2) For civil aircraft other than those specified in paragraph (b)(1) of this section, other reliable information appropriate to the aircraft, relating to aircraft performance under expected values of airport elevation and runway slope, aircraft gross weight, and wind and temperature.

Note that for flights under **IFR** or a flight **not in the vicinity of an airport**, the pilot must also obtain weather reports and forecasts, fuel requirements, alternatives available if the planned flight cannot be completed, and any known traffic delays.

Reference: FAR 91.103

Answers to the Quiz on Page 18 and 19

1) The top of the Class D airspace is 2,500' MSL, denoted by the "25" in the box next to the runway.

2) Regardless of your MSL altitude, as long as you're 1,200 feet AGL and lower, your daytime vis requirement is 1 SM.

3) When you are within 4 nautical miles and 2500' of the surface of a Class C airport, you are speed restricted to 200 knots.

4) To request an SVFR clearance into an airport, you need to hold a private pilot certificate, and you can only operate SVFR between sunrise and sunset. To operate SVFR after sunset, you need to be qualified for instrument flight under FAR 61, and your aircraft needs to be equipped for instrument flight as well.

5) The magenta shaded ring means Class E airspace starts at 700 feet AGL.

Aviation Words – "Armstrong Starter"

https://almatcboykin.wordpress.com/2019/04/27/armstrong-starters-and-other-old-things/

There was a time between the beginning of the large radial engine age and the perfection [waits for knowing laughter to stop] of the electric starter. This was the Age of the Inertial Starter, better known as the Armstrong Starter. No, not because of the name of the inventor. Nope, because of what it took to crank the starter hard enough to store sufficient energy to turn the engine and begin the ignition sequence.

Yes. Crank the starter. By hand, often while perched on the leading edge of the wing while the pilot did the two-handed starting ballet with switches and levers (throttle and mixture control) and stood on the brakes. Should a volunteer or other suitable victim not be found, the pilot adjusted things just so in the cockpit, set the brakes, made sure of the chocks, cranked the starter, then either ran around and climbed back in or leaned into the cockpit and started the engine, then ran around removing the chocks, jumped back in, stood on the brakes, and fastened his shoulder harness. Things went a bit more calmly after that. If it all worked. If the engine didn't back-fire. If the brakes didn't slip. If the chocks holding the wheels still did their job. If the engine didn't decide to quit because the fuel-air mixture had gotten a little lean because the lever slipped, if…

Ah, the days of old, when men were bold, and engines a lot crankier than they are today. Although any piston engine needs some care when starting, and it is really easy to toast turbo-prop engines (and their starters) if you are not paying attention.

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!!

Supporting Our Community, Shop Local, Shop Texoma:

By Kim and Todd Bass

Shopping locally is crucial to our community. By supporting local businesses, in turn, you are helping your economy and community thrive. Every local retailer is one of our neighbors. Looking for ways to buy local shows our neighbors that we believe our community is worth investing in.

Small businesses are the largest employers nationally. Small, locally owned businesses account for 44% of the US economy. In 2019, small business Saturday generated $19.6 billion in revenue. When you shop local more money is kept in the community because locally owned businesses often purchase from other local businesses. Shopping and buying locally is a win-win for you, for small businesses and for our community as a whole.

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

PK SOLUTIONS
Pam Simmons
pk.simmons@yahoo.com
Phone: 972.743.1200
Fax: 903.564.4334
Awards • Apparel • Screen Printing

eXp REALTY

Rebecca Yavner, Agent
214-785-8188
https://rebeccayavner.exprealty.com/index.php

GARNER'S FEED AND SEED
EST. 1986
706 E. MULBERRY
SHERMAN, TX
903-892-1081

Keystone Enterprises

https://www.keystoneenterprises.com/site_info/?___store=default

201 E 1st St. Bonham, Texas 75418

(903) 640-4928

Monday through Friday from 8:00 A.M. to 4:30 P.M.

Larry's CB Shop
1816 N Waddill St, McKinney, TX 75069, USA
(972) 562-6898
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EAA Webinars Schedule:

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

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

4/18/23 @ 7p.m. **Subject: Planning for International Young Eagles Day**
Presenter: David Leiting **Young Eagles Webinars Series**

Join David Leiting, EAA's Eagles Program Manager, as he reviews Young Eagles rally planning best practices, how to utilize Young Eagles Online Registration, and how to integrate the new digital signature app. This webinar will help prepare volunteers for International Young Eagles Day on June 10, 2023.

4/19/23 @ 7p.m. **Subject: VNAV and Visual Approaches: Helpful or Hidden Dangers?**
Presenter: Gary Reeves **Qualifies for FAA WINGS credit**

Learn how the new visual approach and VNAV features in panel mount navigators and iPad applications can be helpful sometimes, but also have many hidden dangers that can lead to pilot deviations and even cause mid-air collisions. This is a must-attend webinar to learn how and when to safely use these new features but, even more importantly, when they should never be used and the dangers they can cause if used improperly. Join Gary, "GPS" Guy in the Pink Shirt, Reeves, a lead rep for the FAA Safety Team and the 2019 FAA National CFI of the Year, as he shares two decades and more than 8,300 hours of teaching real-life IFR using Avidyne, ForeFlight, and Garmin.

4/26/23 @ 7p.m. **Subject: All About Flying to the Bahamas, Caribbean, and Cuba**
Presenter: Jim Parker **Qualifies for FAA WINGS credit**

Get the most accurate, up-to-date, and uncomplicated information on flying your own airplane to the Bahamas, Caribbean, Mexico, and Central America. Learn which free international services are at your fingertips without paying for trip support, and what legal requirements you must follow.

5/3/23 @ 7p.m. **Subject: Booted Out of Annual!**
Presenter: Mike Busch **Qualifies for FAA WINGS and AMT credit**

Sometimes truth is stranger than fiction. In this webinar, Mike Busch tells the story of a Beech Debonair that was undergoing an annual inspection. The inexperienced owner was told by the shop manager that the airplane's engine required a costly major overhaul. The owner was shocked and questioned whether that was really necessary. One thing led to another, and the shop manager ordered the airplane to be thrown out of his shop in pieces. Worse, there were no other shops or mechanics on the field. The rest of this unusual story involved twists, turns, sabotage, and a kind FAA inspector from the local FSDO who was actually "here to help."

5/15/23 @ 12p.m. **Subject: Stop Dreaming and Start Flying – Flight Training First Steps**
Presenter: EAA Staff **Learn to Fly Week Webinar | Qualifies for FAA WINGS credit**

So, you're ready to jump in and begin your flight training, but where do you start? Join EAA staff members as they cover all you need to know to jump-start your flight training journey.

5/15/23 @ 7p.m. **Subject: Flight Simulators 101 - Leveraging a Home Simulator for Flight Training**
Presenter: Chris McGonegle **Learn to Fly Week Webinar | Qualifies for FAA WINGS credit**

Flight simulators have exploded in popularity recently. With new software options, impressive flight controls, and EFB app integration, it has never been easier to use a home flight simulator for real training (in addition to fun). In this fast-paced webinar, Chris McGonegle, a commercial pilot and Sporty's flight simulator expert, will discuss how to use simulators effectively and how to avoid making mistakes that will degrade your flying skills.

EAA Webinars sponsored by

Upcoming Events:

Thursday, Apr 20	EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI), 1200 South Dewey, Sherman, TX @ 7:00pm Subject: Flight Simulators with Chris Frederick
Sunday, Apr 30	Young Eagles flights at Sherman Municipal Airport (SWI) 1200 South Dewey, Sherman, TX @ 1:00pm
Saturday, May 06	EAA 323 First Saturday Event: Fly-out to Mid America Flight Museum 602 Mike Hall Parkway, Mount Pleasant, Tx, 75455, Phone: (903) 573-2888
Thursday, May 16	EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI), 1200 South Dewey, Sherman, TX @ 7:00pm Subject: Charts N Legends with Rick Simmons
Saturday, May 20	Texoma Aero Club Monthly Gathering and Pancake Breakfast North Texas Regional Airport (KGYI) @ Executive Hangar (just north of the Control Tower)
	VMC Club Meet and Presentation (to follow the TAC Monthly gathering) Subject: "Mississippi Mix Up"

Officers/Board of Directors/Key Coordinators

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General Email: EAA323@hotmail.com Website: https://chapters.eaa.org/eaa323

High Flight

Oh, I have slipped the surly bonds of earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds . . . and done a hundred things
You have not dreamed of . . . wheeled and soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air.
Up, up the long, delirious, burning blue
I've topped the windswept heights with easy grace
Where never lark, or even eagle flew.
And, while the silent, lifting mind I've trod
The high untrespassed sanctity of space
Put out my hand, and touched the face of God.

John Gillespie Magee Jr., R.C.A.F.
(killed in in WWII)

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 _____

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