



The Ramp Page - December 2023

**EAA 323's Monthly Newsletter
Vol 54, Ed 12
Sherman, TX
Celebrating our 54th year of service!**

Email: ea323@hotmail.com

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

Like us on Facebook @ea323



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

President's Mission Brief:

By John Halterman

EAA 323,

So folks, this is it—my final President Message.

Before I begin the reminiscing, I do want to remind everyone that we have our final event of the year—the Christmas Party and Gift Exchange—on Thursday December 14th at the Richardsons starting at 6:30 PM. This is always a fun event to end the year on and we all look forward to everyone's attendance. And please do bring your significant other with you as well along with a wrapped gift to share (about \$25). Please see information further in the newsletter for details.

When I joined the chapter in 2014 when I moved into the area, I would not have imagined that in that time I would be the newsletter editor, secretary, and to top it off, president, all in that timeframe. In addition, running a successful part-time flight school, and being recently married, It has been quite a journey.

Shortly after I became president, the whole pandemic started. I was really worried that our chapter could erode, but, fortunately through some creativity. we kept it going. I am proud of what our chapter has achieved over the last 4 years, and it is quite strong with record membership and still very active in many aspects—monthly programs, pancake breakfasts, RV Project, Ray Aviation Scholarship, and Young Eagles—not to mention some of the other annual traditions like the Charts N Legends or the Splash In support.

I do wish the upcoming officers—Frank, Rex, Nathan, and Ross—along with the board continued success with leading the chapter into next year and beyond. I also want to send a special thanks to Ed Griggs for all his newsletter efforts and contributions to advertise the chapter. I will always be here to support the leadership to help keep this chapter moving forward and successful.

But, most importantly, I want to thank each chapter member for allowing me to lead over the last 4 years and a big thanks to all the volunteering and contributions that you all have made. Without you, this chapter would not be a fun thing to do. You made me over the last 4 years want to do the best job I could. I hope I lived up to your expectations.

With that being said, I will still continue to be a very active chapter member into 2024 and beyond. It has been a pleasure.

Frequency change approved,
John F Halterman
EAA 323 President 2020-2023



Merry Christmas, Everyone! And a bright, safe and Happy New Years!



**ASPIRE
to
INSPIRE
before you
EXPIRE!**

First Saturday Event: EAA 323 Club RV-14 Project

By Steve Riffe

On December 8, 2023, some members and guests of Chapter 323 met at KGYI for a “viewing” and update on the Van’s RV14-A club project. In addition to the cold weather, everyone enjoyed coffee and donuts. Participants got to look over the progress to date. Most of the Garmin avionics package have been installed—quite an impressive looking panel.

The panel came pre-wired with some really neat wiring bundles, but there were still a number of connections to be made after the panel was in place. Currently, we are working on finishing up the wings--a few more days of pounding rivets will complete the wings, with the exception of the fiberglass tips.

Frank Connery led a discussion regarding the status of Van’s Aircraft and some very troubling issues. As many of you have probably heard, Van’s recently declared bankruptcy. There are a number of factors contributing to the problems at Van’s.

Lockdown during Covid, an issue with primer on quick build kits and a problem with laser cut parts. Van’s was suddenly caught in a cash squeeze.

I fully expect Van’s to emerge from bankruptcy and continue to be a leading supplier of kits for experimental aircraft. Not sure what the company will look like after re-organization, but higher prices will be inevitable. Currently, most of the parts for the club project have been received with the exception of the finish kit. The finish kit includes landing gear, motor mount, canopy and cowling.

Hopefully, that kit will appear in the next several months.

Please feel free to stop by any time and get a first hand look at the RV-14A project.

Steve Riffe



Three words to live by:

- Aviate
- Navigate
- Communicate

“Fly the Danged Plane”

EAA Chapter 323 Annual Christmas Party

By Ross and Paula Richardson

EAA Chapter 323 Annual Christmas Party



This weeks gathering will be our 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 14th, 2023 at 6:30 PM



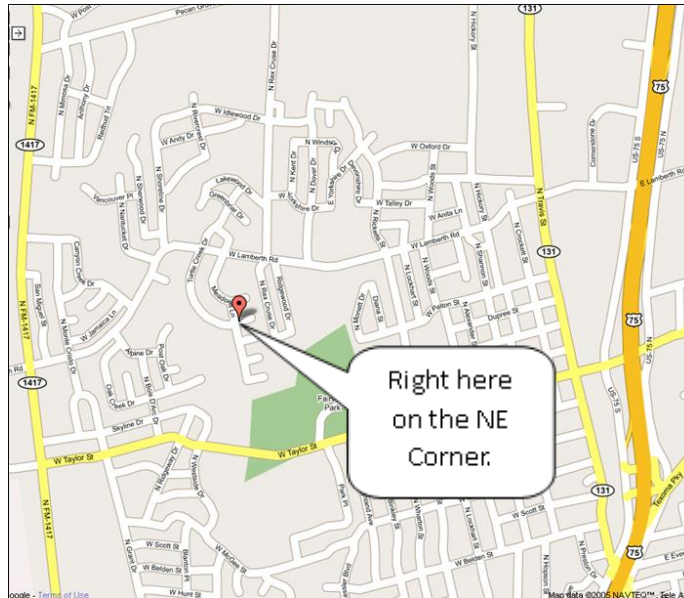
Entrée will be provided. Each family is requested to bring a side dish of your choice. Punch, wine, and soft drinks will be provided. You are welcomed to BYOB.

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.



RV-12iS Parts for Sale

By Jim "Smitty" Smith

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



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

VMC Club

By Ed Griggs

This month, We will be watching a training video entitled “Accept the Spacing?”! You’re cleared to land following a stop-and-go training airplane. That airplane does its “stop” when you turn final, but appears unhurried about conducting the “go.” Now you’re on short final, and it seems you’re the only one concerned that there could soon be two airplanes on the same runway. Is this a problem you need to solve?

EAA VMC Clubs are extensions to local EAA chapters and offer monthly meetings in which pilots can network and share knowledge and experience. The meetings use real-world scenarios to engage members, and allow a free exchange of information that improves awareness and skills.

The intent is to create a community of pilots willing to share information, provide recognition, foster communications, promote safety, and build proficiency. Through the EAA VMC club programs, visual flight rule pilots have improved their proficiency, and they love it. We cant wait to see you there!

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



EAA323 VMC Club Question of the month: October 2023

By EAA VMC Staff, (Answer on Page 13)

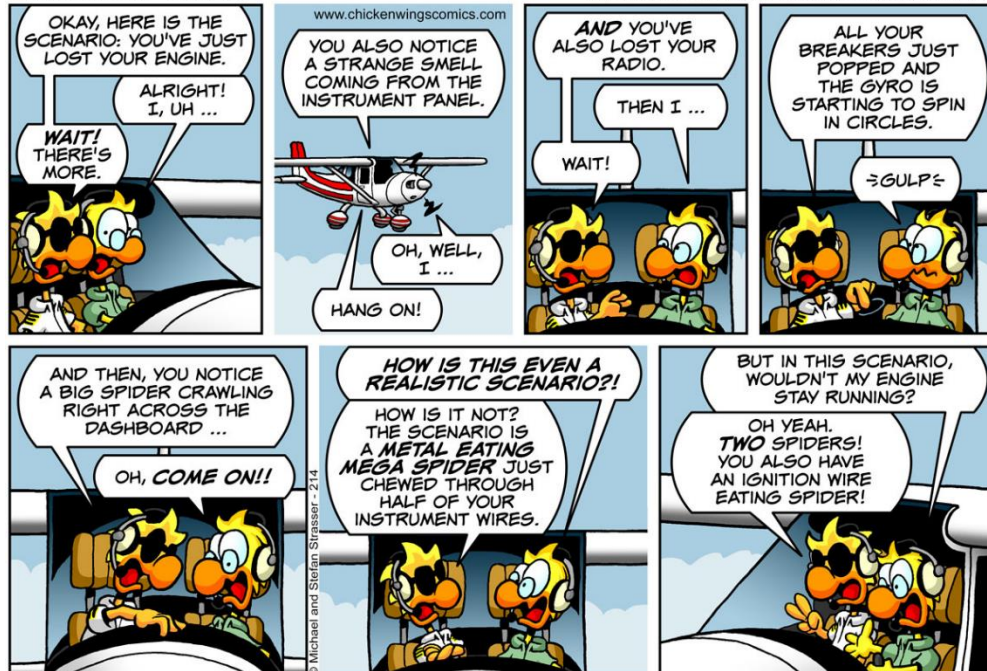
Question: What are the FAA requirements regarding acting as PIC after scuba diving?



EAA VMC Club
Question of the Month

CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER



TAC Operations

By Michael McLendon, December 2023

“Tis the Season to be Jolly”

TAC has many reasons to be!

We have a Growing membership that includes Pilots, “Rusty Pilots”, Students (4), 6 CFI’s and more and more Social Members!

With the fair weather, “Lucy” is has been flown many hours the past month. “Glenda” has been back in the air testing and tweaking her new avionics.

Significant progress has been made with N7589M in Hangar E1 with avionics and engine management equipment. Inspection and rigging of control surfaces has been accomplished. If Santa is good to us, we may see the prop hanging by years end.

We’ll soon say goodbye to 2023 and ring in 2024 with expectations of more time in the air with new members and old.

Let the woes and troubles of 2023 be behind us. Look forward to 2024 with renewed energy toward your aviation activities. Be it job, training, recreation, or just hanging out in the hangar. Encourage others to join us.

We’re blessed with a passion for aviation!



“Roughing” out instruments panel for testing. Powder coating when new panel is finalized and cut.

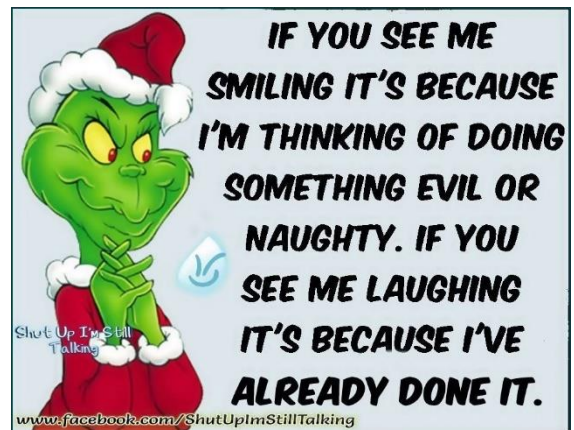
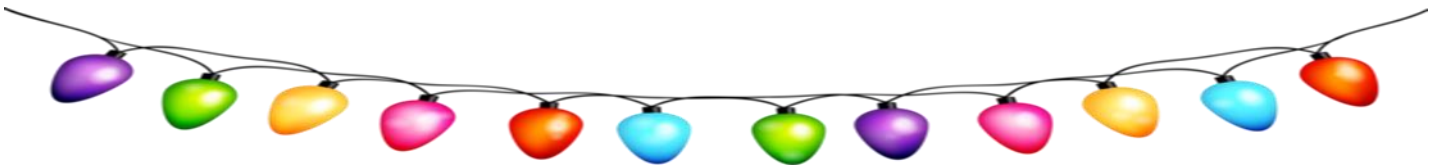
Merry Christmas, Happy Hanukkah, Happy Holidays, Happy New Year!

May God Bless us all this Christmas Season!

Mike



Rex Lawrence mocking up the wiring and connectors for our 175! Glad he has the patience!



EAA 323 loses a Pioneer and Friend

By Ed Griggs and <https://www.legacy.com/us/obituaries/name/gary-hill-obituary?id=53629146>

EAA 323 lost a pioneer and a friend when Gary Hill passed away on Nov 18, 2023. I had met Gary on several occasions as we bonded over our shared love of old cars. Of course, he had to show me up by having an older Corvette while I just had a measley 71 Chevy Chevelle. I was saddened when he and his family moved to Florida but every time that he made the trip back to Sherman, we would always get together and talk over a Soda and lunch! Fair winds and Blue Skies, my friend!



Below is Gary's Obituary:

Gary E. Hill of Lady Lake, Florida passed from this life on Saturday, November 18, 2023 at the age of 85. He was born on Tuesday, September 27, 1938 in Old Hickory, Tennessee. He was the son of John Orlando Hill, Sr. and Georgia Louise (Hankins) Hill. Gary's legacy is one of academic excellence and professional achievement.



Gary was strong in his faith and at age 11, he was saved in the White Oak Community in Tennessee. He was also a man of profound intellect and gentle spirit. He earned a Bachelor of Science in Electrical Engineering, dedicating his career to innovation at NASA, Raytheon and Texas Instruments.

Beyond his remarkable career, Gary was a devoted husband to Eleanor Hill. They married on October 24, 2008 in Branson, Missouri, their love story characterized by warmth and kindness. He was also a loving father to Christa and Darren, and his role as a grandfather brought him immeasurable joy. His adoration for his grandchildren was evident in the precious moments they shared.

Gary was a member of the EAA club. He was a pilot and loved to fly. He also was an artist. He enjoyed painting and gardening. He loved his vintage corvette so much that he had two of them in his lifetime.

A kind soul, Gary touched the hearts of those around him with his generosity and compassion. His memory will forever live on in the hearts of family and friends. Let us remember the impact of his wisdom, the beauty of his love, and the enduring legacy of a life well-lived. Eleanor, Christa, Darren, and his cherished grandchildren will miss him dearly. May he rest in eternal peace. He was preceded in death by his parents John Orlando Hill, Sr. and Georgia Louise (Hankins) Hill.

Survivors include his loving wife Eleanor Jill Hill of Lady Lake, Florida; children Christa (Hill) Lesté Lasserre of Paris, France, Darren Hill of Frisco, Texas; brother John Hill of Georgia; stepchildren Molly Holcomb of Thompson's Station, Tennessee, Cam Brown of Durant, Oklahoma; nephew Michael Hill; nieces Debbie Hill, Karen (Hill) Smith; nephew-in-law Gregory Smith; mother-in-law Monnie Wheelus; brother-in-law Paul Wheelus; grandchildren Thomas Hill, Tyler Hill, Leslie Lesté Lasserre, Louisa Lesté Lasserre, Liam Lesté Lasserre, Olivia Brown, Maddie Brown, Katie Brown, Ruthie Belle Holcomb, Marigold Holcomb, Chapel Holcomb as well as other extended family and friends.

A funeral service will be held at 10:00AM on Monday, November 27, 2023 at First Baptist Church in Sherman, Texas with Dr. Mike Lawson officiating. A graveside service will follow at Friendship Cemetery in Sherman, Texas. Darren Hill, Thomas Hill, Tyler Hill, Cam Brown, Billy Dollarhide, Liam Lesté Lasserre, and Waadee Hudson will serve as pallbearers.

Funeral arrangements are under the direction of Gordon Funeral Home, 221 N. 3rd, Durant, PH- 580-916-9090, www.gordonfh.com



VAN'S ENTERS CHAPTER 11 BANKRUPTCY

By Dave Hirschman, December 5, 2023, <https://www.aopa.org/news-and-media/all-news/2023/december/05/vans-enters-chapter-11-bankruptcy>

Van's Aircraft, the world's largest manufacturer of experimental aircraft kits, has entered Chapter 11 bankruptcy court protection with a business plan in place to continue operations.

"I realize that the term 'bankruptcy' is shocking," Van's Aircraft founder Richard VanGrunsven said in a video released December 4. "However, the key word here is reorganization, which implies continued operation and improvement. Our doors will remain open and we will continue to work hard to serve our customers."

The 51-year-old Oregon firm will immediately raise kit prices about 32 percent, and parts prices are likely to rise even more than that, company officials said. Customers with kits on order will have the option of paying the new higher prices, or canceling their orders and seeking refunds through the bankruptcy court process as unsecured creditors. Such creditors typically receive only partial refunds.

Hamstreet and Associates founder Clyde Hamstreet, the leader of a "team of turnaround specialists," said in the December 4 video that customers who have placed orders "will be sent an email that will take them to a portal with the details of their existing order, the amount of their deposits, and Van's proposed modifications. Van's will apply the full-prior dollar amount of deposits and payments to the modified kit orders. Treatment of deposits made on engines, propellers, and avionics will be determined later."

Hamstreet said he is optimistic the court will approve a reorganization plan, which the company expects to file in the next 90 days. "This is expected to be a short, quick case."

The current interim management team headed by Mikael Via, former CEO of kit manufacturer Glasair, will remain in place at Van's Aircraft. Via headed Glasair from 2001 to 2011 when the firm was sold to a Chinese conglomerate, and he has worked as an independent consultant since then. Via is credited with turning Glasair around with the Two Weeks to Taxi program that brought customers to the company's Washington factory to build airplanes rapidly under expert supervision. Since then, the program has been emulated by other kit aircraft firms.

Van's was founded in 1972 by VanGrunsven, a plain-spoken and widely respected pilot and engineer who designed and flew a series of all-metal, low-wing aircraft with unmatched versatility. More than 11,250 Van's "RV" kits have been finished, registered, and flown around the world, and the company's latest model, the high-wing RV-15 made for backcountry flying, has created a great deal of interest among potential builders and pilots.

Van's seemed poised to grow rapidly during and after the 2020 COVID-19 pandemic when kit orders surged by 250 percent. The company hired many new employees, purchased new equipment, and enlarged its network of subcontractors around the world to meet surging demand. But quality control appears to have suffered.

First, many Van's quick-build kits assembled in the Philippines had to be recalled when a new type of primer was found to cause corrosion. Then a switch from physically drilling holes in metal parts to cutting them with lasers led to cracking in some instances and a crisis in confidence among builders—many of whom demanded refunds or replacement kits.

The famously conservatively managed firm faced an unprecedented cash crunch as it doled out massive refunds while its costs ballooned, its backlog swelled, and new kit deliveries languished.

VanGrunsven, who had long since retired from day-to-day management, personally loaned the company money in an effort to get it through the crisis. But on October 27, the founder announced more drastic steps had to be taken to put the company back on a path to profitability. The new Van's management team made a two-week assessment of its financial position, held a companywide meeting on December 4, and announced its Chapter 11 reorganization plan.



AOPA's 2020 Sweepstakes RV-10 is one of more than 11,250 Van's Aircraft kits that have been completed and flown around the world. The company petitioned for Chapter 11 bankruptcy protection on December 4. Photo by Chris Rose.



The Chapter 11 filing is sure to be a bitter disappointment to its founder, employees, customers, suppliers, and creditors. But if bankruptcy protection works, as it has for many other aviation firms, Van's Aircraft can gain breathing room, attract new investors, and survive and even prosper.

Several Van's Aircraft models are likely to fall under the FAA's proposed new MOSAIC rules in which they can be flown by sport pilots, a change that could significantly enlarge their market.

"The purpose of the Chapter 11 filing is to allow Van's to continue to provide ongoing support for its customers, suppliers, and employees for years to come," the company said in a written statement. "We understand that this situation creates a hardship for everyone involved. However, without these changes we do not see a viable path forward that would allow Van's Aircraft to remain in business and support its customers."



Dave Hirschman
AOPA Pilot Editor
at Large

[Sherman seeks grant for airport upgrade](#)

By Olivea Herzberg, November 28th 2023, <https://www.kten.com/story/50117420/sherman-seeks-grant-for-airport-upgrade>

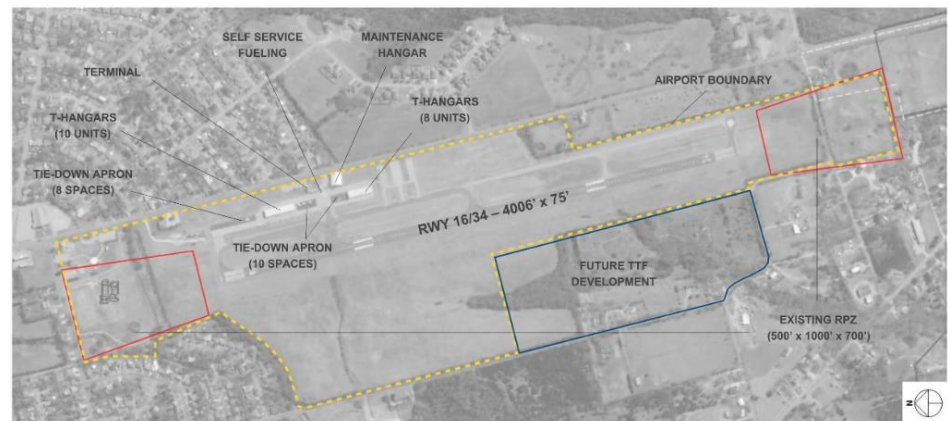
SHERMAN, Texas (KTEN) — The City of Sherman is applying for a grant from the Texas Department of Transportation to improve the runway at Sherman Municipal Airport.

Sherman is looking to partner with TxDOT over the next three years for a total of \$3 million.

After years of patching holes, the airport's 4,000-foot runway — which handles about 1,500 takeoffs and landings every month — could receive a complete remodel.

In previous years, TxDOT awarded \$50,000 in grants to Sherman. The latest grant request is awaiting approval from the city council.

Existing Airport Layout



Map of Sherman Municipal Airport (City of Sherman)

City of Sherman



Brought to you by <https://www.boldmethod.com/>



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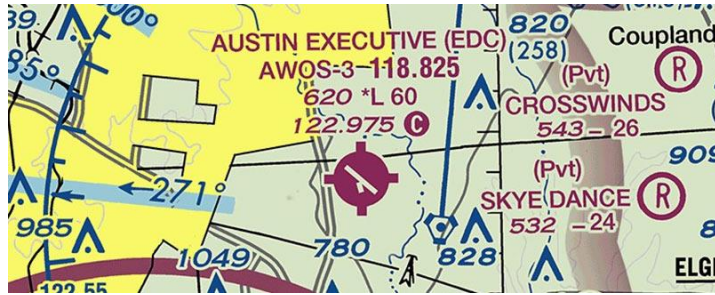
Quiz: 5 Questions To See How Much You Know About Airports

By Corey Komarec, 12/04/2023, <https://www.boldmethod.com/blog/quizzes/2023/12/can-you-answer-these-five-airport-questions/>

Answers on page 13, Ready to get started?



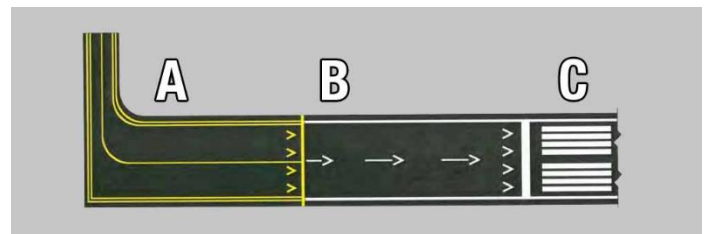
1) How long is the longest runway at Austin Executive airport?



620 feet	6000 feet	6200 feet
7800 feet	11,800 feet	12,200 feet

2) Where can you start your takeoff?

A	B	C
---	---	---



3) What are the lights to the left of the runway called?



HIRL	MIRL	VASI
PAPI	MALSR	REIL



4) You're rolling down a runway for takeoff and you see this sign on the right side of the runway. What does it mean?

You are 3000 feet down the runway

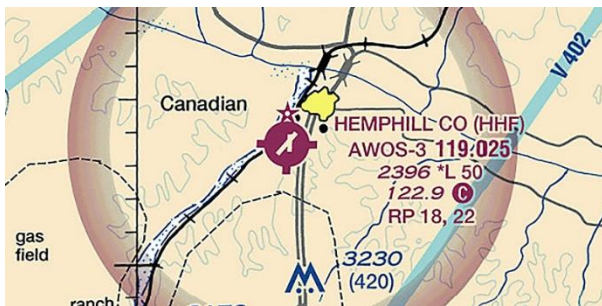
Three runway exits ahead

3000 feet of runway remaining

Runway supports up to 30,000 pounds per aircraft tire



5) What does 'RP 18, 22' mean at Hemphill County Airport?

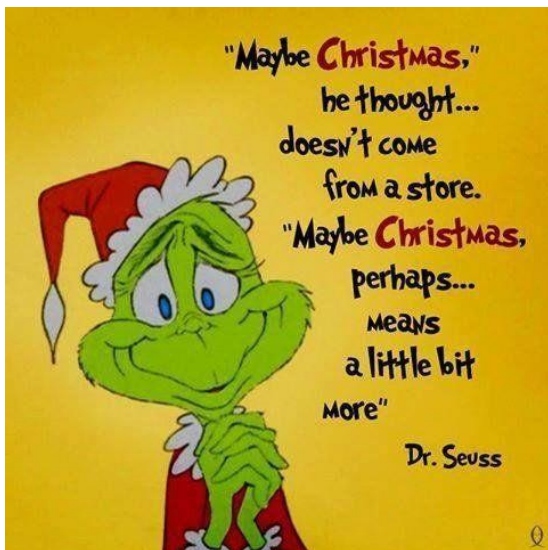
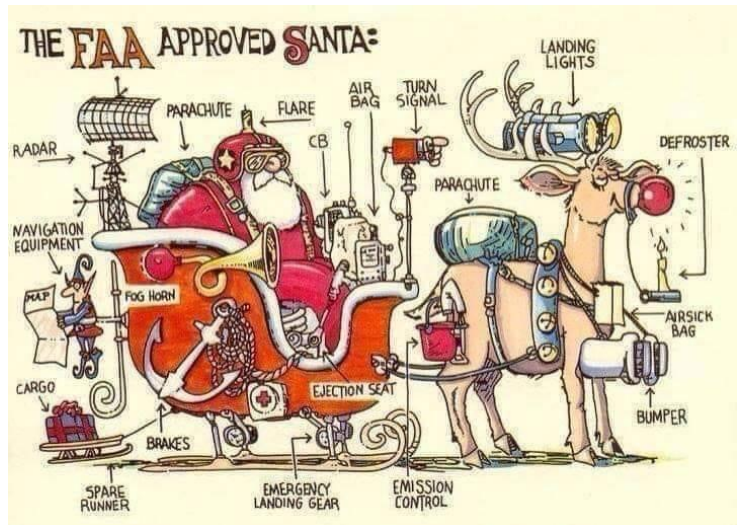


Special radio procedures for runways 18 and 22

Right traffic pattern for runways 18 and 22

Only reciprocating powered aircraft allowed on runways 18 and 22

Right traffic pattern for all runways except 18 and 22



FunPlacesToFly

funplacestofly.com

Pilot's Tip of the Month: "Set Pitch Trim in One Shot"

Featuring Bruce Williams, <https://pilotworkshop.com/tips/the-five-second-rule-for-trim-112023/>

Subscriber question:

"My instructors always told me to 'trim off the control pressures,' but no matter how much I try, I feel like I never get the airplane perfectly in trim. What am I doing wrong?" — Joe P.



Bruce: "Early in our flight training, most of us learned a simple mantra for using trim: Pitch ... Power ... Configuration ... Trim.

If you change pitch, power, or configuration, you affect airspeed (actually you affect AoA) and you need to adjust the elevator trim — eventually.

Unfortunately, we're often too quick to reach for the trim. If you trim before the airplane has settled at a new constant airspeed, you just need to trim again later. You end up making frequent, small adjustments and the airplane is never properly trimmed.

Here's a simple fix: When you change pitch, power, or configuration, wait at least five seconds before you touch the elevator trim. If it helps, verbally or silently count to five (or even ten), and only then reach for the trim.

The key to using trim correctly is remembering that elevator trim is a secondary flight control, adjusted to relieve control pressures after the airplane has stabilized. Unless the change is temporary, such as when you make a small pitch change to recapture cruise altitude after updating the altimeter setting. In that case, you quickly return to the previously trimmed steady state.

The five-second rule might not always apply. For example, suppose you have trimmed the airplane at or near idle power with full flaps on final approach. The trim is set far into the nose-up range. If you add full power for a go-around, you must push forward on the yoke or stick to keep the nose from rising abruptly.

In this situation, it's helpful give the trim a quick nose-down swipe immediately after you add power to help manage the force required to hold the nose at the correct go-around attitude. You can fine-tune the trim after the airplane is climbing safely away from the runway and you have established the pitch attitude and configuration for a stable climb speed."

EAA323 VMC Club Question of the month October 2023: Answer

By EAA VMC Staff. (Question from Page 5)

Answer: The FAA does not have any specific regulations regarding flying after diving, however FAR 61.53 prohibits a pilot from operating an aircraft if the pilot knows of a medical condition that would "make them unable to meet the requirements for the medical certificate necessary for the pilot operation, or - for those not requiring medical certification - make them unable to operate an aircraft in a safe manner." Having been scuba diving could be considered a known medical condition that could affect a pilot's ability to safely operate an aircraft. Guidance for divers on flying after diving is provided by the Divers Alert Network, which recommends: A minimum of 12-hour surface interval before flying after making a single no-decompression dive. A minimum of 18-hour surface interval before flying after making multi-day or repetitive no-decompression dives. Substantially longer than 18 hours before flying after diving involving mandatory decompression.



Chad Smolik
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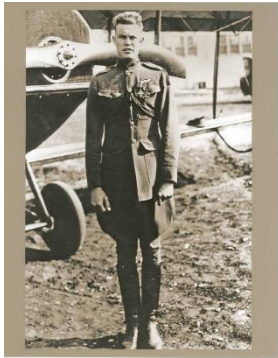


Bruce Williams

CFII, FAA Team Rep,
Aviation Author

The Arcane Aviation Texas Fact: Edgar Gardner Tobin (1896–1954)

By TSHA Writers, Updated: March 30, 2018, <https://www.tshaonline.org/handbook/entries/tobin-edgar-gardner>



Edgar Gardner Tobin, pilot, businessman, and philanthropist, son of William Gerard and Ethel (Murphy) Tobin, was born in San Antonio, Texas, on September 7, 1896. He was a graduate of West Texas Military Academy in 1914. During World War I Tobin was a pilot and served first in the 94th Aero Squadron (a member of Capt. Eddie Rickenbacker's "Hat in the Ring" squadron) and then in the 103rd Aero Squadron. He earned the title "ace" after he had downed five enemy planes and an observation balloon. For his service his honors included the French Croix de Guerre and the Distinguished Flying Cross. By the age of twenty-two he had achieved the rank of major.

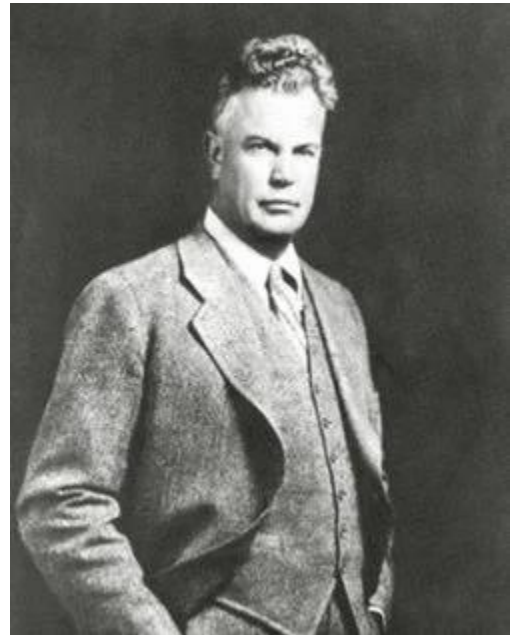
Tobin returned to San Antonio after the war and worked as an auto dealer. On December 29, 1921, he married Katharine Harrison, the daughter of Col. Ralph Harrison at Fort Sam Houston. They had one daughter, Katharine, but divorced within a few years. On November 10, 1926, Tobin married Margaret Lynn Batts, a regent of the University of Texas from 1947 to 1955 and daughter of Robert Lynn Batts. They had one son, Robert.

During World War I Edgar Tobin, a fighter pilot, achieved the title of ace. He went on to become a pioneer in aerial photography. Image available on the Internet and included in accordance with Title 17 U.S.C. Section 107.

By 1928 Tobin was an agent for a commercial aircraft, American Eagle, and his position proved fortuitous when Austrian engineer Gilard Kargl approached him about aerial photography and its use in mapping for oil companies. Thus in 1928 Tobin founded the Edgar Tobin Aerial Surveys firm in San Antonio. After entering the commercial mapping field for Humble Oil and Refining Company (see EXXON COMPANY, U.S.A.), he cemented his reputation in mapping operations for oil companies. From 1933 to 1971 he mapped more than a million land parcels.

During World War II his company mapped the entire United States for the federal government, and he served as special civilian adviser to Gen. Henry H. Arnold, United States Army Air Forces. Texas governor Allan Shivers later credited Tobin's pioneering mapping as a major contributor to the success of the war effort in the United States through his "mapping of invasion routes."

In San Antonio Edgar Tobin generously contributed to many charitable organizations. He died on January 10, 1954, near Shreveport, Louisiana, in a plane crash that took the lives of other prominent businessmen, one of whom was Thomas Elmer Braniff. Tobin was buried in Sunset Memorial Park in San Antonio. At the time of his death his company was the largest aerial mapping firm in the world. His wife and son carried on the business, which went through several mergers until Tobin International, Ltd., was acquired by P2 Energy Solutions in 2004. The Edgar Tobin Foundation was established in San Antonio.

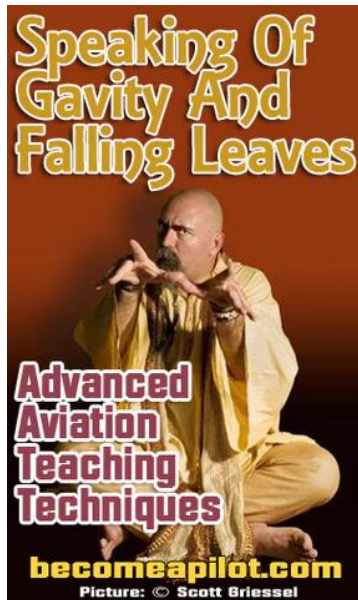


Edgar Tobin, in addition to establishing the largest aerial mapping firm in the world, left a significant charitable legacy that was carried on by his wife and son. Image available on the Internet and included in accordance with Title 17 U.S.C. Section 107.



Speaking of Gravity & Falling Leaves

By Rod Machado, DECEMBER 2014, <https://rodmachado.com/blogs/learning-to-fly/17963895-speaking-of-gravity-falling-leaves>



(You can call them Learners but I'll stick with 3,500 hundred years of historical precedent and call them Students.)

In his book *The Dancing Wu Li Masters*, Gary Zukav states, "He begins from the center and not from the fringe. He imparts an understanding of the basic principles of the art before going on to the meticulous details....The master does not speak of gravity until the student stands in wonder at the flower petal falling to the ground."

Zukav speaks to the importance of beginning a lesson with a discussion of its meaning. Far too often students start at the fringe, without a clear idea of what the lesson's real purpose is. For instance, it's not unusual to find students who think of stalls as maneuvers to pass checkrides instead of defensive flying skills to master. To them, the clearing turn is as significant as the stall itself.

One of the most memorable instructors I've ever met began each training session by saying, "Before we start, let's talk about the meaning behind today's lesson."

To his students, the aviation world made more sense. Slow flight wasn't something practiced to make Hobbs meters run longer. It became an opportunity to explore the backside of the power curve. S-turns across a road wasn't a maneuver used to read automobile license plates (in case you're lost and need to identify the state you're in). It was a chance to improve reflexive flying skills and learn more about how wind blows an airplane.

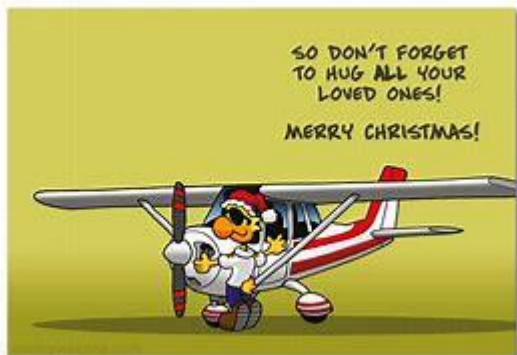
You can identify a lesson's meaning by asking yourself the following two very important questions:

1. What's important to you about (fill in this blank)?
2. What will having (the response to #1) do for you?

For instance, what's important to you about (preflighting an airplane)? The answer is: it allows you to assess an airplane's airworthiness. What will having knowledge of the airplane's airworthiness do for you? The answer is: it allows you to minimize the risk of mechanical problems affecting your flight. Begin your lesson on preflight with the answers to these questions.

You can also use these questions to determine your student's values. You might ask, "What's important to you about learning to fly? What will having (their response) do for you?" Imagine how much easier it is to motivate a student when you know the reason they're at the airport in the first place.

So, begin from the center and not the fringe. Start every lesson with a presentation of its meaning and speak in terms of your student's values. Do not speak of gravity until the student stands in wonder of the falling leaf.



Aviation Words – “Nosewheel”

By Ed Griggs and

Often known as “that little wheel up front”, the Nosewheel is part of a much larger system call the landing gear system. The Landing gear system supports the craft when it is not flying, allowing it to take off, land, and taxi without damage. **Typically**, the nosewheel is the first wheel to lift off for flight and is the last wheel to touchdown when landing and is used along with the brakes for steering of the aircraft while it is on the ground.

The nose gear typically consists of the following components:

Strut: A hydraulic or pneumatic cylinder that connects the nose wheel to the aircraft’s fuselage.

Wheel: The wheel that is attached to the strut and makes contact with the ground.

Tire: The rubber tire that surrounds the wheel and provides cushioning during landing.

Steering mechanism: The mechanism that allows the nose wheel to turn left or right, controlled by the pilot.

Brake: The brake system that slows down or stops the nose wheel during landing.

Landing gear must be strong enough to support the aircraft and its design affects the weight, balance and performance.

Wheeled landing gear is the most common, with skis or floats needed to operate from snow/ice/water and skids for vertical operation on land. Faster aircraft have retractable undercarriages, which fold away during flight to reduce drag.

Builder’s Corner Updates:

By Ed Griggs

If you are currently building an aircraft or doing any restoration work and want to be included in Builders Corner, we would like to hear from you. You can always go to <https://www.eaa.org/eaaircraft-building> and start your own blog! Email your updates, pics or any questions to Ed Griggs at a_model_guy@ymail.com. Thanks!

Answers to the Quiz on Page 8 and 9

- 1) The '60' listed above the airport indicates the longest runway is 6000 feet.
- 2) You need to taxi past the yellow demarcation bar before you start your takeoff roll.
- 3) The lights are called VASI, or Visual Approach Slope Indicator lights.
- 4) This sign means there are 3000 feet of runway remaining from the sign's position.
- 5) RP 18, 22 means right traffic pattern for runways 18 and 22.

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



Aircraft of the Month: Vought F4U Corsair

By Ed Griggs and https://en.wikipedia.org/wiki/Vought_F4U_Corsair

One of the nice things about being a Newsletter editor is that every now and then you get to put in your own feelings and thoughts! Those that know me know that I have a profound love and appreciation of the Vought F4U. I can't tell you how many models of these warbirds I built when I was a kid. I had 6 or seven of them hanging from fishing line in my bedroom, waiting for them to pounce on any enemy aircraft that should happen to make it into my bedroom!

When Tracy and I made our way to Oshkosh this year, there was only one real "have to see" and that was to see the beautiful Corsairs that were located in Warbird field.

For the first time in my adult life, I was truly awestruck by this bird as I was able to get up close and talk with the pilots, share stories and lore and then later that same day, I was able to watch as the Corsairs took to the air and demonstrated up close what I had only read about or seen in the movies! The up-close sound of the "Whistling Death" did not fail to impress me!

There has been so much written, and their use so was widespread that a 1-page synopsis (in my mind) won't do this fighter justice. The first Vought Corsair, the O2U, rolled off of the line in 1926. The Corsair (as we now know it) was designed and operated as a carrier-based aircraft and entered service in large numbers with the U.S. Navy in late 1944 and early 1945.

From the first prototype delivery to the U.S. Navy in 1940, to final delivery in 1953 to the French, 12,571 F4U Corsairs were manufactured in 16 separate models. Its 1942–1953 production run was the longest of any U.S. piston-engined fighter. According to the FAA, there are only 45 privately owned F4Us in the U.S., which makes me glad to know that I was in a field with 6 of them!



Specifications: Vought F4U Corsair

General characteristics

Crew: One
Length: 33 ft 8 in (10.26 m)
Wingspan: 41 ft 0 in (12.50 m)
Height: 14 ft 9 in (4.50 m)
Wing area: 314 sq ft (29.17 m²)
Empty weight: 9,205 lb (4,238 kg)
Gross weight: 14,670 lb (6,654 kg)
Max takeoff weight: 14,533 lb (6,592 kg)
Powerplant: 1 × Pratt & Whitney R-2800-18W radial engine, 2,380 hp (1,770 kW)
Propellers: 3-bladed

Performance

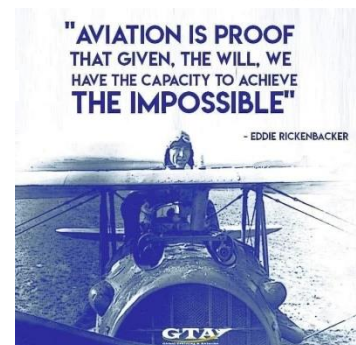
Maximum speed: 446 mph (717 km/h, 385 kn)
Cruise speed: 215 mph (346 km/h, 187 kn)
Stall speed: 89 mph (143 km/h, 77 kn)
Range: 1,005 mi (1,617 km, 873 nmi)
Combat range: 328 mi (528 km, 285 nmi)
Service ceiling: 41,500 ft (12,600 m)
Rate of climb: 4,360 ft/min (22.1 m/s)

Armament

Guns: 6 × 0.50 in (12.7 mm) M2 Browning machine guns 375-400 rounds per gun
Rockets: 8 × 5 in (12.7 cm) high velocity aircraft rockets and/or
Bombs: 4,000 lb (1,800 kg)



The 1926 Vought O2U-4 Corsair



Supporting Our Community, Shop Local, Shop Texoma:

By Kim and Todd Bass

When you see a franchise branded business name do you think locally owned and operated? Franchisees buy into a business brand or name, marketing materials and business model to have a huge support network in their corner.

Locally in Grayson County there are hundreds of franchise businesses that are locally owned and operated by your friends and neighbors.

I can recall many many moons ago when my little sister was born, she was sick with severe asthma. My family had for many years used the Medicine Shoppe in Denison as our pharmacy. The pharmacist there and his team knew our names. They knew what sports and activities my sister and I were active in. He took an interest in all who came into his business. He was a friend to our family and our community.

There were many nights that my little sister would have episodes and need medication. Bob (our pharmacist) would go down in the middle of the night and get my parents the prescriptions that my sister needed. I always remember that. A core memory that I think of everytime I see a Medicine Shoppe sign. As I grew older and started a family of my own, we still used that pharmacy. He knew my daughters name, he asked about my parents, and grandparents.

I guess I tell you this story as a reason to shop small, shop local. Even though you see a franchise business, they are local, they are me. We donate to local events, schools, and community non-profits. We invest into our communities' growth and future. We are a small business franchise FASTSIGNS Texoma. Shop small, Shop local.

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

FASTSIGNS®

FASTSIGNS® of Sherman

Todd and Kim Bass

1920 N Grand Ave, Sherman, Texas 75090

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



Vogel Allstate Insurance Group

5621 Texoma Pkwy, Sherman, TX

75090

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

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AND SEED**



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SHERMAN, TX
903-892-1081**



Rebecca Yavner, Agent

214-785-8188

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

KE Keystone Enterprises

https://www.keystoneenterprises.com/site_info/?store=default

201 E 1st St. Bonham, Texas 75418

(903) 640-4928

Monday through Friday from 8:00 A.M. to 4:30 P.M.



Larry's CB Shop

1816 N Waddill St, McKinney, TX 75069, USA

(972) 562-6898

larryab5kr@gmail.com



Keep Calm
SHOP LOCAL

Here are some ways you can continue to support our local businesses during this season where they may experience economic hardship.

- Buy gift cards now for later use.
- Buy items now for future pick up.
- If you know a business owner, ask how you can help them during this time.
- Keep your membership current. Most places rely on your dues to operate.
- While shopping is always a good practice, now is a time to be particularly generous.



EAA Webinars Schedule:

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

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



Wednesday, December 20 @ 7p.m.
Presenter: Timm Bogenhagen

Subject: Starting a Flying Club

EAA's initiative to support the formation of flying clubs by the members of EAA's chapter network continues to grow, and Timm Bogenhagen from the EAA will help you learn the basics of forming a separate nonprofit flying club at your local airport!

Wednesday, January 3 @ 7 p.m.
Presenter: Mike Busch

Subject: Time & Materials Maintenance
Qualifies for FAA WINGS and AMT Credit

In this webinar, GA maintenance advocate Mike Busch A&P/IA discusses this issue, and suggests some better ways to deal with aircraft maintenance pricing.

Tuesday, January 9, 7 p.m.
Presenter: Chris Henry & Dick VanGrunsven

Subject: The Van's RV
Museum Webinars Series

The Van's RV series is one of the designs that changed the landscape of homebuilt aircraft. Tonight, we will talk about the examples in the EAA Aviation Museum collection, as well as the history of the type.

Wednesday, January 10, 7 p.m.
Presenter: Prof. H. Paul Shuch

Subject: Chilly Checklist: Tips to Preheat Aircraft Engines
Qualifies for FAA WINGS Credit

This FAA Safety Team WINGS and AMT Award webinar is being presented in the dark and chill of Northern Hemisphere winter, when aircraft engines are especially difficult to start. Prof. H. Paul Shuch discusses why, wherefore, and how to preheat your engine, review products on the market that will help you to do so, and even learn how to build your own budget preheater. Don't let low temperature starts ground or damage your aircraft!



Mechanics
Get Recognized!



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

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



EAA Webinars sponsored by



Upcoming Events:

- Thursday, Dec 14 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 ??)
- Monday, Dec 25 Merry Christmas!
- Monday, Jan 01 2024 Happy New Year!
- Saturday, Jan 6 EAA 323 First Saturday Event: GA Log Review
1200 South Dewey, Sherman, TX @ 9:00am
Join Us and bring your logs and have our own Mike Montefusco - ASEL, AMEL, ATP,CFI, and CFII,-
review them for accuracy after a training presentation over what to look for!
- Thursday, Jan 18 EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI)
1200 South Dewey, Sherman, TX @ 7:00pm
Subj: FAA Safety Brief with Ayers Aviation

Officers/Board of Directors/Key Coordinators

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General Email: EAA323@hotmail.com

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



**From Everyone at EAA 323, Sherman,
Tx: We wish you and your family a
very Merry Christmas and a Safe and
Happy New Year!**



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: