



The Ramp Page – August 2024

EAA 323's Monthly Newsletter
Vol 55, Ed 08
Sherman, TX
Celebrating our 55th year of service!

Email: eaa323@hotmail.com

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

Like us on Facebook @eaa323



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

President's Mission Brief:

By Frank Connery

Hope everyone's having a good summer. Not too hot. Friday morning was almost pleasant. Too bad it won't last. This month's Thursday meeting will feature Franklin Rivas Hodge and an Oshkosh update. It should be interesting hearing a first timer's perspective both on the event and flying to get there. We had a nice visit to the tower on our first Saturday event. Thanks to John Halterman for the short notice idea. If you haven't been up there, it's quite a sight. In some ways it's like stepping back in time. The tower seems largely unchanged from when it was built. No radar, voice only to both the fire Dept and Ft Worth approach. Apparently, Bill Majors is working to extend tower hours to 10pm. He thinks it will bring in more traffic. We'll see.



I'm still working on the first Saturday Event. More on that later.

We are making good progress on the RV 14A. Nice to have that last kit. Hopefully, we will have the landing gear installed this week.

In case you missed it, Spruce has announced a major expansion of their Ft Worth facility. I suspect it will have some kind of walk in show room. Might be a fun day trip.

If you're interested, the Petit Jean fly in is Sept 27-29. If you're interested, the rooms go fast. While it's focus is RV aircraft, any type aircraft is welcome. I'm already registered.

That's it for now. Keep em flying

Frank Connery

Wanted: Newsletter Editor

By Ed Griggs

As has been mentioned before, I am stepping down as the Newsletter Editor to give someone else the chance to give the Newsletter a try! No one, including myself, expects anyone to do it exactly as I have done! I am excited to have someone else take over and make it their own! I will be available to assist, teach and/or help out as much as needed or requested.

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



Texoma Aero Club August 2024

By Mike McLendon, TAC President



TAC membership will meet on Saturday, August 17 starting at 8:30 with Pancakes. All are invited for a good time in the hangar.

Let's see who is the best at fabricating "fabrications". Learn how to "de-rivet" rivets from our 152 carcass. Maybe learn how to rivet.



We will step next door to see the progress on N7689M. Maybe even a short engine run up can be experienced. Actually, the next phase is performing an annual and then flight testing. 4 years in the renovation.



Before and After



VMC Club will also meet. Come test your knowledge against the experts when weather just doesn't meet your expectations.

Hope to see you this coming Saturday.

Mike

EAA323 VMC Club Question of the month: Aug 2024

By EAA VMC Staff, (Answer on Page 9)



EAA VMC Club
Question of the Month

Question: Are pilots allowed to modify the manufacturer-provided checklists used for operating their aircraft?



VMC Club, July 2024

By Ed Griggs

This month we will be watching a training video entitled "Which Way Into the Wild?". Flying through Alaska is a bucket list item for many pilots in the lower 48. Before you can fly through Alaska, you have to get to Alaska. What's simple and direct exposes you to dire consequences, and what's roundabout has hidden compromises. Which way will you go?

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 can't wait to see you there!

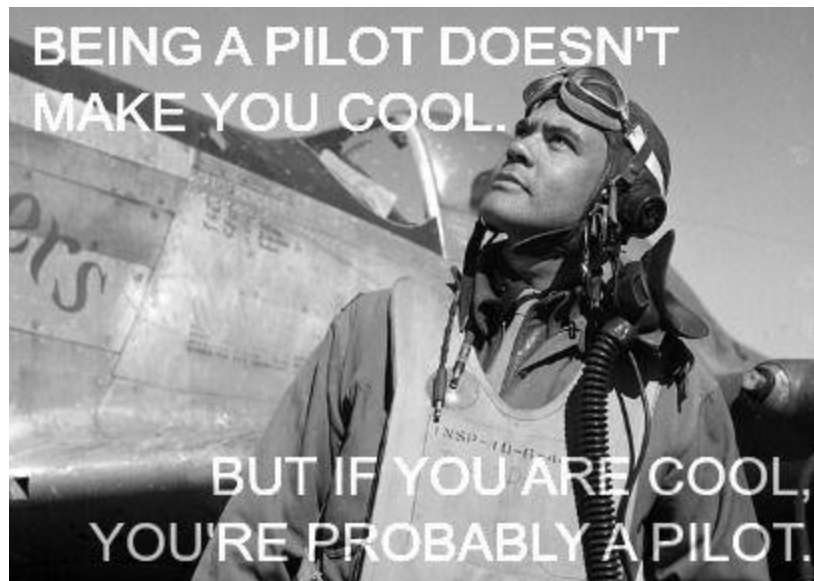
Texoma Aero Club is located in the Executive Hangar just north of the Control Tower at North Texas Regional Airport. Use the gate just to the west of the intersection of Don Ort Rd and Airport Rd. Text Ed Griggs, VMC Coordinator, at 903-436-1405 for the gate code!

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/ea/aircraft-building> and start your own blog! Email your updates, pics or any questions to Ed Griggs at a_model_guy@ymail.com. Thanks!

Craig Simpson sent these pics in on his PA-18 build! He stated that he hasn't made much progress but finally got the fixture table in so that will help. Congratulations on getting started, Craig! And thanks for the pics and update! Cant wait to see how far you get on the next update!



2 hours left enroute, but the Taco Bell you ate is on short final.



FunPlacesToFly 

funplacestofly.com



Class G Airspace, Explained

By Boldmethod08/11/2022, <https://www.boldmethod.com/learn-to-fly/airspace/class-g-airspace-explained/>

Class G airspace is the only form of "uncontrolled" airspace in the United States. It isn't charted, and it exists wherever Class A, B, C, D or E doesn't. But to truly understand Class G airspace, it helps to understand Class E airspace first. If you want to start with that, we have an article about Class E airspace here.

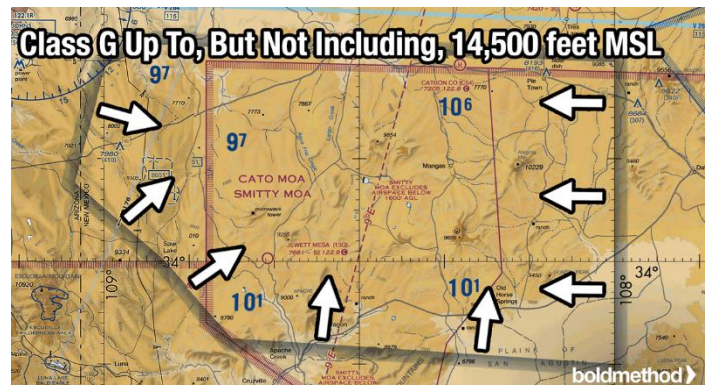
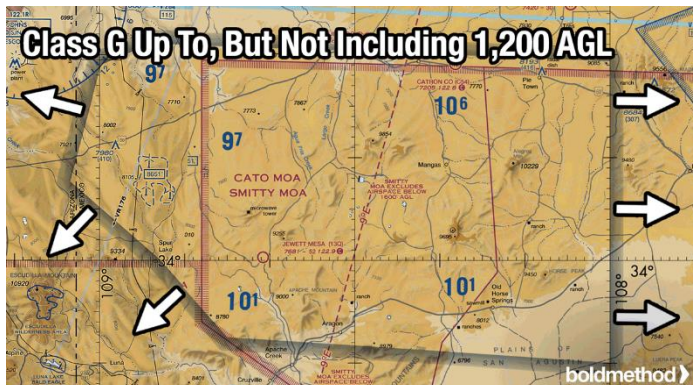
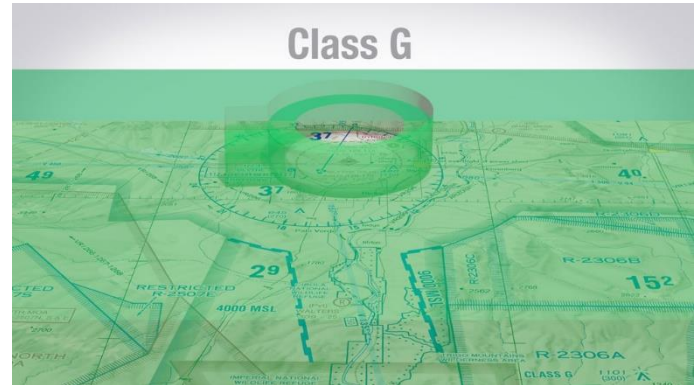
What Is Class G Airspace?

Like Class E airspace, you can fly through Class G airspace at airports (the "terminal environment") and while en-route. However, Class G airspace isn't controlled. Neither VFR (Visual Flight Rules) nor IFR (Instrument Flight Rules) aircraft need an ATC clearance to operate in Class G airspace.

How To Find It

Class G airspace exists wherever Class A, B, C, D or E airspace doesn't. Practically speaking, it starts at the surface and extends up until it hits Class E airspace. On a map, Class G's ceiling is the floor of Class E airspace. And, it's always exclusive. For example, if Class E starts at 700 feet AGL, Class G goes up to, but doesn't include, 700 feet AGL.

Class G airspace is most easily found on a sectional map when a fading, thick blue line appears. This line shows enroute Class E airspace starting at 1,200 ft AGL on the soft side of the boundary. What's below it? Class G.



There's a Class E/G boundary on the hard side of the line as well. In this case, Class E starts at 14,500 feet MSL, and Class G is below it. It's pretty easy to find these airspace markings in the Western US, but on the East Coast, it's rare to find airspace designated in this way. In the sections below, you'll find out how to find it regardless of whether it's marked on your map.

**IF YOU COULD MARRY A SUPERMODEL
OR GO FLYING EVERY DAY...**



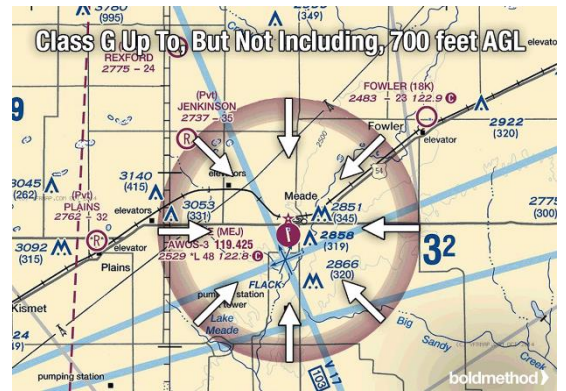
**WOULD YOU FLY A SINGLE OR TWIN
ENGINE PLANE?**



Whether young (18+) or old(er), Contact Mike McLendon, EAA 323's Eagle Coordinator for a free Introductory/Discovery flight!

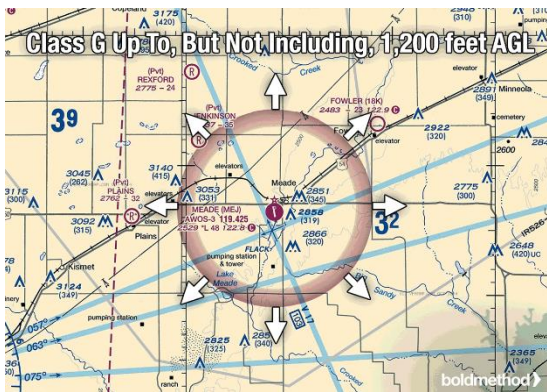
Class G Up To 700' AGL

If Class E starts at 700' AGL, Class G starts at the surface and extends to - but doesn't include - 700' AGL. This is called a 'transition area', where VFR and IFR traffic are separated around an airport to avoid conflicts or collisions.



Class G Up To 1,200' AGL

In the airspace highlighted below, Class E starts at 1,200' AGL, so Class G automatically starts at the surface and extends to - but doesn't include - 1,200' AGL.



Weather Requirements

Class G minimum weather requirements exist so that you can see and avoid other aircraft and stay out of the clouds. Let's break the minimums down into three major categories:

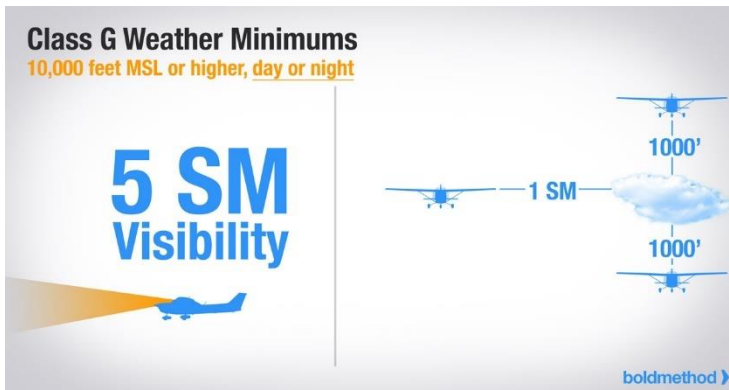
1) 1,200 feet AGL and lower



2) Above 1,200 feet AGL, but lower than 10,000 feet MSL



3) 10,000 feet MSL or higher



So why is there a difference in weather minimums at different altitudes? Because starting at 10,000' MSL, you can fly faster than 250 knots, and you need more visibility and distance from the clouds to see and avoid other aircraft.

Communications

Do you hear that? Neither did we. That's because you don't need to talk to anybody in Class G airspace. However, when you're flying into an uncontrolled Class G airport, we recommend that you communicate your position at all times.

If you're landing at an airport in Class G airspace, you don't need to talk to anyone or make any radio calls. However, it's strongly recommended you do. The AIM suggests that you make position calls around the airport at these points:

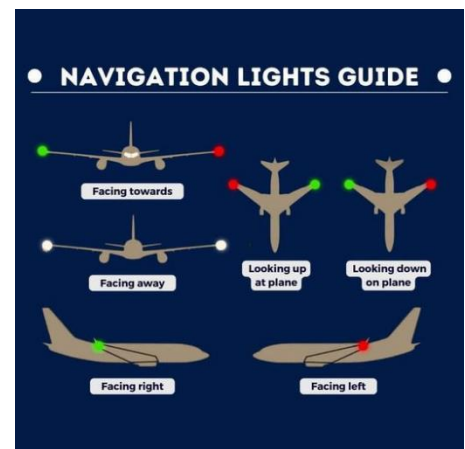
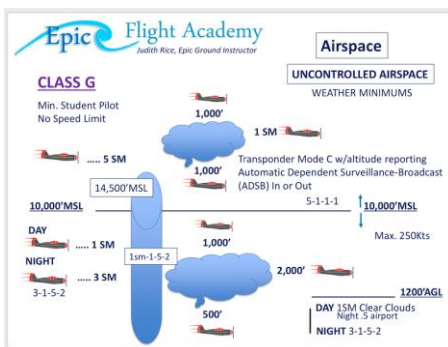
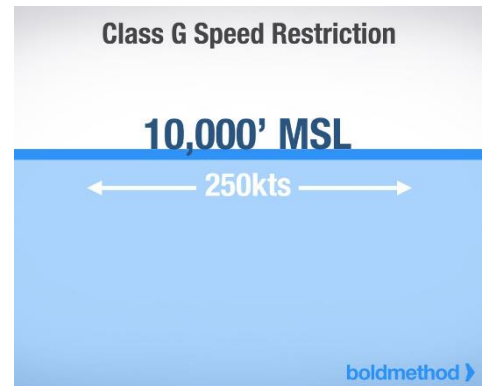
- 10 miles away from the field
- 5 miles away from the field
- Airfield overflight (if necessary)
- 45 degree entry to the downwind
- Downwind
- Base
- Final

Restrictions

In Class G, you can't fly faster than 250 knots when you're below 10,000' MSL. By limiting planes from going faster than 250 knots below 10,000', it's easier for planes to see and avoid each other, helping reduce the chance of mid-air collisions.

Equipment

If you're below 10,000 feet MSL, there's NO required equipment. But if you're 10,000 feet MSL or higher, and more than 2,500 feet AGL, you'll need a Mode-C transponder. Fortunately, that's not too much to keep track of.



Three words to live by:

- Aviate
 - Navigate
 - Communicate
- “Fly the Danged Plane”



Arcane Aviation Texas Fact: Owen J Baggett, Deadly with a .45!

Owen John Baggett (August 29, 1920 – July 27, 2006) was a second lieutenant in the United States 7th Bomb Group based at Pandaveswar, in India, during the Second World War.

Baggett was born in Graham, Texas in 1920. He graduated from Hardin–Simmons University in 1941, where he was the band's drum major. After graduation, he was employed as a defense contractor on Wall Street.

Baggett enlisted in the Army Air Forces and graduated from pilot training on July 26, 1942, at the New Columbus Army Flying School.



On March 31, 1943, while stationed in British India, Baggett's squadron, part of the 7th Bombardment Group, was ordered to destroy a bridge at Pynmana, Burma. Before reaching their target, the 12 B-24s of 7th BG were intercepted by 13 Ki-43 fighters of 64 Sentai IJAAS. Baggett's plane was severely damaged and was set on fire by several hits to the fuel tanks. The crew was forced to bail out, escaping the crippled B-24 only seconds before it exploded.

The Japanese pilots immediately began strafing the surviving crewmen, apparently killing some of them and grazing Lieutenant Baggett's arm. The pilot who had hit Baggett circled to finish him off or perhaps only to get a better look at his victim. Baggett pretended to be dead, hoping the Zero pilot would not fire again. In any event, the pilot opened his canopy and approached within feet of Baggett's chute, nose up and on the verge of a stall. Baggett, enraged by the strafing of his helpless crewmates, raised the .45 automatic concealed against his leg and fired four shots at the open cockpit. The Zero stalled and spun in.

After Baggett hit the ground, enemy pilots continued to strafe him, but he escaped by hiding behind a tree. Lieutenant Jensen and one of the gunners landed near him. All three were captured by the Burmese and turned over to the Japanese. Sergeant Crostic also survived the bailout. Baggett and Jensen were flown out of Burma in an enemy bomber and imprisoned near Singapore.

The Japanese held Owen Baggett as a prisoner for more than two years. Baggett and 37 other POWs were liberated at the war's end by eight OSS agents who parachuted into Singapore.

Once word of his experiences were published, He gained fame as the only person have ever to shoot down an aircraft using a pistol, even though his account was contradicted by Japanese wartime records, which indicate that no Japanese planes were lost during this action. According to the Japanese government, the pilot (wounded or not) regained control of his aircraft and flew it back to his airfield or the event never took place.



Air Force Magazine cited three pieces of evidence to support claims that Baggett shot the Japanese zero pilot while he parachuted to the ground:

1. A few months later, Col. Harry Melton, commander of the 311th Fighter Group who had been shot down, passed through the POW camp and told Baggett that a Japanese colonel said the pilot Owen Baggett had fired at had been thrown clear of his plane when it crashed and burned. He was found dead of a single bullet in his head. Colonel Melton intended to make an official report of the incident but lost his life when the ship on which he was being taken to Japan was sunk.

Two other pieces of evidence support Baggett's account: First, no friendly fighters were in the area that could have downed the Zero pilot. Second, the incident took place at an altitude of 4,000 to 5,000 feet. The pilot could have recovered from an unintentional stall and spin but instead crashed.

There was no "official" report of Baggett shooting a zero pilot from mid air, but Air Force Magazine concluded that "there appears to be no reasonable doubt" that legends of Baggett's valor are true.

While he was assigned to Mitchel Air Force Base, Baggett was noted for his work with children, including sponsoring a boy and a girl to be commander for a day. Baggett retired from the Air Force as a colonel in 1973 and later worked as a defense contractor manager for Litton. Baggett was the copilot of a B-24 bomber, and 1st Col. Lloyd Jansen was the pilot.

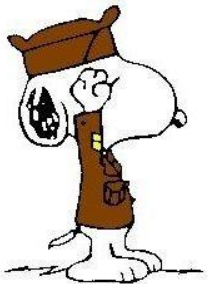
When the plane was severely damaged by enemy fighters, Jansen gave the order for the crew to bail out, which Baggett conveyed through hand signals because the intercom had been destroyed. Baggett parachuted from the plane, and, Air Force Magazine reports:



Owen Baggett died in 2006. His obituary told of his time in the Air Force, and of the time he shot down a Japanese Zero with a handgun. Still, the obituary says that Baggett's biggest accomplishment was he "survived the horrors of the war and his interment without bitterness or hatred."

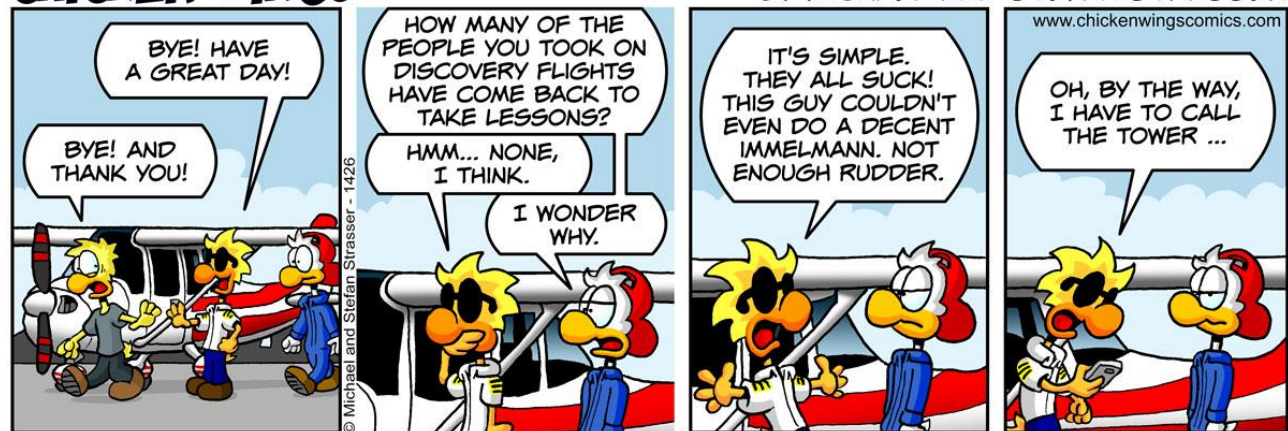
The obit reads:

COL. OWEN JOHN BAGGETT, USAF, RET Col. Owen Baggett died at peace and with dignity July 27, 2006 in New Braunfels, TX. Born August 29, 1920 in Graham, Texas to John M. and Mary Pearl Baggett, he was always quick with a smile and a kind word. He never met a stranger, and was loved by many. He relished his activities as Drum Major for the Hardin Simmons University Cowboy band, and made many lifelong friends during his years there. He received some fame for shooting down a Japanese Zero with a revolver while hanging from a parachute after his B-24 bomber was shot down, and he subsequently spent 2-1/2 years as a Prisoner of War at Changi prison camp in Rangoon, Burma during World War II. The essence of the man, however, is that he survived the horrors of war and his internment without bitterness or hatred. Enduring starvation and torture showed the strength of his body, but it is by his forgiveness of his tormentors that truly reveals the strength of his soul. He will be deeply missed by all those he touched. He is survived by his daughter, Diana Farrar of San Antonio, TX, his former wife, Pat Baggett of Kerrville, TX, cousin Pauline Morton of Archer City, TX her son Gary, his wife Carin and daughter Ana of Austin, TX, cousin Ken Garrett of Redwing, MN, his son Jim and daughter Ellie, cousin Julia Garrett of Roanoke, VA., numerous second cousins and countless friends. A memorial service celebrating his life will be held at 10:00 a.m. on Tuesday, August 1 at the Doepenschmidt Funeral Home in Canyon Lake, Texas, with interment at 9:15, Wednesday August 2 at Fort Sam Houston in San Antonio, TX.



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BY MICHAEL AND STEFAN STRASSER



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Quiz: 6 Questions To See How Much You Know About Class G Airspace?

By Boldmethod, 07/03/2024, <https://www.boldmethod.com/blog/quizzes/2024/08/six-questions-how-much-do-you-know-about-class-g-airspace/>

Ready to get started? Answers on page 12

1) What kind of airspace is Class G?

Controlled	Uncontrolled	Positive control
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2) You're taking off from Meade airport. How high does Class G extend to inside the magenta ring?

Up to, but not including, 700 feet AGL	Up to, but not including, 700 feet MSL
Up to, but not including, 1,200 feet AGL	Up to, but not including, 14,500 feet MSL



3) You're in the mountains at 12,500 feet MSL, and you're 1,050 AGL in Class G airspace. What is your minimum required visibility during the day?

1 SM	3 SM	5 SM	10 SM
------	------	------	-------

4) You're flying in the same exact spot as question #3 at night. What's your minimum required visibility now?

1 SM	3 SM	5 SM	10 SM
------	------	------	-------



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



5) You're flying in Class G at 9,000' MSL (5,100' AGL). What is the max speed you can fly?

200 knots

250 knots

300 knots

Mach 1

6) You're flying in Class G at 8,000 feet MSL, and you're 7,400' AGL. How far below the clouds do you need to stay during the day?

Clear of clouds

500 feet

1,000 feet

2,000 feet

Masking Your Preflight

By Rod Machado, December 2014, <https://rodmachado.com/blogs/learning-to-fly/17966031-masking-your-preflight>



Pre-flying an airplane can often become a mundane activity. And students are especially susceptible to this when, after many successive preflights, they fail to find anything wrong with their airplanes. You can help them maintain their preflight vigilance by using the following technique.

Before your student shows up for a lesson, place small pieces of masking tape (approximately 2"x1") at strategic locations on the airplane. On each piece of tape write statements like, "Rivet missing," or "metal cracked" or "wire frayed."

Let your student complete his normal preflight, then ask if he found anything wrong with the airplane. Sometimes he'll say, "Wrong? There's seldom anything wrong with the airplane." Amazed that I'd ask such a question, I've had students stare at me, as if I just walked up to them in Beijing and asked for directions to Chinatown.

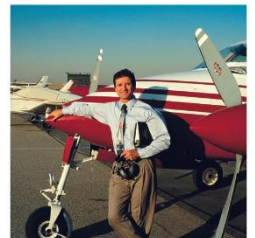
Now the fun begins.

Take him on another walkaround and point out the pieces of tape. A crafty student might try to wheedle and two-step his way out of embarrassment with humor. Be prepared for this. I had one student say, "Oh, I thought that tape was holding the airplane together." At which point I replied, "Don't be silly, this is masking tape, not duct tape." Touché!

You can even write the words "Bald spot" on tape and place it on one or more of the tires. Your student won't notice this unless the airplane is physically moved and each tire observed. Of course, you want to retrieve all pieces of tape after the lesson is completed.

This technique is also useful during flight. On several occasions I wrote the words "Ammeter shows discharge" on tape and placed it directly on the ammeter. You'll be amazed at how infrequently pilots check their ammeter. Additionally, this is an excellent way to tell how often they scan important instruments like, oil pressure and oil temperature gauges.

The value in this technique is that it keeps students from becoming complacent about preflight. But don't be surprised if sharp students gain the upper hand in this lesson. Several years ago I wrote, "Suction gauge shows inadequate suction" on tape and placed it over the gauge. I looked away to take care of cockpit business. When I looked up, on the same piece of tape, the student had written, "No it doesn't!" I love sharp students.



Pilot's Tip of the Month: "Intersection Departures"

Featuring Paul Bertorelli, <https://pilotworkshop.com/tips/intersection-takeoff/>



Paul Bertorelli
ATP/CFII, Aviation Writer, Editor

Subscriber question: "If Tower assigns an intersection takeoff, must I accept? Conversely, is it okay to ask for one to save time?" — Tom R.

Paul:

"There's sometimes a good argument for accepting, or even asking for, an intersection takeoff, but this is a classic case of playing the probabilities. Nothing is more useless than runway behind you. But probably, you won't need it, right?"

The compelling reason you might need it is a sudden runway obstruction like a vehicle or animal, a contaminated surface or—worst case—an engine failure.



Engines do quit on takeoff. A research project on engine failure I've just completed revealed that many happen on takeoff, some just off the end of the runway or in the pattern. In that case, the more altitude you have, the more options you have. In any case, there's no good argument for being lower rather than higher once all the pavement is behind you.

But the larger question is what does the intersection takeoff get you? Back home 30 seconds earlier? Or launching ahead of that annoying guy in the old Cherokee? Okay, three minutes maybe. Trade that against giving up altitude you might badly need when what's never gonna happen to you finally does happen to you.

I'd never say never to an intersection takeoff. But aeronautical decision-making is all about habitually reducing even small risk factors. And an intersection departure can be one of those."

See more about [communications for intersection departures and other taxi instructions at towered airports.](#)

EAA323 VMC Club Question of the month Aug 2024: Answer

By EAA VMC Staff, (Question from Page 3)

Answer: According to FAA Team Notice NOTC3401, no FAA approval is required to modify or customize a checklist, at least for those of us operating under Part 91. However, it recommends that aircraft owners start by consulting their aircraft's POH, AFM, or panel placards in some older aircraft. A general rule promoted by some flight instructors is that it is permissible to add items to the manufacturer's checklist, however nothing should be omitted. One should also note that when taking a checkride for a pilot certificate or rating, the Designated Pilot Examiner may request justification for changes made to the checklist being used, and may wish to verify its validity.

For checklists used in Part 135 or Part 121 operations, FAA approval of checklists is required. FAA Order 8900.1, Volume 3, Chapter 32, Section 12, contains the guidance that FAA inspectors use when accepting or approving checklists for Part 121 and 135 operators.

This is just plane silly



Haha

Hahaha



Hahahaha

Hahahahaha



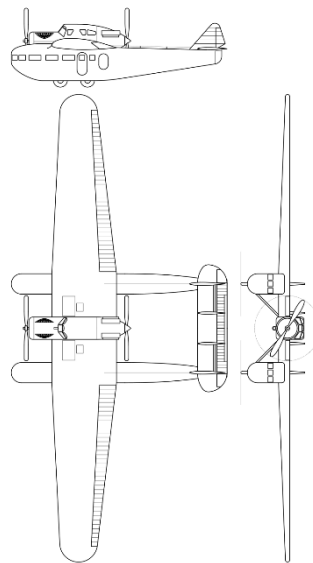
Chad Smolik
5713 Comanche Peak Drive
Fort Worth, TX 76179
aviationinsuranceexperts@gmail.com
682-583-0474

Aircraft of the Month: Bleriot 125

https://en.wikipedia.org/wiki/Bleriot_125

The Blériot 125 (or BI-125) was a highly unusual French airliner of the early 1930s. Displayed at the 1930 Salon de l'Aéronautique in Paris, it featured accommodation for twelve passengers in separate twin fuselages. Between them, these pods shared a tailplane and a high wing. The centre section of wing joined the fuselage pods and also carried a nacelle that contained an engine at either end and the crew compartment in the middle.

When flown the following year, it displayed very poor flight characteristics and although attempts to improve it continued on into 1933, certification could not be achieved and the sole prototype was scrapped the following year.



Specifications: Bleriot 125

Data from Jane's All the World's Aircraft 1940, The Illustrated Encyclopedia of Aircraft

General characteristics:

Crew: two pilots and one navigator
Capacity: 12 passengers
Length: 13.83 m (45 ft 4 in)
Wingspan: 29.4 m (96 ft 5 in)
Height: 4.0 m (13 ft 1 in)
Wing area: 100.0 m² (1,076 sq ft)
Empty weight: 4,440 kg (9,789 lb)
Gross weight: 7,260 kg (16,006 lb)
Powerplant: 2 × Hispano-Suiza 12Hbr ,
410 kW (550 hp) each

Performance:

Maximum speed: 220 km/h (137 mph,
119 kn)
Range: 1,000 km (621 mi, 540 nmi)

Answer's to question from Quiz on Page 10

- 1) Class G is uncontrolled airspace.
- 2) The magenta shaded ring means Class E airspace starts at 700 feet AGL. What's below it? Class G.
- 3) Regardless of your MSL altitude, as long as you're 1,200 feet AGL and lower, your daytime vis requirement is 1 SM.
- 4) In this case, the visibility requirement bumps up to 3 SM.
- 5) Since you're below 10,000' MSL, you're limited to 250 knots.
- 6) Since you're above 1,200' AGL, but below 10,000 feet MSL, you need to stay 500 feet below the clouds.

Aviation Words – “Boneyard”

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

An aircraft boneyard is a place where unused and retired aircraft go. It's usually a desert area to protect the remaining parts from rust or other weather damage. Some aircraft wind up being used for spare parts, and others get resold or, under special circumstances, return to service. The difference between an aircraft boneyard and a scrapyards is that, in general, the aircraft are somewhat tended to so that they don't decay. Apparently, some parts, like engines, might be removed, reconditioned, and reused in other aircraft.



Supporting Our Community, Shop Local, Shop Texoma:

By Kim and Todd Bass

Imagine your neighborhood or city without any of its small, local businesses.

Small businesses give back (more) to your community. When you support a small business you are also supporting your town, city and neighborhood. Small business owners strive to survive and one of the biggest advantages they have over large retailers is the ability to provide more personable, hands-on, and memorable customer service. You're much more likely to know a small business owner in your neighborhood and one thing consumers desire is a strong sense of community. Small business owners support the community through schools, youth sports & non-profits.

Small business owners like us appreciate the opportunity to be in this community, support this community and help make the statement for all the new business growth in this community.

Leave the details to our experienced team of graphic designers, project managers, and installation experts as we seamlessly guide your project from concept to completion.

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Rebecca Yavner, Agent
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<https://rebeccayavner.exprealty.com/index.php>

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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, August 28, 2024, 7 p.m.

Presenter: Catherine Cavagnaro

**Subject: Balancing Act: Loading Your Airplane Safely
Qualifies for FAA WINGS Credit**

In this webinar, we'll discuss the fundamentals of weight and balance computations and see how small changes can have large safety implications. All pilots are required to perform a weight and balance calculation before each flight. FAA CFI and DPE Catherine Cavagnaro discusses why this is so important, highlighting effects varying weight has on aircraft performance and how loading shifts CG position and changes handling characteristics. Qualifies for FAA WINGS credit.

Wednesday, September 4, 2024, 7 p.m.

Presenter: Mike Busch

**Subject: Can't Sign It Off?
Qualifies for FAA WINGS Credit**

Can a mechanic who works on your airplane refuse to sign it off or put it back together? That's exactly what happened to one unfortunate Cirrus SR22 owner who made a precautionary landing due to a rough running engine, asked the maintenance personnel at the local FBO to investigate, and found himself in a hostage situation. Mike Busch A&P/IA explains the regulatory ramifications of such a situation, and discusses what it took to get this poor owner's airplane out of prison. Qualifies for FAA WINGS and AMT credit.

Wednesday, September 11, 2024, 7 p.m.

Presenter: Ken Solosky

Subject: The Airborne Law Enforcement Response

September 11, 2001, is a day that changed the world. Kenneth Solosky was assigned as a lieutenant/chief pilot for the New York City Police Department (NYPD) Aviation Unit. Join Kenneth as he describes the airborne law enforcement response on that fateful day, and the chaos and confusion surrounding air traffic control and interacting with responding military aircraft. He will discuss the response, attempts at rooftop rescues, and the support received in the days and weeks after from airborne law enforcement and the GA community from around the world.

Tuesday, September 17, 2024, 7 p.m.

Presenter: Chris Henry and Amelia Anderson

**Subject: 1927 Fairchild FC-2
EAA Museum Webinar Series**

When the air carrier service industry started in the U.S., the Fairchild Aircraft company in Maryland was there to help launch it. We will talk about the history of one of the oldest airplanes in the EAA Aviation Museum collection, and the oldest surviving Fairchild.

Wednesday, September 18, 2024, 7 p.m.

Presenter: Prof. H. Paul Shuch

**Subject: Safe Aircraft Ground Operations
Qualifies for FAA WINGS Credit**

When our primary goal is to fly, we often consider ground operations a necessary inconvenience. But concentrating solely on the flight ahead can lead to taxi accidents, runway incursions, or potential hazards to ourselves and other airport users. In this FAA Safety Team WINGS webinar, Prof. H. Paul Shuch will concentrate on how we can make our time on the ground just as safe and productive as we strive to make our time in the air.

Wednesday, September 25, 2024, 7 p.m.

Presenter: Bill Ross

**Subject: The Importance of Ring Gap and Cylinder Life
Qualifies for FAA WINGS Credit**

Piston ring gap is critical to the performance and longevity of your aircraft cylinders. However, it is clear not all maintenance providers adhere to the instructions provided by the manufacturer. Owners should know the importance and ensure their respective maintenance provider follow these instructions. Bill Ross from Superior Air Parts will explore the importance of ring gap, common mistakes, and how to perform ring gap properly. Qualifies for FAA WINGS and AMT credit.

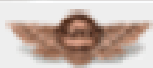
Wednesday, October 2, 2024, 7 p.m.

Presenter: Mike Busch

**Subject: Why Annual Inspections?
Qualifies for FAA WINGS and AMT credit**

Why does the FAA require owners of small GA airplanes to put them through a complete inspection every 12 months, even if they've only flown 40 hours or less since the last inspection? Does it really make sense to open up the wings, empennage, and tailcone and remove the seats, carpets, and floorboards to inspect for corrosion every 12 months?

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



EAA Webinars sponsored by



Upcoming Events:

- Thursday, Aug 15 EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI)
1200 South Dewey, Sherman, TX @ 7:00pm
Subj: Oshkosh Debrief
- Saturday, Aug 17 Texoma Aero Club Monthly Gathering and Pancake Breakfast // VMC Club Presentation
North Texas Regional Airport (KGYI) @ Executive Hangar's (located north of the Control Tower)
- Saturday, Sep 07 EAA 323 First Saturday Event: Cavanaugh working visit to the Hangars at North Texas Regional Airport (KGYI), More information to follow!
- Thursday, Sep 19 EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI)
1200 South Dewey, Sherman, TX @ 7:00pm
Subj: Tower Communications with Bill Broadwell, ATC
- Saturday, Sep 21 Texoma Aero Club Monthly Gathering and Pancake Breakfast // VMC Club Presentation
North Texas Regional Airport (KGYI) @ Executive Hangar's (located north of the Control Tower)
- Fri -Saturday, Sept 27-29 Petit Jean fly in, Petit Jean Park Airport, Morrilton, AR (MPJ)
It really is all about "The RV Gathering!" That's our theme, our mission and our passion! We just want you to come, bring your spouse or friend, and have an "RV easy" good time! We do all the work. It's our hope that you would meet a new friend, find a new interest, and have a great RV weekend!
- Saturday, Oct 05 EAA 323 First Saturday Event: Brushy Creek Flyin, More information to follow
- Saturday, Oct. 12 2024 Hallo-Wing, 10am – 2pm, Sheltair Ramp, Denton Enterprise Airport
Hallo-wing is Denton Enterprise Airport's signature family event! Experience our unique twist on a trunk-or-treat where kids and adults alike can get up close with a variety of aircraft and chat with real pilots and aviation experts. Don your best costumes and come immerse yourself in the Halloween spirit with treats and fun activities.

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General Email: EAA323@hotmail.com

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



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.



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: