



# The Ramp Page November 2022

Vol 53, Ed 11

EAA Chapter 323 Sherman, TX  
Monthly Newsletter  
Celebrating our 53rd year of service!



Email: [ea323@hotmail.com](mailto:ea323@hotmail.com)

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

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## President's Mission Brief:

By John Halterman

Hello EAA 323!

We have a vitamin-packed-punch of activities for the remainder of the year to announce!!!  
(Yes—punch does have a lot of Vitamin C!)

This coming Saturday Nov 12 from 8:30-10:30 AM, we have our fall pancake fundraiser at Sherman Muni Airport Terminal. Volunteers are always appreciated, and we are looking forward to that event. It appears the winds will be low, but, it will be a tad chili so bundle up! [As an aside, during the afternoon at 14XA is the Frog Pond Fly In located about 7 miles west of North Texas Regional Airport. Eat breakfast with us, then, go over there for lunch! See details later in this newsletter.]

On Thursday Nov 17 at Sherman Muni Airport at 7 PM, we will hold our annual elections and potluck dinner. Please bring something to share. I will bring the utensils and plates. We could use drinks, meats, sides, deserts, just bring anything you want! Please don't feel like we're going to pressure anyone to be an officer/board member. But, we do want to enjoy fellowship with our EAA members. Also, we will do a chili cookoff during that event if you want to bring chili. Your prize is pride!

On Saturday December 3, we will have a fly out to Sulphur Springs for breakfast. The target is to arrive at SLR at 9:30 AM to get breakfast at the Big Red Barn. This has been quite the event over the last few years, having dozens attend! Grab a ride with someone. Let us know via email if you need a lift!

Last, we'll close out the year on Thursday Dec 15 at the Richardson's in Sherman for the Christmas party. The Worstells will generously donate the ham, and we ask everyone to bring a dish to share (see flyer in the newsletter). Also, we will have end of year awards and of course—the gift exchange. For those that aren't familiar, you're asked to bring a wrapped item for a gift exchange that we do every year. We are increasing the recommended gift value to \$25 due to inflation. It's always a fun evening!

Well, it's going to get cold now. So, bundle up! And have a Happy Thanksgiving!

John F. Halterman  
EAA 323 President



**ASPIRE**  
to  
**INSPIRE**  
before you  
**EXPIRE!**

**Speak of the devil (and she appears):**

*By Ed Griggs*

A few months ago, I did a story about one of our Young Eagle success stories and as luck would have it, She had the opportunity to fly into North Texas Regional in Denison for her first time since being in the Coast Guard. This is where it all started for her so it was, in her own words, “super cool to fly in and visit/eat lunch with family for a couple hours!”m



LT Ashton Elliot and “her” U.S. Coast Guard EADS HC-144 Ocean Sentry, #2306! How cool is that!



Hawker Beechcraft B300 KingAir is dwarfed by the U.S. Coast Guard EADS HC-144 Ocean Sentry!



A very proud father! LT Ashton Elliot, USCG, and her father, Sergeant James “JimBob” Walters. Texas State Trooper



Lt Ashton and a friend/crewmate/co-pilot, LT Marina Lawrence!



Ashton Elliot and sister-in-law Sarah Walters!



A very happy Grandmother, Wendy Inman, getting to visit!



Lt Elliot with Grandparents Toby and Carolyn Walter, James “JimBob” Walters and Sister-In-Law Sarah Walters!

**“Semper Paratus”**  
(Latin for “Always Ready”)



## EAA First Saturday event (December): Fly-out to Redbarn in Sulphur Springs

By John Halterman

EAA 323 members (along with any guests and local Pilots) are invited to attend our Monthly flyout. This month, on Saturday, Dec 03, we will be meeting at the Redbarn Café, located at 1301 N Hillcrest Dr, Sulphur Springs, TX. The Café is a brisk (less than 5 minutes) walk from the Sulphur Springs Municipal Airport (SLR).



## EAA323 VMC Club Question of the month: November 2022

By EAA VMC Staff

This month's question: You're planning a flight to an uncontrolled airport and will be landing after dark. What does it mean if (following the field elevation on the airport data block of the sectional chart), you see a \*L instead of just an L?



## EAA Chapter 323 Annual Christmas Party

By Ross Richardson



*EAA Chapter 323  
Annual Christmas Party*

It's never too 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

Thursday, December 15th, 2022 at 6:30 PM

Entrée will be baked ham provided by Kris & Molly Worstell. 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!



## [The Arcane Aviation Texas Fact: Ormer "Lock" Locklear: Living \(and Dying\) on a Wing and a Dare](#)

<https://hometownbyhandlebar.com/?p=3663>

[https://en.wikipedia.org/wiki/Ormer\\_Locklear](https://en.wikipedia.org/wiki/Ormer_Locklear)

The Secret Life of Houdini: The Making of America's First Superhero is written by William Kalush; Larry Sloman and published by Atria Books.

On October 28, 1891 in the small town of Greenville, Texas, Mrs. Odessa Locklear gave birth to a bouncing baby daredevil. For example, her young son Ormer once attached the hub of the rear wheel of a motorcycle to a rope threaded through a pulley that was attached to the top of a four-story building. Then he rode the motorcycle up the wall to the roof.

By 1910, the growing family was living on Ireland Street (today's Cannon Street) on the near South Side of Fort Worth. Soon, after attending an air show in Fort Worth (possibly this one at the driving park in 1911), Ormer had his head in the clouds: He wanted to fly.

In 1911, Locklear met Calbraith Perry Rodgers, who landed his plane in Fort Worth to unclog a fuel line. After meeting Rodgers, Locklear became fascinated with aviation and airplanes. Shortly thereafter, Locklear and his brother constructed their own glider. Ormer, his brother, and Ernest Graham built what the Star-Telegram called "the first Texas made flying machine" (a glider of bamboo and canvas). They climbed with the glider to the roof of the Fort Worth High School building on Jennings Avenue, then under construction, and jumped. They also glided from the bluff at Forest Park and the Trinity River levee. The glider was "badly damaged." (The construction company of Ernest Graham's father William built the high school building.)

Also in 1916 Ormer met another daredevil: Harry Houdini was in Fort Worth performing at the Majestic Theater. According to The Secret Life of Houdini by Kalush and Sloman, one day James Locklear, younger brother of Ormer, recognized Houdini in a store. James told the famous escapologist that Ormer performed stunts on a motorcycle. Houdini and Ormer met, and Houdini suggested that the two daredevils combine their talents: As a crowd watched on Main Street, Houdini, wearing a hood and thick overalls, had his hands tied behind his back. A rope was connected between Houdini's ankles and Ormer's motorcycle. Then Locklear began to drag Houdini along the street. But before Ormer could attain much speed, it was all over: Houdini had freed himself.



Ormer Leslie "Lock" Locklear (on the right) was an American daredevil stunt pilot and film actor.



When war came in 1917 Locklear was a mechanic for an Indian motorcycle dealership on East 10th Street. Locklear joined the U.S. Army Air Service. He trained in Austin, at Camp Dick and Barron Field, becoming a flying instructor. Locklear was an exponent of wing walking to make aircraft repairs in flight.

At Barron Field. Locklear was not content merely to instruct, merely to fly. He became a pioneer wingwalker: He learned how to leave the cockpit of a plane in flight to make repairs, such as replacing a loose spark plug wire or tightening a radiator cap. When Locklear's superiors at Barron Field heard about what he was doing, they did not believe such a maneuver possible and had to witness Locklear's wingwalking. A second lieutenant at the end of the World War I, Locklear had been assigned to military recruitment when he saw a barnstorming show and realized his own usual flying exploits were far more impressive. After briefly reenlisting, Locklear left the Army in 1919, along with two military colleagues, Milton "Skeets" Elliott and Shirley Short. With manager and promoter William Pickens, they soon obtained aircraft and formed the "Locklear Flying Circus".

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<http://ThisNewOldRV.com>  
<http://OpenAirNet.com>

Pickens had a great deal of experience promoting barnstormers, with Locklear being his greatest success. Both men became wealthy and lived in high style. His trademark stunt of jumping from one aircraft to another led Locklear to perfect a transfer from a car, and then the "Dance of Death," in which two pilots in two aircraft, would switch places in midair. On April 7, 1920, Locklear was flying in the city of Los Angeles, California, where he was issued the first aviation law violation for reckless aerial driving. He was fined \$25.00 (\$390 in 2022).

The Locklear Flying Circus performed throughout the United States. When they came to the attention of Hollywood, Pickens arranged for Locklear to appear as a stunt man in film work. This opened the way to a movie career in California for Locklear, now considered the foremost "aviation stunt man in the world". Carl Laemmle, head of Universal Pictures, agreed to purchase all of Locklear's future air show dates in July 1919 in order to have him on contract for a proposed two-film series. Locklear was signed to star in *The Great Air Robbery*, a film depicting pilots flying air mail.

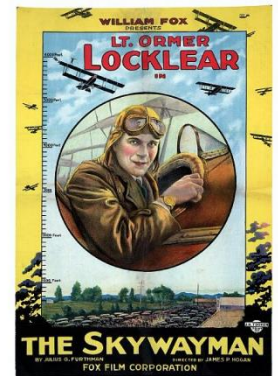


Principal photography for *The Great Air Robbery* began in July 1919 at DeMille Field 1, Los Angeles, California, owned by producer Cecil B. DeMille. Besides being used as a base for flying, Locklear's Curtiss JN-4 "Jenny" aircraft was also mounted on a raised wooden platform at the airfield in order to film closeups. *The Great Air Robbery* was primarily an opportunity to showcase the aerial stunts that had made Locklear famous. The studio promotion was extensive, with Laemmle declaring the film was "... the most amazing and unbelievable photodrama of all time." The promotional campaign included a premiere at the Superba Theatre in Los Angeles, and a two-month personal appearance tour with Locklear.

Reviews were generally favourable, as *The Great Air Robbery* was the first of a cycle of postwar films dealing with the exploits of stunt pilots. The *New York Times* review focused on the exciting elements of the film. "Lieutenant Locklear swings from one airplane to another and crawls out on the tail of a flying machine several thousand feet, presumably, above the earth. The melodrama's use of airplanes for midnight mail deliveries, highway, or rather highair, robberies, and battles between the forces of law and lawlessness adds excitement."

Although *The Great Air Robbery* was a commercial success, Laemmle did not take up the option for a second film starring Locklear, prompting his \$25,000 lawsuit against Universal. Unwilling to go back to the air show circuit, Locklear wanted to continue his Hollywood career, and in April 1920, he was signed to star in *The Skywayman* (1920).

The last stunt scheduled for filming for *The Skywayman* was a nighttime spin, initially to take place in daylight with cameras fitted with red filters to simulate darkness. Locklear, under a lot of pressure, with not only his family life being in upheaval but also learning that studio head William Fox was not going to extend his contract beyond one film, demanded that he be allowed to fly at night. The studio relented, and on August 2, 1920, publicity surrounding the stunt led to a large crowd gathering to witness the filming of the unusual stunt. Large studio arc lights were set up on DeMille Field 2 to illuminate the Curtiss "Jenny", to be doused as the aircraft entered its final spin. The dive towards some oil derricks was to make it appear that the airplane crashed beside the oil well. As arranged, Locklear had forewarned the lighting crew to douse their lights when he got near the derricks so that he could see to pull out of the dive, saying that "When you take the lights off, I'll know where I am and I can come out of it." After completing a series of aerial maneuvers, Locklear signaled that he would descend.



In front of spectators and film crew, Locklear and his long-time flying partner "Skeets" Elliot crashed heavily into the sludge pool of an oil well, never pulling out of the incipient spin. The crash resulted in a massive explosion and fire, with Locklear and Elliot dying instantly. After the accident, speculation revolved around the five arc lights that had remained fully on, possibly blinding the flight crew.

With the entire film already completed, except for the night scene, Fox made the decision to capitalize on the fatal crash by rushing *The Skywayman* into post-production and release. With notices proclaiming "Every Inch Of Film Showing Locklear's Spectacular (And Fatal) Last Flight. His Death-Defying Feats And A Close Up Of His Spectacular Crash To Earth," the film premiered in Los Angeles on September 5, 1920. Upon the film's release, Fox Film Corporation publicly announced that 10% of the profits would go to the families of Locklear and Elliot. Locklear is buried at Greenwood Cemetery in Fort Worth, Texas.



## Class D Airspace, Explained

By Swayne Martin 04/01/2017, <https://www.boldmethod.com/learn-to-fly/airspace/dont-underestimate-class-d-airspace/>

Here's how Class D airspace works, plus the weather and communication requirements you need to fly in it.

### Why Class D Exists

Class D airports need an Air Traffic Control Tower to coordinate airport operations. However, unlike Class B and C airports, they don't require a mandatory approach and departure control (though many do have approach/departure). But don't underestimate how busy Class D airports can get. Some of the busiest general aviation airports in the world, like Van Nuys and Denver Centennial, are Class D.



You can find almost any kind of traffic inside Class D airspace. Weekend fliers, airlines, corporate traffic, and cargo operators share the airspace at many Class D airports. In many large cities, private jet traffic avoids larger Class B airports and instead utilizes more conveniently located Class D airports.

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### It's Not Always A Perfect Circle

The horizontal boundaries of Class D airspace are marked with a dashed blue line. Class D airspace only has one circular ring, but it often has shapes that jut out of it. Check it out...

**What's the extension for?** Class D extensions are designed to protect IFR aircraft on arrival and departure. The extension may cover an instrument approach, or it may cover a departure path that extends along rising terrain.

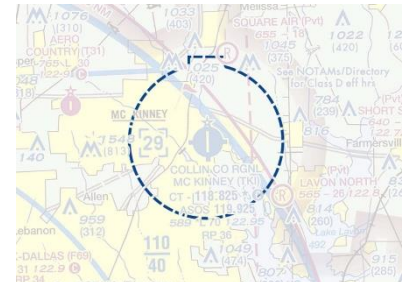
The airspace shape can also be modified because of other airspace in the area as well. For example, if Class D airspace is next to Class B airspace and the two touch, the Class D might be cut off where it meets Class B. This is an example:

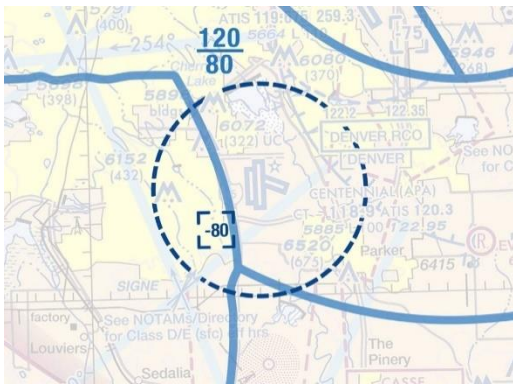
### Vertical Boundaries



Generally, Class D airspace extends from the surface to 2,500 feet above the airport field elevation. The vertical boundaries are marked with a bold blue number, surrounded by a bold blue dashed square.

The number represents the ceiling of Class D airspace in hundreds of feet MSL. In this example, the altitude is "29," or 2,900' MSL. **Altitudes for Class D airspace are inclusive, so in this example, if you were flying at 2,900' MSL, you'd be in Class D airspace.**





If a Class D airspace lies under a higher class of airspace, its published ceiling is actually part of the higher class airspace. In this case, you'll see a "-" before the ceiling number. Centennial's Class D airspace extends to, but doesn't include, 8000' MSL. Denver International's Class B airspace starts at 8000' MSL. **If you were flying at 8000' MSL over Centennial, you'd be in Denver International's Class B airspace.**

### Class D Weather Minimums

Class D minimum weather requirements exist so that you can see and avoid other aircraft. Since not all Class D control towers have radar scopes, 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 D airspace is the phrase "3 Cessna 152s". Each number in the phrase stands for one of the distances:

3 SM visibility, 1000' above clouds, 500' below clouds and 2000' horizontal from clouds



Since Class D is controlled airspace all the way to the surface, you can't fly VFR when the ceiling (a broken or overcast cloud layer) is less than 1000' AGL (FAR 91.155 (c)), or when the visibility is less than 3 SM. When weather conditions are worse than 1000' and 3 SM, IFR aircraft could be flying instrument approach procedures, and you wouldn't have the ability to see-and-avoid them as they break out to land.

Since Class D airspace is controlled to the surface, you can request a Special VFR (SVFR) clearance when weather conditions are below the standard minimums. Under

Special VFR, you need to remain clear of clouds and maintain a flight visibility of at least 1 SM. If you're taking off or landing, the reported ground visibility must be at least 1 SM.

You also need to hold a private pilot certificate, and you can only operate SVFR between sunrise and sunset. To operate SVFR after sunset, you must be qualified for instrument flight under FAR 61, and your aircraft must be equipped for instrument flight.



To request a Special VFR clearance, contact the tower. If traffic permits, they can clear you into the airspace under Special VFR. However, if aircraft are using instrument approach procedures for the airport, you most likely won't be cleared.



## Radio Procedures And Required Equipment

All aircraft operating in Class D airspace need to establish two-way radio communication with ATC prior to entering the airspace. What's that mean? It means you need to:

- 1) **Call ATC on the radio before you're in Class D and tell them:** Your position, Altitude, Current transponder code and Your destination/intentions
- 2) **Get a response back from ATC that includes your callsign (tail number)**

Once you hear your tail number, you've established two-way radio communication, and you can enter Class D airspace

Note: if the controller responds with "(Aircraft tail number) standby", you have established two-way radio communication, and you can enter Class D airspace.

If you don't hear your tail number, you CAN NOT enter the airspace

If the controller is busy, they can ask you to stay out of Class D airspace until they're ready.

While a Mode-C transponder is helpful to the tower, it isn't required to be installed on your aircraft.

## Speed Restrictions

In any airspace, aircraft can't exceed 250 knots when they're below 10,000' MSL. (This is the light blue area in the graphic.)

However, when you're within 4 NM of the primary Class D airport and at or below 2,500' AGL (above the ground), you can't exceed 200 knots. (This is the dark blue area in the graphic.) What's a primary airport? It's the main airport inside Class D airspace.

## Fly With A Plan

While a Class D airport might not seem as intimidating as one found inside Class C or B airspace, you shouldn't let your guard down. Traffic patterns can get full of light aircraft quickly. Mix in a jet or two, or an airline departure, and you've got yourself a busy day of flying. If you think it's hard for you, imagine the tower controller trying to keep track of everyone!

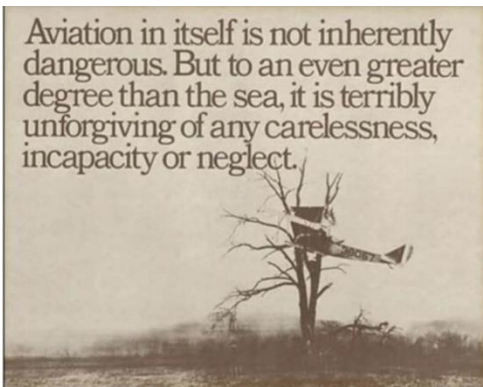


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BY MICHAEL AND STEFAN STRASSER



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## Pilots, Poets & Psychologists

By Rod Machado, December 2018, <https://rodmachado.com/blogs/learning-to-fly/pilots-poets-psychologists>

Mention the word poetry to a pilot and he'll act like he's in a hotel fire. He'll think: get low, get down, get out. Admittedly, even I get the heebie-jeebies at the mere mention of haiku (that's Japanese poetry, not the sound of someone sneezing). But poetry is more than cute rhymes with tinkered words. It's an alternate means of learning some of aviation psychology's most important lessons.



At first glance, consulting a poet to learn aviation psychology seems about as reasonable as visiting an arc welder for electrolysis. After all, aren't aviation psychologists supposed to teach us these lessons? Indeed, they are. Their contribution to aviation safety, however, is not without peer. Equal in substance but less recognized in stature, the poet is aviation's artist of influence and emissary of wisdom.

When you think of poetry, does rhyming verse with metrical structure come to mind? Perhaps you imagine vintage Wordsworth: "I wondered lonely as a cloud that floats on high o'er vales and hill...?" If so, you're not alone. Believing that all poetry is fancy word play is like perceiving the Iron Age as a time when everyone wore neatly pressed clothing. Both are big misconceptions.

Rhyme is just one of many powerful tools used by poets to express an idea. More often, the poetry of classic aviation literature consists of insightful prose fused with vivid imagery and concentrated expression. Therefore, what I label as aviation poetry has everything to do with the substance of a message and little to do with the style in which it's presented.

A poet's job is to invest concepts with meaning. To him, a cloud isn't merely a cloud. It becomes symbolic of something beyond itself. This allows meaning to be compounded, two, sometimes three levels deep in poetic prose. Skillful composers rely on these deeper levels to say more than is initially apparent to the casual reader. That's why thoughtful writing often reveals the secret workings of a pilot's mind—a mind at its best, a mind at its worst, a mind that its owner may not fully comprehend. By providing these rare insights, the poet leads us to a better understanding of ourselves.



**How Good Literature  
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Ernest Gann was a poet. His classic, *Fate is the Hunter*, has all the trappings of a graduate course in human behavior. Here's one of my favorite excerpts:



Like the depths of the sea, the atmosphere allows us minor degrees of penetration and easily reveals its basic structure. But there are certain secrets both elements hold in reserve, and it is not too farfetched to suppose that only the dead have ever truly discovered them. Even so, these obscurities are frequently glimpsed by living intruders. It is then that a man may quickly discover his mental reliability and learn, to his chagrin, that when caught out of his natural boundaries, his mind may become as tricky as a gambler's involved in a dice game operated by strangers.

Morals, themes and insights abound in Gann's prose. A semester of aviation psychology lies dormant in his words. But only the careful reader is privy to the wisdom hidden between these lines.

Gann cleverly exploits a comparison between sea and sky. He quietly leverages those seafaring impressions common to all who've stumbled into a library at some time in their lives. The sea is dangerous. We know that. At once, by association, we know that its next of kin, the atmosphere, deserves equal respect.

Gann also hints at establishing personal limits when noting that only the dead truly discover certain elements of sea and sky. Yet, when living intruders glimpse these obscurities, they may discover a loss of mental reliability. Psychologists often blame this on state dependent learning. And anyone gambling with strangers knows how immobilizing situational anxiety can be.

State dependent learning and situational anxiety are scientific terms. Without using a single one, Gann teaches psychology.

Forgive me for the exaggeration, but if you've paid attention and read carefully, you're on your way to a Bachelor's degree in human behavior. Of course, you'll need a few more classes if you want to avoid graduating magna cum lucky.



A poet is to the psychologist as a fish hook is to the net (both do the same job, but in slightly different ways). While psychologists convey the meaning of concepts, poets infuse concepts with meaning.

When psychologists suggest that an aberrant pattern of thinking might eliminate you from the gene pool, most folks go, "Ah ha, that's good." Poets say similar things but make them sound important. Everyone goes, "Ooohhhh! Ahhhh!" The poetic process is a venture to magnify and extol meaning, meaning sometimes lost amid the academic noise of facts, figures and proofs.

For instance, a psychologist might say, "Pilots may experience a heightened arousal of their reticular system when encountering the unknown, predisposing them to first-learned behaviors, possibly preventing the appropriate assimilation of environmental stimuli."

In contrast, Gann, the poet, says, "There is a point, ever varying and always frivolous in appearance, when diligently acquired scientific understanding is suddenly blinded and the medieval mind returns to dominate." One statement informs, the other emotes and informs. This is the poet's method.

Emotion is the tool by which poets confer greater meaning on life's experience. Past events remembered with clarity are often forged by this process. Do you remember your first solo? I remember mine. It's hard to forget the dazzling display of lights, sirens and firemen's badges. Emotionally shrouded events thicken the chemical broth used by the brain to etch its memories, weighing them with greater significance in the process. A poet's message affects the head through the heart.

When shadowed by a sense of invulnerability, psychologists tell us to apply a verbal self-talk antidote. Think, "It could happen to me," say psychologists. No doubt, these are good words and important ideas. But how might a poet teach the same lesson?

In *Wind, Sand and Stars*, Antoine de Saint-Exupery (one of aviation's greatest poets) speaks to a pilot's perception of vulnerability. He tells of listening to a preflight briefing from his field manager (a veteran mail pilot himself) as he prepares for his first mail run:

"Navigating by the compass in a sea of clouds over Spain is all very well, it is very dashing, but—



And I was struck by the graphic image: "But you want to remember that below the sea of clouds lies eternity."

And suddenly that tranquil cloud-world, that world so harmless and simple that one sees below on rising out of the clouds, took on in my eyes a new quality. That peaceful world became a pitfall. I imagined the immense white pitfall spread beneath me. Below it reigned not what one might think—not the agitation of men, not the living tumult and bustle of cities, but a silence even more absolute than in the clouds, a peace even more final."

Few preflight briefings are as impressive as this one. If the chief pilot had spoken like that when I was a student, I'd have grabbed his ankle and never let go. I'd be fearful of missing the next kernel of wisdom his eminence might emanate.

In a few short paragraphs St. Exupery captures the moment a pilot perceives a fissure in his cultivated sense of invulnerability. Who would not appreciate this delicate symmetry between life and death as they ponder, "...below the sea of clouds lies eternity..."? For those vigilant enough to absorb his message, St. Exupery invests the concept of vulnerability with meaning. He offers the careful reader aesthetic satisfaction and a memorable lesson in his prose.

Shelly once said, "Poets are the unacknowledged legislators of the world." They create new ways of feeling and perceiving. In the process, poets create new ways of thinking, which aids us in becoming better, safer pilots.

Charged with the responsibility of self education, the wisest among us eagerly listen to the wisdom opined by aviation's best psychologists. For those wanting more, consider a lesson with some of aviation's best poets (the Ganns, Bachs and St. Exuperys of our world (these are only a few of the greats).

Read their works twice: once for entertainment and once for education. Read between the lines. Underscore important passages. Make notes in the margins. Search for the salient wisdom, deeper meanings and the experience that takes a thousand lifetimes to gain.

Perhaps Michael Collins, the Apollo 11 astronaut, said it best in November of 1969 when he commented on a poet's value. He said, "I think a future flight should include a poet, a priest and a philosopher...we might get a much better idea of what we saw."



## How Much Do You Know About Flying In Winter Weather?

By Colin Cutler 12/06/2021, <https://www.boldmethod.com/blog/quizzes/2021/12/6-questions-how-much-do-you-know-about-winter-weather-flying/>

Answers on page 16

1) Why does your airplane have better performance on a cold winter day, as opposed to a hot summer day?

Cold air is less dense than hot air

Cold air is more dense than hot air



2) On average, one inch of rain is equivalent to how many inches of snow?

8 inches

10 inches

12 inches

14 inches

3) You need to fly through visible moisture to get carburetor ice.

True

False

4) Sun dogs form by sunlight passing through:

Dissipating clouds

Suspended ice crystals

Supercooled large droplets of water

Sublimated snowflakes



5) You just cancelled your flight because ice pellets started falling during your preflight. The temperature at the airport is 28 degrees F. What is the temperature of the air above the airport?



Above freezing

Below freezing

6) How much can frost reduce your wing's maximum lift?

10%

20%

30%

Frost doesn't affect lift on a wing



## Pilot's Tip of the Month: Best Glide Simplified?

Featuring Dave Hirschman, <https://pilotworkshop.com/tips/best-glide-simplified/>

Subscriber question:

"I just read that best glide speed varies with aircraft weight. How am I supposed to calculate that in an emergency, especially when I have to find a place to land without delay?" — Daniel Y.

Dave Hirschman:



"The one and only engine on your airplane just quit in flight. One of your first and most pressing tasks is to find best-glide speed. In the heat of battle, the exact number can be hard to remember—and the single number published in most flight manuals is only valid for gross weight.

So, here's a shortcut to reach your airplane's actual best-glide speed right away: Fly level.

That's it. A flat pitch attitude will yield something close to best-glide speed in just about every piston single. Raising the nose two or three more degrees can fine-tune it. Once you've found a level pitch attitude, full nose-up elevator trim usually keeps it there.

Try it out on an upcoming proficiency flight. Pull the power, pitch for level flight, and watch where the airspeed indicator settles. Then roll in full nose-up trim and see how close it comes to holding the desired airspeed.

If the emergency happens in visual conditions, you'll match the chord line of the wing to the horizon. For an engine loss in the clouds, use the attitude indicator to find level pitch. This lets you focus on troubleshooting the engine while heading for an emergency landing site—without being distracted by a search for best-glide speed."



ATP/CFII,  
Aviation Writer,  
Aerobatics  
Instructor

## Pilots N Paws:

By Rich Kreekon



The next time you are thinking about that \$100 hamburger, might I suggest that you look up Pilots N Paws. Pilots N Paws is a 501c3 charitable organization who, through the help of general aviation volunteer pilots, transport rescue animals by air.



This trip was for a young family. Mom had been taking good care of her little ones, but she needed some wings to help keep them all safe. The crew was a doxie mix mom and 8 puppies. Melanie, Craig, Roger, and Jim teamed up to get them from Midland, TX to Memphis, TN.

Leg 1 – Odessa to Sweetwater, TX by Melanie

Leg 2 – Sweetwater to Tyler, TX via Craig

Leg 3 – Tyler to Hot Springs, AR on Roger's wings

Leg 4 – Hot Springs to Memphis, TN anchor leg by Jim



We have flown thousands of rescue animals, military working dogs, service dogs, and dogs soldiers have adopted from war zones to safe havens provided by rescues and families. To find out how you can help, please visit [pilotsnpaws.org](http://pilotsnpaws.org).



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## Why Skids Are More Dangerous Than Slips

By Aleks Udris, 09/17/2016, <https://www.boldmethod.com/learn-to-fly/aerodynamics/slip-skid-stall/>

You may have heard that a skid during a stall is more dangerous than a slip, and it's true. But, why?

Stall-spin accidents have been a problem since the first days of flight. Most of us are simply taught to keep an aircraft coordinated when stalling. But, the problem is, most stall-spin accidents don't happen during an intentional stall. They usually happen unintentionally and down low - like when you're turning base to final.



Here's a common scenario: You're turning left base to final, but you're going to overshoot the runway. What do you do? Here's what you **absolutely shouldn't do**: You add left rudder to tighten the turn, but you don't keep the bank and rudder coordinated - putting the airplane into a skid.

What can happen next is pure disaster. The skid causes an over banking tendency, which you counter by adding opposite aileron (often subconsciously). That also pulls the nose down, which you oppose with elevator. Suddenly the aircraft stalls and snaps to the left in an incipient spin. At 700' AGL, you make it through about a turn before you crater into the ground.

OK - that's bad. But why can a skid lead to a spin? The Airplane Flying Handbook offers a little guidance here. It says:

*"If the airplane is slipping toward the inside of the turn at the time the stall occurs, it tends to roll rapidly toward the outside of the turn as the nose pitches down because the outside wing stalls before the inside wing. If the airplane is skidding toward the outside of the turn, it will have a tendency to roll to the inside of the turn because the inside wing stalls first. OK, but why does the inside wing drop first in a skidding turn? There are quite a few aerodynamic factors that play out here, but the key principles are actually pretty simple. During a skid, the aircraft is turning too fast for the bank angle, and yaws into the turn. (Most likely, you're pushing too much rudder and causing the skid.) That causes the outside wing to move faster, increasing its lift, and causing the aircraft to roll into the turn. You compensate by adding opposite aileron - increasing the angle of attack on the inside, low wing."*



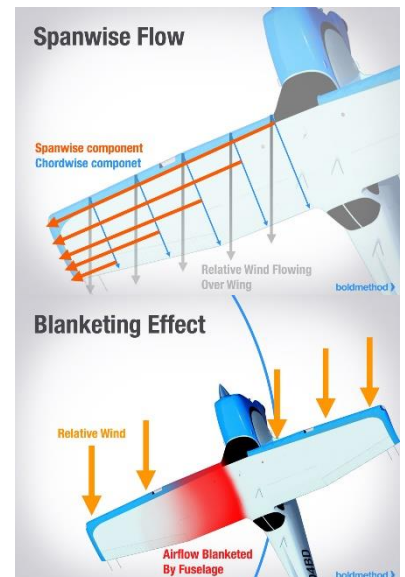
As the inside wing exceeds the critical angle of attack, it stalls and drops. The downward deflected aileron on the low wing is still generating drag, which pulls the aircraft's nose further into the turn. And, the aircraft is still yawing into the turn from the rudder, which accelerates the roll. The result is a quick roll into the turn, and your entry into an incipient spin.

There are a few other factors at play, as well. During a skid, the relative wind isn't coming straight down the airplane's nose, it blows crosswise at an angle from the outside of the turn. That causes the relative wind to flow over the wing at an angle, creating "spanwise" flow - a component of the air flows perpendicular to the wing's leading edge, traveling laterally down the wing.

As you move towards the wingtip, you get more and more spanwise flow. And here's the problem - spanwise flow doesn't generate lift. It effectively reduces the airspeed over that portion of the wing. That causes the wing to stall earlier than normal - so the wing with all of the spanwise flow stalls first.

Finally, the fuselage may block some of the airflow over the wing during a skid, further decreasing the airflow over the inside wing and causing the wing to drop during a stall.

All of these factors play out differently on various aircraft designs - but when combined, they make a skid a deadly condition during a stall.





### The Slip

During a slip, the opposite scenario happens. The nose of the aircraft yaws to the outside of the turn, and the aircraft's banked too much for the rate of turn. The outside wing has a higher angle of attack, and you're most likely lowering the aileron on that wing to keep it up.

The outside wing has a higher angle of attack and stalls first, dropping and leveling the aircraft. In fact, the aircraft becomes more coordinated during the stall, because the bank angle is now appropriate for the rate of turn. As opposed to rolling into a spin, an aircraft in a slip rolls towards level flight and away from a spin.

### The Traffic Pattern

You'll hear many people say you should limit your traffic pattern bank angle to 30 degrees, and others will say that's dangerous because it can lead to a skidding turn-to-final.

The answer is really simple - **don't use rudder to tighten a turn**. Limit the bank angle if you want, but simply go-around if you can't make that turn from base to final. A go-around gives you the chance to set up again, and line up the landing like a pro. And who wouldn't mind a little extra time in the logbook, anyway?

# Happy Thanksgiving

from the members of EAA 323 - Sherman!

Thanksgiving is a time of reflection for all our blessings. We hope you have a joyous Thanksgiving.



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## Aircraft of the Month: 1930 Heath Super Parasol

[https://en.wikipedia.org/wiki/Heath\\_Parasol](https://en.wikipedia.org/wiki/Heath_Parasol)

<http://www.maam.org/aircraft/lna40.html>

In 1926, Edward Bayard Heath, a successful American air racer and the owner of an aircraft parts supply business, built the first example of the Heath Parasol, a small, single seat parasol winged airplane using surplus wings from a Thomas-Morse S-4, a World War One fighter trainer, mounted above a steel-tube structure fuselage and powered by a Henderson four-cylinder motorcycle engine.

This was the prototype for a series of single and two-seat recreational craft that utilized the Clark Y airfoil. In 1929 Modern Mechanix magazine published the plans in a series[2][failed verification] and the plans were reprinted in their "1930 Flying & Gliding Manual," which in turn has been reprinted periodically by the EAA (Experimental Aircraft Association).

Although Heath died in 1931 his Parasol, designs remained extremely popular, being economical to build and operate as well as easy to fly. Subsequently, the Heath Company of St. Joseph / Benton Harbor Michigan sold nearly 1,000 kits on an installment basis.

Fewer than 50 aircraft were factory built, but several hundred were completed and flown by homebuilders during the Great Depression. Heath is remembered today for having helped pioneer the homebuilt aircraft industry and for having introduced the kit concept of packaging the materials needed to build an aircraft.

When it ceased producing aircraft kits to concentrate on electronics (Heathkit), the Heath Company sold the ATC (CAA Aircraft Type Certificate) for the LNA-40 (ATC-487) to the EAA who continued to sell original plans to potential homebuilders.

Except for the prototype, the wings consist of two solid spruce spars, built up wooden ribs, compression struts, and internal drag and anti-drag bracing. The Parasol's empennage is built of wood, and externally braced. Depending on the model, the fuselage was built of wood, bolted steel tube, or welded steel tube. Wing, empennage, and fuselage are fabric covered. Two five gallon fuel tanks are typically installed at the root end of each wing, the fuel being gravity fed, sometimes to a small collector tank behind the firewall. The only tools necessary to assemble one of the Parasol kits were a pair of small pliers, screwdriver, hacksaw (with plenty of blades), hammer, small hand drill, chisel, center punch, file and drill.

### Specifications: Heath Super Parasol

#### General characteristics:

Crew: 1  
Length: 17 ft 0 in (5.18 m)  
Wingspan: 25 ft 0 in (7.62 m)  
Height: 4 ft 6 in (1.37 m)  
Wing area: 110 sq ft (10 m<sup>2</sup>)  
Empty weight: 280 lb (127 kg)  
Gross weight: 580 lb (263 kg)  
Fuel capacity: 9 US gal (7.5 imp gal; 34 L)  
Powerplant: 1 × Heath, 27 hp (20 kW)

#### Performance:

Maximum speed: 70 mph (110 km/h, 61 kn)  
Cruise speed: 65 mph (105 km/h, 56 kn)  
Stall speed: 32 mph (51 km/h, 28 kn)  
Range: 270 mi (430 km, 230 nmi)  
Service ceiling: 12,500 ft (3,800 m)  
Rate of climb: 500 ft/min (2.5 m/s)



A Heath Parasol at Oshkosh 2003



Parasol, photographed in 1935.



Heath Parasol LNA-40 of 1930 exhibited at Rhinebeck Aerodrome Museum, New York, in 2005



A modified Heath Parasol built and flown in 1934 by Bob Brown and Steve Nielson (right) at Home Hill in North Queensland.



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## Aviation Words – “Dead-stick Landing”

By [https://en.wikipedia.org/wiki/Deadstick\\_landing](https://en.wikipedia.org/wiki/Deadstick_landing)

A deadstick landing, also called a dead-stick landing, is a type of forced landing when an aircraft loses all of its propulsive power and is forced to land. The "stick" does not refer to the flight controls, which in most aircraft are either fully or partially functional without engine power, but to the traditional wooden propeller, which without power would just be a "dead stick". When a pilot makes an emergency landing of an aircraft that has some or all of its propulsive power still available, the procedure is known as a precautionary landing.

All fixed-wing aircraft have some capability to glide with no engine power; that is, they do not sink straight down like a stone, but rather continue to glide moving horizontally while descending. For example, with a glide ratio of 15:1, a Boeing 747-200 can glide for 150 kilometres (93 mi; 81 nmi) from a cruising altitude of 10,000 metres (33,000 ft). After a loss of power, the pilot's goal is to maintain a safe airspeed and fly the descending aircraft to the most suitable landing spot within gliding distance, then land with the least amount of damage possible. The area open for potential landing sites depends on the original altitude, local terrain, the engine-out gliding capabilities of the aircraft, original airspeed and winds at various altitudes. Part of learning to fly a fixed-wing aircraft is demonstrating the ability to fly safely without an engine until prepared to make (or actually making) a landing. Gliders, unless they have an auxiliary motor, do all their flying without power, and a trained pilot can touch down on virtually any spot they pick from the air.



The success of the deadstick landing largely depends on the availability of suitable landing areas. A competent pilot gliding a relatively light, slow plane to a flat field or runway should result in an otherwise normal landing, since the maneuver is not especially difficult, requiring only strict attention and good judgement concerning speed and height. A heavier, faster aircraft or a plane gliding into mountains or trees could result in substantial damage.

With helicopters, a forced landing involves autorotation, since the helicopter glides by allowing its rotor to spin freely during the descent thus generating lift.

## Answers to the Quiz on Page 11

- 1) Cold air is more dense than hot air, which makes your engine, propeller, and wings more effective.
- 2) According to the National Weather Service, on average, 1 inch of rain is equal to 10 inches of snow.
- 3) You don't need to be in visible moisture to pick up carb ice. You only need humidity in the air, and the right temperature range (which can be above freezing).
- 4) Sun dogs form by sunlight passing through suspended ice crystals.
- 5) Ice pellets form from snowflakes or rain falling through an above-freezing layer, then falling through a freezing layer of air before impacting the ground.
- 6) According to the FAA, frost can reduce your wing's max lift by up to 30%.

## EAA323 VMC Club Question of the month November 2022: Answer

By EAA VAM Staff

Answer: The \*L indicates that lighting limitations exist, and you need to refer to the Supplement. Normally, pilot controlled lighting (PCL) is activated via the CTAF. However, the Supplement may indicate a different frequency for activating the PCL, or some other limitation of the lighting system.

## Builder's Corner Updates:

By Ed Griggs

If you are currently building an aircraft or doing any restoration work and want to be included in Builders Corner, we would like to hear from you. Email your updates and pics to Ed Griggs at [a\\_model\\_guy@ymail.com](mailto:a_model_guy@ymail.com). Thanks!!





## Supporting Our Community, Shop Local, Shop Texoma:

By Todd Bass

Shopping locally is crucial to our community. By supporting local businesses, in turn, you are helping your economy and community thrive. Every local retailer is one of our neighbors. Looking for ways to buy local shows our neighbors that we believe our community is worth investing in.

Small businesses are the largest employers nationally. Small, locally owned businesses account for 44% of the US economy. In 2019, small business Saturday generated \$19.6 billion in revenue. When you shop local more money is kept in the community because locally owned businesses often purchase from other local businesses. Shopping and buying locally is a win-win for you, for small businesses and for our community as a whole.

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

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- Buy gift cards now for later use.
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- 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 tipping 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.



**11/16/22 @ 7 p.m.**

Presenter: Gary Reeves

**Subject: ForeFlight IFR Pro Tips  
Qualifies for FAA WINGS credit.**

This is a must-attend webinar for IFR students, pilots, and instructors that want to gain a mastery, not minimums level of knowledge, using ForeFlight to make single-pilot IFR easier and safer. This special presentation is by Gary "GPS" (Guy in the Pink Shirt) Reeves, the 2019 FAA National CFI of the Year. With two decades and more than 8,300 hours of real-world experience flying more than 50 different aircraft types in every U.S. state and internationally, "GPS" will share tips and techniques that go far beyond other good instructors and training programs.

**11/22/22 @ 7 p.m.**

Presenter: Phil Soucy and Ed Yeilding

**Subject: Flying the World's Fastest Airplane, the SR-71**

Learn about the secrets of the SR-71. Former SR-71 RSO crew member Phil Soucy will talk about what it was like to fly this incredible aircraft. Hear firsthand from Ed Yeilding, the SR-71 pilot who set the cross-country speed record flying the world's fastest aircraft.

**11/29/22 @ 7 p.m.**

Presenter: David Leiting

**Subject: Hosting a Young Eagles Rally – Advanced Best Practices**

Join David Leiting, EAA Eagles Program manager, as he provides a review of Young Eagles rally best practices. This webinar will go beyond the requirements of hosting a rally and focus on best practices used at various chapters all across the association.

**12/6/22 @ 7 p.m.**

Presenter: Mark Schaible

**Subject: Rotax 912 Engines for Sonex Aircraft  
Homebuilders Webinar Series | Qualifies for FAA WINGS and AMT credit**

Mark Schaible of Sonex Aircraft will talk about Rotax 912 series engine installations in the Sonex aircraft worldwide fleet including customer-designed installations through the years, various mounting types, and the Sonex factory's own installation of the 912iS in the 2022 One Week Wonder. Mark will also give installation, cost, and performance comparisons of Rotax 912 engines in Sonex aircraft vs. other Sonex-approved engine installations.

**12/7/22 @ 7 p.m.**

Presenter: Mike Busch

**Subject: When Data Doesn't Look Right  
Qualifies for FAA WINGS and AMT credit.**

Nowadays, more than half of the piston GA fleet is equipped with some sort of recording digital engine monitor. A modern engine monitor with a few dozen sensors records more than 100,000 measurements per hour of flight. This data can have immense diagnostic value. In this webinar, Mike Busch A&P/IA discusses Project GADfly, his company's exciting research project using Artificial Intelligence and Deep Learning to detect anomalous engine monitor data in order to alert aircraft owners that something doesn't look right.

**12/13/22 @ 7 p.m.**

Presenter: Chris Henry and Ben Page

**Subject: The History of the P-64: EAA's Forgotten Fighter  
Museum Webinar Series**

Though this export fighter never saw combat, it graced the skies of Oshkosh for decades. Join us as we talk about Paul Poberezny's first warbird, and one of his favorite aircraft to fly. Museum staff members Chris Henry and Ben Page take a look at the P-64.

**12/14/22 @ 7 p.m.**

Presenter: Timm Bogenhagen

**Subject: Flying Clubs 101**

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 ins and outs of forming a separate nonprofit flying club at your local airport!

EAA Webinars sponsored by



## Upcoming Events:

Saturday, Nov 12	First Saturday Event: Pancake Breakfast Fly-In, Drive-In at Sherman Municipal Airport (KSWI), 1200 South Dewey, Sherman, TX @ 8:30am – 1030am
	9 <sup>th</sup> Annual Frog Pond Fly-In with Tanci and Mike Cuthbertson
Thursday, Nov 17	EAA 323 Monthly Gathering at the Sherman Municipal Airport (KSWI), 1200 South Dewey, Sherman, TX @ 7:00pm Subject: Thanksgiving Potluck and Elections with John Halterman
Saturday, Dec 03	First Saturday Event: Fly out to RedBarn Café in Sulfur Springs 1301 N Hillcrest Dr, Sulphur Springs, TX 75482 Directly across the street from Sulphur Springs Muni (SLR), meet there at 0930am
Thursday, Dec 15th	EAA 323 Christmas Party at the home Ross and Paula Richardson 2115 Turtle Creek Circle, Sherman

## **Officers/Board of Directors/Key Coordinators**

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## 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 WWII)*



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