



The Ramp Page - October 2023

**EAA 323's Monthly Newsletter
Vol 54, Ed 10
Sherman, TX
Celebrating our 54th year of service!**

Email: ea323@hotmail.com

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

Like us on Facebook @ea323



**We meet every Third Thursday at 7pm at the Sherman Municipal Airport (SWI)
1200 S Dewey Sherman, Tx 75090!
Please come and be our Guest!**

President's Mission Brief:

By John Halterman

Hello EAA 323!

We have quite a busy schedule for the next several weeks. Here's the download!

On Thursday Oct 19, we have our monthly Thursday evening meeting, 7 PM, Sherman Muni Airport. I will give a discussion on how to run an EAA chapter and some opportunities for our chapter to consider as we move forward into 2024. We all look forward to your input as well! Bring a friend!

On Sunday October 22, EAA will have a pancake breakfast at the annual Brushy Creek Fly in. It will be the morning with pancakes being served from about 8-10 AM. We could use your assistance for this! If you can attend, please let us know at ea323@hotmail.com

For the first event in November, we will have a Young Eagles rally, 9 AM, Nov 4, at Sherman Muni Airport. We have well over 30 kids signed up and we'll need assistance with airplanes, pilots, and ground crew. Please let John Horn know if you can assist. His contact information are at the end of the newsletter.

I would also like to mention that the board had a detailed meeting on Oct 7 and we put together a tentative agenda for the first half of 2024. We have quite a variety of things to do!

Last, Tucker passed his written test! That means his written knowledge test is completed for his journey to become a private pilot! We are formally in the process now of submitting for his scholarship with EAA, but we should have him in the air soon. Stay tuned for more!

Thanks everyone! See you on the ramp!

John F Halterman
EAA 323 President



EAA 323 Monthly Gathering – September

By Ed Griggs

Mike Montefusco brought his “A” game as 19 people joined up for another edition of “Aviation Jeopardy”! Split into 5 groups of 3, participants were engaged with subjects of “Regualtions”, “Documents”, “Aircraft Records”, “Airworthiness” and “Other”. While it was an overall close game, the “rigged” team of John Halterman (CFI Extraordinaire), Danny Smith (CFI) and Rich Kreekon walked away with the honors!



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 Saturday, Nov 04 at 9am (Alternate date of Saturday, Nov 11 in case of inclement weather). Please contact John Horn and let him know of your availability for this fun and fulfilling activity! The smiles on these children’s 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/ea/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: This event will be a bit different! We are making this event a private event in order to allow more children from the local area to attend! In order to register, your Young Eagle parent must go to <https://youngeaglesday.org/?8675>. If you know of someone who may be interested in signing up for a Young Eagle flight, Please have them sign up starting on 01 Oct!



During WWII, workers at the Henry Ford aircraft factory Willow Run built a **staggering 8,685 B-24 bombers in three years**. No one had ever manufactured aircraft on such a scale before. **At its peak in 1944, it produced a B-24 every hour.**



Brushy Creek, another success!

By Rick Simmons

What a great day for a fly in and support for a local food bank. There were as many as 9 planes and over 55 people that braved the beautiful day to enjoy hangar stories, chili, brats, hot dogs and some great desserts.

EAA board meeting went off just fine at nine and I understand there will be a sole candidate for President this fall, no runoff election needed.



The paper airplane contest was once again a big hit for the kids as candy was involved. The adult flight had to be broken into two heats as there was a lot of interest in the beef prizes offered by our sponsor Slater land and Cattle. PK Solutions promotions items and fill a bag were also popular. I believe the kids flights went further than the adults.

Thanks to these folks for sponsoring our 27th event, it is always a fun day, plan on it next year, the first Saturday in October (5th in 2024).



Rick Simmon's J-3 in the front!



Paul Tanner's Cessna 140



Wally Johnson's Beautiful 185



Winn Harris' RV-4 looks great amongst the flowers!



John Halterman's Kitfox



John Horn's Kitfox

Four stages of owning an AIRPLANE



Woohoo it's fixed!

Let's FLY!



What was that noise?

I hate this thing!



This Aeronca Champ is the actual airplane that Ambassador Chesley "Sully" Sullenberger soloed in! It is located in Mike Plyler's hanger at NTRA (KGYI) Photo submitted by Mike McLendon.

22nd Annual Cedar Mills Safety Seminar & Fly/Splash In

By Kris Worstell



Forum

presented by the FAA, aviation instructors & representatives of aviation equipment, manufacturers, avionics & aviation industry, along with fun education programs.



Seminars

Every seminar qualifies for **WING** credit & **DOOR PRIZES!**

Each seminar attended gives the pilot additional chances to win the **Grand Prize!**

You must be present at Octoberfest to win the Grand Prize.

Octoberfest Dinner featuring **Aviation Guest Speaker**

Michael Koelbl

ATP, FAASafety Representative
Controlled Flight Into Terrain (CFIT)

Sponsored by:



more details at
www.cedarmills.com
903-523-4222

Directions (both air and Drive) located on page ?? of this newsletter!



Three words to live by:

- **Aviate**
 - **Navigate**
 - **Communicate**
- “Fly the Danged Plane”**

Part 61 vs Part 141: What's the Difference?

By Pilot Institute, Posted on August 13, 2019, <https://pilotinstitute.com/part-61-vs-part-141/>

As a future pilot, you're bound to come across the "Part 61 vs Part 141" quandary when you start researching pilot schools. Both sound a lot like Area 51, right? While that'd be exciting, those two aren't highly classified US Air Force facilities. Actually, they designate different types of flight schools.

The FAA permits flight school to operate under either part. What does that mean? What's the difference between them? Which one is better? Let's find out.

What Do Part 61 and Part 141 Even Mean?

To get a better picture, let's start with the Code of Federal Regulations, or CFR. The CFR is the codification of the general and permanent rules published in the Federal Register by the departments and agencies of the Federal Government.

Of the 50 titles that make up the CFR, Title 14 has the federal regulation governing aeronautics and space.

Title 14 contains the Federal Aviation Regulations, or FARs, which regulate all aviation activities in the United States. The FARs comprises parts, or sections, each regulating a certain aspect of aviation. These include aircraft design, maintenance procedures, and of course, pilot training.

Part 61 deals with the certification of pilots, and both flight and ground instructors. It establishes eligibility, aeronautical knowledge, and minimum flight time requirements to obtain various pilot licenses.

Part 141 regulates pilot school certificates, along with pilot certification requirements for schools operating under this part.

The FAA allows pilot schools to operate either under Part 61 or Part 141. Although offering the same quality of training, the two parts differ significantly in their style of flight instruction among other aspects.

What's the Difference between Part 61 and Part 141?

On the surface, the minimum hours to obtain pilot licenses seem like the significant distinction between Part 61 and Part 141. However, that's only one of many differences between the two.

What distinguishes Part 61 from Part 141?

Flexibility

Without a fixed syllabus, Part 61 provides more flexibility to students as they can adjust the training program to fit their needs and goals.

Conversely, Part 141 flight schools feature structured courses with predetermined schedules. Therefore, student pilots haven't got much of a leeway.

Training

Pilot schools require an FAA-approved curriculum to operate under Part 141, which entails classroom facilities, certified instructors, and lesson plans. On the other hand, the FAA demands none of that from Part 61 flight schools.

In Part 141 schools, you must also pass stage checks, which measure students' proficiency at each stage of training. The FAA doesn't require stage checks for pilot schools operating under Part 61.

Time Frame

With the flexibility of Part 61 schools, obtaining your pilot license largely depends on your availability and progress. Your flight instructor will use his or her judgment to deem you ready for a checkride, or practical test. Therefore, the duration of training varies greatly from one person to another.

In Part 141, however, you need to pass stage checks and course tests before getting your license. As students who enroll in Part 141 schools almost always start training as a group, most tend to complete it around the same time.



Minimum Flight Hours

The rigorous approval process and regular audits by the FAA allow Part 141 schools to have lower flight time minimums than Part 61 for the issuance of pilot licenses.

In Part 141, you'll need a minimum of 35 flight hours to apply for a private pilot license, or PPL, while Part 61's minimum is 40 hours. The difference is negligible, especially given that the national average for becoming a private pilot is around twice of either part's minimums.

The difference is hardly trivial when it comes to your commercial pilot license, or CPL, though.

Part 141 requires at least 190 flight hours for the CPL, while that minimum goes up to 250 hours in Part 61. Be careful though, Part 141 schools tend to charge more per flight hour so you might still end up with the same cost with fewer hours in your logbook.

Cost

With lower flight time requirements, Part 141 schools tend to cost less on paper when you pursue a commercial license. Do the math and be realistic. If a Part 61 school costs less for 250 hours than a Part 141 school for 190 hours, go with the route that gives you more experience and flight time.

Servicemembers, veterans, and their families can also benefit from the GI Bill, which covers the costs associated with getting an education or training. You can receive tuition assistance only if you enroll in a Part 141 flight school, though.

However, you can often negotiate aircraft rental and your instructor's rate at a Part 61 school. Moreover, unlike Part 141, you don't have to pay for the ground school.

The training cost in either type of pilot school also depends on the school's reputation, state of aircraft, and even location.

What One to Choose, Part 61 or Part 141?

It depends.

The number one factor is your goal, do you want to become an airline pilot or do you want to fly for fun? Your availability also plays a key role in deciding between the two.

Part 141 pilot schools offer structured training, which suits full-time students with an aviation career in mind. In contrast, Part 61 schools give you the flexibility to train at your own pace with a personalized program.

Before choosing a flight school, it's a good idea to consider the following:

Reputation – Check the school's reviews online, ask for recommendations, and even go check the facilities yourself.

Instructors – Know your potential flight instructor's experience, credentials, and track record.

Aircraft – Find out the school's aircraft types, age, and state.

Location – Pick a place with good weather all year round, if possible.

Cost – Compare different schools, ask about hidden fees, and see whether the school offers training packages.

Whichever type of school you choose, you should consider enrolling in a quality online ground school. Pilotinstitute.com, for example, gives you lifetime access to instructors, videos, and resources at a fraction of the cost of a regular ground school.

Your choice of pilot school and instructor determine the quality of your flight training. Choose wisely.

One more thing to consider

There is a possibility that you might start your training at one flight school and later transfer to another. In this case, be aware of the difficulty to transfer to and from a Part 141 school.

The FAA only allows Part 141 schools to give up to 25% credit (aka flight hours) to students coming from Part 61 schools. The FAA also only allows up to 50% credit to be transferred between Part 141 school.

This is primarily due to the strict training curriculum that is approved for each school by the FAA. Moving from a Part 141 school to Part 61 is a lot easier, no credit limit!



VMC Club

By Ed Griggs

There will not be a presentation this month due to the Cedar Mills Splash-In, sponsored in part by the FAA, Aviation Instructors and Manufacturers. I encourage all to attend as there will be forums and workshops, along with fun, education programs!

This month, I would again like to request everyone go to the Wings homepage ([Wings](#)) and sign up so that training attended can be documented and the proper credit given to all who attend our meetings!

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. We can't wait to see you there!

Texoma Aero Club is located in the Executive Hangar just north of the Control Tower at North Texas Regional Airport. Use the gate just to the west of the intersection of Don Ort Rd and Airport Rd. Text Ed Griggs, VMC Coordinator, at 903-436-1405 for the gate code!



EAA323 VMC Club Question of the month: October 2023

By EAA VMC Staff, (Answer on Page 13)

Question: Pilots are often taught to not lean the mixture of a normally aspirated engine below 3,000 feet. When departing an airport when the density altitude is 5,000 feet, should we wait until reaching 3,000 AGL before leaning the engine?



EAA VMC Club
Question of the Month

FAAST Blast — Week of September 18 –25, 2023

Biweekly FAA Safety Briefing News Update



Advanced Preflight After Maintenance

The General Aviation Joint Safety Committee (GAJSC) and the National Transportation Safety Board (NTSB) have determined that a significant number of general aviation fatalities could be avoided if pilots were to conduct more thorough preflight inspections of aircraft that have just been returned to service. In-flight emergencies have been the direct result of maintenance personnel who have serviced or installed systems incorrectly. Learn what steps to take before your first flight after maintenance online at <https://medium.com/faa/advanced-preflight-after-maintenance-196e847b9f07>.

Click (CTRL + Enter) on the pic to find out more



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Vice-President, More than just the “Second Bean”

By Paul Tanner, Chapter 323, Former Vice-President

Some look upon the Vice-President position as just a fill in for when the President is not available but there is so much more to being an EAA Chapter Vice-President! Paul Tanner stood this position for many years (8 or 9 depending on who you talk to!) The “VP” is to conduct meetings when the President is not available but he also assists with planning and events as directed by the Board of Directors!

EAA 323 Bylaws state in Section C that “the Vice President shall be vested with all the power and shall perform the duties of the President in case of the absence, disability or inability for any reason of the President to perform the duties of their office. The Vice President shall also perform such duties connected with the operation of the Chapter as he/she may undertake at the direction of the President or the Board of Directors. The Vice President shall be responsible for the programs of the chapter.”

To be elected as a Vice-President, Only persons who are voting members of the Chapter in good standing shall be eligible to be Principal Officers or subordinate officers of the Chapter.

TAC Operations

By Michael McLendon, October 2023

Fall weather is in full swing and what a relief.

Time to enjoy all those fly-ins we’ve marked down on our calendars.

Brushy Creek started the month with Rick and Pam’s 27th Fly-In. The weather couldn’t have been any better. Lucy made the trip representing TAC with Mary as her pilot. Glenda still in the hangar undergoing the overdue avionics upgrade.

Many of you will probably fly over to Gainesville for the annual Antique Fly-In on October 14. I’m spending time with the grandkids in Oklahoma this weekend. Missing out on a fun event. Take some photos for me.

Looking forward to the Cedar Mills Splash-In at 3T0 on the 21st. The FAA safety presentations are always good and a easy way to earn Wings credits. Thanks to Kris Worstell and staff for hosting this event and to EAA323 for pancakes on Sunday morning.

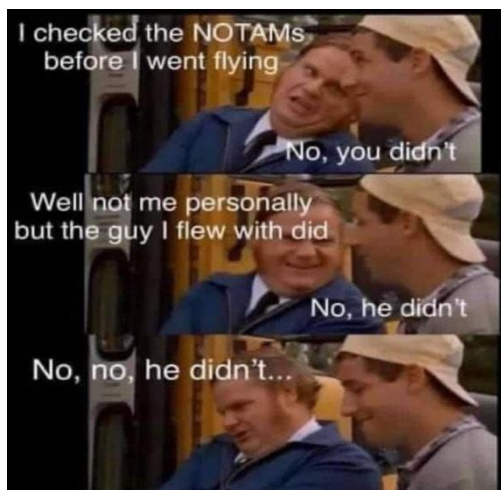
TAC will not meet on the 21st. All members are encouraged to attend the Splash-In. TAC Board of Directors will find a time to get together and discuss business. All members are welcome to join in. One topic will be the NTRA hangar lease rate increase we have experienced recently. This increase is significant.



Anyone need a great portable GPS?

Bob Cutler has a Garmin 660 for sale. Asking \$450. It’s practically brand new. If interested contact Bob or me. It’s in the hangar if you want to take a look. Bob recently and reluctantly sold his Swift after flying it for 50 years. Let him tell you about some of his adventures in that aircraft.

Blue skies to all! Mike



This is the story behind the famous picture of the test pilot George Aird ejected from his Lightning F1 fighter plane. The picture was taken by Jim Meads on September 13, 1962.

[ANALOG AND PROUD OF IT: USING AN E6B TO SOLVE A CALCULATION](#)

By Jill W. Tallman, September 18, 2023, E6B

What tool helps you calculate fuel burn, determine wind correction angles, true course heading, density altitude, and even Mach speed (for when you start flying jets)?

All can be computed with the manual E6B. It's basically a slide rule, so if you learned to use a slide rule in school, you're already ahead. For the rest of us, performing these calculations manually rather than using an app or an electronic flight bag is akin to navigating by dead reckoning—a tried-and-true method that can be used if computers crap out because they overheat or run out of battery power. (And we hear designated pilot examiners have been known to announce, "Your EFB has died" during a checkride, so there's another reason to learn how to use the manual one.)

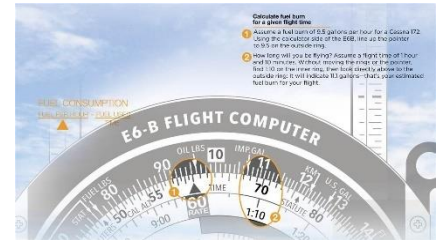


Illustration by Charles Floyd

Love it or hate it?

Other tools to solve aviation math problems:

Most pilots either love or hate the manual E6B, and there's a vocal minority who believe it's obsolete. Mike Shiflett, director of training at CFI Bootcamp in Palo Alto, California, declared in July that his flight school instructors will no longer train primary students to use the E6B. "I've been on a mission to call the E6B what it is, and what it continues to be: a rite of passage that really robs students of real-world training," he said. Shiflett is a fan of ForeFlight, but that's not the only game in town when you need to figure out a math problem.

Electronic E6B: Essentially a calculator with additional functionality, the electronic E6B is faster and more portable than the manual E6B, and the FAA allows it to be used to calculate problems for knowledge tests. It's also more expensive (models run from \$60 to \$120); runs on batteries; and is not intuitive—you'll need to review the operating manual to make sure you are correctly performing the functions you seek.

Electronic flight bag: We mentioned ForeFlight, but E6B functions can be found in Garmin Pilot and similar electronic flight bags. An EFB is faster than a whiz wheel in flight planning, and anyone accustomed to computer technology will find one easy. They're not inexpensive, however—annual subscriptions run more than \$75—and their devices require charged batteries and/or back-up power to keep them functional for the duration of the flight. They can also overheat in the cockpit and shut down.

GPS: Panel-mounted or handheld GPS, like EFBs, can be programmed to plot a course and calculate time, speed, or distance.



Jill W. Tallman
AOPA Technical Editor
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Quiz: Airplanes and Aerodynamics: Flight Controls

By Gleim Aviation, <https://www.gleimaviation.com/>

Answers on page 25, Ready to get started?

1) Trim systems are designed to do what?

- A. They relieve the pilot of the need to maintain constant pressure on the flight controls.
- B. They are used during approach and landing to increase wing lift.
- C. They move in the opposite direction from one another to control roll.



2) In what flight condition are torque effects more pronounced in a single-engine airplane?

- A. Low airspeed, high power, high angle of attack.
- B. Low airspeed, low power, low angle of attack.
- C. High airspeed, high power, high angle of attack.

3) An airplane has been loaded in such a manner that the CG is located aft of the aft CG limit. One undesirable flight characteristic a pilot might experience with this airplane would be

- A. a longer takeoff run.
- B. difficulty in recovering from a stalled condition.
- C. stalling at higher-than-normal airspeed.

4) When does P-factor cause the airplane to yaw to the left?

- A. When at low angles of attack.
- B. When at high angles of attack.
- C. When at high airspeeds.

5) Limit load factor is the ratio of

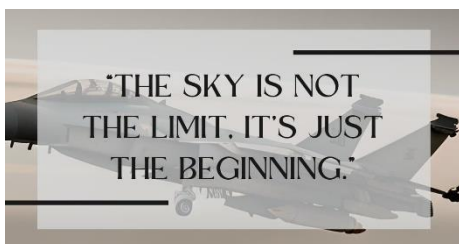
- A. angle of attack to stall speed.
- B. angle of attack to power-on configuration-specific stall speed.
- C. maximum sustainable load to the gross weight of the airplane.

6) Which device is a secondary flight control?

- A. Spoilers.
- B. Ailerons.
- C. Stabilators.

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Pilot's Tip of the Month: "Common Go-Around Mistakes"

Featuring Wally Moran, <https://pilotworkshop.com/tips/common-go-around-mistakes/>



Subscriber question:

"I bought my Cirrus SR22 a year ago and went through the factory training. Yesterday, I went around from the flare when I thought I saw an airplane about to enter the runway. It didn't—but I was shocked how much forward pressure and right rudder it took to keep control. I don't remember it being so hard in training. Any clue what happened there?" — Gary T.



Wally Moran, DPE,
NAFI Flight Instructor
Hall of Fame

Wally:

"A go-around during the flare or a rejected landing can be a difficult maneuver. Slow airspeed and high power creates the greatest amount of left-turning tendencies. Further, adding the power causes a pitching up moment which if not corrected can cause the nose to rise quickly and the aircraft could stall. Both of these things need to be corrected promptly. This is why it is so important to include training on these maneuvers into initial and recurrent training. We want to know our skills are sharp in this area so we will never be reluctant to go around if necessary.

First the pitch up. Since the airplane is normally trimmed for the proper approach speed and at low power, when we add full power the nose will pitch up significantly. We need to be prepared to counter this with forward elevator. If you add the power smoothly while watching the nose in relation to the horizon by looking out at the 10:30 to 11:00 position of the windscreen, you can keep that nose from climbing more than it should. Then you can begin to get the aircraft slowly back in trim. Follow your POH regarding clean up, but be careful not to move flaps or gear until you have good control of the aircraft and then only one thing at a time and re-trim between steps.

Some pilots trim nose up during the flare. Doing this will complicate the out-of-trim condition if a go-around is required.

Now for the left-turning problems. As you mention, these are at their worst at this time because of the high nose attitude. P-factor is at its greatest. So we need to anticipate a need for lots of right rudder as we are adding power. Again you will have to watch out the left side of the engine cowling and keep that cowling aligned with the left side of the runway. Another clue to proper rudder control is to check the ailerons. If you are holding a lot of right aileron, you need more right rudder.

When executing a rejected landing there is no reason to add the power quickly, usually just a little power and a slight pitch up will keep you in the air. So add the power positively but only at a rate that allows you to maintain control of the aircraft."

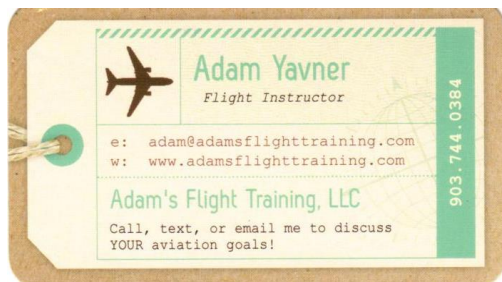
EAA323 VMC Club Question of the month October 2023: Answer

By EAA VMC Staff, (Question from Page 5)

Answer: No, precautions should be taken under such conditions to ensure getting the proper engine performance. According to engine manufacturer Lycoming, "For 5,000 feet density altitude and above, or high ambient temperatures, roughness or reduction of power may occur at full rich mixture. The mixture may be adjusted to obtain smooth engine operation. For fixed-pitch propellers, lean to maximum RPM at full throttle prior to takeoff where airports are at 5,000-foot density altitude or higher. Limit operation at full throttle on the ground to a minimum. For direct-drive and for normally aspirated engines with a prop governor, but without fuel flow or EGT, set throttle at full power and lean mixture at maximum RPM with smooth operation of the engine as a deciding factor."

Lycoming also advises the following: NOTE: When leaned, engine roughness is caused by misfiring due to a lean fuel/air mixture which will not support combustion. Roughness is eliminated by enriching slightly until the engine is smooth.

Source: Leaning Lycoming Engines | Lycoming



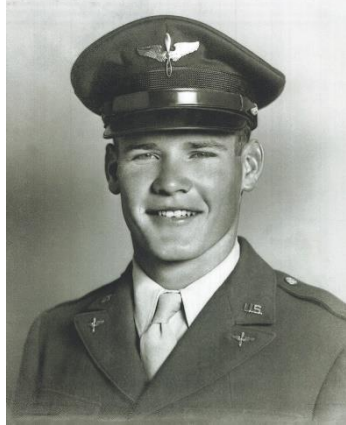
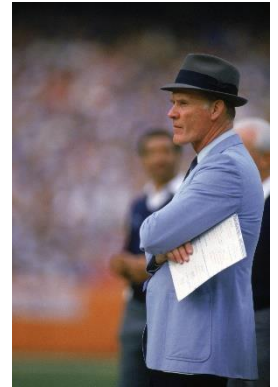
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[The Arcane Aviation Texas Fact: Thomas \(Tom\) W Landry](https://lonestarflight.org/hall-of-fame/thomas-w-landry/)

<https://lonestarflight.org/hall-of-fame/thomas-w-landry/>

By Mark Oristano, 02/13/22, <https://www.historynet.com/how-legendary-nfl-coach-tom-landry-honed-his-fighting-instincts-in-world-war-ii/>

DO YOU REMEMBER how smartly the man dressed? That custom-tailored jacket, the perfectly knotted tie and, always, that trademark fedora perched at just the right angle? Do you remember Dallas Cowboys head coach Tom Landry, watching from the sidelines on any given NFL Sunday from 1960 to 1988? If you do, then you might also remember the man's classic demeanor: calm, stoic, concentrating. His players might be celebrating the go-ahead touchdown, but Landry was all business. Getting ready for the next series, focusing four plays ahead, the football grandmaster who led America's Team to two Super Bowl championships in the 1970s. But you would have had no reason to suspect then that the veteran NFL player and coach was also a veteran of 30 combat bomber missions in World War II, or to have envisioned the unflappable, iron-jawed head coach as a stunned young pilot in the cockpit of a B-17 bomber.



A fresh-faced Tom Landry, aged 19, left college in 1943 after one semester to join the U.S. Army Air Forces.

"I think the thing that sticks out the most is that I was not prepared for all of it," Landry told me in a 1981 interview I conducted with him for a documentary on the B-17. "I'd been one semester at the University of Texas. I was called up in February of '44, when I was 19 years old. And, boy, to go from there—from Mission, Texas—to Europe to fly a bomber... I just really didn't know what was going on. I just flew my missions, did my job, and came home." That was four decades ago, but I find I still think of his story often—all the more so after the recent death of my own father, who had served as a naval intelligence officer in World War II.

Many who fought in the war have memories they speak of modestly—if they can be coaxed to tell their stories at all. For some these recollections are just too vivid, coming back to them at night in terrible dreams or, when spoken aloud, told through tears with halting voices. They won a global war, came home, went to college on the G.I. Bill, and built a country. And whether they speak of their experiences or maintain a dignified silence, their lives were shaped by the things they saw and did at war—the things they lived through, which so many of their comrades did not.

THE WAR WAS PERSONAL for Landry in a very painful way. His older brother Robert, whom he idolized, was killed when a B-17 he was ferrying to England exploded over the North Atlantic in September 1942. Robert Landry and his crew were listed as MIA for several weeks; the wait must have been unbearable for his family. Not long after they received the fateful telegram around Thanksgiving 1943, Landry was called up and sent through basic and pilot training, which had him

hopscotching from base to base around the country: Wichita Falls, San Antonio and Lubbock, Texas; Wilburton, Oklahoma; and finally Sioux City, Iowa, where Landry trained to fly the B-17 Flying Fortress. The training transformed him from University of Texas-Austin football player Tommie Landry into Second Lieutenant Thomas Wade Landry, 860th Bombardment Squadron, 493rd Bombardment Group, Eighth Air Force.

From his days learning to fly the four-engine B-17 over America's heartland to his experiences in the unfriendly skies of Europe, Landry grew to appreciate the Fortress's legendary toughness.

Landry trained stateside as a pilot (right, middle row, second from left) before shipping out for England in 1944 to fly for the Eighth Air Force. He spent the remainder of the war flying bombing missions over Europe.

"The B-17 was a great airplane," Landry said. "It had a tremendous wingspan, and you could get a couple of engines shot out and still make it back on just two engines. The B-17 really saved a lot of American boys' lives. It could get shot up pretty good before it would go down."





After shipping out to England on the refitted luxury liner Queen Mary, Landry barely had time to learn his way around his airbase near Ipswich, northeast of London on the River Orwell. He took the right seat on November 21, 1944, flying copilot out of Ipswich to bomb the Leuna Werke synthetic oil refinery at Merseburg, in central Germany. Leuna Werke was a vital producer of fuel for the Nazi war machine, and as such, was heavily defended by more than 600 anti-aircraft batteries. Bomber crews had nicknamed the region “Murdersburg.”

“I never saw anything like that,” Landry recalled. “When we got there, it was just a cloud of black smoke from flak as you headed into the target. And the flak would pound you around pretty good. It was like flying inside a thundercloud. You’d just make the run, drop your bombs, and get out of the target area as quickly as you could.”

He made it sound so simple: just drop the bombs and leave the target area. But so much more went into the job. Like Landry’s jaunts to the oil fields in Czechoslovakia—six hours out, six hours back, just to make a two-minute bomb run in a bumpy, bitterly cold aircraft that could turn into a coffin at a moment’s notice. From a vantage point some 40 years later, Landry spoke of those days like just another one at the office. As we sat in his actual office, where I had interviewed him numerous times over the decade I covered the Cowboys as a sportscaster, I saw a different side of Landry. With a sterling silver Super Bowl trophy gleaming in one corner, he vividly recalled one story after another. We wound up spending nearly an hour and a half discussing his personal war memories.

“We tore up one ’17 pretty good when we ran out of gas,” Landry noted, describing an eventful bombing mission over Kolin, Czechoslovakia, on April 18, 1945. “Our alternative airfield was in France, because at the time we didn’t have enough gas left in the tank to make it across the Channel to England. So we went to our alternate, and when we got there it was zero visibility—just totally fogged in. I don’t know how many hundreds of planes might have gone down that day trying to find their alternate field. We were skimming the treetops and the roofs of the houses, trying to find an airfield. We’d know about where it was from our navigator; he’d tell where it was, and then we’d have to drop down through the fog to find the field. Well, finally we just ran out of gas. We moved everybody to the back of the plane, cut the motors, and looked for a field to land in. But fields over there are lined with trees, not fences. We overshot the field we picked and went right into the trees. The trees knocked the wings off, and when the plane stopped, there was a tree trunk sitting about a foot in front of us where we sat as pilots. Everybody just got up and walked off the plane. Nobody got hurt because there was no gas to explode.”



Struck by enemy fire, a crippled B-17 of the Eighth Air Force lists downward amid a 1944 bombing raid on Merseburg, Germany. (U.S. Air Force/National Archives)

MAYBE NOW YOU REMEMBER Tom Landry of the Dallas Cowboys just a little better. Maybe you remember rooting for, or against, his team. Either way, maybe you could never understand how the man could remain so calm as 70,000 fans screamed at the top of their lungs and his players tried to execute his complex Flex defense, the big men up front moving to fill the gaps in the line instead of chasing the ball—the exact opposite of what their instincts told them to do. In a time long ago, under much more pressure, Landry had to fight his own instincts during the return from another bombing run over the Netherlands.

As he did for nearly all his 30 missions, Landry flew as copilot. (When his aircraft was designated to lead the mission, the group commander took the right seat, relegating Landry to the top turret gun.) But this time, the engines shut down, and Landry and his command pilot issued orders to their crewmates to bail out. The crew prepared to jump, and the hatch was opened. But just before he left the cockpit, the quick-thinking Landry tried one last-ditch maneuver: he reached down and flipped a fuel mixture switch, which instantly brought the engines back to life. The flight back to Ipswich resumed with everybody still on board.

So really... how tense do you get on third-and-two?



On mission days the pilots crowded into the briefing room at Ipswich, a Quonset hut where large maps at the front displayed the day's chosen target area. Landry and his crew leader, Captain Kenneth Sainz, were briefed on the plan of attack along with the 860th Bomb Squadron's other crews. Before the briefing began, the pilots bantered back and forth. It may have seemed lighthearted, but many of those in the briefing room on any given morning might not be there the next day, nor any day thereafter. That thought was never far from the pilots' minds, the 19, 20, 21-year-old boys rapidly turning into men. More than once, the wait to get up into the skies was worse than the flying itself.

In December 1944 the Battle of the Bulge raged in and around Bastogne, Belgium, where German forces had surrounded the city. The dreadful winter weather—the worst in decades—prevented Allied aircraft from striking. Lieutenant General George S. Patton, there with his Third Army, ordered his chaplain to write a prayer asking for good weather. Landry may not have known about the prayer, but the bad weather was all too familiar to him.

“During the Battle of the Bulge I'll bet we briefed as many as 20 days in a row, but we couldn't get off the ground. You'd go out, you'd warm up your ship, taxi out, and then they'd scrub the mission. You couldn't see your hand in front of your face. Too much fog. We just kept going through the same thing over and over, until we finally got up to bomb. And even then, we were bombing through clouds at targets. But that memory, of all those mornings we got up early and hoped we could get up to help the Allies who were surrounded, and we couldn't even get off the ground.” Landry's quiet voice went silent, and he looked off into the distance.

In football terms it could be said that Tom Landry got into the fight pretty late in the game. And in one sense, that late entry made the job of a bomber pilot in Europe a lot easier: at this point the dreaded Luftwaffe was now all but vanquished.

“By the time I got there, we'd see a few German fighters, but we pretty much had the Luftwaffe under control by then,” Landry added. “We were battling flak more than the Luftwaffe. We were never really attacked by fighter planes during our missions.”

But even in its final months, World War II was still a young man's war. Young men have that sense of invulnerability: “It can't happen to me.” Four decades past the war's end, well into his football career, I asked Landry if he ever thought at the time how dangerous every takeoff, every mission, every landing they made could be. Did this scare him? Did he ever have second thoughts?

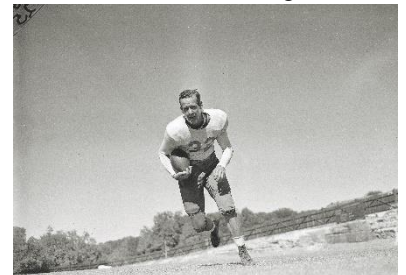
“Not at all. I could see myself doing it all again, sure. If our country was threatened the way it was at that time—goodness gracious, everybody just went to war. Whether you came back or not was not the important thing. So I could see myself doing it all again.”

A MUCH-CHANGED Tom Landry came home after flying 30 missions, returning to his two great loves: Texas and football. He continued his education at the University of Texas-Austin, graduating in 1949 with a degree in electrical engineering. He also celebrated two bowl victories with the Longhorns, including the 1949 Orange Bowl. Not long after that game, he married his college sweetheart, Alicia Wiggs.

Landry's football career began in earnest in 1950, when he joined the New York Giants as a defensive back; four years later, he became an assistant coach. When a new NFL franchise was granted to Dallas in 1960, Landry nabbed the head coaching job. It was a struggle from the start: there were lean losing seasons, not to mention a winless debut year. But with his engineer's thoroughness and football genius, Tom improved the Cowboys season after season. In 1972's Super Bowl VI, when Landry's team beat the Miami Dolphins 24-3, the Dallas Cowboys finally shrugged off the sarcastic title of “Next Year's Champions”—a nickname hung on them in the mid-'60s by a not-always-kind press corps. Five out of 10 Super Bowls in the 1970s featured the Dallas Cowboys, and in 1978 they beat the Denver Broncos 27-10 to win their second title under Landry in Super Bowl XII.

Of course, nothing lasts forever. After 29 years as the only head coach the Cowboys ever had—and following 20 consecutive winning seasons, an NFL record that still stands—Landry was fired when new ownership took over the team. He entered the Pro Football Hall of Fame in 1990; in 1999 he was diagnosed with leukemia, and he died in 2000.

Arguably, a large portion of the football success of Tom Landry, and the Dallas Cowboys, was born in the cramped cockpit of a B-17—braving the skies over Nazi Germany, flying through deadly flak to bomb an oil field, living to fly another day. Toward the end of my 1981 interview with Landry, I asked him if all his wartime experiences accounted for why he never lost control of his emotions when his team faced a tough situation late in a game. He laughed and said, “Yeah, I guess it is.”

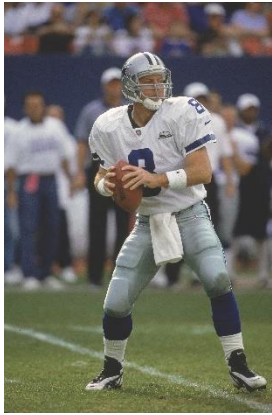


Landry resumed football after the war's end, playing fullback for the University of Texas-Austin (top) and joining the New York Giants (below) as a defensive back in 1950. (AP Photo/Carl E. Linde)

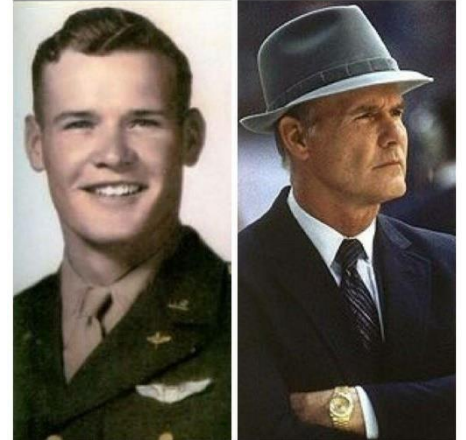
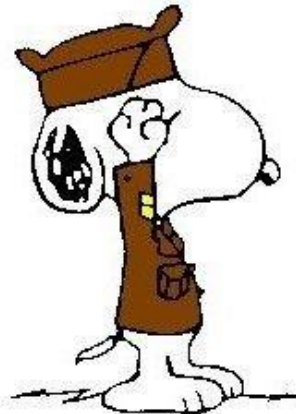


After his coaching days were over, Landry decided to obtain his private pilot's license and return to the cockpit. He bought a single-engine Cessna so he could travel between Dallas and Austin, where he had a second home. In 1995 Tom and Alicia were en route to Austin in their Cessna when the engine failed just after takeoff. It's tempting to wonder what ran through Landry's mind during those dangerous minutes. Did his days in a B-17 cockpit flash before his eyes? Did he feel the same catch in his throat? Or did his engineer's mind run down a mental checklist to try and solve the problem? We will never know what he was thinking. What we do know is that private pilot Tom Landry, cool, calm, and unflappable, landed his powerless Cessna in an open area in the city of Ennis, Texas. He put it down right next to the high school's football field.

This article was published in the February 2022 issue of World War II magazine.

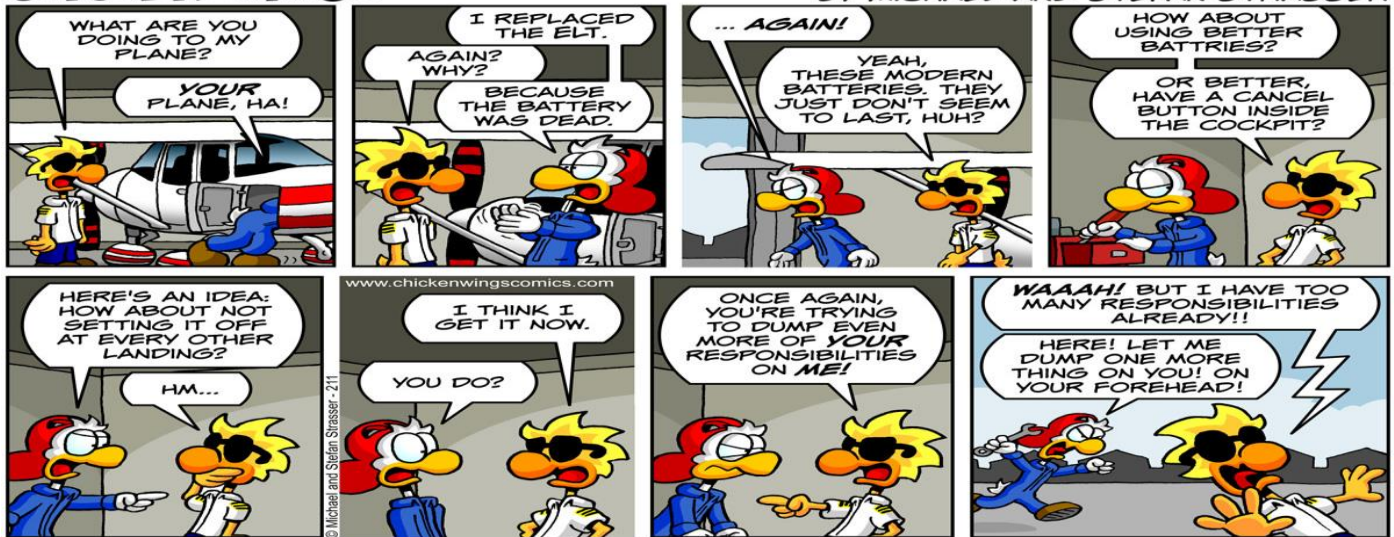


When Landry was the Cowboys' coach (top, in 1980), his fedora became an ever-present signature. Following his death from leukemia in 2000, Cowboys players including quarterback Troy Aikman (bottom) donned jerseys emblazoned with miniature hats in Landry's memory. (Focus on Sport/Getty Images)



CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



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. You can always go to <https://www.eaa.org/ea/aircraft-building> and start your own blog! Email your updates, pics or any questions to Ed Griggs at a_model_guy@ymail.com. Thanks!

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Reluctant Moms and Dads

By Rod Machado, NOVEMBER 2014, <https://rodmachado.com/blogs/learning-to-fly/save-the-slope-people>



Why parents should let their children fly!

Suppose I told you I could get your child to enthusiastically study geography, math, physics, chemistry, and psychology. After you had my head examined, would you be interested? Oh, and as a bonus I can get him or her to hang out with highly motivated, well educated older people who are good role models because they don't do drugs, graffiti, or tattoos, and they have a great work ethic.

You're still with me, aren't you? Then let's talk about the value of allowing a responsible teenager to take flying lessons.

Perhaps you're one of those parents (or perhaps you know one) who's reluctant to let their teenager take up flying for one or all of the usual reasons (generalized anxiety, cost, competition for the family plane). While you may have compelling reasons for feeling as you do, I would like to offer a different perspective on why you should enthusiastically nurture and support your child's desire to fly. More specifically, since you're

probably a pilot already and support the idea, I'd like to offer you some ammunition that might help you convince the reluctant non-pilot parents that flight training for their child would be the best educational investment they could make.

Social science research now says that a teenager's peer group has as much (if not more) influence on the development of that individual's values as the parents. For this reason alone, it's reasonable to consider that flight training might confer a powerful developmental advantage on any young adult with an interest in airplanes. After all, the moment he begins flight training he immediately starts associating with an entirely new peer group that emphasizes the value of rules, rituals and responsibilities.

Most of the individuals your child encounters during flight training are highly motivated, educated and dedicated people, and most of them will be older and more mature than your child, too. Think about it. Suddenly, your teenager starts singing the praises of someone over 30 who values education, self discipline, self study and self reliance. Even in your wildest dreams as a parent, could you imagine that your teenager might seek out and spend time with such people, especially since these folks aren't probation officers? Could you imagine having some influence over the new friends your offspring makes? Go ahead, pinch yourself, so you'll know it's true.

If this weren't reason enough to support your teenager's flight training desires, consider that it's not even the most important reason for doing so. There are few things as sad as young people without a sense of purpose or passion in their lives. Sure, they may be good kids, but they're also bored and boredom provides absolutely no developmental advantage whatsoever. Nature and teenagers abhor a vacuum (or a vacuum cleaner), so it's going to be filled with something. This is the primary reason young people should be exposed to as many new and novel ideas as possible (specifically, ideas that don't involve puncturing, piercing or indelibly coloring parts of the body). You hope that something clicks and triggers a burning desire—the Holy Grail for most parents—deep in their child's psyche. If there's any chance that flight training will trigger a passion for learning in your child, then you owe it to him or her to explore the idea. It may just change the way they look at the world. It may also disabuse them of the notion that being tossed into a Mosh pit at a Radiators From Space punk rock concert and body surfing a wave of human hands is Nirvana, itself.



Whether young or old(er), Contact EAA 323 for a free Introductory/Discovery flight!

FunPlacesToFly

funplacestofly.com



A third reason to consider flight training for an interested teenager is that it's an honest way of developing self respect. For the past quarter century, the self esteem movement in this country professed that simply making young people feel good about themselves was the key to generating productive and responsible behavior. You see this in physical games where nobody loses because a score is seldom kept (thus, nobody has their feelings hurt) and everybody wins because you get a trophy for just showing up. Lack of self esteem was even touted as the real reason behind the irresponsible and criminal behavior of young people. Social science, however, has shown this premise to be false. In fact, most of the really bad boys and girls in prison aren't short of self esteem. Scientifically speaking, criminals score extremely high on self esteem scales. It turns out that the value of self esteem as it applies to positively changing someone's behavior is primarily determined by how it's earned, not the way it's conferred.

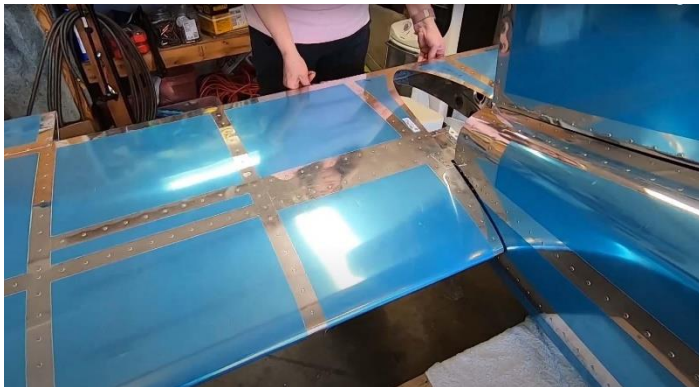
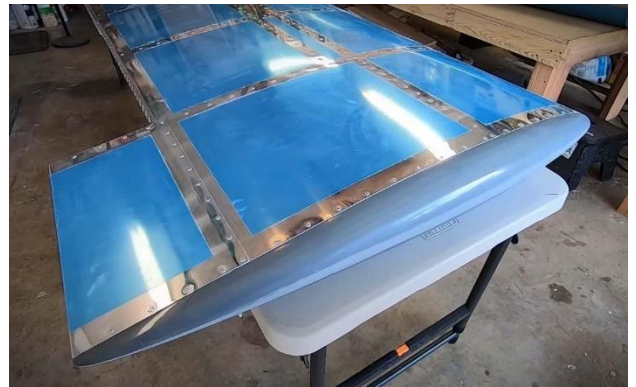
Telling young people to have pride and self respect simply applies a veneer of feeling good, but doesn't teach them behaviors that both generate and sustain self respect. In the end, the common sense view prevailed: people more deeply appreciate what they legitimately earn, not what they're given (or told they should have). Learning to fly an airplane is a responsible, authentic means of generating pride and self respect. Give an interested teenager flying lessons and you'll teach her that study, discipline and practice are personal qualities to be admired and acquired.

If you're hesitating about your child taking flying lessons (or are the doting aunt, uncle, grandfather or grandmother), I hope you'll consider what I've said, and give the gift of flight. When you learn something new, you become something new. So give your child a chance to become something new by introducing him or her to aviation.

[RV-12iS Parts for Sale](#)

By Jim "Smitty" Smith

Our friend , Jim"Smitty" Smith, member of 323, 1246 and owner of funplacestofly.com, has an RV-12iS Empennage/Tailcone Kit that he would like sell to make room for the new Van's RV-15. There is more info and videos about this kit at <http://smittysrv.com/>. There is also a contact form on the website where people can reach him if interested, or they can email him at rv9builder@gmail.com The kit is in his garage in Plano, Texas. Thanks! Blue skies and Tailwinds.



Ailerons And Elevators – What Are They And How Do They Work?

BY Gaurav Joshi And Simple Flying Staff, Updated Dec 2, 2022

Ever wondered what causes a plane to bank left or right, or pitch up or down? We find out what these movements entail.

You've probably heard of ailerons and elevators in relation to aircraft and, if you've had a view of the wings during a flight, you'll undoubtedly have seen the ailerons in action. They are among a number of control surfaces that are used to maneuver an airplane in flight by altering the airflow over the wings, stabilizers, and tail.



Embraer E175 from Trip Airlines over Rio de Janeiro, Photo: Bento Mattos via Wikimedia Commons

What are ailerons?

The ailerons are horizontal flaps located near the outer end of an aircraft's wings and are used to bank the plane to facilitate a turn. The left and right ailerons usually work in opposition to each other. So, when the right aileron is raised, the left is lowered, and vice versa.

Operating the ailerons results in one wing generating more lift than the other, which creates a rolling motion allowing the plane to bank to the right or left. Depending on the type of aircraft, they are operated by the pilot moving the stick to the left or right or turning the wheel.

What are elevators?

At the rear of the aircraft, the small wings are called the horizontal stabilizers. The elevators are the hinged flaps located on the trailing edge of the stabilizers. They work together to either

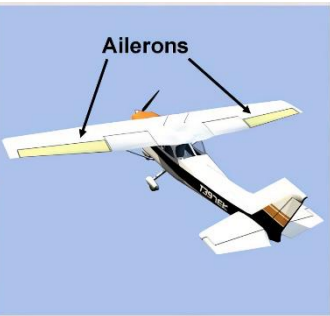
raise or lower the tail of the plane. This results in the nose pointing down or up, respectively, and enabling the aircraft to climb or descend. This is known as pitch. The pilot operates the elevators by moving the control column forwards or backward.



ITA Airways Airbus A350-900
Photo: Airbus



Tour visitors to an Embraer E2 jet airliner descend the aircraft's rear stairs. Photo: Getty Images



How ailerons work

When the aileron on the right is raised and the left aileron is lowered. This creates a disruption to the airflow, which leads to an increase in the downforce and a decrease in lift on the right wing, and an increase in lift on the left wing. As a result, the aircraft will rotate around its roll axis, and the path of its flight will curve. This is what we know as a banked turn.

On some larger aircraft, banking is achieved by deploying spoilers that lift from the center of the wing to disrupt or spoil the airflow over the surface. A spoiler only affects the airflow over one wing producing an unbalanced force with the other wing and causing the plane to roll.

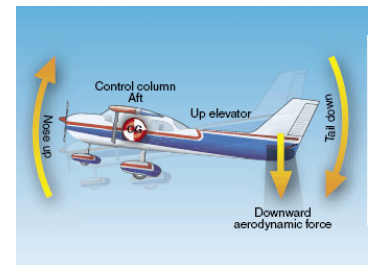
How elevators work

The horizontal stabilizers at the rear of the fuselage provide stability and help to keep the aircraft level in flight. The elevators work in pairs and can be moved up or down to vary the force generated by the surface of the tail. Subsequently, this process controls the pitching motion of the plane.

Moving the elevators upward increases downforce on the tail to push it down and brings the nose of the plane up, allowing it to climb. They will be deployed upward during take-off.

With the elevators down, lift is increased on the tail, pushing it up and bringing the aircraft's nose down. This will cause the plane to descend, as when preparing for landing.

The most dramatic use of control surfaces can be seen during an aerobatic display. Ailerons can be used to perform a barrel roll, while looping-the-loop involves the skillful use of the elevators.



Crucial controls

By now, it is abundantly clear just how important ailerons and elevators are to maneuver a flight. Failure of any one or more of these systems can often lead to tricky situations.

In 2018, an Air Astana Embraer E-190 plane was on a ferry flight from Lisbon to Almaty after undergoing C-check maintenance.

But, soon after take-off, the plane began to perform uncontrolled rolls, swaying from side to side. The pilots couldn't identify the error as there were no warning lights or failure messages. Soon, the situation turned into a full-blown emergency, when the plane performed a steep bank to the left.

The crew was subjected to intense G-forces, but thankfully, they managed to eventually bring the plane safely back on the ground. Investigation into the incident traced the error to misrigged aileron cables during maintenance that hampered its function and almost caused a tragedy.

Aviation Words – “Five by Five”

By: Ed Griggs, https://en.wikipedia.org/wiki/ACP_131, “Q” codes, “Z” Codes

When I was in the U.S. Navy, as a Radioman, one of the first things that we learned were “Brevity codes” (also known as “Q” and “Z” signals). They could be found in ACP-131 (Allied Communications Publication). These codes are used by the NATO (Hence, Allied) and the Combined Communications Electronics Board (CCEB) countries (Australia, New Zealand, Canada, United Kingdom and United States) and the Civilian community.

When the meanings of the codes contained in ACP-131 are translated into various languages, the codes provide a means of communicating between ships, aircraft and stations of various nations, such as during a NATO exercise, when a common language is not in effect.

“Q” codes are authorized for both civilian and military use, and for communications between the two. “Z” codes are authorized for use only among military stations. It should be noted that for most every “Q” signal, there is a matching (close) “Z” signal.

In the Military, as a Communicator, strict adherence to the “codes” was paramount. QRK/ZBZ was listed as the measure of Printability, rated from 1-5 with (1) being unreadable to (5) being perfect. “Fivers” or “Five by Five” were not allowed. The Civilian community is not as strict in its usage of the “brevity codes”

A typical “conversation” via teletype or computer circuit would be:

CIVILIAN/MILITARY	MILITARY
Operator 1: INT QRK	INT ZBZ
Operator 2: QRK (1 – 5)	ZBZ (1 – 5)

A typical “conversation” via voice circuit would be the same but asked as a question:

Operator 1: How do you receive me (read my signal/conversation)?
Operator 2: I am receiving (1–5).

Over the years, saying “Fife” became “Fiver”s” and today, it has become “Five by Five”!
Still brief but not so brief!

BE YOU!



THE WORLD WILL ADJUST



Air Astana E190 aircraft Photo:
Myroslav Kaplun via Wikimedia
Commons

Answers to the Quiz on Page 11

- 1) Answer (A) is correct. (FAA-H-8083-25B Chap 6) Trim systems are used to relieve the pilot of the need to maintain constant pressure on the flight controls. They include trim tabs, anti-servo tabs, and ground adjustable tabs.
- 2) Answer (A) is correct. (FAA-H-8083-25B Chap 5) The effect of torque increases in direct proportion to engine power and inversely to airspeed. Thus, at low airspeeds, high angles of attack, and high power settings, torque is the greatest.
- 3) Answer (B) is correct. (FAA-H-8083-25B Chap 10) The recovery from a stall in any airplane becomes progressively more difficult as its center of gravity moves backward. Generally, airplanes become less controllable, especially at slow flight speeds, as the center of gravity is moved backward.
- 4) Answer (B) is correct. (FAA-H-8083-25B Chap 5) P-factor or asymmetric propeller loading occurs when an airplane is flown at a high angle of attack because the downward-moving blade on the right side of the propeller (as seen from the rear) has a higher angle of attack, which creates higher thrust than the upward-moving blade on the left. Thus, the airplane yaws around the vertical axis to the left.
- 5) Answer (C) is correct. (FAA-H-8083-25B Chap 5) Limit load factors are the highest load factors that can be expected in normal operation under various operational situations. The limit load factor is the ratio of maximum positive or negative load imposed on the aircraft to the gross weight of the aircraft.
- 6) Answer (A) is correct. (FAA-H-8083-25B Chap 6) Spoilers are high-drag devices that assist an aircraft in slowing down and losing altitude without gaining extra speed. They are common on gliders and some high-speed aircraft.

Aircraft of the Month: 1936 Westland Lysander

https://en.wikipedia.org/wiki/Westland_Lysander (truncated)

The Westland Lysander is a British Army co-operation and liaison aircraft produced by Westland Aircraft that was used immediately before and during the Second World War.

After becoming obsolete in the army co-operation role, the aircraft's short-field performance enabled clandestine missions using small, improvised airstrips behind enemy lines to place or recover agents, particularly in occupied France with the help of the French Resistance. Royal Air Force army co-operation aircraft were named after mythical or historical military leaders; in this case the Spartan admiral Lysander was chosen.

Design and development

In 1934, the Air Ministry issued Specification A.39/34 for an army co-operation aircraft to replace the Hawker Hector. Initially Hawker Aircraft, Avro and Bristol were invited to submit designs, but after some debate within the Ministry, a submission from Westland was invited as well. The Westland design, internally designated P. 8, was the work of Arthur Davenport under the direction of "Teddy" Petter. It was Petter's second aircraft design and he spent considerable time interviewing Royal Air Force pilots to find out what they wanted from such an aircraft. The army wanted a tactical and artillery reconnaissance aircraft to provide photographic reconnaissance and observation of artillery fire in daylight – up to about 15,000 yards (14 km) behind the enemy front. The result of Petter's pilot enquiries suggested that field of view, low-speed handling characteristics and STOL performance were the important requirements.

Davenport and Petter designed an aircraft to incorporate these features. The Lysander was to be powered by a Bristol Mercury air-cooled radial engine and had high wings and a fixed conventional landing gear mounted on an innovative inverted U square-section tube that supported wing struts at the apex, and contained internal springs for the faired wheels. The large streamlined spats also contained a mounting for a Browning machine gun and fittings for removable stub wings that could carry light bombs or supply canisters. The wings had a reverse taper towards the root, which gave the impression of a bent gull wing from some angles, although the spars were straight. It had a girder type construction faired with a light wood stringers to give the aerodynamic shape. The forward fuselage was duralumin tube joined with brackets and plates, and the after part was welded stainless steel tubes. Plates and brackets were cut from channel extrusions rather than being formed from sheet steel. The front spar and lift struts were extrusions. The wing itself was fabric covered and its thickness was greatest at the strut anchorage, similar to that of later marks of the Stinson Reliant high-winged transport monoplane.

Specifications: 1936 Westland Lysander

General characteristics

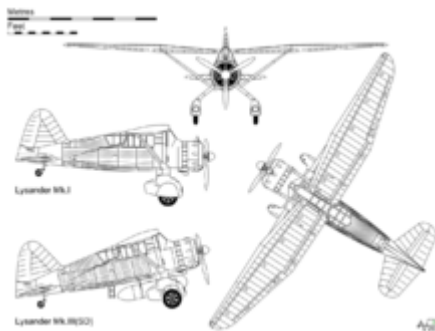
Crew: 2 (1 pilot, 1 pass.)
Length: 30 ft 6 in (9.30 m)
Wingspan: 50 ft 0 in (15.24 m)
Height: 14 ft 6 in (4.42 m)
Wing area: 260 sq ft (24 m²)
Airfoil: RAF 34[50] modified[51]
Empty weight: 4,365 lb (1,980 kg)
Max takeoff weight: 6,330 lb (2,871 kg)
Powerplant: 1 × Bristol Mercury XX 9-cylinder air-cooled radial piston engine, 870 hp (650 kW)
Propellers: 3-bladed

Performance

Maximum speed: 212 mph (341 km/h, 184 kn) at 5,000 ft (1,524 m)
Stall speed: 65 mph (105 km/h, 56 kn)
Range: 600 mi (970 km, 520 nmi)
Service ceiling: 21,500 ft (6,600 m)
Time to altitude: 10,000 ft (3,048 m) in 8 minutes
Take-off distance to 50 ft (15 m): 915 ft (279 m)



Preserved Lysander in all-black



Lysander Mk.I drawing, with additional side view of Mk.III (SD) covert operations aircraft.



Westland Lysander Mk.III (SD)



Lysander II.T target tug with black and yellow

WESTLAND



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

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Fly-In Data:

FAA Identifier: 3T0

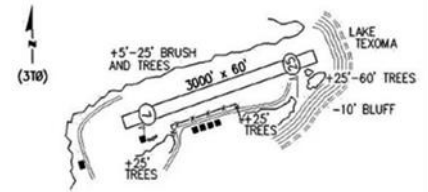
Lat/Long: 33-50-21.6459N 096-48-36.2483W 33.8393461,-96.8100690 (estimated)

Elevation: 640 ft. / 195 m (estimated) Variation: 06E (1995)

From city: 3 miles N of GORDONVILLE, TX

Time zone: UTC -5 (UTC -6 during Standard Time)

Zip code: 76245



Runway Information

Runway 7/25

Dimensions: 3000 x 60 ft. / 914 x 18 m

Surface: turf, in excellent condition

RUNWAY 7

RUNWAY 25

Latitude: 33-50.346167N

33-50.392557N

Longitude: 096-48.900000W

096-48.310000W

Traffic pattern: LEFT

LEFT

Obstructions: 36 ft. trees, 340 ft. from runway,
9:1 slope to clear

80ft tree, 34 ft from
W. Edge Of Runway



Driving Data:

Address: 500 Harbour View Road Gordonville, Texas 76245 903-523-4222

Driving directions:

You can reach Brushy creek from either the West corridor (I-35E) or the East Corridor (US-75):

From the western side: Drive up/down I-35E to Gainesville, Tx. Exit at Highway 82E at Gainesville and travel east to Whitesboro, Tx. Once in Whitesboro, Turn North (left) on Exit 624 / FM 377 and continue on FM 377 for approximately 12miles until you reach the large billboard for Cedar Mills Marina and Pelicans Landing Waterfront Restaurant Resort (on the right side of the road). Turn east (right) on Cedar Mills Road and follow the road for 3 miles. It will take your right to the resort. Once you reach the Resort, bear to the left and continue approximately ¾ of a mile to the airfield.

From the eastern side: drive up US-75 to Sherman, Tx. Exit on Highway 82 and turn west (left) on Highway 82. Travel west to Whitesboro, Tx. Once in Whitesboro, Turn North (right) on Exit 624 / FM 377 and continue on FM 377 for approximately 12miles until you reach the large billboard for Cedar Mills Marina and Pelicans Landing Waterfront Restaurant Resort (on the right side of the road). Turn east (right) on Cedar Mills Road and follow the road for 3 miles. It will take your right to the resort. Once you reach the Resort, bear to the left and continue approximately ¾ of a mile to the airfield.

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 south from the bridge, approximately .5 miles, turn East (right) at Hillcrest St (next to Mitchell's Grocery Store) and continue for ½ mile. Turn right at County Road. Continue down County Road for approximately 2 miles until you reach the stop sign at Cedar Mills Road. Turn left and follow the road to the Marina. Once you reach the Resort, bear to the left and continue approximately ¾ of a mile to the airfield.



Supporting Our Community, Shop Local, Shop Texoma:

By Kim and Todd Bass

Recently encountered a situation with a local non-profit. They tend to have the expectation that they need it for free or at a severely discounted price so all the money can go to their cause.

They rarely consider the local small business and the team members that work for the business that need to be paid so they can provide for their families. I believe they think the owners are keeping all the profits. Anyone who has owned a small business knows that we don't become rich off what we do for a living. We are living our dream and gift and sharing it with our teams.

Oftentimes these non-profits will decide to go on-line to purchase the goods they need, because it's at a much lower price and more times than not, the care and quality, and pride in the workmanship is not the same.

Their cause is to support the local community, but often at the cost of not supporting the local community.

On-line stores are not going to support your business. They are not going to show up for THIS community, attend your events, make monetary donations. They are not your neighbors, friends or kids. Shopping local keeps the money local. Shopping locally supports your cause, by supporting your community in their goals and dreams.

Thing to remember when you shop locally: you are supporting someone who is making an investment into this community.

Your Community. My Community. Our Community.

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

FASTSIGNS®

FASTSIGNS® of Sherman

Todd and Kim Bass

1920 N Grand Ave, Sherman, Texas 75090

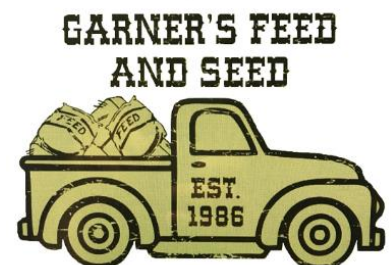
<https://www.fastsigns.com/608-sherman-tx>



Vogel Allstate Insurance Group

5621 Texoma Pkwy, Sherman, TX
75090

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



706 E. MULBERRY
SHERMAN, TX
903-892-1081



Rebecca Yavner, Agent

214-785-8188

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



KE 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

larryab5kr@gmail.com



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 shopping is always a good practice, now is a time to be particularly generous.



EAA Webinars Schedule:

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

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



10/18/23 @ 7p.m.

Presenter: Bret Koebbe

**Subject: Weather Flying with ForeFlight: Preflight and ADS-B Weather Tips
Qualifies for FAA WINGS and AMT credit.**

Get more utility out of your airplane by making the best preflight and in-flight decisions when weather conditions are less than ideal. This detailed presentation by Sporty's Bret Koebbe will first cover using ForeFlight on your computer and iPad to develop your own preflight self-weather briefing. Then you'll learn how to keep up with changing convective and/or IFR conditions while en route using ADS-B datalink weather.

10/25/23 @ 7p.m.

Presenter: Catherine Cavagnaro

**Subject: Balancing Act: Managing Energy in Flight
Qualifies for FAA WINGS and AMT credit.**

The latest version of the FAA's Airplane Flying Handbook contains a new chapter devoted to energy management. It's a long time in coming; after all, the subject comprises a significant part of Wolfgang Langewiesche's famous text Stick and Rudder. Catherine Cavagnaro from Ace Aerobatic School will discuss the ideas presented in the new chapter a step farther and see how adopting an energy-centered approach to aviation can lead to safer flying.

11/2/23 @ 7p.m.

Presenter: Christopher Gauger

Subject: EAA Ray Aviation Scholarship – 2024 Update

The Ray Aviation Scholarship provides flight training scholarships to help young people learn to fly. Funded by the Ray Foundation, managed by EAA headquarters, and administered by EAA chapters, this program has allowed hundreds of youths to achieve their pilot certificates. Christopher Gauger from the EAA chapters staff will provide an overview of this exciting and successful program.

11/8/23 @ 7p.m.

Presenter: Prof. H. Paul Shuch

**Subject: Cloudy With A Chance of PIREPs
Qualifies for FAA WINGS credit**

Pilot Reports are just one more way for aviators to share critical safety information with each other. In this WINGS award webinar by Prof. H. Paul Shuch, we will review the format of PIREPs, including what they cover, when to file them, where to check them, and how to interpret their sometimes cryptic language. We're all in this together! Qualifies for FAA WINGS credit.

11/14/23 @ 7p.m.

Presenter: Chris Henry

**Subject: The DC-3
Museum Webinars Series**

Standing guard in front of the EAA Aviation Museum is a DC-3. Join us as we talk about the airframe and the many different versions of this legendary aircraft.

11/16/23 @ 7p.m.

Presenter: David Leiting

Subject: Hosting a Young Eagles Rally – Advanced Best Practices

Join David Leiting, EAA Eagles Program manager, as he provides a review of Young Eagles rally best practices. This webinar will go beyond the requirements of hosting a rally and focus on best practices used at various chapters all across the association. In addition, a brief overview of the Young Eagles online registration process will be discussed.



https://www.faasafety.gov/WINGS/pub/learn_more.aspx



<https://www.faasafety.gov/AMT/amtinfo/default.aspx>



EAA Webinars sponsored by



Upcoming Events:

Thursday, Oct 19	EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI), 1200 South Dewey, Sherman, TX @ 7:00pm Subject: How To Run A Chapter with John Halterman
Saturday, Oct 21	Texoma Aero Club Board of Directors meeting ONLY Cedar Mills
Fri - Sun, Oct 20 – 22	22nd Annual Cedar Mills Safety Seminar & Fly/Splash In
Saturday, Nov 4	EAA 323 First Saturday Event: Young Eagles flights at Sherman Municipal Airport (SWI) 1200 South Dewey, Sherman, TX @ 9:00am
Thursday, Nov 16	EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI), 1200 South Dewey, Sherman, TX @ 7:00pm Thanksgiving Potluck and Chapter Elections

Officers/Board of Directors/Key Coordinators

Name	Position	Email Address	Contact Number
John Halterman	President	john.f.halterman@hotmail.com	903-819-9947
Frank Connery	Vice President	caapt1@aol.com	214-682-9534
Rex Lawrence	Secretary	rlaw@me.com	918-407-7797
Ross Richardson	Treasurer	rprichardson46@gmail.com	903-821-4277
John Horn	Board of Directors	jhorn@ntin.net	940-736-8440
Rick Simmons	Board of Directors	rr52s@yahoo.com	903-818-8066
Mary Lawrence	Board of Directors	mary1983cpa@gmail.com	903-821-2670
Mel Asberry	Technical Counselor / Flight Advisor	n168tx@flytx.net	972-784-7544
Jim Smisek	Technical Counselor	jwsmisek@aerotechniques.com	903-819-6428
Joe Nelsen	Technical Counselor	nelsen.n502pd@gmail.com	903-818-0496
Ross Richardson	Membership	rprichardson46@gmail.com	903-821-4277
John Horn	Young Eagles Coordinator	jhorn@ntin.net	940-736-8440
Adam Yavner	Eagles Coordinator	ayavner@yahoo.com	903-744-0384
Ed Griggs	PIO/VMC Coordinator/Newsletter Ed	a_model_guy@ymail.com	903-436-1405

General Email: EAA323@hotmail.com

Website: <https://chapters.eaa.org/ea323>

Caption this!

By Frank Connery

At this months gathering (October 19, 2023), Bring your best caption for the picture on the left to the gathering and members will judge all entries for the best!

There will be a “door prize” for the best caption!





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: