



The Ramp Page

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



August 2019

Email: ea323@hotmail.com

Website: <https://www.323.eaachapter.org>
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President's Mission Brief for September 2019

By Mike McLendon



Much has happened since our last newsletter.

Oshkosh - AirVenture 2019. 50th year at Oshkosh. Wow what a show. Statistics indicate that this AirVenture was attended by more people and aircraft than ever before. Seemed like they all (650,000) were there on Monday when Adam, Jacob and I walked onto Whitman Field. Over 10,000 aircraft.

On Monday evening, Jacob and 33 Ray Aviation Scholarship recipients, attended a reception in their honor. "It's fantastic to have 33 of our currently 75 Ray scholars here in Oshkosh, I can't think of a better place than AirVenture for these kids to spend time around other aviation enthusiasts, chapter members, and just people within the industry to learn, get motivated, and go back to their home airport to finish up their flight training," said Chapter Field Representative II David Leiting.



Tuesday evening, we attended a reception hosted by Ford Motor Company recognizing Chapter Presidents. Jack Pelton spoke to the attendees about Ford's generous sponsorship. Food, drink, and conversations were excellent. While there, we met up with John Egan and made friends with John Evans, EAA Insurance Specialist. He is our direct contact with EAA regarding chapter event insurance coverage. I had the pleasure of meeting Jack Roush there also.

Adam and I visited with Brandon Ayers, Gainesville EAA Chapter President, in the Vintage Aircraft Section. He flew a rare 1935 Davis D-1-W to

AirVenture. What fun to see so many Vintage aircraft in one place!

So many aircraft to see, too little time. Here's just a few. Every other airplane became the airplane Jacob wanted to buy. And, by the way, ask Jacob about his new shoes.



For those of you who have been, I now know what everyone who has been there means when they say "you gotta go"! It's Awesome.



Sunday, August 4. Another EAA 323 Milestone Event. Jacob Baldrige soloed! With Jacob's parents, Jan and Ernie, and I in attendance at KDUA, Durant Regional – Eaker Field, Adam turned the young aviator loose to explore the world of solo aviation. And what a fine solo it was. You could not have asked for better conditions to do so. Though he did not look so, I'm sure he was a little bit anxious on that first time around. Now the work really begins. All of Chapter 323 is proud of our Ray Aviation Scholarship recipient.



Speaking with Ken Williams, at the Cavanaugh restoration hanger, reserve Saturday, September 7. If all is in order, that's the day we will be moving parts and such up from Addison to the west hanger at NTRA. Trucks, trailers, and tie down straps are needed. I will keep you all updated via email regarding the logistics. There may just be an "after the move" gathering at the TAC hanger for something cold and tasty.

Also, "scotch brite" time is coming up too for the PBV. We're working with Ken on those details also. EAA mothership is on board with us on this insurance wise per John Evans. Will keep you posted.



It is our privilege at this month's Chapter meeting to have Steve Coker, retired AF and Southwest Captain, come speak with us about his experiences flying the F105. He also has experience flying F4's, F16's and a few hours (31 years) flying with Southwest (737). Born in Dallas, he now resides in Pilot Grove along with his lovely wife Leslie. One daughter and one granddaughter. Let's show our appreciation and have a big turnout for Steve.

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

Both Tri Motors were very busy at AirVenture. Jacob took his first Tri Motor Flight while we were there.

Blue Skies, Mike

Young Eagles Flight coming up

By Ed Griggs

As a reminder, John Horn and the Board of Directors have announced that there will be a Young Eagles Flight at North Texas Regional Airport (NTRA) on Sunday, September 22 at 1pm (Alternate date of Sunday, September 29 in case of inclement weather). At the last event, we hosted 35 Young Eagles, our Club Record. 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.

Also for persons who will be acting as Ground crew and Crowd Control, it is requested that you go to <https://www.eaa.org/eaayouth/youth-protection-policy-and-program> and complete the EAA Youth Protection Policy and Program. Once completed, Please let John Horn know so he can add you to his list of qualified persons! Thanks!!



Young Eagles Day Registration Website

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

Texoma Aero Club wants You!

By Michael McLendon



Whether as a Full-Member, Student or Rusty Pilot or as a Social member, Texoma Aero Club wants you to join our Group! Be sure to check them out at their website (www.texomaaeroclub.com) and get your application in!

We
Want
You To
Join Our
Group!!

First Saturday Event – Cavanaugh Work Day

By Mike McLendon

As previously mentioned, if all is in order, Saturday, September 7, we will be moving parts and such up from Addison to the west hanger at NTRA. Trucks, trailers, and tie down straps are needed. I will keep you all updated via email regarding the logistics. There may just be an after the move gathering at the TAC hanger for something cold and tasty.

Builder's Corner Updates

By Ed Griggs

If you are currently building an aircraft or doing any restoration work and want to be included in Builders Corner, We would like to hear from you. Email your updates and pics to Ed Griggs at a_model_guy@ymail.com. Thanks!!



What to Say when talking to Tower Controllers

By Rick Simmons

Our own Robert Honey was the presenter for July 18ths meeting at KSWI. Robert is retired ATC guy with 26 years of experience. He has worked at Addison, San Antonio, Little Rock and lastly a 16 year stint at DFW. He focused his presentation on VFR tower ops as he saw that as what most of us deal with.

Some of his key points made were who, where, what and listen. Think about what you're going to say, it doesn't have to be precise as the controller will be but cover these points. Say who you are, where you are and what you want. He also pointed out its good practice to tune in at least 10 or so miles out to get a picture of what's going on with traffic, flow and how busy things are. This also helps you with what to expect as a response. Communication is two ways so be sure you plan your request and be ready to handle the response. Always follow the rule aviate navigate and then communicate. If you have to go around, the tower can see you and the controller is already making plans so as you go around, get the aircraft stabilized, cleaned up configured and then call the tower, and you don't have to explain, just say going around. If you didn't hear the request clearly and understand it, let them know right then, otherwise they are moving on and expect you will doing whatever they asked of you. Not responding or requesting clarification can create situations that can cause problems in the air.

He pointed out the Tower controller is only responsible to keep a/c separated on the runway. Those other calls are for traffic awareness on your part. So you need to listen and if you feel there is a need to ask for a clarification, say you're on a three mile final and the controller turns an A/C on 1/2 mile final in front of you and your uncomfortable, call in Cessna 12324 --3 mile final. Keeps everyone aware, the controller is there to work with you, but you are the pilot. Another response we may have is "unable" If we can't comply with a request to keep our speed up or land short of a particular intersection speak that word. They will work it out. Also noted was if you can't see other A/C and feel they may be in conflict with you ask for clarification from the controller. For instance, you're instructed to report down wind and another A/C calls in and reports downwind also about the time you are there, ask the controller to clarify your instruction.



When cleared to land the runway is yours, all of it. But the controller is expecting you to use what is normal for your type Aircraft, a 150 and Citation don't require the same use and the Controller is planning on "normal". If you are landing hot and long let them know so they can adjust.

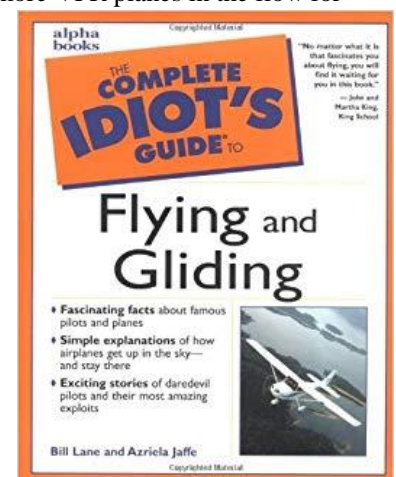
He also spoke to the need to use ATIS. When you call in they are only required to give winds, expected runway and altimeter setting. It is your responsibility to have listened to ATIS and know of taxiway closures, intersection issues and so forth.

In review he encouraged the who, where, what and expanded that if things are busy you might just call in with the "who" as the controller may be busy with another situation or have several requests to make of other A/C before getting to you. A long call might be lost in the processing of all the A/C situations and require a repeat further delaying the

processing. We can say our request however we want, the controller is required to respond with specific phrasing by the FAA so as to foster the best communication possible.

During the Q&A Robert recounted several harrowing experiences over his years. RNAV departures with runway ID's miscoded by pilots, Hailstorms and Medical Emergencies and thunderstorms causing flow issues for the traffic and Tower. He pointed out that in busy operations if you turn on your landing light it makes you aircraft visible further out and allows better traffic flow. He felt they could see about 4-5 miles at most but a light makes 10 miles possible, allowing them to establish more VFR planes in the flow for landing.

Thanks Robert for sharing your experience and helping us to be better and safer pilots.



[NTRA expected to be in the black for 2019, 2020](#)

By Michael Hutchins, Herald Democrat

https://www.heralddemocrat.com/news/20190720/ntra-expected-to-be-in-black-for-2019-2020?fbclid=IwAR3a4mhAQbU_VKCxpwyD9NCz0eRP6AHtpVln5R5P1BtpQw0TJYZwOXOdGJ8

For the first time in recent history, North Texas Regional Airport — Perrin Field is projected to be in the black without assistance from Grayson County. Projections show that the airport could end 2019 in the black, but estimates for 2020 currently shows a surplus of at least \$145,000, officials said this week.



The news that the airport has become self sufficient comes nearly one year after the airport was accepted into the Federal Aviation Administration's Contract Tower Program. This moved the financial responsibility for the airport's control tower from NTRA to the FAA.

"I think we are finally where we need to be," Grayson County Judge Bill Magers said. "We had a plan, we worked on the plan and now it has come to fruition."

The news came out of conversations by the Grayson County Regional Mobility Authority regarding the airport's 2020 budget which still has to go through legal review before it can be adopted by the organization and the county.

"We've got the budget pretty much in its final form," RMA board member Randy Hensarling. "We are going to take it to the judge and go over it with him, but at the end of the day we are going to show, projected surplus for 2020."

For several years, Magers was one of many county officials that said the contract tower program was the one hurdle the airport needed to pass to become self sufficient. Each year, the county would assist in the funding of the tower by contributing about \$300,000 to the airport's funding.

Despite the FAA assuming funding responsibility for the tower for this year, Magers said there is one project that could require assistance from the county. Officials estimated this week that it could cost \$400,000 to connect NTRA to radar services, but the time table for this project has yet to be determined. Magers said it is likely that the county could cover this cost and be reimbursed in the future.

For 2020, Hensarling said the airport's surplus could range from about \$145,000 if it receives grant funding to \$300,000 if it does not. This grant funding will allow the airport to pursue a series of improvement projects that otherwise it would not be able to complete.

The largest of these projects is the drafting of a new master plan for the airport and a pavement study for its runways. The master plan will serve as a guiding document for the airport and development, while the pavement study will determine the lifespan of the runways and what types of aircraft it can handle. Last month, the Texas Department of Transportation approved \$350,000 in funding for the projects.

Michael Hutchins is the local government reporter. He can be reached at MHutchins@HeraldDemocrat.com.

[AOPA Rusty Pilot Seminar](#)

By John Halterman

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

Just wanted to give everyone a "Heads up" that there will be an AOPA Rusty Pilot Seminar held at Cedar Mills (3TO) on Jan 11 2020. Watch upcoming 323 Newsletters for details.

Do you ever wake up, kiss the person sleeping beside you, and feel glad that you are alive? I just did and apparently will not be allowed on this airline again....





When Can I Solo?

With the introduction of some new blood into our chapter, and the recent First Solo performance by Jacob Baldridge (with Zach Durham hot on his heels!), I thought it would be a good time to allow a peek behind the veil. What are the requirements, how does one get ready for solo privileges, and how does your CFI know when it is Time?

First off, the requirements are fairly straight-forward and can be found in your FAR/AIM in 61.87. This lists the maneuvers and procedures you need to receive and log training for:

- (1) Proper flight preparation procedures, including preflight planning and preparation, powerplant operation, and aircraft systems;
- (2) Taxiing or surface operations, including runups;
- (3) Takeoffs and landings, including normal and crosswind;
- (4) Straight and level flight, and turns in both directions;
- (5) Climbs and climbing turns;
- (6) Airport traffic patterns, including entry and departure procedures;
- (7) Collision avoidance, windshear avoidance, and wake turbulence avoidance;
- (8) Descents, with and without turns, using high and low drag configurations;
- (9) Flight at various airspeeds from cruise to slow flight;
- (10) Stall entries from various flight attitudes and power combinations with recovery initiated at the first indication of a stall, and recovery from a full stall;
- (11) Emergency procedures and equipment malfunctions;
- (12) Ground reference maneuvers;
- (13) Approaches to a landing area with simulated engine malfunctions;
- (14) Slips to a landing; and
- (15) Go-arounds.

Wow, you think, that seems like a lot! And it is, but these are the fundamentals which will help you develop your control of the airplane. Many of these you will do with every lesson (preflight, taxi, takeoff etc.) and others you will have one or two lessons on before moving on (assuming reasonable progress). No, perfection on each maneuver is not required – otherwise no one would ever solo – but I am looking to see that you are able to perform it consistently and confidently and within standards.

Many maneuvers become building blocks for other maneuvers – for example learning slow flight and stalls helps to lay the foundation for landings and go-arounds. Ground reference maneuvers build airplane control, division of attention, and coordination. It is great for overall confidence, as are steep turns and emergency operations!

So I think of this almost like a checklist, and training will proceed by adding and combining these elements over time until they are all complete and you are comfortable.

So how can you get ready and prepare yourself? Probably the biggest factor would be repetition and frequency. Simply put, the more lessons you can schedule (and attend), the greater your chances. We are building new motor skills and muscle memory and it simply takes time and repetition. When you cannot make a lesson, keep your head in the game by studying or watching videos from reputable sources, or even just try to get a flight with a friend and just observe. Practice your radio calls while you drive. Listen to LiveATC.com. Fire up a simulator.

So once you get to this point, it is a good idea to make sure that you have received your Student Pilot certificate, your Medical, and that you keep those along with your logbook and a photo ID at all times – these are required to fly solo, and you never know when that time might come! Also it is a good idea to start wearing a T-shirt you don't mind getting the back cut out of!



Lastly – how does your CFI know that it is Time? This is somewhat of an indefinable process. Not only must you meet the requirements in terms of training requirements and documents you carry, I am looking mostly at how you conduct yourself personally. You should be able to do most of the flight from preflight all the way down to engine shutdown and refueling without much prompting. I am looking for good Aeronautical Decision Making and general awareness of what you and the airplane are doing, and what is coming next. You should be making your radio calls as needed without being reminded (remembering to Aviate first, of course). You should be able to handle non-standard situations by simply thinking through them and flying the plane while making a plan.

It sounds worse than it really is, but it is no different when you learned to drive. In the end, you will begin to exude a calm confidence and I will begin to feel like I am “just along for the ride”. At that point, assuming you are safe and consistent, don’t be surprised to find yourself kicked out of the nest!

As always, feel free to shoot me any questions if anything is unclear and I’ll do my best to find an answer.

Adam

From Jacob Baldrige, our Ray Aviation Scholarship winner:

July was a great month for me. Adam Yavner, Mike McLendon, and myself had the amazing opportunity to go to the AirVenture 2019 airshow in Oshkosh, Wisconsin. The first day of the air show I got these amazing shoes that are made out of carbon fiber that are supposed to help slide on the floor better for when using the rudder pedals. On a serious note, the first day of the airshow was great - there were amazing performances! In the evening, there was a reception for the Ray Aviation Scholarship recipients. There were about thirty other recipients there. I sat and conversed with a scholar who was from Minnesota, we were on a pretty similar progress rate. There was one of the scholars who completed their PPL already!



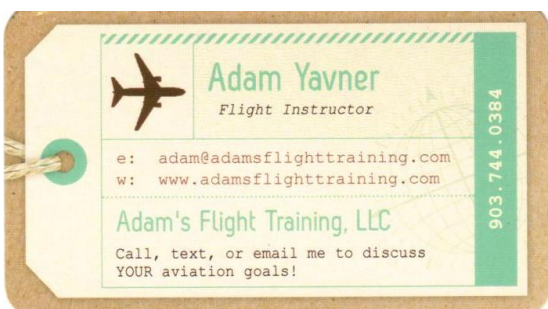
At the end of the first day, we got an up close and personal encounter with a F-22 Raptor taxiing down the taxiway about to take off. On the takeoff it had full afterburner on! That was an unforgettable moment.

The second day of the airshow I got to ride in a Ford Trimotor! It was an amazing experience. After that, I just sat underneath a wing and enjoyed the show for a bit. There was a twin Yak with a jet engine attached to it! That was a real treat to watch. Later that evening we were invited to the Ford (the car company) tent for a reception for all the EAA chapter presidents. Overall, the airshow was an amazing experience and I highly recommend going.

When I returned from Oshkosh, I immediately jumped back into the C150 and started to work on emergency procedures such as engine out, engine fire, and electrical fire. After a few practices of engine out it was real tempting to smack Yavner every time he would pull the throttle.

Last Sunday evening, Yavner and I were out practicing pattern work at Durant airport. When I was on final, he said to me “make this one a full stop and taxi to the terminal” - so I thought to myself he just needed to have a bathroom break. When we exited off the runway he said “I don’t think there is any more I can do for you”. I was confused by what he said; then when we parked it hit me - I was soloing that day.

We went inside the airport terminal to sign the endorsement for me to solo. After that I did my preflight then I was on my way down the taxiway. It was all fine until the wheels left the runway... I realized ‘I have to land this plane myself’. Flying solo is by far the most nerve-racking experience.



FunPlacesToFly

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

7 Of The Most Confusing FAA Regulations, Explained

By Swayne Martin, 09/06/2018

<https://www.boldmethod.com/blog/lists/2018/09/seven-of-the-most-confusing-regulations-explained/>

The FARs get a little confusing at times, but here are 7 regs that you won't wonder about ever again.



1) A private pilot without an instrument rating can log PIC time during instrument flight training with a CFII onboard, even while on an IFR flight plan or in IMC.

To act as PIC, you must meet all certification and recent currency requirements for that flight. But to log PIC time, you'll only need to be the sole operator of the controls in an airplane you're rated to fly (or if you fall under some of the other categories listed in 61.51(e)).



2) Landings counted towards night currency must be made to a full stop.

According to FAR 61.57(b), to carry passengers between 1 hour after sunset and ending 1 hour before sunrise, you need to make at least 3 takeoffs and landings to a full stop in the preceding 90 days during the period beginning 1 hour after sunset and ending 1 hour before sunrise.

3) You can log PIC time when you're in flight training.

To act as PIC, you must meet all certification and recent currency requirements for your flight. But to log PIC time, you'll only need to be the sole manipulator of the controls in an airplane you're rated to fly (or if you fall under some of the other categories listed in 61.51(e)). For example, if you're a private pilot without an instrument rating, you can log PIC time during instrument flight training with your CFII on board, even while you're on an IFR flight plan.

4) If you want your choice of landing, ask for the option.

Looking for the most choices you can get from a tower controller? Then this one is for you! When you're "cleared for the option", you can pretty much do it all. ATC authorizes you for a touch-and-go, stop-and-go, low approach, missed approach, or a full stop landing. So when would you use this? It's really useful in training, especially if you're not sure what maneuver you're going to need (If you grease your landing, you might call it quits. But if you bounce it, you might want to try another landing.)



5) You can't start logging night time right after sunset.

The FAA's definition of night time is in Section 1.1 of the FARs. Here's what they have to say: "Night means the time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the Air Almanac, converted to local time." If you fall in that time period, you can log night flight time, and your plane needs to be night VFR equipped. So when exactly do the twilight times begin and end? The easiest way to tell is to use the US Navy's Air Almanac website. A good rule-of-thumb for the calculating civil twilight is that it usually ends between 20-35 minutes after sunset.

6) If you're renting an airplane for personal use, it doesn't need a 100-hour inspection.

According to FAR 91.409(b), "...no person may operate an aircraft carrying any person (other than a crew member) for hire, and no person may give flight instruction for hire in an aircraft which that person provides, unless within the preceding 100 hours of time in service the aircraft has received an annual or 100-hour inspection..." The key here is that if you aren't carrying passengers for hire, and if you aren't giving flight instruction in an aircraft that you're providing, then you don't fall under the 100-hour requirement.



7) You need a valid medical to act as safety pilot.

To act as a safety pilot according to FAR 91.109, you need to be at least a private pilot with appropriate category and class ratings for the aircraft you're in, have adequate forward and side vision, a set of dual controls, and determine that the flight can be made safely.

While 91.109 doesn't directly address the medical, FAR 61.3(c) does, stating that "A person may serve as a required pilot flight crewmember of an aircraft only if that person holds the appropriate medical certificate..." As for the definition of a crewmember, that's covered in FAR 1.1 It's an example of 3 separate FARs converging for one type of operation. Phew.



Not feeling confident of your grasp of how weather systems can affect the safety of a flight? Join Scott Dennstaedt, CFI, former NWS research meteorologist, and EAA's subject matter expert on weather, for this webinar on deciphering whether to fly through a weather system, including such topics as icing, turbulence, convective hazards and more in this 90-minute webinar. You'll learn what to look for while en route and strategies to avoid getting caught in adverse weather.


EAA gratefully acknowledges the support of Aircraft Spruce and Specialty Co. for its generous sponsorship of our webinar programs.

WINGS Topic of the Quarter – Fall 2019

The FAA Team is continually striving to bring you the very best seminars and webinars. Please help us fulfill your safety training needs by suggesting topics or subject areas you would like to have presented in your local community. We have included, for your convenience, some of the "hotter" topics for the year as well as space for any additional topics of concern. Please, only use this space for seminar and webinar topic suggestions. Click on "Contact Us" at the bottom of any page for other requests, suggestions, or comments.









You can learn more about the program at: https://www.faasafety.gov/WINGS/pub/learn_more.aspx


A complete course catalog is located at: https://www.faasafety.gov/gslac/ALC/course_catalog.aspx



WINGS

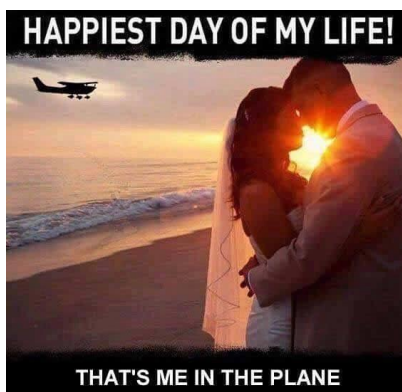
Topics of the Quarter (ASEL)

Spring	Summer	Fall	Winter ^{Elective}
Basic Knowledge Topic 1 Aeronautical Decision Making. (ALC-62)  https://bit.ly/2G0TY0r	Basic Knowledge Topic 2 Positive Aircraft Control (ALC-36)  https://bit.ly/2L1HnbX	Basic Knowledge Topic 3 Inflight Icing (ALC-33)  https://bit.ly/2EtqExj	Knowledge Topic Avoiding Loss of Control (ALC-214)  https://bit.ly/1q0cP8T
Flight Activity: A070405-07 Takeoffs, Landings, Go-Arounds  https://bit.ly/2L1WceL Objective: To develop, review, or improve the airman's knowledge, airmanship and understanding the importance of maintaining positive aircraft control during takeoff, landing, and go-arounds.	Flight Activity: A070405-08 Slow Flight, Stalls, Basic Instruments  https://bit.ly/2AZZNFM Objective: To develop, review, or improve the airman's knowledge, airmanship and understanding the importance of performing intentional stalls to familiarize the airman with the conditions that produce stalls.	Flight Activity: A100125-07 Airport Operations  https://bit.ly/2G5Ybij Objective: To develop, review, or improve the airman's knowledge, airmanship and understanding the importance of knowing and abiding by the rules and general operating procedures applicable to airports.	Flight Activity: A100125-08 Airwork and Flight Maneuvers  https://bit.ly/2Ei2rl0 Objective: To develop, review, or improve the airman's knowledge, airmanship and understanding the importance of mastering the ability to control the airplane, and recognize and correct for the effect(s) of wind.



www.FAASafety.gov

PLEASE NOTE: THIS FORM IS FOR YOUR RECORDS ONLY!



Mel Asberry

FAA Designated Airworthiness Inspector
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Supporting Our Community, Shop Local, Shop Texoma:

By Todd Bass

Our goal is to educate the public about the benefits of buying local. We work local and we live local so why not buy local.

A recent study found each \$100 spent at local independents generated \$45 of secondary local spending, compared to \$14 for a big-box chain. "Independent retailers return more than three times as much money per dollar of sales than large chain competitors." Don't forget that even franchises are locally owned. Our very own McDonalds, Chic-fil-a, FASTSIGNS and many more are locally owned and operated.



Rebecca Yavner, Agent

214-785-8188

<https://rebeccayavner.exp Realty.com/index.php>

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



FASTSIGNS® of Sherman

Todd Bass

1920 N Grand Ave, Sherman, Texas 75090

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

Vogel Allstate Insurance Group

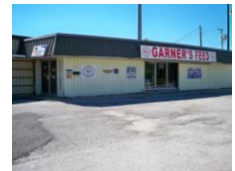
Brad and David Vogel
5621 Texoma Pkwy, Sherman, TX
75090

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



Garner Feed and Seed

Ray, Chris and Nicole Garner
903-892-1081
706 E Mulberry St, Sherman, Texas 75090



The Prop-Strike Café, located at North Texas Regional Airport (at 5300 Airport Drive, Denison, Texas 75020 ((903) 419-2299)) is open Monday thru Friday, 6am – 2pm. Come by and see Andrea, Ally, and Chef Greg for a great lunch at Great prices!



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



Plane for Sale:

As a reminder: Orlin "Bud" Smith is selling his Cessna 172 and is making the offer to EAA 323 members first. He has owned the Aircraft since 1986 and it has been hangered since 2001. It has a basic panel, Last annual Oct 2018 The continental 300A engine has 503.9 hrs since Major OH, Airframe TT3402.9 hrs. All AD's are complied with 4 recurring Ad's that are due at every annual. He is selling it due health issues and is asking \$30,000. Anyone interested in a great airplane to enjoy and build time in, please call him at 903-375-7359 or 903-744-6318,



Upcoming Events

Thursday, August 15	Monthly Thursday meeting at the Sherman Airport Terminal Subject: Flying the F-105 / Steve Coker - Clint Murphy
Saturday, September 07	First Saturday Event: Cavanaugh restoration hangar Move Day. See Presidents notes for particulars and follow up.
Thursday, September 19	Monthly Thursday meeting at the Sherman Airport Terminal Subject: Sea plane rating - John Halterman
Sunday, September 22	Young Eagles
Sunday, September 29	Young Eagles (Alternate date in case of inclement weather)
Saturday, October 06	First Saturday Event: Brushy Creek fly in and planning meeting
Thursday, October 17	Monthly Thursday meeting at the Sherman Airport Terminal Subject: NTRA Tower / Local Operations - Mike McLendon
Sunday, October 20	Cedar Mills Splash in

Officers/Board of Directors/Key Coordinators

Name	Position	Email Address	Contact Number
Michael McLendon	President	macpharm@icloud.com	404-825-4795
Paul Tanner	Vice President	planetanners@yahoo.com	903-819-1940
John Halterman	Secretary	john.f.halterman@hotmail.com	903-819-9947
Ross Richardson	Treasurer	rprichardson46@gmail.com	903-821-4277
Steve Straus	Board of Directors	steve@straususa.com	214-693-1417
Rick Simmons	Board of Directors	rr52s@yahoo.com	903-818-8066
Mary Lawrence	Board of Directors	mary1983cpa@gmail.com	903-821-2670
Mel Asberry	Technical Counselor	n168tx@flytx.net	972-784-7544
Jim Smisek	Technical Counselor	jwsmisek@aerotechniques.com	903-819-6428
Ross Richardson	Membership	rprichardson46@gmail.com	903-821-4277
John Horn	Young Eagles Coordinator	jhorn@ntin.net	940-736-8440
Adam Yavner	Eagles Coordinator	ayavner@yahoo.com	903-744-0384
Ed Griggs	PIO	a_model_guy@ymail.com	903-436-1405

General Email: EAA323@hotmail.com

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



High Flight

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