



# The Ramp Page



**The Monthly Newsletter of the Sherman, TX EAA Chapter 323**

**August 2015**

## **3<sup>rd</sup> Thursday meeting agenda—August 20, 7PM, Sherman, TX Municipal Airport**

Lawrence Davis will be presenting a seminar on X-planes. "X-Planes" are a series of aircraft build for research advancement, most with no intended production planned. However, there have been many X-planes that went into mass production!

## **Sept 12<sup>th</sup> Flyout—Alliance Airshow**

The Alliance Air Show will be going on during that weekend, and the club will head on down. More details to come, but, mark your calendars. Note: Sept 5 is Labor Day Weekend, and hence, is delayed to the week of the 12<sup>th</sup> for the monthly club flyout.

## **Project Central Update—RV-8**

Below is an update photo from Steve Rife on his RV-8. Making progress!



## August 1<sup>st</sup> visit to Lockheed Martin Flight Service

Five members from EAA 323 made it to the Lockheed Martin Flight Services facility in Fort Worth on August 1st. We enjoyed a brief history of flight services before getting a refresher on why filing a flight plan is important. We learned that the facility handles flight services for the entire middle third of the continent. We went into a large room that reminded me of mission control at NASA. Some people were giving weather briefings, while others were taking care of pilots in the air, while a shift supervisor watched from an elevated area in the center of the room. The facility seemed efficient and it is impressive how a few people can assist so many pilots as they get weather briefings and file their flight plans. Afterwards we enjoyed a meal at a nearby restaurant.

*Article submitted by John Horn*



## Magneto Theory Links

During July's monthly meeting, there was a discussion on magneto theory. Below are links for your reference, courtesy Evans Gauthier:

[https://en.wikipedia.org/wiki/Ignition\\_magneto](https://en.wikipedia.org/wiki/Ignition_magneto)

<https://en.wikipedia.org/wiki/Magneto>

[http://www.google.com/url?sa=t&rct=j&q=&esrc=s&frm=1&source=web&cd=3&ved=0CC8QFjAC&url=http%3A%2F%2Fww.continentalmotors.aero%2FWorkArea%2FDownloadAsset.aspx%3Fid%3D2147483664&ei=ZLCeVaKyL8y1ggSOxoTICg&usg=AFQjCNEwdQLuy4jwBqDjBrKP9\\_H8u4ov9g](http://www.google.com/url?sa=t&rct=j&q=&esrc=s&frm=1&source=web&cd=3&ved=0CC8QFjAC&url=http%3A%2F%2Fww.continentalmotors.aero%2FWorkArea%2FDownloadAsset.aspx%3Fid%3D2147483664&ei=ZLCeVaKyL8y1ggSOxoTICg&usg=AFQjCNEwdQLuy4jwBqDjBrKP9_H8u4ov9g)

<http://www.aviationpros.com/article/10383985/magnetos-installation-tips>

[http://www204.pair.com/bbg46/FM%20Mag%20Manual/Mag%20Fundamentals%20&%20Ign%20Req\(1-22\).pdf](http://www204.pair.com/bbg46/FM%20Mag%20Manual/Mag%20Fundamentals%20&%20Ign%20Req(1-22).pdf)

<https://www.youtube.com/watch?v=julmHkDTQWA>

<https://www.youtube.com/watch?v=-Wa5xbOhPvk>

<https://www.youtube.com/watch?v=H2J0ISTYVhQ>

<http://www.electroair.net/articles.html> <http://www.electroair.net/pdfs/122014.pdf>

<http://generalaviationnews.com/2013/03/17/electroair-lets-electronic-ignition-kit-do-the-talking/>

<http://www.aopa.org/News-and-Video/All-News/2010/November/1/Frugal-Flyer-Save-some-gas>

<https://www.google.com/search?q=general+aviation+electronic+ignition&biw=1920&bih=1001&tbm=isch&tbo=u&source=univ&sa=X&ei=ftGeVcuFNsaUNrbVluAJ&ved=0CFgQsAQ&dpr=1> images

<http://www.ainonline.com/aviation-news/aaa-airventure/2013-07-29/eci-touts-more-power-smaller-aircraft-engine-package>

<http://www.lightspeedengineering.com/>

<http://www.lightspeedengineering.com/Products/Ignition.htm>

<http://www.emagair.com/>

## Dead Reckoning—So Who's the Best?

It started out as a friendly time to review skills honed several years ago for most of us. It turned serious when the pot for the winner arrived at the \$40 dollar mark.

We started arriving around 9 am, fueling up and seeing who was participating. With a weather briefing and route plan set out shortly thereafter, the pencils, calculators, and other assorted planning tools were jumping all over the table. There was considerable head scratching as the cobwebs cleared away and times and fuel burns were figured. The route was as follows: depart SWI, climb to altitude flying to 3T0 while avoiding GYI airspace, approaching 3T0 from the east, descend as if on approach, overfly no lower than 500 agl climb back to assigned altitude (2000' for the slower birds and 2500' for the higher) and proceed to Moss Lake dam. From there, fly to Nocona lake dam and turn for GLE, land and prepare for a Smoke house BBQ lunch. After suitable weight and balance corrections, depart GLE for SWI where we would land and refuel. My devious plan was to include some climbing, descending, airspace avoidance, wind corrections, and an additional landing and T/O to mess with everyone's level flight time and fuel burn calculations.

Paul led off the flight in the 140, then Clint and Joe in the Zenith 750. Followed by John in Woodstock, Mary and Bill in the 172, Bob in his Swift and I was tail end Charlie with Mike in my Cherokee. We monitored 122.75 to help with separation and reporting, safety being of paramount concern with such a variety of aircraft along the same route. We did depart about 5 minutes apart but we soon figured out Bob's swift is comparatively one fast bird. We think he should be in the Sport Air race this fall. The wx was hazy, just enough to make you pay attention to the headings calculated earlier so your times would not be off, but there was a bit more wind than anticipated. Perfect! My plan was on track. John's wife Pam, met us at GLE and helped transport a group of us to the Smokehouse, the rest of us fared well in the airport cruiser with a battery light on the whole trip, at least the AC worked. It was nice of Pam to share her morning with us and help get the group hauled around.

In the end, after all the pencil work, flying and refueling we gathered for the all-important results. Mike and I were immediately disappointed, I had calculated 17.3; the tanks took 18. DQ'd as I did not calculate enough fuel for the trip. Several others had figured enough fuel but were safely over by gallons. The newly turbo powered Woodstock, piloted by John Horn won the honors, being only .3 gallons over.

It was a fun time and I want to thank the pilots that came out and tried their hand at some basic skills we all learned back when, but sometimes overlook in today's electronic world.

See you next time on the ramp!

*Article submitted by Rick Simmons*

*Many photos were taken. As an experiment, please connect to this link here, and see the photos for yourself. There are almost 20 photos. <http://www.323.eachapter.org/apps/photos/>.*

## Oshkosh 2015 Review

I flew my Cessna 172, N13275, to Oshkosh for the second time. I left on July 16<sup>th</sup>, to rendez-vous with 71 other Cessnas in Juneau, WI. On my way up, I stopped at KSGF (Springfield, MO). I was intending to just fill up, but storms in Illinois cut my day short. I stayed in a hotel overnight, and continued my journey to 3MY (Mt. Hawley Airport, Peoria, IL). Originally, I had planned to stop there overnight. The lineman came up and said he'd figured I wouldn't make it Thursday evening (I had called in advance). Filled up, and continued to KUNU and arrived around noon on Friday July 17<sup>th</sup>. That evening, a bunch of us flew over Oshkosh airport, and you'll see the photo below.

Saturday came, and after a brief, 72 of us Cessnas flew into Oshkosh and camped together. Saw a lot of people I met before, and it was fun....good times!

As for Oshkosh, some highlights (at least for me) was seeing the Apollo 13 surviving astronauts and Gene Krantz, the mission controller, during that challenging event. He was a great speaker, and I'd work for him any day. Also, I always enjoy going to the grass strip at the south end of the airport and watching the ultralights, powered parachutes, to name a few. It's a very calm and peaceful area to relax. The new Airbus A350 made a stop, and of course, the normal aerobatic shows, etc. The place was packed—there was about a 14% increase in visitors from the previous year. Some special events I attended was the NAFI (National Association of Flight Instructors) breakfast, Seaplane Cornroast, Lifetime dinner, and saw Rod Machado make his jokes. I did spend an hour talking to the Goodyear guys with the new Zeppelin. I learned a lot about airships, ballonets, to name a few.

Of course, there were the regular announcements of new products, etc., but, I personally didn't see anything exceptionally new that "knocked my socks off." (I'd had seen the F-22 perform before at Reno, as well as a B-52, but the F-35 made its first public appearance.) However, if you've never been to Oshkosh, your socks would be flying!.

I was planning to fly back on Saturday, but, impending weather enroute on Saturday made me change my mind and I left Friday morning, and was back at KGYI (North Texas Regional, Denison, TX) around 6:30 PM. My stops were KBRL (where about 6 other returning planes were in line filling up) (Burlington, IA) and KPTS (Pittsburg, KS). I can't explain it, but, KPTS was a great airport, great FBO, and manager. The FBO let me borrow the car and I shared it with another Airventure returning pilot who had a Long-EZ, and we went out to lunch with his son. Worked out nice, and a good bit of fun too!

I'd strongly recommend that you consider going to Airventure-Oshkosh if you haven't done it before. You will not regret it.

*Article submitted by John F. Halterman*



Not a great photo—F-35 on the left of this photo, F-22 on right, under armed guard



Overflight of Oshkosh on the Friday before Airventure



B-29 on left; B-52 in center





Not a great photo, but, surviving Apollo astronauts and a couple key engineers. Very interesting—my highlight.

## The Regulatory Minute

So, do you have a rowdy passenger? Throw this at them: 14CFR91.11:

No person may assault, threaten, intimidate, or interfere with a crewmember in the performance of the crewmember's duties aboard an aircraft being operated.

Note—this is a criminal offense.

## Upcoming Chapter Events

Thursday August 20	Monthly Meeting, Sherman Airport Terminal, 7:00PM <i>Subject: X-planes with Lawrence Davis</i>
Saturday September 12	Alliance Air Show Group Outing
Thursday September 17	Monthly Meeting, Sherman Airport Terminal, 7:00PM <i>Subject: Carrier Operations</i>
Saturday October 3	Brush Creek Flyin and 2016 Planning Session
Thursday October 15	Monthly Meeting, Sherman Airport Terminal, 7:00PM <i>Subject: SR-71 with Rich Graham &amp; Johnny Mapp</i>
Sat/Sun October 17/18	Splash-in Fly-in at 3T0 (Cedar Mills) <i>A club tradition to support and assist with the Sunday Pancake Breakfast</i>
Saturday November 14	Flyout to KADM (Ardmore, OK) for pancake breakfast
Thursday November 19	Monthly Meeting, Sherman Airport Terminal, 7:00PM <i>Subject: Light Sport Overview by Jim Patterson</i>

## Officers/Board of Directors/Key Coordinators

Name	Position	Contact Number
John Horn	President	940-736-8440
Clint Murphy	Vice President	214-578-3859
John Halterman	Secretary	903-819-9947
Ross Richardson	Treasurer	903-821-4277
Paul Tanner	Board of Directors	903-546-6745
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Mary Lawrence	Board of Directors	903-821-2670
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Looking at downtown Dallas, directly over Dallas-Love Field at 3500' MSL.