



The Ramp Page



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

Email: eea323@hotmail.com

March 2019

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

Happy St Patrick's Day! Again, another busy month has literally "flown" by for all of us and we've got busier times ahead.

First and foremost I received this email from David Leiting, Chapter Field Representative EAA Headquarters, this past week:



"Congratulations! Your chapter, (323) has made it through to the next step in the Ray Aviation Scholarship program. Your chapter has been reserved one (1) \$10,000 grant to fund your Ray Aviation Scholarship program."

That's \$10,000 for a Young Eagle 16-19 years of age to be used for flight training, to achieve their Private Certificate. This is quite an achievement for us since there are 100 scholarships to be awarded and over 200 chapters applied. I'm proud for our chapter.

Monday evening, March 18, Adam Yavner, Ross, and I will conduct a question and answer session with four candidates you met at the February chapter meeting that fit the criteria. Anyone else who would like to participate is welcome to join in. Be at North Texas Regional Airport (NTRA) Terminal by 6:30. Our decision will announced by March 30. Details and procedures on what we do as a chapter to facilitate this program will be forthcoming. Stay tuned. This is exciting!

4th Annual Texoma Kidsfest is Saturday, March 30. Ed and his team have been diligently working on this project for EAA323. Let's all pitch in and show our support by attending and helping out in the booth. Snoopy will be there. Thanks Ed.

EAA323 50th Anniversary Celebration: Our celebration plans are shaping up. Reserve Thursday, April 25, all day, on your calendar. We'll get started in the morning at Sherman Municipal Airport (KSWI) with a formal ceremony in our meeting area in the terminal. Dignitaries will be invited. We'll then move to North Texas Regional Airport (NTRA) for a cook out at the Texoma Aero Club Hanger. We hope those that can will fly in. Let's show off what we have built and fly.

That evening, we'll move to Cedar Mills, Pelicans Landing for dinner. We'll order off the menu. At that time, we will be honored to have David Leiting, and maybe others from the "Mother Ship (EAA) to address the chapter, AND, if our planning has worked, present the Ray Aviation Scholarship, to one deserving Young Eagle.



NOTE, THE CELEBRATION WILL BE OUR CHAPTER MEETING FOR APRIL. NO MEETING ON APRIL 18!

Ed has arranged media coverage for all of this.

And a reminder, Sunday, April 28 is our Young Eagle Flight starting at 1 PM. Let John Horn know what you can do for this event.

We are an active chapter. That's what the Mothership likes about us.
Blue Skies! Mike



March 16 at North Texas Regional Airport (NTRA)



Texoma Area Kids Fest



On March 30th, Join 93.1 KMKT, 97.5 KLAK and Mad Rock 102.5 for our 4th Annual Texoma Kids Fest brought to you by Pediatric Dentistry of Sherman – and benefiting the Grayson County Children’s Advocacy Center.

Our booth, which will be manned by Members of Our Chapter, has been graciously donated by funds from both Garner Feed, located at 706 E Mulberry St, Sherman, Tx and Allstate Insurance, Brad and David Vogel, located at 5621 Texoma Pkwy, Sherman, Tx

Our agenda will be to push membership in the EAA and the upcoming Young Eagles Flight! We will have Posters, Fliers and pamphlets on-hand. “Snoopy” will be there! Make plans to come out and support Us! It should prove to be an interesting time!!

Young Eagles Flight getting closer and closer:

Our next Young Eagles Flight at North Texas Regional Airport (NTRA) is scheduled on Sunday, April 28 at 1pm (Alternate date of Sunday, May 05 in case of inclement weather).

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!

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!

Texoma Aero Club is still accepting applications for membership at the discounted rate for the first 20 new members so be sure to check them out at their new website (www.texomaaeroclub.com) and get your application in! To request an application, send an email to texomaaero@gmail.com or to membership@texomaaeroclub.com.



February's Special Guest Speaker: Ralph Williams



EAA 323 had a packed house as Special Guest Speaker Ralph L. Williams gave an interesting take on a lifetime of flight, not from fixed wing Aircraft but as that of a Helicopter Pilot!

Mr. Williams retired as a Major from the US Army in 1994 after a 20-year career. In his last military assignment, he served as Chief of Battlefield Automation, Test and Experimentation Command at Fort Hood, TX working mainly with Joint Surveillance Target Attack Radar System (Joint STARS) sensors.

Prior to his Fort Hood assignment, he served in both air and ground operational assignments as an Armor Officer and later as an Aviation Officer in the United States, Germany, and the Netherlands.

Aviation experience and ratings: Senior Aviator US Army, FAA certified as CFII Multiengine airplane and helicopter with a type rating in a Boeing 234. Rated in UH-1H, OH58C, CH47B, C, and Super C. Total hours of rotary-wing flight is in excess of 2,000 hours and approximately 1000 hours of fixed-wing/glider. Presently resides with his wife (Andra) in the Gunter, Texas area. They have six children and nine grandchildren.



EAA Eagle Flights®

EAA's Eagle Flights® is a free introductory flight experience and informal mentoring program designed to welcome and encourage adults who want to discover flying, but don't know how or where to take that first step. It begins with a hands-on introduction, where you'll fly with a local EAA-member pilot who will let you follow along at the controls of the airplane to get a feel for what being a pilot is all about.

After the flight, Your Pilot can help you learn more about how to get involved in your local aviation community, including the next steps you can take on the path to becoming a pilot yourself. The best part? The whole experience is free. No sales. No pressure. Just a whole lot of fun and education with a big take-home point: Your dream of flying is a lot closer than you think.



What does the Boeing 747 and EAA 323 have in common?

The 747 officially flew its first flight on February 9, 1969 and EAA 323 was chartered on Feb 26, 1969 having both groups celebrating 50 years of service! Developed by Boeing during a time when long-distance commercial air travel was becoming more popular, the 747 was designed to carry large numbers of passengers and subsequently held a passenger capacity record for 37 years after its introduction. Over the years, the 747 was also adapted into other roles, including for cargo, aerial firefighting, and presidential transport, among others.



1st Saturday Event –Tour at Finney Field

I want to personally thank everyone that braved the cold to show up on Saturday and took a tour of the Hangar.



Clint Murphy was on-hand to show off his 1940 Porterfield and his Zenith homebuilt airplane. Pat Smith's Gyrocopter was a particular show-stopper once it was revealed that it had onboard heat. Too bad we couldn't start it up just for that!



Joe Nelson's Sonex was busy undergoing some exhaust repairs and treatment but that didn't stop Zachary Durham, one of our Ray Aviation Scholarship candidates who was present, to climb in to get a feel for an Amateur Experimental Homebuilt aircraft!



My Ison Airbike, although in pieces, was a definite conversation piece. Those who didn't run away (and fast) had lots of questions and comments! Hopefully, Joe Nelson and I will have it up and running soon!



As promised Snoopy was on-hand and brought back some interesting comments and remembrances from those who remember when He was built by EAA 323 members about 10 years ago. Joe Nelson is planning on motorizing the propeller for show and 2 of the LED lights are out but we will have them going by the KidsFest on March 30!!

We also had our viscous guard dog, Pete, on hand to keep the hoards of evil do'ers out of the hangar while we were inside! Of course, the many goodies to be devoured and treats to be handed out were an enticement!



[A Lost Art: The Power-Off 180 Approach and Landing](#)

FEBRUARY 14, 2019 by STEVE KROG In FLYING TIPS.



Years ago, every young pilot wannabe had to learn and perform the 180-degree power-off approach and landing to pass the private pilot checkride. It took a bit of practice, but most young pilots mastered the maneuver. Today, this approach and landing are no longer required for meeting either the sport or private pilot requirements. You need only satisfactorily perform this maneuver for the commercial pilot checkride.

The FAA defines the power-off 180 approach and landing as an approach and landing made by gliding with the engine idling from downwind to a touchdown beyond and within 200 feet of a designated line or mark on the runway.

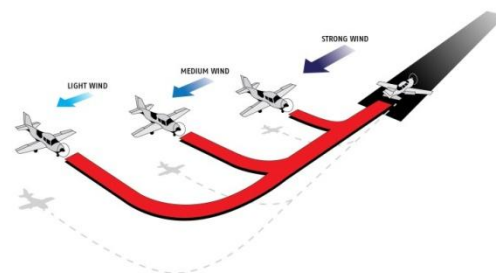
Today, this maneuver is all but forgotten. Personally, I teach the technique to all students because I truly believe they will be better, safer pilots as an end result. What better way is there to teach a student pilot to see, feel, interpret, understand, and act on what the airplane is telling you, as well as how the wind is affecting your flight path?

Once students have satisfactorily demonstrated the ability to fly a traditional rectangular traffic pattern, adjust power correctly, and stabilize the approach to land consistently, it is time to introduce variables. In preparation for the first solo flight, a good deal of time is spent on “what if” situations where the simulated loss of engine power is done at different points within the pattern. Showing good decision-making skills and being able to safely get the aircraft on the ground at the airport prepares students for that first solo flight.

Teaching the Power-Off 180 Approach

My first challenge to students when practicing this maneuver is to have them select a landing spot on the runway, usually about one-third of the runway length beyond the threshold and numbers. Then I tell them that on the next time around the traffic pattern, at the point abeam their preselected spot, to apply carb heat, reduce power to idle, and adjust their

traffic pattern flight path in whatever manner is needed to safely fly the approach and land on, or just beyond, the point they selected.



Wind will have a significant impact on your flight path when flying the 180-degree power-off approach.

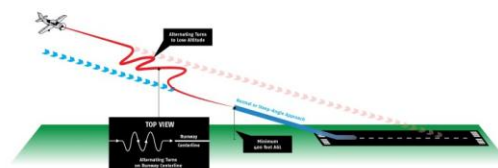
As an instructor, this can get quite interesting observing the many inputs and gyrations, or lack thereof, students attempt to use to fly the approach and land on the desired spot. I've experienced everything from hard skidding turns with faces smashed against the side window to near vertical dives at the runway and runway alignment somewhere in the next county. After allowing students to administer these gyrations for 10-20 seconds, it's time for executing a go-around and discussing what we just experienced. At this point, students usually become quite attentive and ready to observe, listen, and learn, as they have doubts the maneuver can be done!



The discussion includes best glide speed, rate of descent, and what tools are available to complete the 180-degree approach and landing. Isn't it better to arrive at the approach end of the runway with excess altitude rather than a shortage? Then why didn't we establish the best glide speed from the start to preserve the altitude we had, assuring ourselves the spot on the runway can be reached? Don't forget excess energy (5 mph faster than best glide speed) can significantly add to the float and landing distance. If we are to land at or less than 200 feet beyond the targeted touchdown point, we need to dissipate this excess energy just before reaching our targeted touchdown point.

Determining Rate of Descent

Do we know the approximate rate of descent for the aircraft we are flying? This often-overlooked fact can play a vital role in whether a safe approach and landing can be made. If you do not know the rate of descent of your aircraft, you should climb to a safe altitude, adjust your power to idle, and then establish the recommended glide speed and time the descent for one minute. Now you have a base point from which to operate and make your calculations for the 180-degree power-off approach.



S-turns on the final approach can be used to eliminate excess altitude but may not be ideal. A slip is more commonly used.

Tools available for controlling the rate of descent include the slip, S-turns, and the use of flaps (if your aircraft is so equipped) while flying the final approach leg. Slips can be varied from flying with the wing just a few degrees down, to adding opposite rudder inputs to lose small amounts of altitude, to using full aileron and rudder deflection if significant altitude must be dissipated. S-turns can also be used, but they are difficult to execute if flying a short, tight pattern.

Flaps are a great tool. However, do not make the mistake of employing full flaps the instant the power is reduced. Rather, apply a few degrees at a time to help control your glide. Excess flap usage too soon will cause you to land short of your desired spot and probably well short of the runway. If you're using flaps, don't retract them once they've been applied as doing so reconfigures the wing at or below the no-flap stall speed and a stall can occur.

Wind, a Misunderstood Factor

Wind direction and velocity must be taken into consideration when executing the 180-degree power-off approach. This is a factor often overlooked or not taught at all in primary training. What is the wind doing to affect the flight pattern in the traffic pattern and on the final approach? If we are planning to land on Runway 29 and the wind is 280 degrees at 12 knots, what can we anticipate? What must we do to compensate for the wind?

We can expect a good tailwind while on the downwind leg. If we're practicing this maneuver in a J-3 Cub, the airspeed will be 70 mph and our groundspeed will approach 85 mph. It's easy to forget the push we're getting and unintentionally extend our downwind leg beyond the point where the turn should be made onto the base leg. Now established on base, the wind is pushing us away from the runway unless a crab angle to the left is initiated, which offsets the sideward push of the crosswind. Continuing the 180-degree turn onto final, it almost feels as if we've flown into a wall as the wind is now on our nose and groundspeed is reduced to about 45 mph. Visually, it appears as if we're descending more rapidly than anticipated, even though we're holding a steady best glide speed. After allowing students to experience this approach and its shortcomings, we'll execute a go-around.



This time, selecting the same target on the runway, we will make corrections for the wind influence. After reducing power to idle, the turn to the base leg portion is initiated almost immediately, including a leftward crab angle preventing the wind from pushing us away from the runway. I like to make the turn onto the final approach a bit earlier than some, but I do so using a very shallow bank, which allows me to keep an open line of sight on my target touchdown spot on the runway and make bank adjustments as needed to align the aircraft with the runway centerline.

While maintaining a constant glide speed, altitude adjustments are made as necessary to reach and touch down on, or just beyond, the target point. Learning to interpret altitude is an acquired skill achieved through practice and repetition. I like to have students establish the best glide speed, then, while looking over the nose, pick a spot on the runway and glide to it. If the runway appears to be dropping down and moving toward you, the glide path is too high. If the runway appears to be moving upward and away from you, the glide path is too low.

I tell students, "Pretend you're a lawn dart. If corrective action to make the landing wasn't made, we would stab the runway at exactly the point where you are aiming!"

Practicing the 180-degree power-off approach can be fun and challenging. In the end, when mastered, you'll be a much safer pilot as well. Should the day ever occur when you do experience a power loss and must make an unscheduled landing, you'll know how to do so without damage to yourself or your airplane.

Steve Krog, EAA 173799, has been flying for more than four decades and giving tailwheel instruction for nearly as long. In 2006 he launched Cub Air Flight, a flight-training school using tailwheel aircraft for all primary training. For more from Steve, read his monthly column in [EAA Sport Aviation Magazine](#).

"Bud" Smith generous offer to EAA 323 members:

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,



Candidates for the Ray Aviation Scholarship

Nick Brown

Towards the end of 2014, I joined Civil Air Patrol after a friend of mine told me about his experiences in CAP and recommended joining. Since then, I've had the opportunity to learn and develop leadership skills, responsibility, and numerous applicable life lessons, which have led to personal character development.



My earliest memory of flight is when I was about seven years old, when my family and I flew to Orlando for vacation. Since then, I have flown on many different occasions, but it was while flying to Arizona—to visit the before mentioned friend—when I realized that I wanted to make flying my career. Other than commercial flights, I've been on two Young Eagle flights and one Orientation flight through CAP. I love the feeling of flying, especially in smaller aircraft. I savor the excitement of rushing through airports and meeting new people. But to me, the most appealing aspect to being a Professional Pilot is the ability to travel to different countries and experience the different, exciting cultures those countries have to offer. I think this is because when I was younger I had the opportunity to see forty of the fifty states, as my family traveled quite extensively. Currently, I am sixteen years old and will be graduating high school this spring. I am applying at South Eastern Oklahoma State University in order to pursue my dream career as a Professional Pilot and am currently working at Domino's pizza part time to help raise funds to make that dream a reality.

Jacob Baldrige

I am Jacob Baldrige, a 16 years old who wants more than anything to fly. From a young age I have had an interest in aviation. When I was eleven and a half I started to attend the Civil Air Patrol with my older brother. On my twelfth birthday I became an official member of the Civil Air Patrol in Denison, Texas. In 2015 I took my first orientation flight and flew on Young Eagle Flights as well. Immediately I fell in love with flying. This year I graduate high school with honors and 22 college credit hours.



I have obtained my class 1 physical and would like to start flying lessons. I want to attend Arizona State University to get my degree in general aviation. My goal is to get my commercial pilot's rating and fly for South West Airlines or any major airline as well as fly privately for my personal use.

Kyla Summers

My goal: I want to become a qualified pilot and understand how to fly so that I can have a future career in aviation.

My Interest: I am excited to fly, as I love heights, and enjoy being off the ground. I joined Civil Air Patrol because my school's Air Force recruiter suggested that I find my wings here rather than through enlistment.

My flight experience: I received my O-Flight through CAP in 2018



I have loftier aspirations than just flight, and I hope to become an astronaut one day, though for now I am focusing on my more immediate goal of earning my pilot's license. Through CAP, I am learning more than just flight, I am also learning about weather, search and rescue, and volunteer service. My interests bled together especially when I volunteered to assist judges for the 2018 Lone Star Air Aerobatic Championship. I intend to be a part of the flight community and hope to one day fly beyond our atmosphere.

Zachary Durham

I grew up in Pottsboro, Texas, as the son of a single mother, that enjoyed time spent with family, friends, and of course Lake Texoma. Sports, (such as tennis, baseball, track and cross country), were a huge part of my life which led to my being involved in Fellowship of Christian Athletes (FCA). I am heavily involved in my church as well our local youth group by helping with scheduling events, community service, and missions based out of Texas to southern Mexico and the border of Guatemala. I am currently a freshman at Grayson College, where in addition to my studies, I can be found in the Gym working out or weightlifting. I was blessed with an opportunity to go to a rodeo during the last semester and ride a bull. I liked it so much I hope to ride again someday.



I have wanted to fly ever since I can remember. However, knowing the right path to get there seemed to elude me. As I went through High school and now in College, I started working on a career path but never truly dismissed my repetitive infatuation with aircraft and flight. As time moved on my dream to fly started fading until a co-worker, Mike McLendon, President of the local EAA Chapter 323 offered me a chance to fly with him at North Texas Regional Airport. This single act of friendship has reawakened my desire to attain my Private Pilots License and with continued mentorship from people like Mike and members of the EAA, I know that this will be a goal that I can attain!

EAA Webinars

The objective of the WINGS Program is to address the primary accident causal factors that continue to plague the general aviation community. By focusing on this objective, we hope to reduce the number of accidents we see each year for the same causes. As you will see, it is not a simple "Award" program but is instead a true proficiency program, designed to help improve our skills and knowledge as pilots.

EAA Webinars sponsored by



Note that completion of any Phase of WINGS satisfies the requirement for a flight review. So not only will you complete a review of the most common weak areas that have led others to the accident site, but you end up with a flight review, as well! Visit www.faasafety.gov for details.

Date	Time	Title	Presenter(s)
3/26/19	7 p.m. CST	Avoiding Stalls and Spins Qualifies for FAA Wings credit.	Gordon Penner

Gordon Penner, master CFI-Aerobatics and FAA Gold Seal instructor, presents a simple and practical description of stalls and spins as commonly covered in the emergency maneuver training (EMT) course. Understanding these simple principles will help you to avoid an unintentional stall and spin.



Hot Air Ballooning at Finney Field

EAA members showed up to help after John Halterman put out an “all call” for a Ground crew to help with his Hot Air Balloon on Saturday, 16 Mar. Jimmy Finney, Clint Murphy, Pat Smith, Joe Nelson, John Horn, Ed Griggs, Tracy Rains, and Chris Douglass were onhand to act as Ground Crew for John Halterman’s maiden flight!!



John releasing a helium filled balloon to gauge the wind.



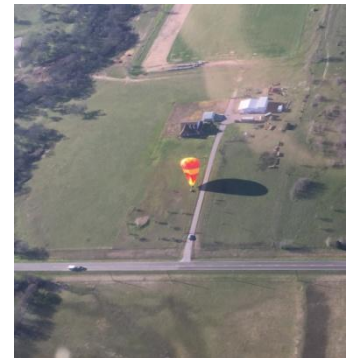
Joe Nelson looks small compared to the Balloon filling up!



A few bounces to test the air and John was off!!



As Jimmy Finney stated, “This is what we call Commitment!”



Aerial photos provided by Jimmy Finney who took off in his SuperCub to buzz John a few times!!



John finally came to a resting spot just East of Tioga at a Farmhouse on 121. What an adventure!!



Upcoming Events:

Thursday, March 21 Monthly Thursday meeting at the Sherman Airport Terminal
Subject: Oshkosh Leadership Conference report by Michael McLendon

Future Chapter Events

Saturday, March 30 4th Annual KidsFest, Downtown Denison Hosted by KMKT

Saturday, April 06 Frank Connery RV-14 visit

Thursday, April 25 EAA323 50th Anniversary Celebration: Start in the morning at Sherman Municipal Airport (KSWI) with a formal ceremony in our meeting area in the terminal. Moving to North Texas Regional Airport (NTRA) for a cook out at the Texoma Aero Club Hanger. 6:30 PM. Chapter Meeting at Cedar Mills(Pelicans Landing). Dinner. Speaker -EAA Representative David Leiting. Car Pool.

Sunday, April 28 Young Eagles at North Texas Regional Airport (NTRA). Alternate date of Sunday, May 05 in case of inclement weather.

Thursday, May 16 Monthly Thursday meeting at the Sherman Airport Terminal
Subject: Charts and Legends- Rick Simmons

Saturday, May 18 Charts and Legends with Rick Simmons at Sherman Municipal Airport (KSWI) Afterwards, tentatively planning to fly to Mt Pleasant for a museum visit and back.

Officers/Board of Directors/Key Coordinators

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Ross Richardson	Treasurer	rprichardson46@gmail.com	903-821-4277
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Rick Simmons	Board of Directors	rr52s@yahoo.com	903-818-8066
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