



The Ramp Page

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



December 2019

Email: ea323@hotmail.com

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

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President's Mission Brief for January 2020

By Michael McLendon

The Holiday Season is upon us with Thanksgiving just a week past and now Christmas and New Year rapidly heading our way. My wish is that these have and will be the best ever for you and your family and your extended EAA family.



What an awesome year of accomplishments!

It all started with 5 applicants for the Ray Aviation Scholarship! As a group, we came together in preparation for the monumental 50th Year Celebration, being reacquainted with original Charter Members, John and Molly Egan visit from EAA HQ and awarding the Ray Aviation Scholarship to our very own Jacob Baldrige, who hedged out some stiff competition. We set a new Club record of 35 Young Eagles in a single event and the startup of our own Flying Eagles program, We added an additional Technical Advisor (Joe Nelsen), Completed several aircraft projects/those close to finish (John, Frank, Bill and Ed), and the startup of the newest aeroclub in north Texas, Texoma Aero Club.

Members of 323 have volunteered their time and effort to become an integral part of the new Airport Advisory Committee for KSWI and master plan improvements, celebrated our 24th Brushy Creek Fly-In coupled with a highly successful Cedar Mills Splash In/Fly In. We have had many great presentations by chapter members and invited guests and came together, having a fun Thanksgiving Chili/Potluck Dinner! I look forward to more 323 success's with John Halterman soon to be at the controls.

I reflect on the past two years, and, honestly, I have been so blessed to have been President of a great EAA Chapter. You Guys and Gals are the best! Thanks for all you have done to make my job successful.

Our challenge is to make 323 even better. Let's all make one of our New Year's Resolutions to go above and beyond in supporting John and his Officers and Directors when they call upon us and lead us to new adventures.

Speaking of supporting events, Don't forget about the Pancake Fly-in/Drive-in this Sat, Dec 07 at Sherman Municipal Airport (KSWI). There may be a surprise or 2 along with some of the best Pancakes and Cheapest 100LL fuel in the area!!

One last note. If you haven't donated to the Tri Motor Wing Replacement Fund, please do so. \$20 is the suggested donation. There is no deadline. Ross will gladly accept your donation.

Merry Christmas, Happy New Year.

May God bless us and this Great Nation we call home.

Blue Skies Always,

Mike



Election Results of November 2019

By Ed Griggs

I am pleased to present the Officers for EAA 323 FY2020:

John Halterman, President
Ross Richardson, Treasurer, Membership
Steve Straus, Director
Joe Nelsen, Technical Counselor
Ed Griggs, PIO

Paul Tanner, Vice President
Mary Lawrence, Director
Mel Asberry, Technical Counselor
John Horn, Young Eagle Coordinator

Sean Noel, Secretary
Rick Simmons, Director
Jim Smisek, Technical Counselor
Adam Yavner, Eagle Coordinator



From left to right:

Joe Nelsen,
Steve Straus,
Sean Noel,
Adam Yavner,
John Horn,
Mary Lawrence,
Paul Tanner (who
thinks he is hiding
behind Rick!),
Rick Simmons,
John Halterman,
Ed Griggs,
Ross Richardson,

Not pictured:
Jim Smisek,
Mel Asberry,

AOPA Rusty Pilot Seminar

By John Halterman

AOPA has put together a fun, interactive program that gives you all the information you need to get current again. Their dynamic presenters will bring you up to speed on hot-button issues like medical reforms, weather briefings, preflight planning, FARs, and airspace. You'll leave the seminar with a logbook endorsement attesting that you've completed three hours of ground training toward your Flight Review. And they'll help you connect with flight instructors in your area so you can take the next step and quickly get back to active flying status. Best of all, Rusty Pilots seminars are FREE for AOPA members.

Just wanted to give everyone a "Heads up" that there will be an AOPA Rusty Pilot Seminar held at Cedar Mills (3TO) on Jan 11 2020.

Cedar Mills Marina & Resort
500 Harbour View Road
Gordonville, Texas 76245-3714
Phone: 903-523-4222



Veterans Day 2019

<https://militarybenefits.info/veterans-day/#ixzz65bhvFhE>

Veterans contribute to American society in many ways; not just during their time in active duty. Throughout our history, military service members have put on their uniforms to protect the values and liberties that this nation was built on. But that doesn't stop once the uniform comes off and their time in active duty has ended.

Veterans take the lessons they have learned and the experiences they've gained and continue their service to our nation by strengthening our communities. They become our nation's leaders, scientists, entrepreneurs. Veterans are the most active volunteers working to improve communities across our country. Service goes beyond the uniform. This Veteran's Day, we honor the men and women who have worn their uniform who continue to serve our country.



Veterans Day is observed every year on November 11th. Veterans Day evolved from Armistice Day, which was proclaimed in 1919 by President Woodrow Wilson. Armistice is when warring parties agree to stop fighting; Armistice Day recognizes the end of World War One when hostilities ceased on November 11th at 11 A.M, 1918 (11th hour, of the 11th day, of the 11th month).

According to the Department of Veterans Affairs official site on November 11th, 1947 Raymond Weeks, a World War II veteran, organized a "National Veterans Day" parade in Birmingham, Alabama to recognize veterans of all wars.

This celebration may have helped influence Congress to change Armistice Day to Veterans Day in 1954 to recognize Veterans of all U.S. wars.

Was the work of Raymond Weeks the first "official" or semi-official Veterans Day? The residents of Emporia, Kansas might disagree.

According to the Emporia Conventional and Visitor Bureau official site, "In 1953 Veterans Day was organized and celebrated in Emporia, Kansas; one year prior to the first nationwide observance on November 11, 1954."

President Dwight D. Eisenhower made November 11 the official national observance of Veterans Day after Kansas Congressman Ed Rees (who was from Emporia) proposed the bill in Congress to change Armistice Day to Veterans Day.

The observance wasn't always held on the 11th of the month; History.com reports that decades later in 1968, legislation known as the Uniform Holidays Bill was passed by Congress, moving Veterans Day to the fourth Monday in October as of 1971. This didn't last long; in 1975 President Gerald Ford returned the observance to November 11, due at least in part to the historic nature of the date.

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?



WW2 plane flanked by Spitfires drops 750,000 poppies above Dover cliffs in stunning tribute to British war dead

Mark Hodge

10 Nov 2019, 15:18 Updated: 10 Nov 2019, 15:41 https://www.thesun.co.uk/news/10316895/poppy-drop-ww2-plane-dakota-spitfires-kent/?utm_source=facebook&utm_medium=social&utm_campaign=sharebarweb

A WORLD War II plane flanked by two iconic Spitfires scattered 750,000 poppies over the famous White Cliffs of Dover this morning. After a minute's silence at 11am to mark Remembrance Day, around 1,000 people in Kent watched the poignant moment.



A vintage WWII plane drops thousands of poppies over the Kent countryside in tribute to fallen soldiers
Credit: Paul Edwards - The Sun

The poppies were dropped from 500ft by a Dakota, a military aircraft used in D-Day, which flew alongside two Spitfires – the fighter planes synonymous with the Battle of Britain in 1940. People watched near the coast in Folkestone and on the nearby cliffs at Capel-le-Ferne.

Five veterans - including RAF servicemen who served in the Second World War - were aboard to oversee the poppy drop.

After several passes over the packed crowds below, the three-aircraft formation turned and headed along the coast before heading back to North Weald Airfield in Essex where the Dakota is based.



The Dakota plane was used in D-Day when the Allies liberated France from Nazi Germany
Credit: JIM BENNETT

WWII veteran Warrant Officer Roy Briggs, 94, was one of those who went up in the Dakota today. He served as a wireless operator on Lancaster aircraft with 576 squadron, conducting raids at Plauen and Bremen. Speaking to Press Association, he said he spent the flight thinking of a Lancaster crew he knew, who all lost their lives during a wartime mission. He said: "I am 94 and they are still 20 and 21. They will never be anything else to me."



A Spitfire fighter performs a flyover over The Battle of Britain Memorial in Dover
Credit: Reuters

Mr Briggs said the flight on Sunday was something of a surprise, revealed just a few days before. He said: "I couldn't really believe at 94 I was getting involved in something like this." Flight Lieutenant George Prichard, 96, said the Dakota flight was "wonderful".

He said: "It was a great, great day and I was thrilled to be part of the event. "Something I had never expected I would be doing. Something I shall remember for a very, very long time."



One of the Spitfires following the Dakota before it dropped three-quarters-of-a-million poppies over the White Cliffs of Dover
Credit: Reuters



The Spitfire helped fight off Nazi fighter planes during the Battle of Britain in 1940
Credit: Reuters



World War II Spitfire flies over Kent during the poppy drop
Credit: Reuters



Veteran Steve Craddock sits in the Dakota during the poppy drop
Credit: Paul Edwards - The Sun

Veterans of modern conflicts such as Iraq were also on the flight including Steve Craddock who took part in six tours of Northern Ireland. The vintage Dakota aircraft is itself a veteran of the Second World War and took part in the troop drops on D-Day. It still has 40 bullet holes in its fuselage dating back to those battles, including a spot near the cockpit where a shell passed clean through both sides of the plane. The Spitfires - both Mk IX models - both saw action over Normandy during the war. They flew from RAF Duxford on Sunday morning to meet the Dakota before the trip to Dover.



The three planes flew in formation and were watched by around 1,000 people
Credit: Reuters



The awe-inspiring event marked this year's Remembrance Day
Credit: Reuters



Around 750,000 poppies were dropped over Kent
Credit: JIM BENNETT



The plane was flanked by two iconic Spitfire planes
Credit: JIM BENNETT

[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://youneaglesday.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/ea/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!!



Sherman Municipal Airport Master Plan

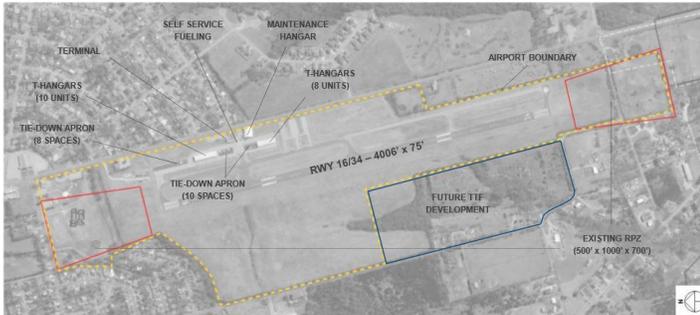
By Mary Lawrence

Several of EAA 323's members have been part of the Sherman Municipal Airport Master Plan Steering Committee. Mike McLendon, Brad Hodge, Ross Richardson, Jim Smisek, Mary Lawrence and Rick Simmons met with City of Sherman staff, Aviation Planners from Corgan Associates (an Architectural consulting firm hired by the City of Sherman to do the planning), and others community members to develop goals and objectives and a development plan.

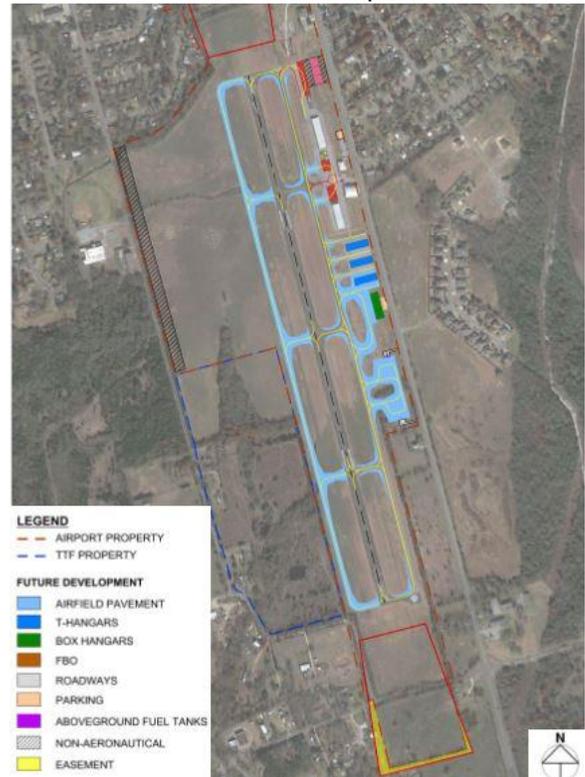


The goals and objectives include to be a general aviation reliever airport for recreational flyers, foster commercial and aviation-related development, become an educator on aviation for the community, and remain non-towered. Projects include 21 new T-hangars, 3 box hangars, 3 commercial box hangars, 16 additional auto parking spaces, and additional fueling options including MoGas and Jet-A. The first project, the construction of a 7-place T-hangar, is scheduled for the first half of 2020. The new hangar home development on the west side of the airport was considered but is not part of the master plan process since it is privately-owned. The plan covers 20 years with phases being implemented as activity and funding allow.

Existing Airport Layout



Recommended Development



A rare sight - Two Boomerangs and the only Hudson flying in the world. There are only three Boomerangs.

One is flown by Jim Whalley - he flies the plane his father flew in WW2!

Edinburgh airshow Sunday Nov 10th. Adelaide, South Australia.



Quiz: Do You Know These 6 Common Approach Chart Symbols?

By Corey Komarec 11/06/2019

<https://www.boldmethod.com/blog/quizzes/2019/11/do-you-know-these-6-common-approach-symbols/>

1) What does the 'T' inside the triangle mean?

Airport has IFR takeoff minimums and/or departure procedures

Airport has non-standard takeoff lighting

Airport has non-standard terminal procedures

Airport has taxiway centerline lights

2) Which runway's approach lighting system has red side-row bars?

Runway 25R

Runway 25L

Neither Runway

ILS or LOC RWY 25R
LOS ANGELES INTL. (LAX)

Simultaneous approach to RWY 25R minimums. Visibility to 1000 ft, inoperative.

MALS Rwy 25R (T) ALSF-2 Rwy 25L (M)

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 on heading 200° and LAX VORTAC R-210 to CATLY INT/LAX 12.8 DME and hold.

LOS ANGELES VORTAC: N 133.9 239.3 S 120.95 379.1
GND CLN: N 121.65 327.0 S 121.75 327.0 W 121.4 327.0
CLNC DEL: 120.35 327.0

3) You're approaching LAX from the North on the 020 radial (200 course TO). What's the minimum safe altitude when you're within 25 NM?

2,700 feet MSL

4,400 feet MSL

7,700 feet MSL

10,000 feet MSL

MSA LAX 25 NM: 7700, 4400, 2700

ALTERNATE MISSED APPROCH FIX: 115.7 SU R-251 Chan 104, 113.4 SFC Chan 51, 110.8 RMO R-205 Chan 45

ELEV 126 TDZE 25R 102

4) Why is the Seal Beach VOR frequency (115.7) underlined?

Procedure N Arrival at SLI VORTAC via V459-597 southbound.

DME or RADAR REQUIRED

It can't be used for IFR navigation

No DME available

HIWAS or TWEB weather available

No voice transmitted on the frequency

5) What is the bold 'V'?

Visual descent point

Missed approach point

Minimum descent altitude

Final approach fix

LAX R-210 INT, CATLY INT, MUSIK I-CFN 29.7, JURPE I-CFN 33.2, TAANK I-CFN 36.7, LYCOM BCVOE I-CFN 40.8

Visual Descent Point (V) at 1000' and 1900'

GS 3.00° TCH 58

6) Why are these ovals over the runway?

GS 3.00° TCH 58

The runway has a cable arresting system

The runway has a displaced threshold

The runway is capable of CAT III approaches

The runway has touchdown zone and centerline lighting



[NTRA 2019 earnings put airport in the black](#)

By Michael Hutchins, Herald Democrat

Posted Nov 14, 2019 at 12:03 PM

<https://www.heralddemocrat.com/news/20191114/making-profit-ntra-reports-2019-earnings>

For the first time in modern history, North Texas Regional Airport — Perrin Field reported a profit in 2019 without the assistance of Grayson County. For the 2018-2019 fiscal year, the airport is reporting about \$110,000 in revenue over its expenses.

For the year, the airport saw \$1.24 million in revenue with 1.13 million in expenses. Of its income, about \$950,000 was attributed to airport facilities, with \$655,000 coming from aviation facilities and another \$295,000 from revenue-producing facilities.

“We’ve crossed the bridge to profitability and I think we will stay there going forward,” said Randy Hensarling, a board member on the Grayson County Regional Mobility Authority. “So, we will not be asking the county to supplement operations out here.”

In previous years, Grayson County has supplemented the airport’s income by about \$300,000 annually to assist in the operation of the airport’s control tower. However, in 2018 the funding of the control was transferred to the Federal Aviation Administration when the airport was admitted into its contract tower program.

Hensarling said the numbers for 2018 include about \$50,000 in expenses that will be recouped by NTRA using the Texas Department of Transportation’s Routine Airport Maintenance Program, also known as the RAMP grant.

The airport utilized these funds for maintenance earlier this year, but the grant funds were not received until after the end of the fiscal year. Instead, these funds will be included in the next fiscal year’s budget, Hensarling said.

For several years, county officials viewed the airport’s control tower as the final hurdle that the airport needed to address in order to become self-sufficient and not reliant on outside funds. This hurdle was finally crossed in late 2018 when the FAA officially took over operations of the tower after more than five years of efforts and lobbying by local interests.

“This is a direct result of our entry into the federal control tower program and is illustrative of the great management team that we have in place at the airport,” Grayson County Judge Bill Magers said Thursday, thanking members of the RMA board for their efforts. Magers said he hopes that this can assist the airport in its continued growth and development.

“This event, coupled with the exciting news of a potential new terminal has NTRA Perrin Field on an upward trajectory into the future,” he said. Hensarling said he anticipated that NTRA would see similar numbers at the end of the 2019-2020 fiscal year. However, he said there are opportunities for the airport to build momentum.

“Every time we increase fuel sales, we build more hangars, build more lease income, that’s how we make money out here at the airport,” he said.

North Texas Regional! Grayson County Airport.

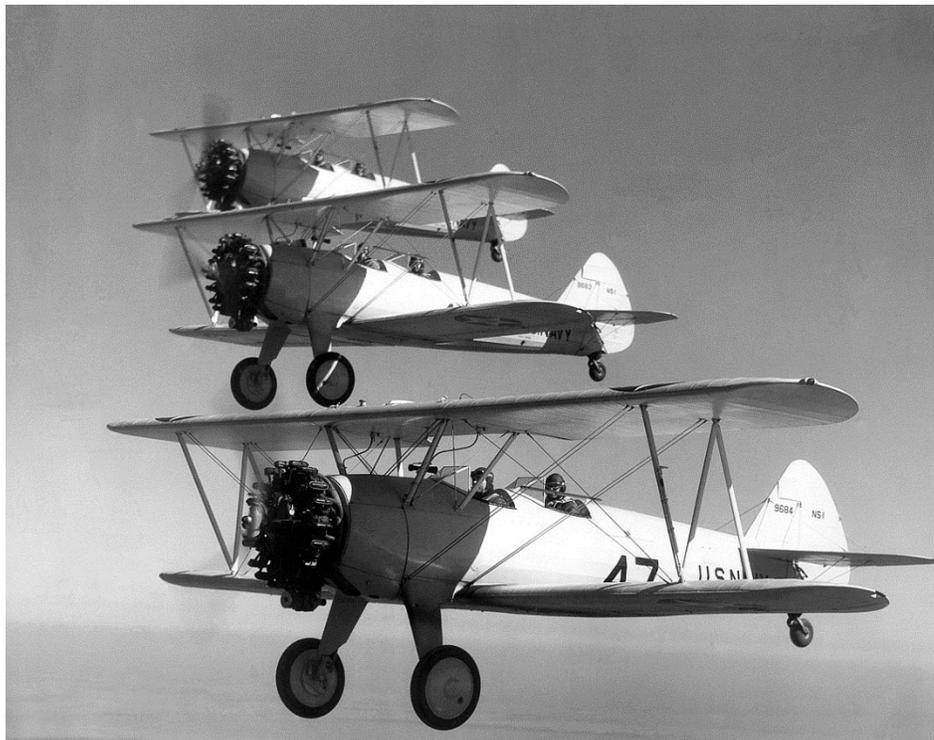


Officials with the North Texas Regional Mobility Authority announced Thursday that North Texas Regional Airport -- Perrin Field was in the black for the 2019 fiscal year. This marks the first time in recent history that the airport did not need outside funding from Grayson County. [Herald Democrat]



Aircraft of the Month: Stearman PT-17

The Stearman (Boeing) Model 75 is a biplane formerly used as a military trainer aircraft, of which at least 10,626 were built in the United States during the 1930s and 1940s. Stearman Aircraft became a subsidiary of Boeing in 1934. Widely known as the Stearman, Boeing Stearman or Kaydet, it served as a primary trainer for the United States Army Air Forces, the United States Navy (as the NS and N2S), and with the Royal Canadian Air Force as the Kaydet throughout World War II. After the conflict was over, thousands of surplus aircraft were sold on the civilian market. In the immediate postwar years, they became popular as crop dusters, sports planes, and for aerobatic and wing walking use in air shows.



General characteristics

Crew: 2

Length: 24 ft 9 in (7.54 m)

Wingspan: 32 ft 2 in (9.80 m)

Height: 9 ft 8 in (2.95 m)

Wing area: 27.7 sq ft (2.57 m²)

Empty weight: 1,931 lb (876 kg)

Max takeoff weight: 2,635 lb (1,195 kg)

Fuel capacity: 46 US gal (38 imp gal;
170 l)

Powerplant: 1 × Continental R-670-5 7-
cylinder air-cooled radial piston engine,
220 hp (160 kW)

Propellers: 2-bladed fixed-pitch
propeller

Performance

Maximum speed: 124 mph (200 km/h,
108 kn)

Cruise speed: 96 mph (154 km/h, 83 kn)

Service ceiling: 13,200 ft (4,000 m)

Time to altitude: 10,000 ft (3,000 m) in
17 minutes 18 seconds

Wing loading: 8.84 lb/sq ft (43.2 kg/m²)

FLYING A STEARMAN



BRINGS A PILOT CLOSE TO
HEAVEN



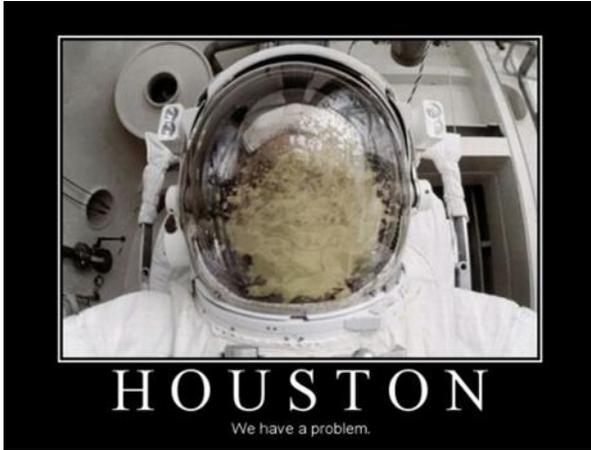
THE PLANE OR
ME

CLEAR PROP



CFI Corner

By Adam Yavner



Avoiding the Dreaded Vomitus Horribilis

When we take a passenger for a flight in a plane, whether it is their first time or they are a regular, we always want to make it a great experience, and memorable for all the right reasons.

A few recent flights in the Civil Air Patrol C172 prompted me to think of everything I could to try to avoid this most singularly unpleasant of all experiences. I can think of almost nothing outside of an actual life-or-death emergency that could make a flight more disagreeable – and depending on how you and others react, can escalate to obnoxious levels of repulsiveness that do not bear thinking about.



Now in my extended circle of family/friends/acquaintances – that is, everyone I know – I may be unique. I have not checked with the people at Guinness but I am pretty sure I have a solid claim: I have not vomited since 1993. No, that is not a typo – 26 years and counting. For some weird reason, other people do have this problem – a fact that has taken me off guard a few times in the last couple of months.

There are several reasons why this might occur, ranging from entirely predictable and self-inflicted to factors outside your immediate control such as external conditions or even psychological. Most of us know from our younger days that over-indulging in alcohol is a sure-fire way to Kneel at the Porcelain Altar. Luckily, 91.17 (a) gives us some guidance – we already know that we as pilots can't fly within 8 hours as well as .04 BAC. If your binge was substantial enough, you could still register higher than that well after 8 hours. Best to play it safe. However, did you know the same FAR (b) prohibits us from carrying a person who appears to be intoxicated or under the influence? This gives us some discretion, and easy leverage to encourage moderation. Personally, I do not plan any day flights where drinking is a central focus of the day (wineries, brewery or distillery tours, etc). Weekend trips are fine for that, just get that out of the way early (and make sure everyone stays hydrated).

In a similar vein, but a bit more subjective, is eating. We like to use our planes to go visit new places to have pancakes or hamburgers (or pizza... or BBQ... or...). But in our enthusiasm, we may tend to overeat, or to eat things that are not part of our usual diet or maybe don't agree with us for whatever reason. So, I would suggest plan to eat in moderation, and stick to things that you have some history with – right before a 2-hour flight is not the time to find out you are allergic to crab cakes. Try to leave a little time for sightseeing or just visiting after your meal – again, you don't want to find out you have food poisoning just after leveling off at 6,500'...

Moving on, the hot and bumpy summer months (or any sort of convective or gusty conditions) are practically an open invitation to experience hosing out your plane. So, try to plan to fly earlier in the morning or in the evening, and if possible fly as high as you are able. Above the inversion layer or the clouds, it should be nice, cool, and smooth.

IMSAFE doesn't just apply to the pilots – it is a good tool for assessing a passenger's fitness to fly as well. A recent illness might cause dizziness or inner ear problems, and many issues arise simply from the body's sensations not agreeing with what they see or feel.

Finally, we have good old-fashioned Anxiety. Some people just get carsick/airsick and they know it is going to happen, and it becomes a self-fulfilling prophecy. It is possible with some carefully controlled experiences they can build up tolerance – perhaps a quick 15-minute flight in the morning or evening on a smooth and windless day. Personally, I do not take it upon myself to take that particular therapy on. More power to those who do.



FunPlacesToFly

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

Things you as pilot can do – to varying degrees, some of the above can be mitigated by using a few strategies. Of course, it is important not to let them know you are addressing it specifically – often just focusing on the idea of it is enough to start someone down that path. Letting them handle the controls (in stable cruise flight) or watching for traffic is often enough to help them focus elsewhere. Open up some vents and get some cool air circulating if possible. Looking at the horizon might help reconcile what they see with what they feel. It is a good idea to make sure you are well-stocked on sick bags and maybe even some Dramamine or equivalent. Some people have had luck with those electric “relief bands” worn like a watch. Might be a good investment. Be sure to keep your passengers informed as to when it could potentially be a little bumpy – for instance, passing under that big fluffy cloud, or crossing over a dark patch on the ground. Knowledge is power.

Some things NOT to do – trying to spew out of a window will always end badly. Ditto for opening a window if the sick passenger is in back (sorry, Jim!). Really, unless you know your passengers well, try to avoid any sudden moves or maneuvers such as steep turns or the ‘floating pencil’ or similar.

Personally, I have a strict no-vomit rule – that is, anyone who has reason to feel it may be more likely than average that they will be sick, will stay on the ground. I have a record to uphold, after all.

As always, if you have any questions, shoot me a message and I’ll do my best to get you an answer! As always, if you have any questions, shoot me a message and I’ll do my best to get you an answer!

Builder’s Corner Updates

By Ed Griggs

Ed Griggs’ Ison Airbike Update: Whether my fault or not, the propeller that I received (while clock-wise in rotation) was “pitched” reverse so the wait is on for the replacement prop, thinking mid Dec. This will give me more time to check, check and re-check everything on my Airbike!



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!!

Answers to the Quiz on Page 8

According to the Chart User's Guide, when a 'T' appears in the notes section, it means the airport has IFR takeoff minimums and/or Departure Procedures published in the Terminal Procedures Publication (TPP).

Runway 25L has an ALSF-2 approach lighting system, which has red side-row bars.

The MSA from the North sector (120 to 240 course) is 7700' MSL.

The underline means no voice is available, which means flight service would not be able to communicate to you through the VOR. On some VORs, flight service is able to transmit to you through the VOR frequency (you always transmit to them on a separate frequency). This is not one of those VORs.

This is the visual descent point. On a non-precision approach, this is the point from which the aircraft would be able to continue its descent from the MDA to the runway threshold while maintaining a standard 3 degree (typically 3 degrees, but not always) descent angle while being assured obstacle clearance.

The ovals mean the runway has a displaced threshold, which you need to land beyond.

Mel Asberry

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*EAA Technical Counselor

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EAA Webinars Schedule

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

EAA is pleased to announce their November and December 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.



12/17/19 @ 7 p.m. IAC - Where We've Been and Where We're Going! Robert Armstrong

Join International Aerobatic Club President Robert Armstrong as he takes a look back at IAC activities in 2019, the core purposes of the club, and how its programs can benefit every pilot. He will wrap up the presentation with IAC's plans for 2020 when the club will be celebrating its 50th anniversary at EAA AirVenture in Oshkosh, Wisconsin.

12/18/19 @ 7 p.m. What You Need to Know About Airframe Icing Qualifies for FAA WINGS credit. Scott Dennstaedt

Whether you're flying during the warm or cold season, it's critical for pilots to understand the factors associated with airframe icing, especially when flying under instrument flight rules (IFR). Icing is a complex topic and demands a challenging dialogue. Rules of thumb that you may have been taught during your primary training can be dangerous and often replace real weather analysis that is paramount to minimizing your exposure to airframe icing. In this webinar, we will shed some light on how clouds form and how they can become a serious icing hazard to pilots. This includes a discussion on the factors associated with airframe icing and presents the latest analysis tools and techniques that pilots can incorporate to gain the most utility from their aircraft throughout the year without compromising safety.

1/8/20 @ 7 p.m. AOG! Dealing With Breakdowns Away From Home Qualifies for FAA WINGS and AMT credit. Mike Busch

It's every aircraft owner's worst nightmare, an aircraft mechanical problem that occurs while on a trip far away from home base. This is always stressful. You're stuck somewhere you don't want to be, dependent on shops and mechanics you don't know or trust, and generally far outside your comfort zone. Maintenance expert Mike Busch and his colleagues have guided clients through thousands of these situations. From this experience Mike has developed three simple rules for ensuring the best possible outcome. In this webinar, Mike illustrates these rules by taking you through a number of real-life aircraft on ground situations and how they were resolved.

1/15/20 @ 7 p.m. Transportation Security and You — What's New Since 9/11? Prof. H. Paul Shuch Qualifies for FAA WINGS credit.

The creation of the Department of Homeland Security and the Transportation Security Administration following the terrorist attacks of September 11, 2001, imposed new security regulations on all pilots, student pilots, aircraft owners, flight school employees, aviation independent contractors, and independent flight instructors. If you fit in any of these categories, this webinar will update you on post-9/11 aviation security requirements.

EAA gratefully acknowledges the support of Aircraft Spruce and Specialty Co. for their generous sponsorship of EAA webinars.



Aviation Words — Yoke

By Ian Brown, Editor

November 2019 - You probably thought this was an unusual word when you first came across it, perhaps in your first flight as a beginning pilot. The oldest use of the word seems to be the wooden bar to connect a pair of oxen used sometime before the 12th century. So maybe the "yoke" was adopted at the moment that two control devices were connected together for two pilots.

Apparently, "control wheel" was used fairly early on, but perhaps that was abandoned when a physical wheel went out of favour. Control sticks are generally "yoked" together, but they are never called yokes. As a verb, "to yoke" is to connect two things together, so perhaps another conceptual use of the word might be that the pitch and roll axes are yoked together.



Supporting Our Community, Shop Local, Shop Texoma:

By Todd Bass

Where are you going to spend your money this holiday season? Remember if you have kids, grandchildren or even nieces and nephews then you need to help support the local community. When is the last time you saw a Amazon banner at a child's event. Like a Spelling Bee, baseball or softball tournament or games, soccer, basketball or football games. The small business' gives thousands of jobs that your families works at. Please think twice before you push that "purchase" button from someone who does not even care about YOUR community. #shoplocalshoptexoma #shermanchamberofcommerce #denisonchamberofcommerce



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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!



Pop's Place, located in Denison at 4531 Texoma Pkwy, (and Pop's Place Too located at 21136 Hwy 56 West in Southmayd) serves Breakfast from 8am-10:30am and regular menu items from 11am-7:30pm Wednesday- Sunday, Friday brings Catfish, Popcorn Shrimp and Clam Strip plates starting at \$9.99! Someone wins their lunch for FREE at 12:30pm with our lotto lunch every single day!! Our Denison location is now available for delivery with Texoma Delivery, must be within a 15-mile radius of the restaurant!!



Upcoming Events

Saturday, December 7	First Saturday Event: Pancake fly-in/drive-in at Sherman Municipal Airport (KSWI), hosted by EAA 323. Come by for the camaraderie, breakfast, and the cheapest prices of 100LL fuel in the area!
Thursday, December 12	Christmas Party December 12 @ 6:30PM at the Richardson's. See page 3 for more information.
Wednesday, December 25	Merry Christmas!
Saturday, January 11, 2020	First Saturday Event: AOPA Rusty Pilot Seminar held at Cedar Mills (3TO) Sponsored by EAA 323, Texoma Aero Club (TAC) and John Halterman CFI.
Thursday, 16 January	Monthly Thursday meeting at the Sherman Airport Terminal Subject: Special Guest Speaker Larry Popp, CAF B29 Pilot, will be speaking to Us about his experiences

Officers/Board of Directors/Key Coordinators

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Ed Griggs	PIO	a_model_guy@ymail.com	903-436-1405

General Email: EAA323@hotmail.com

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



High Flight

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

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



EAA SHERMAN CHAPTER 323 MEMBERSHIP APPLICATION AND RENEWAL FORM

- New Member
 Renewal
 Info Change

Membership dues for EAA Chapter 323 are \$30/year.

Make checks payable to
EAA Chapter 323

Mail application to:
Ross Richardson
2115 Turtle Creek Circle
Sherman, TX 75092

National EAA offices:
Experimental Aircraft Association
EAA Aviation Center
PO Box 3086
Oshkosh, WI 54903-3086

National EAA Membership:
(800) JOIN EAA (564-6322)
Phone (920) 426-4800
Fax: (920) 426-6761

Name _____

Copilot (spouse, friend, other) _____

Address _____

City _____ State _____ Zip _____

Phone Home: _____ Mobile: _____

Email address _____

EAA # _____ Exp date: _____

(Chapter 323 membership requires National EAA membership)

Pilot/A&P Ratings _____

I am interested in
helping with:

- Fly-Ins
Programs
Newsletter
Young Eagles
Officer

Plane, Projects (%complete) and Interests: