



# The Ramp Page



**EAA Chapter 323 Sherman, TX  
Monthly Newsletter  
Celebrating our 51st year of service!  
December 2020**



Email: [ea323@hotmail.com](mailto:ea323@hotmail.com)

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

Like us on Facebook @ea323

## President's Mission Brief:

By John Halterman

EAA 323,

Well, at the beginning of this year, I said it should be severe clear this year....after all it's 20/20!  
I was so wrong.

This year will be remembered, obviously, for the pandemic. We started the year off normal, then it came to a halt. However, through the member's participation and creative ideas, we were still able to hold quite a few meetings and some events. We tried virtual. We also used the Texoma Aero Club hangar for our meetings (a big thank you!), we switched days and times. However, we still had great attendance at our meetings (around 50% of active members), still had a great fly in, Sherman HS Aviation Day, Young Eagles event, VMC Club meetings, and Fly Outs. However, most importantly, I believe we still had an opportunity to socialize and maximize to the best of our ability safety in these given times.

I do want to send a special thank you to all the club members for their understanding in these times while I try to balance the risk yet keep our chapter active. Thanks to all!

I do want the club to know that we have applied for another Ray Aviation Scholarship to train a young, future pilot to get him/her a pilot certificate. We'll know towards the end of February whether we've been granted a scholarship. Also, we have communicated with the Sherman HS aviation program on November 24th our willingness to sponsor/support/assist with the students on piloting/mechanics/paying it forward as we discussed at the November Meeting. We are awaiting the administration's feedback and input our suggestions....more to come.

At our last meeting, we had our Officer elections for 2021. I am pleased to present the Officers/Trusted Positions for EAA 323 FY2021:

President: John Halterman

Vice President: Paul Tanner

Secretary: Sean Noel

Treasurer/Membership: Ross Richardson

Young Eagle Coordinator: John Horn

Eagle Coordinator: Adam Yavner

Board of Directors: John Horn, Mary Lawrence, Rick Simmons, Steve Straus

VMC: Ed Griggs/Sean Noel

Technical Counselors: Mel Asberry, Jim Smisek, Joe Nelsen

PIO: Ed Griggs



**ASPIRE**  
to  
**INSPIRE**  
before you  
**EXPIRE!**

EAA 323 has one official event left for 2020, and that's our annual Christmas Party. On December 3, I sent an email to everyone outlining the plan. However, as a brief reminder:

Open to any active EAA 323 member and his/her spouse/significant other

Location is the Lodge at Cedar Mills starting at 6:30PM on Thursday December 17th.

Bring a beverage and potluck/desert

A gift for the gift exchange valued at \$20-30.

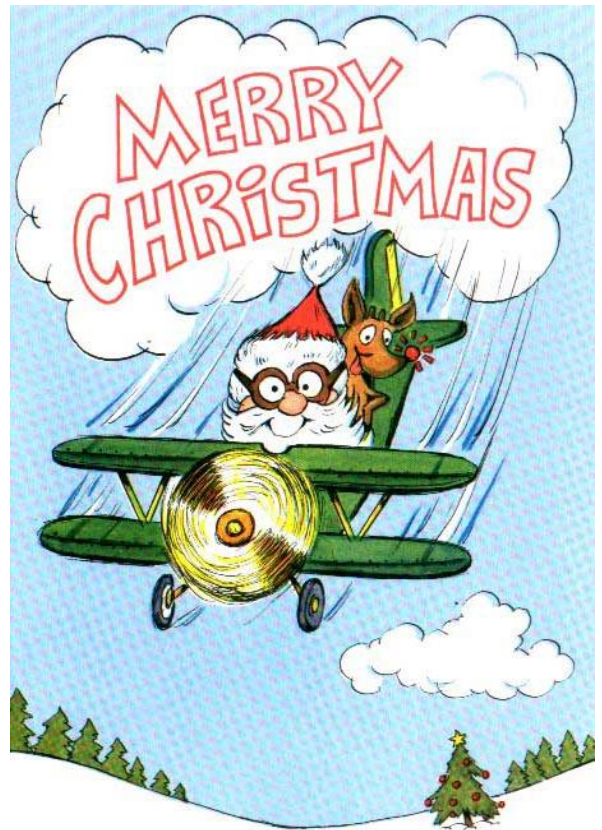
A map and details to the location is found later in the newsletter as well.

We do have an exciting line up of activities coming up in 2021. So, I hope to see everyone there as we continue our chapter's legacy. I can't wait to return to Sherman Muni—our home—when this is all over with.

I wish you all a Merry Christmas and Happy New Year!

John F. Halterman

EAA 323 President

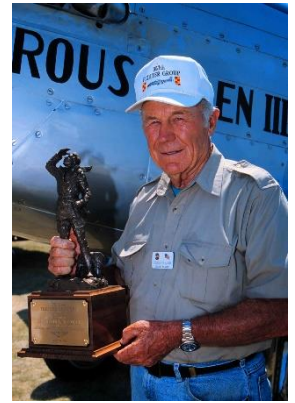


## EAA Mourns Death of Gen. Chuck Yeager

<https://www.eaa.org/eaanews-and-publications/eaanews-and-aviation-news/news/12-08-2020-eea-mourns-death-of-gen-chuck-yeager>

EAA is mourning the death of Brig. Gen. Chuck Yeager, one of America's preeminent aviators who also supported EAA in a variety of ways over a 30-year period. Yeager died Monday evening in California at age 97.

Gen. Yeager, EAA Lifetime 258188, was best known as the first man to fly faster than the speed of sound when he flew the Bell X-1 at Mach 1 in October 1947. He also had a decorated military career as an Army Air Forces ace in World War II and flew combat missions in the Korean and Vietnam Wars prior to retiring from the military in 1975.



To EAA members, however, Yeager's influence was most noticeable in two areas: As the second chairman of EAA's Young Eagles program for a decade, and for his regular appearances at EAA AirVenture Oshkosh over a 30-year period.

"Chuck Yeager's aviation accomplishments are well documented and legendary," said Jack J. Pelton, EAA's CEO and Chairman of the Board. "His personal support of EAA and its programs helped take them to new levels, and thousands of people had the opportunity to meet and hear him when he was at Oshkosh. We will remember Gen. Yeager for those generous commitments of his time to EAA, along with his immortal aviation achievements."

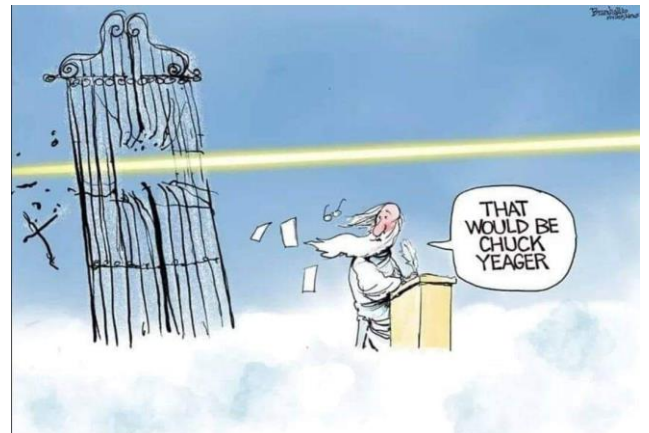
Yeager became the second chairman of the Young Eagles program in 1994, succeeding the late Cliff Robertson. Yeager was an active chairman, regularly flying Young Eagles including at Oshkosh. He also used his visibility to promote Young Eagles and youth involvement in aviation. He personally flew more than 250 Young Eagles during his time as the program's chairman. He also flew the 1 millionth Young Eagle, Illinois resident Andrew Grant, on an honorary flight in early 2004 as a tribute to the volunteers who reached the goal of flying 1 million Young Eagles by the centennial of powered flight commemorated at EAA's Countdown to Kitty Hawk program in North Carolina in December 2003. In September 2004, Yeager turned the chairman reins over to actor and pilot Harrison Ford.

Yeager was also a frequent visitor and presenter at EAA AirVenture Oshkosh, both at Theater in the Woods and in the Warbirds area. One notable presentation was a reunion with his 357th Fighter Group at the 1992 EAA fly-in convention that included Yeager and fellow WWII ace Bud Anderson. At Oshkosh he also had the regular opportunity to reunite with his wingman from the 1947 supersonic flight, legendary pilot Bob Hoover.



EAA recognized Yeager's commitment to the organization by presenting him with EAA's highest honor, the Freedom of Flight Award, in 1995.

"Much will be spoken and written of Gen. Yeager's aviation exploits in honor of his passing, and deservedly so," Pelton said. "To us, he was all of that, but we will also remember him as a fellow EAA member who gave greatly of his time and talent to encourage and promote aviation, and motivate his fellow EAA members to join him as well."



## Texoma Aero Club:

By Mike McLendon

Texoma Aero Club added a 1962 Cessna 172D (N2158Y) to its livery in November of this year. And what a great addition it has turned out to be:

TAC would like to Announce that, and Congratulate, Chris Mercer on his solo in N2158Y on December 7. Nothing Broke. The curse is over!

Also Nathan Weick soloed N2158Y on December 8<sup>th</sup> at Sherman Municipal Airport.



Chris Mercer soloed on December 07<sup>th</sup> in TAC's 7N2158Y



Nathan Weick soloed on December 08<sup>th</sup> in TAC's N2158Y

On Behalf of the Texoma Aero Club Board of Directors, Safety Officer, CFI's, and Our Members:

Thanks for a great year! Merry Christmas. Happy New Year. Happy Hanukkah. Happy Holidays. Seasons Greetings. Blue Skies to all! Come fly with us in 2021. Visit [texomaclub.com](http://texomaclub.com)

## VMC Club Question of the Month: December 2020:

By: Radek Wyrzykowski, Manager of Flight Proficiency

This months question:

You're approaching your destination, Concord Municipal Airport, Concord, New Hampshire, USA (KCON) at 1,400' MSL during the day when you see some clouds ahead. ASOS reports the clouds at 1,900'. Because it's a VFR day, you know that the highest altitude you can fly beneath these clouds is approximately 1,400 MSL. Is this correct?



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Chad Smolik

[aviationinsuranceexperts@gmail.com](mailto:aviationinsuranceexperts@gmail.com)

682-583-0474



## EAA 323 plans Christmas Party:

By John F. Halterman

The event will start at 6:30 PM at the Lodge located at Cedar Mills (not the Richardson's house in Sherman). The address for Cedar Mills, to plug in your GPS, is 500 Harbour View Rd, Gordonville TX. The Red star indicates the location of the Lodge (see map on right). The Lodge provides us with a large amount of space to spread out and maintain our distance, yet, have some happy memories for an unusual 2020.

Next, as for food and beverage... The Worstell's have confirmed their contribution of ham again this year (thanks!). You are asked to bring a side dish to pass (pot luck) and/or dessert. Also, please bring a beverage of your choice to share. This is the same tradition as always. If someone would like to volunteer on the punch (real punch), please let us know by replying to this email.

During the event, we usually have a brief reflection of the year and pass out awards.

Last, is the highly competitive gift exchange. Each person is asked to bring a wrapped gift. A recommended value is \$20-30. While the rules will be discussed at the party, violence will be tolerated 😊

Any active EAA 323 member and his/her spouse/significant other are invited to attend.

If there are things we can do to make the event more comfortable, please feel free to Call or email me.

I'm looking forward to a great evening!

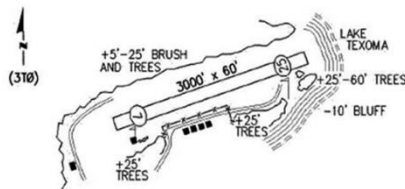
## Directions to Cedar Mills Resort:

<http://www.cedarmills.com/airfield.php>

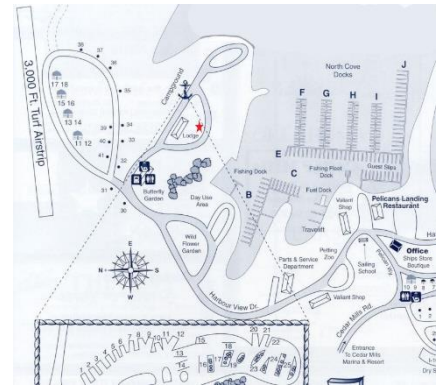
Cedar Mills Marina & Resort Airfield (3T0) on Lake Texoma is located in North Texas and is a great vacation destination for our flying friends. Our turf airstrip is 3,000 feet and is always maintained. Tie-downs are located on the south side of the runway.

### Fly-In Data

- Airport Identifier 3T0
- CTAF 122.90
- Phone 903-523-4222
- 133° Radial
- 28.6 miles from Ardmore VOR 116.7
- 39.5 miles from Bonham VOR 114.6
- Coordinates: N 33-50-24, W 96-48-42
- Field Elevation: 640' MSL
- Length 3000 Feet, Turf



The airstrip is a refreshing short stroll from the center of the marina where you will find the Ships Store Gift Shop & Boutique, Main Office, and our waterfront restaurant, Pelican's Landing.



### Driving from DFW Metroplex

You can reach Cedar Mills from either the West corridor (I-35E) or the East corridor (U.S. 75).

From the western side, drive up I-35E to Gainesville, Texas. Exit at Highway 82E at Gainesville travel east to Whitesboro, Texas. Take exit 624 at Whitesboro (Highway 377). Turn north (left) and continue on Highway 377 for approximately 12 miles until you reach the large billboard for Cedar Mills Marina & Resort and Pelican's Landing Waterfront Restaurant (on the right side of the road). Turn east (right) on Cedar Mills Road, stay to the left and follow road for three miles. It will take you directly to our resort.

From the eastern side, drive up U.S. 75 to Sherman, Texas. Exit on Highway 82 and turn west (left) on Highway 82. Travel west to Whitesboro, Texas. Exit on Highway 377, go north (right) for approximately 12 miles, until you reach the large billboard for Cedar Mills Marina & Resort and Pelican's Landing Waterfront Restaurant (on the right side of the road). Turn east (right) on Cedar Mills Road, stay to the left and follow road for three miles. It will take you directly to our resort.

### Driving from Oklahoma

Head south on Highway 99 in Oklahoma. When you cross the Willis Bridge over the Red River (and Lake Texoma) into Texas, the highway number changes to Highway 377. Continue from the bridge, one-half mile south, turn east (left) at Hillcrest Street (next to Mitchell's Store) and continue for one-half mile. Turn right at County Road. Continue down County Road for about two miles until you reach the stop sign at Cedar Mills Road. Turn left and follow the roadway into the marina.

### Driving from DFW Airport

Take the North Exit out of the airport and continue on it (it becomes Hwy 121) to Lewisville, where you reach I-35E. Take I-35E North to Gainesville, Texas. See the rest of instructions above, "Driving from DFW Metroplex".

## CFI Corner: STARVING AND EXHAUSTED!

By Adam Yavner

I know what you're thinking: "That is just how I feel after pushing my plane over the hump into the hangar when it's raining outside!" Well, no, not quite. The title describes the ways we can come to misery as a result of running out of fuel. First, a couple of definitions are in order:



"Starvation" is when fuel is on board but unable to reach the engine.

"Exhaustion" is when, as the name suggests, when the fuel supply is exhausted (ie., run out).

In the case of starvation, this may be a result of mechanical failure such as a filter or pump – things that may be out of your control (assuming a good preflight). On the other hand, it may also stem from lack of familiarity with the fuel system and proper fuel management. If you are used to flying a plane with 2 wing tanks and a "BOTH" position, it may take some time and training to come to terms with managing fuel in a plane with tip tanks in addition to the wing tanks. Do you know what the fuel flow is at any given time? Do you know how much USABLE fuel each tank holds? What about lateral balance? Transfer pumps? Get to know your system.

Exhaustion is generally a result of poor planning or not adjusting for conditions in flight. It is possible a massive undetected leak is the culprit (rotted hose or tank, fuel caps left off... again things that you should catch in a good preflight). However, the majority of these occurrences sadly turn out to be pilot error. So again – know how much your system holds. For a cross-country flight, know your fuel flow as well as your ground speed so if the trip seems to be taking longer than you expected you can adjust accordingly.

Perhaps headwinds are stronger than forecast. A good flight plan (and sticking to it) is key here.

Aircraft components are generally reliable, so a takeaway from the above two paragraphs is there are very few chances for "bad luck" to play a role and many opportunities for "pilot error". I always tell students that Hope is not a strategy. So plan each flight as if your life depends on it. (Hint: it does.)

There is some guidance in our regulations, but these are minimums.

For flight in VFR conditions, 91.151 tells us to plan for enough fuel to fly to the first point of destination plus 30 extra minutes during the day or 45 minutes at night. I don't know about you, but 30 minutes in a typical GA aircraft would be about 4 gallons. Or 2 per wing... while that may be legal, it sure seems to be cutting it fine when you consider most tanks have a certain amount of unusable fuel. As long as everything works out as planned, then minimum is enough. Do you trust your life to that? I didn't think so. 91.167 contains the requirements for IFR conditions. It is a little more wordy, but the point is the same – don't rely on luck. If your engine stops and you are unable to get it started, you now have a chance to practice your emergency landing procedures. This is outside the scope of this article, but do your best not to turn a "situation" into an "emergency". Loss of Control (LOC) and Controlled Flight Into Terrain (CFIT) are still leading causes of fatalities in GA, and fuel exhaustion or starvation is one way to find yourself in that situation.

Again, make sure you know your system inside and out. Spend some quality time with your Pilot's Operating Handbook and do some chair flying on a rainy day. Formalize your process so you know when and how to switch tanks. Add it to your cruise checklist. Do a good preflight plan, take it seriously, and stick to it. If conditions change, be ready to land and reassess on the ground. Fuel gauges may be notoriously inaccurate, but you should still watch them for any large changes.

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



## The Hardest VFR Quiz You'll Take This Month:

By Corey Komarec, 11/23/2020, <https://www.boldmethod.com/blog/quizzes/2020/10/the-hardest-vfr-quiz-you-will-take-all-month/>

How much do you really know about stalls?

1) What happens when you increase the angle of attack past the angle at which the maximum coefficient of lift occurs?

Performance will decrease as induced drag increases.

The airfoil will stall.

Aircraft stability decreases.

The coefficient of drag curve flattens.



2) Adding flaps increases the \_\_\_\_\_ of the airfoil, which produces more \_\_\_\_\_ and delays airflow separation at \_\_\_\_\_ angles of attack on the airfoil.

angle of incidence;  
lift; high

chord line;  
drag; high

angle of attack;  
drag; low

camber; lift;  
high

3) There is a \_\_\_\_\_ found on the top of an airfoil when air is forced to move from \_\_\_\_\_ to \_\_\_\_\_. At high angles of attack, loss of energy to the boundary layer can create \_\_\_\_\_.

adverse gradient;  
low pressure;  
high pressure;  
airflow separation

pressure gradient;  
high pressure;  
low pressure;  
hyper-accelerated  
airflow

Newtonian force;  
low pressure;  
high pressure;  
pitching moment

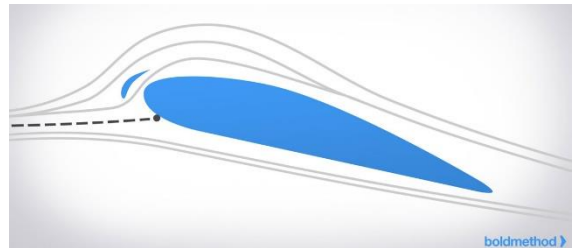
adverse pressure  
gradient;  
low pressure;  
high pressure;  
wingtip vortices



4) You're on a checkride and your examiner asks you: "For a given configuration, your airfoil will always stall at the same what?" You tell them...

<b>Load factor</b>	<b>Airspeed</b>
<b>Angle of attack</b>	<b>Pitch angle</b>

5) This \_\_\_\_\_ device allows \_\_\_\_\_ air beneath the wing, to move into the \_\_\_\_\_ air above the wing, energizing the \_\_\_\_\_. This is called a \_\_\_\_\_.



<b>leading-edge;</b> <b>low pressure;</b> <b>high pressure;</b> <b>free stream;</b> <b>vortex generator</b>	<b>trailing-edge;</b> <b>high pressure;</b> <b>low pressure;</b> <b>boundary layer;</b> <b>fowler flaps</b>
<b>leading-edge;</b> <b>high pressure;</b> <b>low pressure;</b> <b>free stream;</b> <b>vortex generator</b>	<b>leading-edge;</b> <b>high pressure;</b> <b>low pressure;</b> <b>boundary layer;</b> <b>slat</b>

6) Which of these designs do aircraft manufacturers use to stall the inboard section of an airfoil first?

<b>Stall strips</b>	<b>Wing cuffs</b>
<b>Wing twist</b>	<b>All of these</b>





## Aircraft of the Month: Stinson 108

[https://www.456fis.org/STINSON\\_AIRCRAFT\\_COMPANY.htm](https://www.456fis.org/STINSON_AIRCRAFT_COMPANY.htm)[https://en.wikipedia.org/wiki/Stinson\\_Aircraft\\_Company](https://en.wikipedia.org/wiki/Stinson_Aircraft_Company)

The Stinson 108 was a popular general aviation aircraft produced by the Stinson division of the American airplane company Consolidated Vultee, from immediately after World War II to 1950. It was developed from the prewar Model 10A Voyager. Stinson was bought by Piper Aircraft in 1949. All Stinson model 108, 108-1, 108-2, 108-3 and 108-4 aircraft were built by Stinson at Wayne, Michigan. When Stinson sold the type certificate to Piper in 1949, approximately 325 airplanes of the 5,260 model 108s built by Stinson were complete but unsold. These 325 model 108s went to Piper as part of the sale. Piper then sold that inventory as the Piper-Stinson over the next few years.

The fuselage was of fabric-covered steel tube. Aftermarket modifiers have obtained supplemental type certificates (STC) allowing conversion to an aluminum covering. Many different engines have been installed in the 108 by STC such as the Lycoming O-360, Franklin O-350, Continental O-470.

Swiss Stinson 108-2 at Manchester Airport, England in 1950. This earlier model has the shorter vertical fin with curved trailing edge.

One distinctive feature was the partial leading edge slot installed on the wings and aligned with the ailerons on the trailing edge, ensuring that the portion of the wing containing the aileron remains unstalled at higher angles of attack, thus contributing to docile stall behavior.

Total new production of the Stinson Model 108, by Stinson, was 5,260; this total does not include the two converted prototypes. Stinson delivered approximately 4,935 aircraft and Piper delivered approximately 325 aircraft. Piper later sold the type certificate to Univair Aircraft Corporation. Univair built and certified the model 108-5 but built only one example. Total new model production by Stinson and Univair was 5,261 aircraft.



1946 Stinson model 108



1946 Stinson model 108-1

### Specifications (108 Voyager 150)

*Data from Plane and Pilot, Jane's all the World's Aircraft 1947, Stinson Operating Manual*

#### General characteristics

Crew: one  
Capacity: three passengers  
Length: 24 ft 6 in  
Wingspan: 33 ft 11 in  
Height: 6 ft 10 in  
Wing area: 155 sq ft  
Aspect ratio: 7.14  
Airfoil: NACA 4412  
Empty weight: 1,206 lbs  
Gross weight: 2,150 lbs  
Fuel capacity: 50 US gallons  
Powerplant: 1 × Franklin 6A4 150-B3 six cylinder air-cooled horizontally opposed four stroke piston engine, 150 hp  
Propellers: 2-bladed Sensenich, 6 ft 4 in diameter

#### Performance

Cruise speed: 121 mph  
Landing speed: 75 mph  
Stall speed: 61 mph  
Never exceed speed: 148 mph  
Range: 500 mi  
Service ceiling: 14,000 ft  
Rate of climb: 770 ft/min  
Wing loading: 13.8 lb/sq ft  
Power/mass: 14.33 lb/hp  
Take-off run: 183 yd



A Canadian 1949 model Stinson 108-3 on skis. The partial span leading edge slot is visible.



## 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](mailto:a_model_guy@ymail.com). Thanks!!

An online EAA Builder's Log that is free for all EAA members to use to document their projects and demonstrate compliance with the FAA's 51 percent rule. If you're a homebuilder who hasn't yet utilized the FREE online EAA Builders Log, you're missing out! Go to <https://eaabuilderslog.org/?blhome> and setup your free Builders log today!!

## Aviation Words - Green Light

By Ian Brown, Editor <https://www.eaa.org/eaanews-and-publications/eaanews-and-aviation-news/bits-and-pieces-newsletter/05-10-2019-aviation-words-green-light>

How many of you have ever used a coloured light-controlled approach to a towered airport? Precious few I imagine, yet it continues to be a significant part of our medical evaluation for a pilot's license. How many of us ever experience a change in colour vision over our lifetimes, yet we're tested every time we have our medical exam. Use of red, amber, and green lights at a control tower probably dates to around the same time they were introduced for automotive traffic. I don't recall ever having my colour vision tested for an automotive permit yet we can drive perfectly safely because we know which position each light is in.

The first use of red, amber, and green for automotive traffic control was in 1920, though there were earlier attempts with red and green only or mechanical semaphores. Significantly, traffic control officers were still used to announce with a whistle when the lights were about to change. How many jobs were lost when someone thought of the yellow light? We'll never know.

To be given a "green light" has become common language these days. Of course, "three green lights" has a special meaning for pilots flying retractable gear aircraft, or two green lights if you're flying a taildragger: Undercarriage is down and locked.

So, back to the question, have you ever done a light-controlled approach to a towered airport? Does this happen so rarely that it's an anachronism? Couldn't there be another way to arrive at an airport and signal an intention to land by visually checking for traffic and overflying? I guess it's a question of ATC needing to signal permission in all cases. Maybe in these days of technological marvels there is a way to do this without light signalling — like using a cellphone. Another solution might just be to use a white light and signal in Morse code. One exception where light-controlled approaches might be common is the rare deaf pilot with a valid medical.

**Editors Note: On 26 Sep 2020, I had the unique opportunity of flying a J-3 Cub, with no radio, into Class Delta airspace and land at North Texas Regional (KGWI). While I did call the Tower prior to taking off from my home field, ATC guided me to a landing using a Green light.**

## Answers to the Quiz on Page 7 & 8

The airfoil will stall.

Adding flaps increases the curvature/camber of the airfoil. This produces more lift and delays airflow separation caused at high angles of attack.

The adverse pressure gradient forces air molecules to flow from low pressure to high pressure. As the angle of attack is increased, the boundary layer will lose its energy, and the adverse pressure gradient will take over causing the air molecules located in the high-pressure region to flow back to the low-pressure region causing airflow separation.

An airfoil will always stall at the same angle of attack, which is known as the critical angle of attack.

A slat allows high-pressure air underneath the wing to move into the low-pressure air above the wing to delay airflow separation by energizing the boundary layer.

Aircraft manufacturers often develop airfoils with wing twist, stall strips, cuffed wings, or a combination of all three.

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**Mel Asberry**  
FAA Designated Airworthiness Inspector  
Specializing in Amateur-Built and Light-Sport Aircraft  
\*Original & Recurrent Airworthiness Inspections  
\*A & P Mechanic  
\*EAA Technical Counselor  
\*EAA Flight Advisor  
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Farmersville, TX 75442-6014  
972-784-7544  
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## Supporting Our Community, Shop Local, Shop Texoma:

By Todd Bass

Connect. Shop. Buy.

Local businesses define our communities and are very much at risk right now. Use this site (<https://www.graytvlocal.com/market/sherman-tx>) to identify local businesses that are open, how to purchase from them and their hours.

Another tool to use is Texoma Curbside Restaurants on Facebook (<https://www.facebook.com/groups/texomacurbside>) as a tool to show you what restaurants are open and what items/services they are offering!

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

## Keep Calm SHOP LOCAL

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

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



### **FASTSIGNS® of Sherman**

Todd Bass  
1920 N Grand Ave, Sherman, Texas 75090  
<https://www.fastsigns.com/608-sherman-tx>



### **Rebecca Yavner, Agent**

214-785-8188  
<https://rebeccayavner.exp Realty.com/index.php>



### **Vogel Allstate Insurance Group**

5621 Texoma Pkwy, Sherman, TX 75090  
<https://agents.allstate.com/david-vogel-sherman-tx.html>



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Sherman, TX 75090  
903.893.BIKE (2453)  
TexomaBicycle@gmail.com



## EAA Webinars Schedule:

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

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



### **12/16/20 @ 7 p.m. Subject: Night Flight**

Presenter: Larry Bothe

Qualifies for FAA WINGS credit.

Join Larry Bothe, an 8,000-hour small airplane pilot and CFI, as he discusses basic information and best practices for flying at night. Topics include the FAA's definitions of night, airport and aircraft lights, flashlights, and night vision; hazards to night flight, such as obstacles and ground fog, and risk management during night cross-country flight.

### **1/5/21 @ 7 p.m. Subject: The Sonerai Story**

Presenter: John Monnett **HOMEBUILDERS WEBINAR SERIES**

John Monnett, aircraft designer and EAA Homebuilders Hall of Fame inductee, will review how the Sonerai came into being and the current options for building one yourself. This single or two-place design will be celebrating its 50th anniversary at EAA AirVenture Oshkosh 2021. After nearly 50 years, the Sonerai still offers the homebuilder a value that is difficult to match.

### **1/6/21 @ 7 p.m. Subject: It's Baffling**

Presenter: Mike Busch

Qualifies for FAA WINGS and AMT credit.

A complex set of rigid baffles and flexible baffle seals are critical in keeping your engine cool. In this webinar, engine guru Mike Busch explains how the cooling system works, and discusses how to diagnose and correct cooling system problems. Mike illustrates this with a real-life story involving a Cessna T210 whose front most cylinders always seemed to have higher CHTs than the others, and how Mike helped the owner cure this problem with the help of some smartphone photos.

### **1/13/21 @ 7 p.m. Subject: Surviving Carbon Monoxide**

Presenter: Prof. H. Paul Shuch

Qualifies for FAA WINGS and AMT credit.

We all know that carbon monoxide is tasteless, colorless, odorless, and lethal. Thankfully it is also easy to detect, and simple to avoid. In this FAA Safety Team WINGS and AMT award presentation, Prof. H. Paul Shuch shares a recent experience which could have ended very badly, but fortunately did not. Don't watch this seminar (unless you want to save your life!).

### **1/19/21 @ 7 p.m. Subject: The International Aerobatic Club Turns 50 Years Old and It's a Golden Birthday!**

Presenter: Lorrie Penner and panelists

Join Sport Aerobatics Editor Lorrie Penner and panelists on a ride 50 years in the making. Through a panel discussion with IAC Hall of Fame inductees and a U.S. National Aerobatic Champion find out how the IAC got its start, and how it has evolved through today. Hear first-hand stories you may have heard of but never knew the details, and a few stories you may have never known. Enjoy photos from the 50th anniversary photo album >

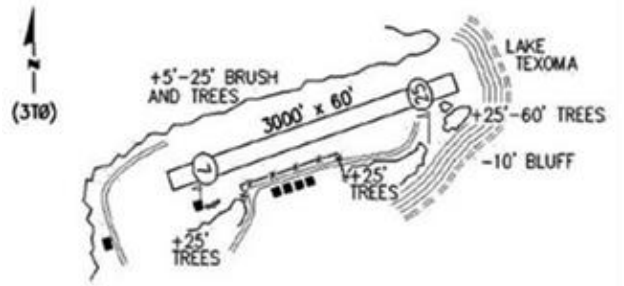
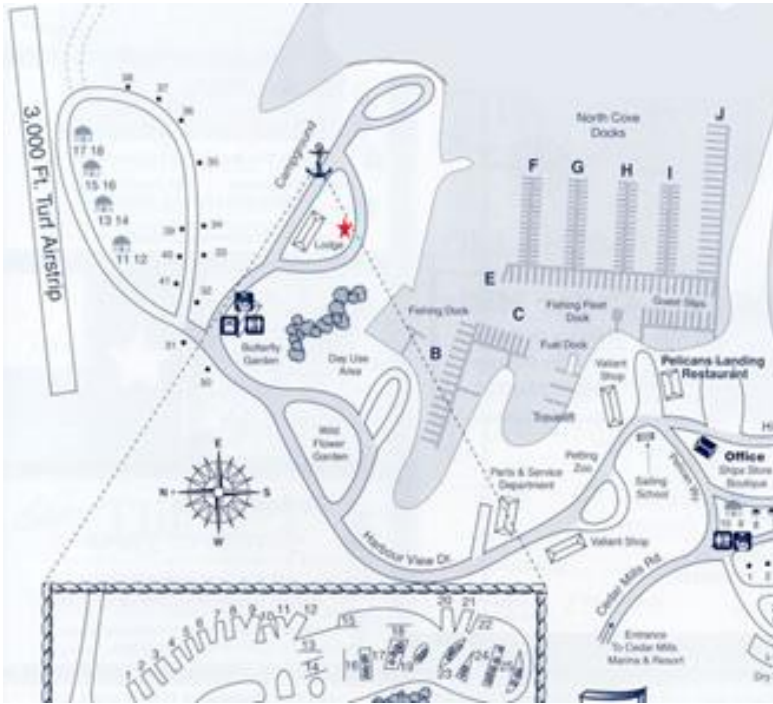


EAA Webinars sponsored by



## Cedar Mills Maps:

Here are blow-ups of the maps listed on page 3. Look forward to seeing everyone there!



## Upcoming Events:

Thursday, Dec 17	Christmas Party.
Saturday, Jan 9	Review T33 Project at Alert Hangar
Saturday, Jan 21	Monthly Gathering at Texoma Aero Club hangar, North Texas Regional Airport (KGYI), 9:00am Subject: There I was at 5000 ft....Your stories with Steve Straus

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### High Flight

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



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Name \_\_\_\_\_

Copilot (spouse, friend, other) \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone Home: \_\_\_\_\_ Mobile: \_\_\_\_\_

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