The Ramp Page – November 2024

EAA 323's Monthly Newsletter
Vol 55, Ed 11
Sherman, TX
Celebrating our 55th year of service!

Email: eaa323@hotmail.com Website: https://chapters.eaa.org/EAA323
Like us on Facebook @eaa323

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 Frank Connery

Happy Veterans Day! As I write this, it's Veterans Day. Thanks to all who served. I've always felt, for the most part, our spouses and children actually sacrifice more than most veterans. In a perfect world, they would have their own day.

As for the flying world, we struck out again with our Young Eagles day. The weather did not cooperate. The good news was that the Cedar Mills Fly-in had absolutely perfect weather. Light winds out of the east, No cross-wind and a good headwind for takeoff. I think everyone that came had a good time. The pancake breakfast grossed just over $300. Thanks to everyone that helped over that weekend. We had plenty of volunteers and over 60 airplanes flew in.

Looking forward, the Holidays are right around the corner. This month will be elections. Let's all Make Airplanes Great Again. MAGA, I couldn't resist! December is our annual Christmas party. Ross has very generously volunteered to host the party at his house once again. Thanks Ross. More on the party as it gets closer.

For the Cowboys fans among us (and I include myself) I am Sooooooooooo Sorry. They just suck! And I don't see any fix on the horizon, at least not until Jerry is out of the picture! Till then, we're screwed. There, I got that off my chest. I feel better.

Thats it for now. Keep the blue side up!

Frank Connery

Needed: Newsletter Editor

By Frank Connery

As has been mentioned numerous times before, Ed Griggs is stepping down as the Newsletter Editor in January to give someone else the chance to give the Newsletter a try! No one, including myself, expects anyone to do it exactly as he has done! We are excited to have someone else take over the reigns and make it their own! Ed will be available to assist, teach and/or help out as much as needed, requested or wanted.

For those thinking about stepping up, the only software "tools" that are used are: Microsoft Office, Excel and the Internet!

Texoma Aero Club November 2024

By Mike McLendon, TAC President

October was a very busy month for the club. Lucy (N1528Y) spent many hours in the air with training flights, fly-ins, and leisurely flying. However, 100-hour inspections come around very quickly. Our recent 100 hour started on October 28 with plans to upgrade our instruments panel with AV30's, remove the vacuum system, have the Turn and Bank rebuilt, replace carpet, and add additional soundproofing.

Unfortunately we discovered the #3 cylinder compression was not up to par. The exhaust valve was not seating. Removal of that cylinder was required and we sent it to the shop for repair. Hopefully, it will be back on the aircraft by November 16. The exhaust system needed attention also. The decision was made to add a 6-cylinder EGT gauge which we hope will help our flying members lean the engine more precisely. So, all of this work is extending the 100-hour inspection period beyond the one week we allotted ourselves. Nothing is to be taken for granted with aircraft inspections. We hate to see Lucy not in the air during this great weather but we think you will be pleased with the upgrades.

N7689M, the 175 that many of us have been assisting with its restoration and upgrade has been flown over 10 hours now and we are expecting more flight time this week. A High-Performance rating is required to fly her. We are contacting CFI's with C175 time to help TAC members get checked out in this aircraft. We anticipate that she will be your choice for extended cross-country trips.

TAC November meeting is coming up on Saturday, November 16. Pancakes at 8:30. We will meet in the TAC hangar. Set up Volunteers please come at 7:45.

Looking forward to seeing you on the 16th.

Mike

EAA323 VMC Club Question of the month: Nov 2024

By EAA VMC Staff, (Answer on Page 5)

EAA VMC Club
Question of the Month

Question: You are making a daytime VFR flight from Hyannis, MA to Martha's Vineyard, MA as shown to the left. Conditions include a 1,000 foot overcast and 10 miles visibility. What is the highest altitude at which you can legally fly this trip under these stipulated conditions?

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EAA Chapter 323 Annual Christmas Party

By Ross and Paula Richardson

EAA Chapter 323
Annual Christmas Party

Its never to early to start planning for the EAA 323 Annual Christmas Party which will be held at the home of :

Ross and Paula Richardson
2115 Turtle Creek Circle, Sherman
903.821.4277
On Thursday, December 19th, 2024 at 6:30 PM

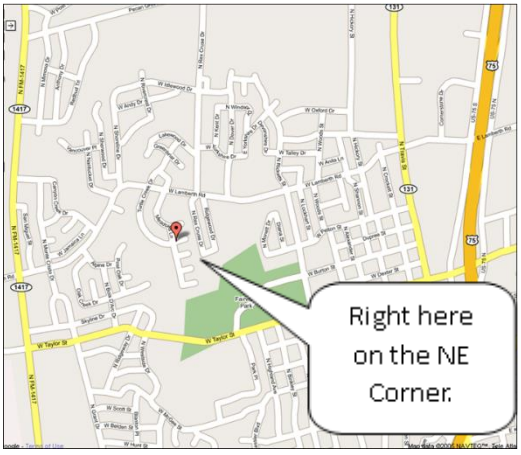
Entrée will be provided. Each family is requested to bring a side dish of your choice. Punch, wine, and soft drinks will be provided. You are welcomed to BYOB.

For the exciting gift exchange, each person is requested to bring an unmarked wrapped gift (around $25.00).

Looking forward to a fun filled evening of eating and Chapter fellowship to end the year!

Map to Ross and Paula's Home
2115 Turtle Creek Circle
Sherman, TX 75092
(Northeast corner of Meadow Lane and Turtle Creek Circle)

If you get lost, call approach control at 903-821-4277 for final instructions.



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From the "You never know what you are going to see around Sherman, Tx" department:

On October 17 and November 12, Texomaland was privy to a "Dicks House of Sport" blimp flying around the area. They stopped at North Texas Regional Airport for refuel and helium!

Courtesy Nathan Weick

Courtesy of Raymond Fulenchek

Courtesy Nathan Weick

Courtesy John Halterman

Courtesy John Halterman

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It's Time to Speak Up!

By Rod Machado, August 2020

ROD MACHADO

"Hey Rod, tomorrow I'm taking my little airplane out to see what it can do. I'll see ya later."

Those were the last words I ever heard my best friend speak. I never saw him again. The next day, his newly-assembled ultralight airplane disassembled in flight, for reasons suspected but officially unknown.

That tragic event occurred in December of 1984 and my friend's words are still clear. I've run that audio engram over and over, hundreds of times, each time reliving the same feeling I had when he last spoke. The memory provokes a peculiarly unsettling experience—as if my world is about to change and I must act immediately to stop it. I abhor that feeling, but I also respect it.

If only I had said, "Hey partner, wait! Something's not right here. Yes, your airplane has a ballistic parachute system. But can you trust it? You are nine years my senior. I defer to your experience and judgment. But listen to your words, 'See what my little airplane can do?' It sounds like unnecessary risks are involved. Convince me I'm wrong." I have no idea if those words would have prevented the loss of my friend. I wish, however, I had spoken them.

Instead I quipped, "Hey buddy, have a great time." Those words, tossed away as easily as a crumpled gum wrapper, came from the wrong place inside my brain. It's a place that is overly concerned about butting my nose in other people's business or butting heads with them (I'm a "live and let live guy"...as long as someone still gets to live). Given another opportunity, I'd attach a different part of my brain to my voice—a wiser part, the part within all of us that knows better than to keep quiet. I've since had that opportunity with a number of others.

It first happened a few months later, at an aviation expo. I overheard a young flight instructor regaling fellow pilots with a curious tale. He confessed with pride how he flew a Zlin—one without any working gyro instruments—to the expo in scudrunning weather conditions that morning. Indeed the weather was bad, very bad. That's why the craft I landed at the airport that day was a Chrysler, not a Cessna.

I was taught to mind my own business. After all, few people like another person's values imposed upon them. But where does his business become my business? No precise, well-defined border exists. Sometimes it's clear; sometimes it's not. In this case it was clear that a fellow pilot thumbed his nose at risk, perhaps unaware of the hidden dangers.

In aviation, the users are also the caretakers. Each of us shares a tacit responsibility for aviation's health, a responsibility that implies informing fellow aviators when we think their actions expose them and others to unacceptable levels of danger. On that basis, I decided to speak up. I approached him and said, "Excuse me but I'd like to tell you a little story about a dear friend of mine who's no longer with us...."

Speaking up has its risks. At the extreme, it's possible that an offended ruffian might say, "Hey. I'm going to punch your nose in." I suggest you avoid saying, "Don't you know you never end a sentence with a preposition?" After all, it's possible he may elect to punch in your nose.

While it's unlikely you'll ever receive impromptu rhinoplasty, the risk of offending someone by speaking up always exists. Yes, your actions have consequences. But so does inaction. Silence is not necessarily golden; it has consequences too.

Perhaps the words of the bright but mischievous radio personality, Bill Balance, are appropriate here. He once said, "I'd rather have remorse for what I did, than regret for what I didn't do." Applied in the context of aviation safety, it seems better to say, "I'm sorry I said that," rather than "I wish I had said that." In this small way, we fulfill our responsibility as pilots to help ensure the survival of aviation and its participants.

Since December of 1984, I've taken airplane keys away from a drunk pilot, and grounded a few airplanes that I thought presented an imminent danger to both pilot and passenger. I've even had a rather spirited discussion with the pilot of a Cherokee Six after eight people emerged (you do the math). Each time I hesitated before I acted and thought, "Is this really any of my business?" Then I heard those words, "Hey Rod, tomorrow I'm taking my little airplane out to see what it can do. I'll see ya later...."

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What You Need To Know About Class C Airspace

By By Swayne Martin, 02/28/2017, https://www.boldmethod.com/learn-to-fly/airspace/the-logic-behind-class-c-airspace/#:~:text=Class%20C%20airspace%20covers%20busy%20airports%2C%20which%20usually,as%20you%20would%20find%20in%20Class%20B%20airspace.

Airlines, student pilots, corporate jets, and weekend fliers all share Class C Airspace. While you may not need a "clearance" to enter it, there are a few things you should know...

Why Class C Exists

Class C airspace covers busy airports, which usually have a mix of airline and general aviation traffic. Class C airspace is considerably smaller than Class B airspace, and Air Traffic Control does not provide the same level of separation service as you would find in Class B airspace. However, you still talk to ATC while inside Class C airspace, and your Mode-C transponder (which is required) provides them your altitude information.

Controlled airspace is largely dedicated to protecting IFR aircraft from traffic conflicts, and that's no exception inside Class C. With a large volume of instrument traffic arriving and departing Class C, it can be thought of as the second most restrictive form of airspace found around an airport. Class C airspace is found at mid-size airports like Daytona, FL (KDAB), Richmond, VA (KRIC), and Burbank, CA (KBUR).

Class C Weather Minimums

Class C minimum weather requirements exist so that you can see and avoid other aircraft. Since Class C is busy airspace, ATC wants you to stay far enough away from the clouds so you can see and avoid other airplanes, especially jets flying fast approaches.

An easy way to remember VFR weather minimums for Class C airspace is the phrase "3 Cessna 152s". Each number in the phrase stands for one of the distances:

3SM visibility
1000' above
500' below
2000' horizontal

Radio Procedures And Required Equipment

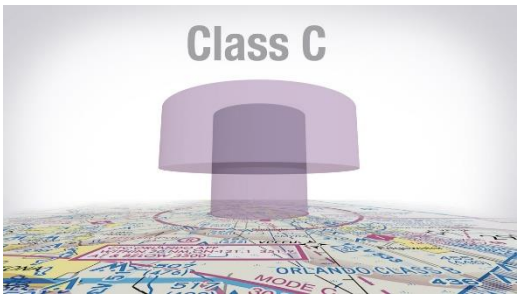
You'll need a two-way radio and Mode-C transponder onboard your airplane to enter Class C airspace, so that you can maintain communication with ATC and so that they can track your location and altitude on their radar scope. While you don't need an operable transponder to fly below a Class C shelf, you will need one to fly above Class C airspace. As you approach a Class C airport, you'll contact that airspace's approach control. Call ATC on the radio before you're in Class C airspace and make sure to tell them:

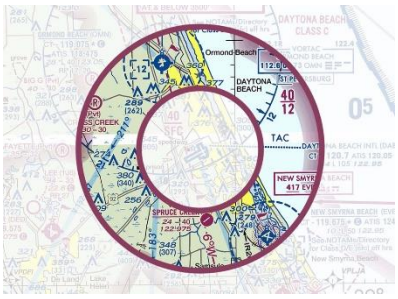
Your position
Altitude
Current transponder code
Destination
Request Class C service

But what allows you to enter the airspace? Once you hear your callsign, you can enter the Class C airspace. Keep these important facts in mind:

If the controller responds with "(Aircraft callsign) standby", you have established two-way radio communication, and you can enter Class C airspace. If you don't hear your callsign, you CAN NOT enter the airspace. If the controller is busy, they can ask you to stay out of the Class C airspace until they are ready.

What's With The Shape?
The upside-down wedding cake shape allows arriving and departing aircraft to remain in the Class C airspace, and safely separated from other aircraft. At the same time, lower, slower airplanes can continue operating at smaller airports outside (but near) Class C airspace, and still remain outside the airspace.

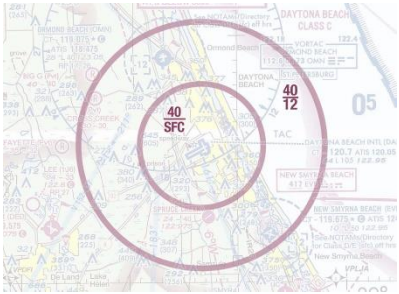


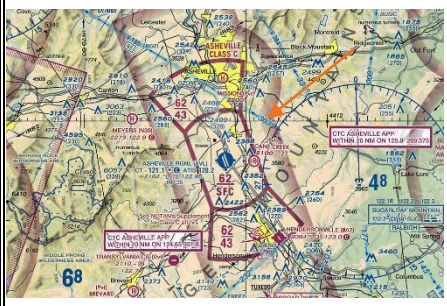


The inner ring of Class C airspace typically extends from the surface to 4,000' above the airport, and has a radius of 5NM. The outer ring of Class C airspace typically extends from 1,200' above the airport to 4,000' above the airport, and has a radius of 10NM.

Vertical boundaries of Class C airspace are made up of two sets of bold magenta numbers, separated by a magenta horizontal line.

The top number represents the ceiling of Class C airspace in hundreds of feet MSL. If the number is "40," it means the ceiling of Class C airspace is 4,000' MSL.
The bottom number represents the floor of Class C airspace in hundreds of feet MSL. If the number is "12," it means the floor of Class C airspace is 1,200' MSL.
When a layer of Class C airspace extends to the surface, the bottom altitude number is replaced with the letters "SFC", for "surface."
Altitudes for Class C airspace are inclusive, meaning if you fly at the altitude marked on the map, you are in Class C airspace.





Not all Class C airspace is in the shape of a perfect circle, however. Take Asheville, North Carolina (KAVL), for instance. Situated in a valley and surrounded by mountains over 2,000 feet above field elevation, Asheville's airspace is an oblong shape. Two reasons for this include limited radar coverage due to terrain, in addition to the established instrument approach corridors.

Don't Fly Without A Plan
While you shouldn't feel nervous about flying into Class C airspace, you should always have a plan and think ahead of the airplane. Brief everything, whether you're entering the traffic pattern, taking off, landing, or even taxiing. Between busy radios, unfamiliar airports, and plenty of traffic, you might find yourself getting busy fast. Handling situations is infinitely easier once you have a plan in place, rather than making something up on the fly. Never forget to ask for ATC assistance if you get confused; they're there for a reason.

Easy enough, right? Class C is usually a mix between general aviation and airline traffic. Make sure to listen out for your callsign before flying into Class C airspace, and always remember to ask for help if you're confused.

EAA323 VMC Club Question of the month Nov 2024: Answer

By EAA VMC Staff, (Question from Page 2)

You must remain below 700 feet MSL – the ceiling of the class G airspace where you can legally fly remaining clear of clouds. Above this, you enter the class E airspace and must remain 500 feet below the clouds.

Pilot's tip of the Month: Legality of an External Camera

By: Paul Bertorelli, https://pilotworkshop.com/tips/legality-of-an-external-camera/

Paul Bertorelli
ATP/CFII, Aviation Writer, Editor

Subscriber question: "I got a new 360 camera for my birthday and want to attach it to my airplane. The guys on the FBO couch said this is illegal. Are they right?" — Mark R.

Paul:
"When are the guys on the FBO couch ever right?

This is actually a gray area that the FAA has declined to aggressively address because it just hasn't been a problem. In a 2014 memo, the agency's maintenance division summed it up with this: 'the use of suction cups or other temporary means of attachment not including permanent mechanical attachments to the aircraft would not be considered a modification of the aircraft.'

That means they don't fall under the Part 43 maintenance section for modifications.

This is what I call a 'y'all be careful' interpretation. While it doesn't say 'thou shalt not,' it does say if the thing comes loose and bops someone or something, you could be exposed under 91.13, the catch-all of careless or reckless operation. So that argues for any of the commercial mechanical mounts that are engineered to stay put on the airplane.

If you do your own mount—and I sometimes do—make sure it won't detach and be cognizant of airspeed. Temporary mounts have no business on really fast aircraft. Personally, I like mechanical mounts and adhesive patches on slow aircraft. Some people use suction cups, but I'm not a fan.

Whatever you do, y'all be careful."

Aviation Words – "Interference Angle"

https://www.eaa.org/eaa/news-and-publications/eaa-news-and-aviation-news/bits-and-pieces-newsletter

You might think that valve seats are ground to the same angle as the angle on the valves themselves. I did, but I learned that there is a tiny difference in the angle (0.5 – 1.0 degree) with the seats being ground at a slightly greater angle.

Apparently the reason for this is that it allows the valve face to touch the seat with a single continuous line rather than over the whole face. This is so that it can provide the best seal.

Who knew? I certainly didn't.

Upcoming flyout to KSLR/Red Barn

On Dec 07, EAA will be hosting a Fly-Out to the Sulphur Springs, TX (KSLR)(Weather Permitting) for Breakfast at the Red Barn Café, located directly across the street from the Airport. Bring CA$H as they are a cash only establishment! Go to https://www.slr.aero/ for more information on the airport and https://funplacestofly.com/funflydetails.asp?id=953 for more information on the Red Barn Café.

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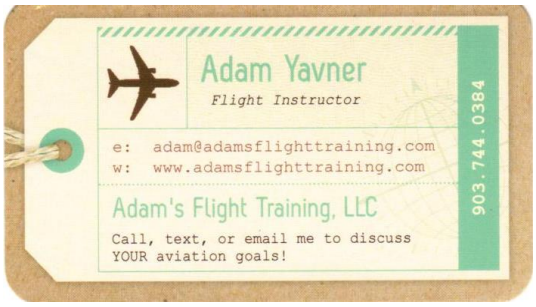

Arcane Aviation Texas Fact: Horace S. Carswell, Jr.

https://www.tshaonline.org/handbook/entries/carswell-horace-s-jr

Major Horace S. Carswell, Jr., Medal of Honor recipient. Courtesy Fort Worth Star-Telegram Collection,

Horace Seaver Carswell, Jr., Medal of Honor recipient, was born on July 18, 1916, to Horace S. Carswell, Sr., and Bertha Rea Carswell, in Fort Worth, Texas. He grew up in Fort Worth and was an outstanding athlete, participating in football, basketball, and baseball at North Side High School from 1931 to 1934. In addition to athletics, he also took part in the Boy's Glee Club, Hi-Y Club, and the National Thespian Club.

In September 1934 Carswell arrived at Texas A&M, majoring in agriculture and assigned to the cavalry for his required military science course. He planned to play football but failed to make the team. Carswell transferred to Texas Christian University (TCU) after the end of his first year. At TCU, he played both football and baseball. His football teammates included TCU All-Americans Sammy Baugh and Davey O'Brien. To finance his way through school, he found employment at a local department store. Carswell graduated from TCU with a degree in physical education on August 26, 1939.

After a brief period with an insurance company, Carswell enlisted in the United States Army Air Corps as a flying cadet at Dallas on March 26, 1940. After completing his primary flight training at the Spartan School of Aeronautics in Tulsa, Oklahoma, he attended the Primary Flying School at Randolph Field near San Antonio and then the Air Corps Advanced Flying School at nearby Kelly Field. On November 16, 1940, he received his commission as a second lieutenant in the Air Corps Reserve.

Ordered to active duty, Carswell served as a flying instructor at Randolph Field and then Goodfellow Field in San Angelo in 1941. While in San Angelo, he married Virginia Ede in October 1941. The couple had met at TCU where Virginia had earned her degree in home economics in 1938; they had son Robert Ede Carswell. In 1942 Carswell saw assignments with the Sixty-second Squadron, Thiry-ninth Bombardment Group in Tuscon, Arizona, and then to Biggs Army Air Field near El Paso, where he served as a flight commander and received a promotion to captain. Transferred to the army air base at Clovis, New Mexico, in January 1943, he served as squadron commander, group commander, and deputy group commander in the 356th Bombardment Squadron, 302nd Bombardment Group. On November 1, 1943, Captain Carswell was assigned to Langley Field in Virginia. Promoted to major on April 23, 1944, Carswell also departed that day for his next assignment with the 374th Bombardment Squadron, 308th Bombardment Group in Chengkung, China.

Carswell joined the 374th Bomb Squadron in May 1944 and was assigned to the group headquarters staff and then as the operations officer. After three months of combat experience, Carswell was assigned as the commander of a detachment of B-24Js (radar-equipped bombers used for low-altitude missions) at Liuchow. On October 15 Carswell's B-24 crew experienced success in a night sweep over the South China Sea when it sank two enemy warships.

On October 26 at about 5:15 PM, Carswell's B-24J and a new crew departed for the South China Sea in sea-sweeping operation. Piloted by Carswell, the B-24 encountered a Japanese convoy consisting of twelve ships. Carswell's first bombing run at 600 feet dropped six bombs and damaged a destroyer. Surprised by the attack, the Japanese failed to return fire.

Carswell ordered a second bombing run after circling and leaving the area for about thirty-five minutes. From 600 feet, Carswell directed bomb drops on a tanker. Two of the three bombs dropped were direct hits. The enemy force returned fire and scored a number of key hits to the aircraft—destroying two engines and the hydraulic system, puncturing one gasoline tank, and ripping numerous holes in the bomber. Carswell's skills as a pilot prevented the bomber from plunging in the sea; he then directed the aircraft into a climbing direction toward the China shore. After reaching the coastline, Carswell found it difficult to maintain altitude. At 11:15 PM, he ordered eight crewmembers to bail out; two were killed after their parachutes malfunctioned. The bombardier, whose parachute was damaged, refused to jump, and the copilot remained with Carswell on the bomber. Carswell sought to control the aircraft in the hopes of reaching a base or attempting a crash landing, but the plane crashed into a mountainside. Carswell and his two comrades were killed. For his "supreme effort to save all members of his crew," Major Carswell was recommended for the Medal of Honor.

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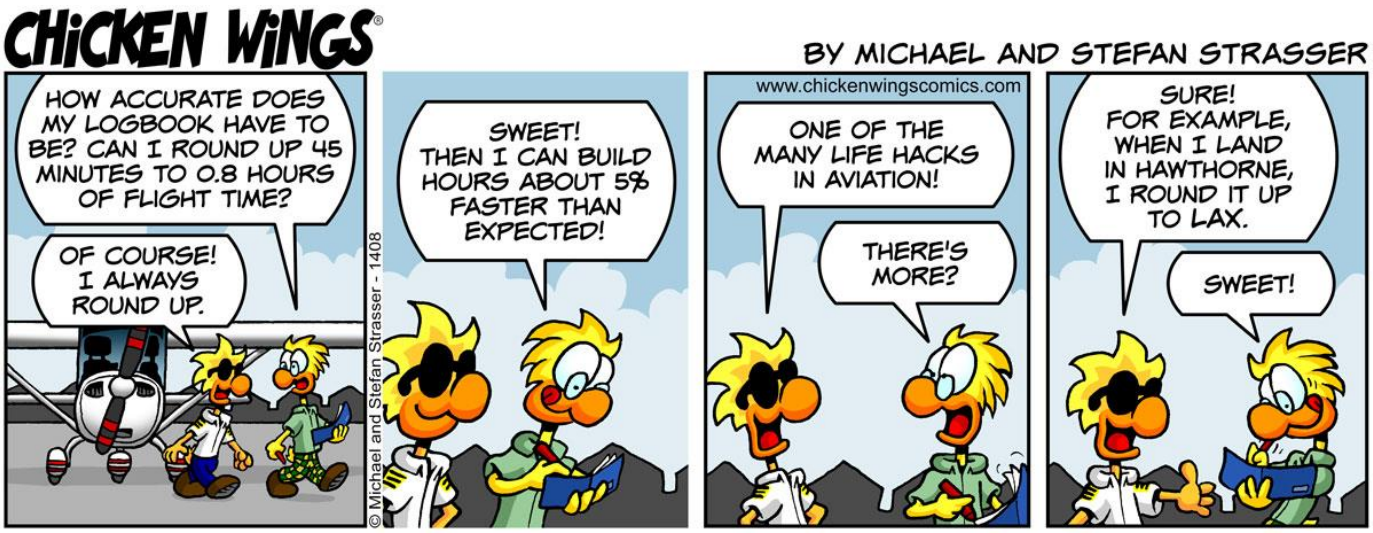
Maj. Gen. Albert Hegenberger presents the Congressional Medal of Honor to Robert Ede Carswell, the two-year-old son of Maj. Horace S. Carswell, Jr., who was awarded the medal posthumously for heroism in China. Carswell's widow, Virginia, looks on. Courtesy Fort Worth Star-Telegram Collection,

For his service to his country, Maj. Horace S. Carswell, Jr., was honored in numerous ways after the war. On February 27, 1946, two-year-old Robert Ede Carswell, with his mother and Mr. and Mrs. Horace S Carswell, Sr., by his side, was presented his father's posthumous Medal of Honor by Maj. Gen. Albert Hegenberger in a ceremony at Goodfellow Field in San Angelo. Major Carswell also received the Distinguished Service Cross, Distinguished Flying Cross, the Air Medal, and the Purple Heart. In 1948 the Fort Worth Army Air Field was renamed Carswell Air Force Base (now the Naval Air Station Joint Reserve Base Fort Worth). Texas A&M University paid tribute to its former student by displaying an artist's portrait of Carswell and a copy of his Medal of Honor in the Memorial Student Center. On campus, a bronze plaque of Carswell hangs in the Sam Houston Sanders Corps of Cadets Center. In Fort Worth, the AMVETS (American Veterans of World War II) post was named after the local hero.

Carswell's remains, along with those of two other crew members, were found and taken to the Catholic mission at Tungchen, China, for burial. On October 29, 1945, Carswell's body was reburied at the American Military Cemetery at Kunming, China, and again removed and taken to Hawaii and buried on November 15, 1947. On February 26, 1948, Carswell was buried in east Fort Worth at the Rose Hill Cemetery. To honor the Texas hero, Carswell was reburied at Carswell Air Force Base on October 9, 1986. After the base was closed in 1993, Carswell's body was taken in dignified ceremonies to the north side of Fort Worth to Oakwood Cemetery, a historic cemetery, and buried in the Carswell Memorial Park. His parents' remains were also moved and buried beside their son.



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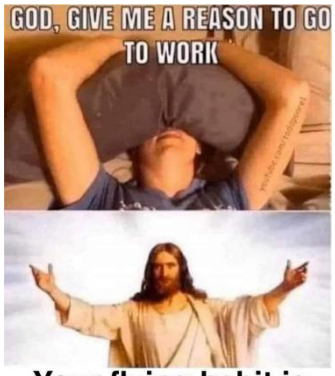

Your flying habit is not cheap, my child.

Quiz: 5 Questions To See How Much You Know About Stalls

By Corey Komarec, 10/28/2024, https://www.boldmethod.com/blog/quizzes/2024/10/five-questions-to-see-how-much-you-know-about-stalls/

Ready to get started? Answers on page 10

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

- Performance will decrease as induced drag increases.
- The airfoil will stall.
- Aircraft stability decreases.
- The coefficient of drag curve flattens.

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

- angle of incidence; lift; high
- chord line; drag; high
- angle of attack; drag; low
- camber; lift; high

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

- adverse gradient; low pressure; high pressure; airflow separation
- pressure gradient; high pressure; low pressure; hyper-accelerated airflow
- Newtonian force; low pressure; high pressure; pitching moment
- adverse pressure gradient; low pressure; high pressure; wingtip vortices

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

- Load factor
- Airspeed
- Angle of attack
- Pitch angle

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

- Stall strips
- Wing cuffs
- Wing twist
- All of these

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Aircraft of the Month: Ace Baby Ace

https://en.wikipedia.org/wiki/Travel_Air_6000

The Ace Baby Ace, a single-seat, single-engine, parasol wing, fixed-gear light airplane, was marketed as a homebuilt aircraft when its plans were first offered for sale in 1929 — one of the first homebuilt aircraft plans available in the United States. Plans are still available and Baby Aces are still being built. Orland Corben designed a series of aircraft for the Ace Aircraft Manufacturing Company, the Baby Ace, Junior Ace, and Super Ace. Corben's name was associated with the aircraft, and it is commonly known as the Corben Baby Ace.

Design and development

Original

The Baby Ace is a single-seat parasol wing monoplane of conventional taildragger configuration. Individual examples have been configured with tricycle landing gear. The wing uses a Clark Y-cross-section airfoil; spars and ribs are spruce. The steel-tube parallel wings struts simplified internal wing structure and enabled the wings to fold back for over-the-road towing.

The fuselage is of fabric-covered tubular construction, and wing struts are steel tube. There is a door in the right side. Streamlining and fairing was largely done with balsa wood. Its landing gear is a split-axle type, with bungee cord suspension, similar to gear of the Piper Cub. Some are fitted with brakes, using Aeronca-type heel pedals.

Evolutions

Under the Corben Sport Plane and Supply Co. (Peru, Indiana), two versions were offered, using the same wings, tails, controls and landing gear: a single-seat. open-cockpit, parasol-wing model (the Baby Ace) and an enclosed, two-seat, high-wing version (Junior Ace).

Specifications: **Ace Baby Ace**

General characteristics
Crew: One
Length: 17 ft 8.75 in (5.4039 m)
Wingspan: 26 ft 5 in (8.05 m)
Height: 6 ft 7.75 in (2.0257 m)
Wing area: 112.3 sq ft (10.43 m2)
Aspect ratio: 6.21
Airfoil: Clark Y (modified)
Empty weight: 575 lb (261 kg)
Max takeoff weight: 950 lb (431 kg)
Fuel capacity: 36.4 L
Powerplant: 1 × Continental A65 (most common) / Continental A80 / C65 / C85 / (Salmson, Szekely, or Anzani equivalents) 4-cylinder air-cooled horizontally-opposed piston engines 65–85 hp (48–63 kW)
Propellers: 2-bladed fixed-pitch propeller

Performance
Maximum speed: 110 mph (180 km/h, 96 kn) at sea level (65 hp (48 kW) engine at max. T-O weight
Cruise speed: 100 mph to 105 mph
Stall speed: 35 mph (56 km/h, 30 kn)
Range: 350 mi (560 km, 300 nmi)
Service ceiling: 16,000 ft (4,900 m)
Rate of climb: 1,200 ft/min (6.1 m/s)
Take-off run: 200 ft (61 m)
Landing run: 250 ft (76 m)

In 1955 Paul Poberezny, founder of the Experimental Aircraft Association, redesigned the plane with Stan J. Dzik (former Waco Aircraft engineer), calling its version the Model C. EAA sold the rights to the planes to Cliff DuCharme (West Bend, Wisconsin), and the plane was redesigned for production, becoming the Model D (first flight: November 15, 1956). The similarly redesigned two-seat Junior Ace, became the Junior Ace Model E.

Powerplants

The first example flew with a Heath-Henderson B-4 modified motorcycle engine. However, a detachable motor mount accommodated an easy change of engines.

Later models utilized various engines -- facilitated by the removeable motor mount -- including the 45-hp Szekeley SR-3, 40-hp Salmson AD9, 35-hp Continental A-40, or 30-hp Heath B4. A variety of aircraft powerplants may be used, typically in the 65-100 hp (50-75 kW) range. Most versions flying today use the Continental A65 aircraft engine. Examples have been built using 70 hp Corvair engines.

Answer's to question from Quiz on Page 9

1) The airfoil will stall.

2) Any speed faster than (increase in parasite drag) or slower (increase in induced drag) than your best glide speed (L/D max) will decrease your gliding distance.

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

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

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

ACE AIR MANUFACTURING

EAA Chapter 323 Est. 1969 Sherman, Texas

Supporting Our Community, Shop Local, Shop Texoma:

By Kim and Todd Bass

As the holiday season draws near, there's no better time to embrace the spirit of giving—by supporting the local businesses that make our community thrive. This year, we invite you to make an effort to shop local—whether you're discovering unique treasures, enjoying personalized service, or skipping the crowds, the benefits go far beyond just making a purchase.

Why Shop Local? When you shop locally, you're not just checking off your gift list. You're investing in the heart of our community.

This holiday season let's come together to support our local businesses and make a difference. Whether it's a cozy coffee shop, a boutique full of unique gifts, or a favorite restaurant, there's a local business right here in our region that's ready to serve you. When you shop local, you're not just buying a gift—you're strengthening the fabric of our community.

Join the Movement and Shop Local, Shop Texoma this season!

So, let's show our support, spread some holiday cheer, and invest in the future of our town. Shop local, support your neighbors, and make this holiday season one to remember!

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

FASTSIGNS

FASTSIGNS® of Sherman
Todd and Kim Bass
1602 E Houston St, Sherman, TX 75090
https://www.fastsigns.com/608-sherman-tx

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

PK SOLUTIONS
Pam Simmons
pk.simmons@yahoo.com
Phone: 972.743.1200
Fax: 903.564.4334
Promotional Products • Awards • Apparel • Screenprinting

Vogel Allstate Insurance Group
5621 Texoma Pkwy, Sherman, TX 75090
https://agents.allstate.com/david-vogel-sherman-tx.html

eXp REALTY

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

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

EAA Chapter 323 Est. 1969 Sherman, Texas

EAA Webinars Schedule:

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

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

Wednesday, December 4, 2024, 7 p.m. **Subject: Concierge Maintenance**
Presenter: Mike Busch **Qualifies for FAA WINGS and AMT credit**

More and more primary care physicians are abandoning the traditional insurance-funded, fee-for-service model in favor of a "concierge practice" in which patients pay a fixed annual fee that covers all the primary healthcare they may require. While membership in such concierge practices is expensive, patients receive far superior and responsive healthcare. Mike Busch A&P/IA believes that such a concierge model could also succeed in the maintenance of GA airplanes and could provide vastly better and more responsive service to aircraft owners, although it wouldn't be suitable for everyone. In this webinar, Mike explores how such a concierge maintenance shop might work and postulates two alternative ways that such concierge maintenance organizations might be created. Qualifies for FAA WINGS and AMT credit.

Tuesday, December 10, 2024, 7 p.m. **Subject: The Piper Cubs**
Presenter: Chris Henry and Amelia Anderson **EAA Museum Series**

It is called the plane which taught America to fly. The Piper Cub is arguably one of the most important aircraft to the development of aviation in this country. EAA museum manager Chris Henry will talk about the bright yellow airplane as well as times when it had to shed that yellow paint and go to war.

Wednesday, December 11, 2024, 7 p.m. **Subject: All About Spin**
Presenter: Catherine Cavagnaro **Qualifies for FAA WINGS credit**

CFI and DPE Catherine Cavagnaro discusses all about spins. Catherine will explain the aerodynamics of how airplanes spin including analysis of spin entry, development, and exit technique. Catherine owns and flies both a Cessna 152 Aerobat and an aerobatic Beechcraft E33C Bonanza, and she provides flight instruction at Ace Aerobatic School in Sewanee, Tennessee. Join the webinar to gain a better understanding of spins to make you a safer pilot. Qualifies for FAA WINGS credit.

Tuesday, December 17, 2024, 7 p.m. **Subject: New Young Eagles Online Registration Tutorial**
Presenter: David Leiting

Join David Leiting from the EAA Young Eagles office as he walks you through the new features on the EAA Chapter Events tool, and demonstrates how to use this tool for your chapter's Young Eagles Rallies.

Wednesday, December 18, 2024, 7 p.m. **Subject: Rotax 9-Series Engines and Sonex Aircraft**
Presenter: David Leiting **Qualifies for FAA WINGS and AMT credit**

Support for Rotax installation in Sonex airframes is growing. Mark Schaible of Sonex, LLC and Casey Cooper of Cooper Aircraft Corporation will bring you a major update since Sonex's 2022 webinar including details and performance of the Sonex/Rotax Cooling System from Cooper Aircraft Corporation, improved Sonex/Rotax engine mounts from Sonex, support for turbocharged Rotax engines, available accessories, and more. Qualifies for FAA WINGS and AMT credit.

Quick WINGS Log In

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

EAA Chapter 323 Est. 1969 Sherman, Texas

EAA Webinars sponsored by Aircraft Spruce & Specialty Co. SINCE 1965

Upcoming Events:

Thursday, Nov 21	EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI) 1200 South Dewey, Sherman, TX @ 7:00pm Thanksgiving Potluck and Chapter Elections
Thursday, Nov 28	Happy Thanksgiving!
Saturday, Dec 07	EAA 323 First Saturday Event: Possible Fly-out to Sulphur Springs Municipal Airport (KSLR), Breakfast at the Red Barn Café (located across the street from the Airport, Bring Cash!)
Thursday, Dec 19	EAA 323 Yearly Christmas Party at the Home of Ross and Paula Richardson in Sherman Tx 2115 Turtle Creek Circle, Sherman, TX @ 7:00pm (See Newsletter Page 3)

Officers/Board of Directors/Key Coordinators

Name	Position	Email Address	Contact Number
Frank Connery	President	caapt1@aol.com	214-682-9534
Rex Lawrence	Vice President	rlaw@me.com	918-407-7797
Nathan Wieck	Secretary	nathan.wieck@gmail.com	903-821-7640
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
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Mel Asberry	Technical Counselor / Flight Advisor	n168tx@flytx.net	972-784-7544
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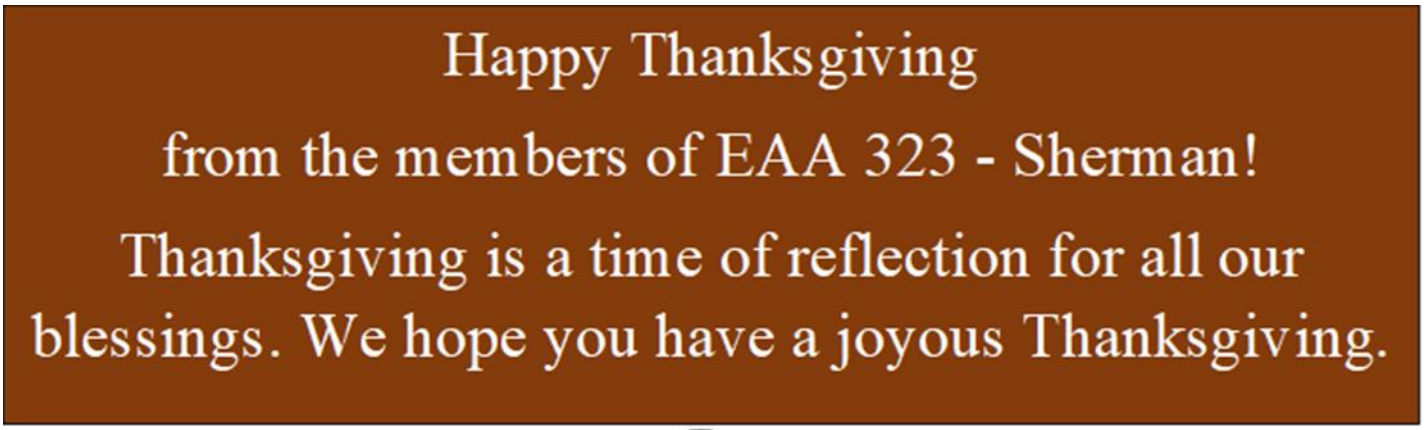
Joe Nelsen	Technical Counselor	nelsen.n502pd@gmail.com	903-818-0496
Ross Richardson	Membership	rprichardson46@gmail.com	903-821-4277
John Horn	Young Eagles Coordinator	jhorn@ntin.net	940-736-8440
Mike McLendon	Eagles Coordinator	michaelmclendontac@gmail.com	404-825-4795
Ed Griggs	VMC Coordinator	blueskiesAV8er@yahoo.com	903-436-1405
Ed Griggs	PIO/Newsletter Ed	blueskiesAV8er@yahoo.com	903-436-1405

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



High Flight

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

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

EAA SHERMAN CHAPTER 323 MEMBERSHIP APPLICATION AND RENEWAL FORM

☐ New Member
☐ Renewal
☐ Info Change

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

Make checks payable to:
EAA Chapter 323

Mail application to:
EAA 323 Treasurer
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: