



The Ramp Page - September 2023

**EAA 323's Monthly Newsletter
Vol 54, Ed 09
Sherman, TX
Celebrating our 54th year of service!**

Email: eaa323@hotmail.com

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

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**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

Hello EAA 323!

This coming Thursday Sept 21, 7pm, Sherman Muni Airport, we have Mike Montefusco doing a GA Jeopardy challenge with the focus being airworthiness/maintenance. In the past we've done VFR, IFR, not time for the aircraft itself! Come out and bring a friend!



Our first Saturday event will be October 7 for the annual Brushy Creek fly in. The main course it served around noon. In addition, at 9am that morning, the board and officers will meet to plan out the activities for the 1st half of 2024. All members and guests are welcomed to attend as well to provide input. Remember, this is our chapter...your input is appreciated. More details of the event are found in this newsletter.

During the weekend of Oct 20-22 at Cedar Mills, the annual Splash In event occurs. It is a weekend of safety seminars, food, and good aviation fellowship. EAA 323 assists with golf carts throughout the weekend to transport guests that arrive by aircraft from the airport to the various venues. Volunteer golf cart drivers are appreciated. Also, on Sunday morning, EAA 323 hosts a pancake breakfast. Volunteers needed. We'll discuss at our chapter meeting on the 21st of Sept.

Last, for our Thursday Oct 19 chapter meeting, I will be giving a presentation on "How to Run an EAA Chapter." This is a look at both the dynamics of a chapter, engagement, finances, opportunities for the next chapter leaders, and also some of the paperwork required. Any local chapters are welcomed to attend too! In short, I have been a chapter newsletter editor, secretary, and president over the last 9 years or so. (Last 4 as President). I will be stepping down at the end of this year and passing the wings and I will continue to be a very active chapter member. It has been an honor to serve the chapter and proud of what we have achieved, but it's time to step aside. But I'm still around!!!!

That's the news from here!

John F Halterman
EAA 323 President



LOVE SOARS TO NEW HEIGHTS!

By Mary Lawrence

After many years of soaring solo, John Halterman, our President and pilot extraordinaire, will take a heart-stopping detour on the runway of life and is now engaged to the love of his life, Romie!

Sparks Flew, Love Grew! John met the ultimate co-pilot! Their love story has taken flight. Together, they will embark on an unforgettable journey, promising to support each other through all of life's turbulence and clear skies.

The duo will tie the knot on September 23, 2023. The skies won't be the limit for John and Romie's love story. Let's celebrate the union of these two remarkable souls as they chart their course towards a lifetime of love and happiness.

Wishing John and Romie blue skies, tailwinds, and a lifetime filled with love and adventure.

Congratulations from EAA 323!



EAA Continues MOSAIC NPRM Evaluation, Maintenance Community Requests Extension

https://www.eaa.org/eaanews-and-publications/eaanews-and-aviation-news/news/mosaic-extension?utm_source=ehotline_230824&utm_medium=email&utm_campaign=advocacy_2023&mkt_tok=OTEwLVNFVS0wNzMAAAGN7liBIHCJ6Yro0EmFsr_REJ SYK295QrDlfaiHhQPseLc3Ew86oE2ul8U7xEaJoJQkv6KzYHF-PDEk9EGWet_3VIFCoeSSowipWmUT9sjBjHfi

Upon initial review of the NPRM, EAA continues to be pleased with the overall approach taken by the FAA and many of the specific proposals in MOSAIC. Areas of specific interest that we are evaluating and discussing amongst the industry and will be including proposals in our comments include the changes to the definition of LSA, the privileges of sport pilots, and the changes to the repairman certificates. These areas of focus include:

- The VS1 of 54 knots calibrated airspeed for aircraft.
- The limitation of sport pilots to carrying a single passenger.
- The medical requirements for adding night flying privileges.
- Changes to the light-sport repairman maintenance courses.
- The addition of noise standards for LSA (including experimental light-sport aircraft).



A feature story on the MOSAIC NPRM will be included the upcoming October 2023 issue of EAA Sport Aviation.

A group of eight industry associations representing predominantly the maintenance community requested the FAA extend the comment period for the MOSAIC (Modernization of Special Airworthiness Certification) NPRM an additional 90 days. The request is submitted by the Aviation Electronics Association (AEA), Aeronautical Repair Station Association (ARSA), Aviation Suppliers Association (ASA), Aviation Technician Education Council (ATEC), Helicopter Association International (HAI), International Air Response, Inc. (IAR), Modification and Replacement Parts Association (MARPA), and National Air Transportation Association (NATA).

The groups make the request for additional time based on a number of factors including the breadth of the proposed changes, the potential for overlap with the recent powered-lift NPRM, and the amount of supporting documents provided by the FAA. If or when the FAA will grant an extension is unknown at this time. EAA is continuing with our review of this important and significant proposal that would expand the definition of light-sport aircraft. EAA will provide members guidance on commenting in the near future.

[Additional information about the proposal, including a link to the NPRM can be found here.](#)



When you see it!

Congratulations to Our 2023 Chapter Award Winners!

By EAA Staff

Each year at EAA AirVenture Oshkosh, we recognize a handful of the many dedicated EAA chapter members through achievement awards. These include awards for chapter newsletter editor, chapter web editor, and chapter major achievement. The 2023 awards were presented at the EAA Chapter Leaders Breakfast in the Founders' Wing of the EAA Aviation Museum on Saturday, July 29.

Congratulations to this year's award winners!

Chapter Newsletter Editors

Our chapters' newsletter editors are tasked with gathering content for each month's issue, putting it all together in an eye-catching format and sending it to readers, which is certainly no small task. When choosing this award, we look at the general appearance of the newsletter as well as the quality of content. It takes commitment and dedication to produce a high-quality monthly newsletter. The chapter newsletter is also an avenue for sharing important announcements, chapter news and photos, educational articles, fly-in opportunities in the local area, and much more. The newsletter is one of the most important ways to keep chapter members connected.

This year, we presented four awards in this category.



Ed Griggs - EAA Chapter 323
(Sherman, Texas)



Dennis D'Angelo - EAA Chapter 1612
(Goldsby, Oklahoma)



Val Gregory - EAA Chapter 43
(Bloomfield, Colorado)



Richard Harrison — EAA Chapter 292
(Independence, Oregon)



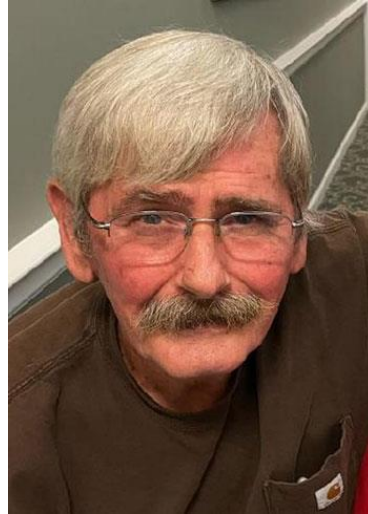
Chapter Web Editors

Chapter web editors have the job of maintaining their chapter's website, keeping its content fresh, and up to date. As we emphasize during Chapter Leadership Training, this is a big deal when the chapter website is often the first place the public will visit to look for more information about the chapter. For new people, the website often provides their first impression of the chapter. The most important information such as the chapter's meeting location and the date and time of their monthly gathering need to be readily apparent. The website should be easy to navigate and not cluttered. In addition to meeting and contact information, chapters also use their websites to share useful links, calendars of aviation events, photos, aircraft builders' logs, and much more. These are all features we look for when choosing winners of this award.

This year, we presented three awards in this category.



Robert Collins - EAA Chapter 54
(Saint Paul, Minnesota)



Doug Francisco - EAA Chapter 485
(Pensacola, Florida)



Linda Salzwedel - EAA Chapter 1365
(New Lisbon, Wisconsin)

EAA 323 Monthly Gathering – August

By John Halterman

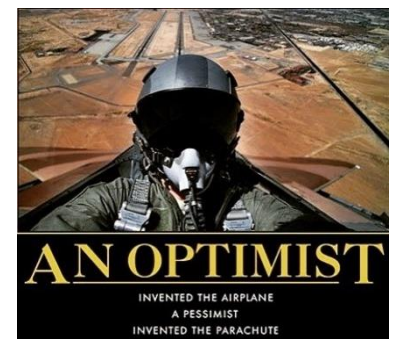
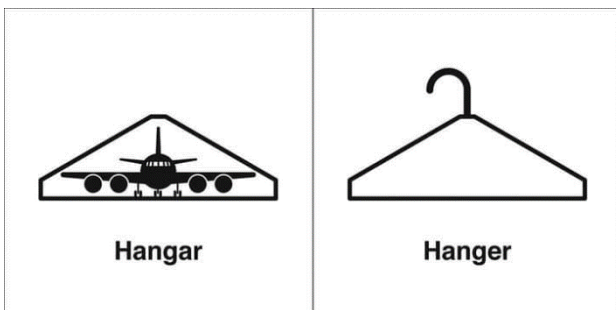
Ed Griggs was the guest speaker at this month's gathering and he informed the group of a glimpse of some of the sights and sounds that he witnessed at Airventure this year. He also showed us the award that he received for the top honors as a Newsletter Editor for 2023, both EAA and EAA 323. "It's a group effort and I am just in the right place at the right time to get the information out!", he said.

"I could not have accomplished this without the support of everyone who has provided input and information to the newsletter. I am grateful to both the Board of Directors and Mike McLendon (Past President) and John Halterman (Current President) for their wisdom and guidance! When I took over the newsletter from John, who had spent 10 years as the newsletter Editor, he had but 1 piece of advise for me and that was to "have fun" and I like to think that I have".

EAA 323 Monthly Gathering – September

By Ed Griggs

Next month, Join us as our very own Mike Montefusco will be challenging all who show up to an evening of "Aviation Jeopardy".



EAA 323 First Saturday event: Flyout to Red Barn

By John Halterman

On Saturday, Sep 09, EAA 323 Members and guests flew to Sulphur Springs, Tx (KSLR) (approximately 75 miles) for a gathering and breakfast at the Redbarn Café. It was a great event as the weather cooperated. If you didn't go, you missed a great time and even better comraderie!



Chesley Sullenberger makes Hometown visit

By Ed Griggs

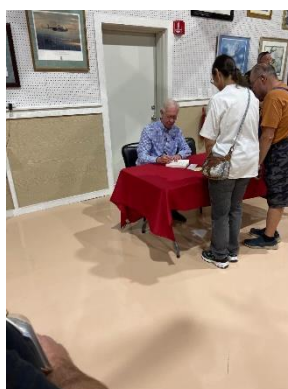
KTEN story to be found at ["Famed aviator 'Sully' Sullenberger visits Denison"](#),
KXII story to be found at ["City of Denison welcomes home Captain Sullenberger"](#)
Herald-Democrat story to be found at ["A homecoming for Captain Sully"](#)

Capt Chesley Sullenberger, known by all as "Sully", made a visit to Texomaland this past weekend. Plenty of festivities around his arrival were planned. Everything from a parade on Main street for a Mural dedication, to tossing the coin at the opening of the homecoming football game to a book signing at the Perrin AirField Museum.

About 250 people lined up at the Museum for the book signing and to meet "Sully". Rheuben Gammel, one of EAA 323's own, asked about the how the movie's compared with what had actually happened. Sully's response was "that it was probably one of the most accurate airplane movie ever made! The Cockpit dialouge was recorded from the Cock-pit recorder and that Hollywood somewhat dramatized the investigative scenes!" Rheuben replied that accidents of this sort as always labeled as "Pilot error". Sully replied back "in the past, that was always the way but that's changing now!"



A parade greeted Ambassador Chelsey "Sully" Sullenberger Saturday morning in downtown Denison. Sullenberger also took part in a mural dedication and ceremony in his hometown. Photo Credit: Future Brown / Herald Democrat



Both Ed Griggs and Rheuben Gammel speaking with the Ambassador!

Denison welcomed home a national hero and Denison native, honoring the actions he took to save over 150 people. © Provided by Sherman-Ada KXII



Brushy Creek Flyin

By Rick Simmons

Well, it doesn't seem cool enough to be having this conversation, but its time. Hope fully fall with cooler temperatures and much needed rain will come soon. So that means we need to get ready for the 27th Fly in. The flyer is attached below, but most of you know the routine by now. First Saturday in October, Chili, hotdogs and brauts a little after noon with lots of visiting, plane watching and just a fun afternoon.

We hope you can come,

Rick and Pam



BRUSHY CREEK

Twenty Seventh

ANNUAL FLY-IN & FARM PARTY

Sponsored by PK Solutions
October 7th 11:00AM

LOCATION: BRUSHY CREEK RANCH, GRAYSON CO. Five miles north of Sadler, Texas 1000 Arkansas Rd, One mile East of FM 901 See Maps below

LUNCH @12:30.. Rick's infamous chili, Hot Dogs, Brats, all the fixins & your favorite Soft drinks will be available. **BRING YOUR LAWN CHAIRS!!**

Come watch old and new airplanes arrive, weather permitting.

Meet the pilots & learn about General Aviation

Price of Admission:

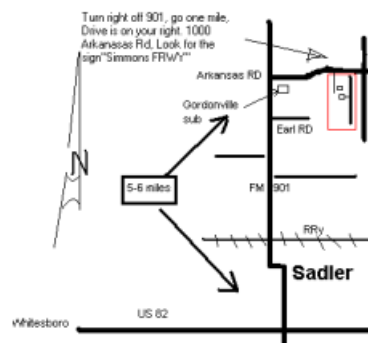
We ask you bring canned goods or diapers to support

"Your Neighbors House" our local food pantry.

** Please RSVP Via E-Mail rr52s@yahoo.com or Call 903 818 8066

**FOR YOU AVIATORS..2800X100 GRASS, not paved (CAUTION, 40' TREE @ EACH END)
18-36, WIND SOCK ON W. Side OF RWY. LAT 96/49 LONG 33/45.
PARKING VIA MIDFIELD W. TAXIWAY, THEN N. SIDE IN FRONT OF THE HANGAR.
CTAF 122.75**

See you Soon, Rick & Pam Simmons



Directions (both air and Drive) located on page 26 of this newsletter!



22nd Annual Cedar Mills Safety Seminar & Fly/Splash In

By Kris Worstell



Forum

presented by the FAA, aviation instructors & representatives of aviation equipment, manufacturers, avionics & aviation industry, along with fun education programs.



Seminars

Every seminar qualifies for **WING** credit & **DOOR PRIZES!**

Each seminar attended gives the pilot additional chances to win the **Grand Prize!**

You must be present at Octoberfest to win the Grand Prize.

Octoberfest Dinner featuring **Aviation Guest Speaker**

Michael Koelbl

ATP, FAASafety Representative
Controlled Flight Into Terrain (CFIT)

Sponsored by:



more details at
www.cedarmills.com
903-523-4222

Directions (both air and Drive) located on page 27 of this newsletter!



Three words to live by:

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

VMC Club

By Ed Griggs

The VMC (Visual Meteorological Conditions) club, hosted by EAA 323 and held at Texoma Aero Club facilities, held a presentation entitled “Full Throttle Approach” to the members and guests at the recent TAC gathering. While the scenario is based on a “real-life” event, Our members were able to glean information and gain a knowledge that may help them -- should they find themselves in a similar predicament -- to avoid a costly accident!

There will not be a presentation this month due to the Cedar Mills Splash-In, sponsored in part by the FAA, Aviation Instructors and Manufacturers. I encourage all to attend as there will be forums and workshops, along with fun, education programs!

This month, I would like to request everyone go to the Wings homepage (https://www.faasafety.gov/WINGS/pub/learn_more.aspx) and sign up so that training attended can be documented and the proper credit given to all who attend our meetings!

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!

EAA323 VMC Club Question of the month: August 2023

By EAA VMC Staff, (Answer on Page 13)



EAA VMC Club
Question of the Month



Question: An aircraft is maneuvering at an uncontrolled airport to pick up a banner alongside the runway in use. The intent is to pick up the banner, and then depart the airport area. For the purposes of right-of-way, would this airplane be considered “on approach to land?”

FAAST Blast — Week of July 24 –28, 2023

Biweekly FAA Safety Briefing News Update



FAA Proposes Rule to Enhance Safety and Performance of Light Sport Aircraft

The FAA is planning to enhance the safety and performance of Light Sport Aircraft operations under the Modernization of Special Airworthiness Certification (MOSAIC) Notice of Proposed Rulemaking (NPRM). The proposed rule would put performance safety standards around larger aircraft that innovators are building by expanding the definition of Light Sport Aircraft.

The NPRM proposes an aircraft’s weight limit based on stall speed. By permitting higher stall speeds, the proposal would include aircraft weighing as much as 3,000 pounds within the Light Sport Aircraft regulatory framework. This more than doubles the weight of aircraft under the current definition of Light Sport of 1,320 pounds, allowing larger and stronger aircraft to qualify as Light Sport.

The proposal would also expand the type of aircraft sport pilots can operate and allows them to use their aircraft for a wider range of operations such as some aerial work. Although sport pilots could operate aircraft designed with up to four seats, they would remain limited to operating with only one passenger.

You can view the NPRM and provide comments by Oct. 23, 2023, at www.federalregister.gov/d/2023-14425.



Operations at Nontowered Airports Can Be Tricky

By Meg Godlewski, June 13, 2023, <https://www.flyingmag.com/operations-at-nontowered-airports-can-be-tricky/>



A new FAA AC cautions against performing a straight-in approach to a nontowered airport when there are other aircraft in the pattern.

One of the first surprises for many people learning to fly is that not every airport has a control tower. In fact, the majority of them don't.

The FAA recognizes this and has released a new advisory circular (AC) covering nontowered airport operations. While ACs are not regulatory in nature, they offer guidance for best practices. Much of the information should be a review for most pilots, as it is also covered in The Pilot's Handbook of Aeronautical Knowledge and Chapter 4 of the Aeronautical Information Manual (AIM).

However, the Advisory Circular AC 90-66C, released last week, is a must-read for flight instructors and pilots who operate at one of the 20,000 nontowered facilities in the U.S.

Nix the Straight-In Approach

One of the areas that is emphasized in the AC is a caution against performing a straight-in approach to a nontowered airport when there are other aircraft in the pattern. This practice deprives the pilot doing the straight-in the opportunity to ascertain the location of other aircraft that may be in the pattern. This type of approach can also put a pilot behind their aircraft as they lack the situational cues used to mark the configuration process, such as reducing the throttle and lowering landing gear and flaps.

The AC suggests that flying a straight-in might increase the possibility of a midair collision. One of the most violent and recent midairs at a nontowered airport occurred in Watsonville, California, on August 18, 2022. A Cessna 340A attempted a straight-in approach and collided with a Cessna 152 that was flying the pattern. The 340 is a twin nearly twice as large and twice as fast as the 152.

According to the preliminary National Transportation Safety Board report, the accident happened when both aircraft were on approach to Runway 20 at Watsonville Municipal

Airport (KWVI) just before 3 p.m. The pilots were in communication with each other using the airport's common traffic advisory frequency (CTAF) prior to impact. Both pilots stated their intentions to land at KWVI. Investigators noted the ADS-B record shows the 340 approaching the airport at approximately 180 knots. The normal flap extension speed for the aircraft is 160 knots, and the landing gear extension is 140 knots, so it is unclear if the aircraft was actually configured for landing at the time of the accident.



There are nearly 20,000 nontowered airports in the U.S. [Credit: Julie Boatman]

The 152 was ahead of the 340. In his last transmission, the pilot of the 152 noted the larger, faster airplane was closing on him and announced intentions to go around. The pilot of the 340 indicated he was looking for the 152.

One of the witnesses to the accident said the 340 appeared to roll right at the last second to avoid the 152, but it was too little, too late, and the aircraft wings collided. Carl Kruppa, 75, and Nannette Plett-Kruppa, 67, from Winton, California, and their dog were aboard the 340. Stuart Camenson, 32, from Santa Cruz was piloting the 152. All were killed in the crash.

Traffic Pattern Operations

Your CFI will tell you to keep your head on a swivel and self-announce your positions and actions in the pattern.

The AC notes: "All traffic, whether IFR or VFR, should, at a minimum, monitor the CTAF. For departures a minimum of 10 minutes prior to taxi and arrivals a minimum of 10 miles out from the airport, you should broadcast your intentions. The importance of air-to-air communications cannot be overemphasized. Failure to follow this communication protocol has contributed to near midair collisions (NMAC), and as such could be considered careless and reckless operation of an aircraft."

It is frightening to have a close encounter when the other aircraft is not talking to you or does not appear to have seen you before you took evasive action to avoid a midair in the pattern. One of the chilling factors of the Watsonville accident is that both pilots were in communication with each other and self announcing, yet the accident still happened.



The AC stresses “the FAA does not regulate traffic pattern entry, only traffic pattern flow. This means that when entering the traffic pattern at an airport without an operating control tower, inbound pilots are expected to observe other aircraft already in the pattern and to conform to the traffic pattern in use. If there are no other aircraft present, the pilot should check traffic indicators on the ground and wind indicators to determine which runway and traffic pattern direction to use.”

The AC reminds us that proper entry into the pattern, including altitude, is important as well. You do not want to be that pilot who over flies the airport at pattern altitude instead of pattern plus 500 feet (if appropriate) and nearly has a midair after cutting off an airplane on downwind.

Exiting the pattern is another area of concern. Prior to advancing the throttle for takeoff, the pilot has announced their intentions such as “departing to the east via the crosswind.”

The AIM notes departing on the crosswind is good practice, and there are pilots who will remain at pattern altitude until past where they would normally turn downwind and then make a turn away from the airport. The AC emphasizes the need for pilots to avoid unnecessary radio communications. That’s a polite way of saying: Don’t get into an argument over the radio. There are some pilots who will aggressively correct the radio phraseology or flying habits of another pilot over the air waves—and it can get ugly. Don’t engage with these pilots, and do not be this pilot.

A few years ago, there was a pilot at my home airport who lectured student pilots—and anyone else he found fault with—over the radio when he objected to their phraseology. He was not an instructor. The FAA got wind of this poor behavior and placed a telephone call to the pilot. He was reminded of proper radio usage, and it was suggested that if he felt that strongly about it, he should become an instructor.

State Your Position

I’m a big fan of position reports that include the aircraft location in relation to the airport and the aircraft’s altitude: “(Insert name of airport) Cessna 172 Romeo Bravo 3 miles to the west over the gravel pit, 1,500 for landing Runway 34 (insert name of airport).”

The AC rightfully notes that reporting instrument fixes as the aircraft’s location may be confusing to VFR-only pilots. Instead, use the fixes’ position in relation to the airport (for example 4 miles to the south at 1,700 feet) along with your intentions.

Pro tip for other instructors: If the airport has an instrument approach, it’s a good idea to show the approach plate to the VFR pilots with an overlay of the VFR sectional. They may be surprised to learn that the place they love to fly the most is an initial approach fix for the airport, and that’s why they see so many airplanes out there. Note the altitude the IFR traffic is supposed to be at and plan accordingly.

Right of Way

There are many rights worth dying for—right of way is not one of them. Flying in front of another aircraft—especially one that is faster or close to your speed—can be and often is deadly. Remember the right-of-way rules you were required to learn.

The AC reminds us of the rules. Remember, if you think that other aircraft is too close to you—or they are not making radio calls and you don’t know what they are doing—instead of playing chicken, depart the pattern and reenter on the 45 degree to midfield downwind.

Don’t forget to check the VFR sectional updates for the letters “RP” for Right Pattern. It doesn’t matter if the airport has used left traffic for millenia, the FAA is perfectly within its rights to establish a right-hand traffic pattern if the situation warrants it—like there has been a change in what is on the ground below the original traffic pattern. It might be a temporary situation, like construction involving cranes, or something more permanent, like the establishment of a nursing home or subdivision.

The AC has an entry about helicopter operations. Helicopters fly lower than airplanes in the pattern and often fly opposite traffic. If your airport does not have helicopter operations, this can come as a surprise to the fixed-wing pilots.

The AC also suggests pilots make their aircraft as visible as possible in the air, using landing lights and strobes. One of my best instructors told me that seeing an aircraft is a definitive thing. You either do, or you don’t. “I think so” is not an acceptable answer. Have fun out there—but be careful.



Young Eagles Coordinator, More than just flying Kids!

By John Horn, Chapter 323, Young Eagles Coordinator

The Young Eagles Coordinator is one of the most visible and important duties within the Chapter. But what does a Young Eagles coordinator do? EAA 323 has been participating in Young Eagles events for the past 30 years and It involves a lot more than just arranging for someone to fly a child.

To be a Young Eagles Coordinator, You must take a Risk Management training course (required by EAA HQ) as well as pass the Youth Protection course and pass a basic background check.

The Young Eagles Coordinator works with the Chapter Board of Directors to schedule an Event. In the case of EAA 323, we normally hold 2 events a year. After the event is scheduled, the Young Eagles Coordinator must apply for a special event insurance from EAA HQ (at least a month in advance).

He/She will also arrange for advertisement of the event (either by the Young Eagle website (youngeaglesday.org), by member networking, by placing of posters and banners, use of Social media sites (facebook, appropriate websites, newsletters, etc...))

He/She must also schedule the event with the appropriate Staff/Personnel for use of airport and/or terminal (which in our case is either Sherman Municipal Airport or North Texas Regional Airport)

Begging for volunteers, both Greeters, Ground Crew and Pilots, is a given. It never fails that we either have too many Young Eagle's and not enough Pilots/Planes or vice versa! Ground Crew consists of marshalling of aircraft, helping the Pilots in any way they may need, strapping in Fliers to their seats and conducting families/fliers to/from their Airplane! Safety on the tarmac is of the utmost importance!

And while we want as many Pilots and Ground crew as we can get, We have to make sure that all volunteers (which includes at a minimum, all pilots and at least two ground crew) have completed and are current with the Youth Protection Training certificates! All Pilots must also make sure that their aircraft are current with their annuals, have liability insurance on said aircraft, and are current EAA members.

Rally day

The day of the Rally is of utmost importance for the Young Eagles Coordinator as he is the person in Charge of all activities. The Young Eagles Coordinator will arrange briefings for ground crew and pilots setting out objectives, going over rules and requirements and lining out "how things should work"!

Greeter's get the "ball rolling" by helping Flier's Parents fill out paperwork for the Eagles prior to and after their flights, to verify that the proper paperwork is present and to arrange for the Fliers to meet with their Pilots and answer questions from Young Eagle parents prior to event! Making sure that every child has a flight waiver, signed by parent or legal guardian and by the pilot BEFORE the flight is a requirement that cannot be overstated!

Once assigned by the Young Eagle's Coordinator, Pilots do a "meet and greet" and go over all aspects of the plane, which usually includes a walk-around. Ground crew will assist the Pilot in getting the fliers loaded, buckled in and ready for their flight!

After the Young Eagles Flight is finished, the Pilot, Families and Fliers are escorted back to the Greeters who ensure that both a certificate is printed and a flight log book is signed by the Pilot! Copies of all paperwork must be submitted to HQ in a timely manner.

Being the Young Eagles Coordinator is a lot of work. It takes quite a bit of time, spread out over several months. There is a considerable amount of anxiety leading up to the rally day, hoping the weather cooperates and the volunteers show up. The end result is rewarding as the smiles on the faces of the kids, and plenty of thank you's from the parents, makes it all worthwhile.



TAC Operations

By Michael McLendon, September 2023



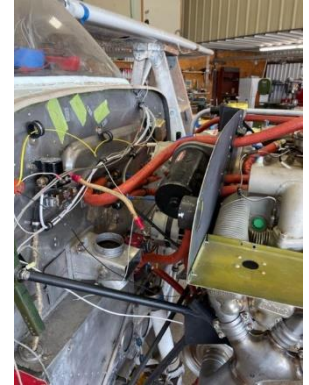
September began with a flying start with the EAA 323 fly out to Sulfur Springs for breakfast at the Red Barn. Mary and Rex flew Lucy and Tucker White and I flew over in Glenda. Great breakfast and table talk. Ed hitched a ride with John Halterman.

TAC met today for its monthly pancake breakfast and business meeting. Of course, "Hangar Talk" was in abundance.



TAC members are asked to stop by the hangar and pick up a few of our new business cards. There is a blank space on front where the TAC member can write his or her name. The back side contains TAC contact information. Please give these out to friends or post them at local business establishments. Let's get the word out.

VMC Club (sponsored by EAA323) did not meet since many of our members attended the book signing by "Sully" Sullenberger at the Perrin AF Museum. The turnout was exceptional for Sully. Hope you saw all the video from local news.



New Wiring and hoses

October is going to be a busy month for fly-ins:

- Brushy Creek, XS69. October 7. Hosted by Rick and Pam Simmons. Chili Time.
- Gainesville Antique Aircraft, KGLE. October 14.
- Cedar Mills Splash-in, 3T0. October 20-22. FAA seminar. Pancake breakfast hosted by EAA 323 Sunday October 22.

TAC would normally meet on October 21. Instead, We will hold a Board of Directors meeting while we are there. (Time to be determined.) TAC members are invited to have a good time at Cedar Mills, attend forums and do lunch together.



Vic and Wes are continuing to make progress on their 175 located in our maintenance hangar. Rex has been busy wiring the avionics with help from Joe Nelsen. I pitch in wherever needed.

This last week, I began the avionics upgrade project for Glenda so she will be offline during the installation of these: Garmin 480, ICom A200, AV30's, MD200 306, Bendix audio switch. Will send pics next month.

And. We have added another CFI to our roster, Justin Nichols (580-980-0949). He comes to us from SOSU, Durant. I've posted his contact information on the TAC hangar info board.



C175 JP I EDM 930

All are welcome at TAC so Stop in and enjoy! Become a member either as a Pilot, Rusty Pilot, Student Pilot or Social member, either way, you get to hang out with a great group!

Mike



Density Altitude: What It Is, And How It Affects Your Performance

By Colin Cutler, 05/27/2023, <https://www.boldmethod.com/learn-to-fly/performance/density-altitude-what-it-is/>



Density altitude is a measure of how 'thick' the air is, and it's based on three factors: **atmospheric pressure, temperature, and humidity.**

The technical definition of density altitude is "pressure altitude, adjusted for non-standard temperature." What that really means is on hot days, the air is much 'thinner', or less dense, than it is on cold days.

Why does that matter? It's a big factor in your airplane's performance, because when the air surrounding your plane is less dense, it means your wings, propeller, and engine will have a lot less performance, and it will take you more time to get airborne during takeoff.



1) It starts with pressure.

The first factor in density altitude is pressure, or more specifically, atmospheric pressure. The lower the pressure, the fewer air molecules surround your airplane.

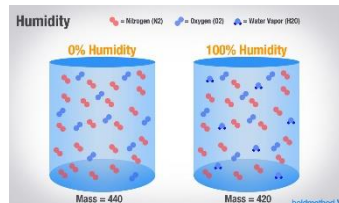
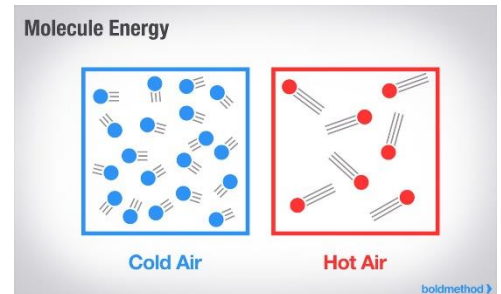
In fact, decreasing atmospheric pressure by one inch of Mercury (inches Hg) increases your pressure and density altitudes by 1,000 feet. Your airplane performs like it's 1,000 feet higher than the field elevation. So if your airport's field elevation is 1,500' MSL, your plane is going to perform like it's actually at 2,500' MSL.

2) Next, add temperature.

Temperature is the single biggest factor in density altitude. That's because when you heat air, the air molecules have more energy, and they spread further apart, making the air less dense.

The effects of temperature are eye-opening. Take Denver, CO (5,434' field elevation) for example, where the average July temperature is 31 degrees C. That temp increases Denver's density altitude by 3,012', to a total of 8,446' density altitude.

How well does your plane perform at 8,446' MSL? How much runway do you think you'd need for takeoff at 8,446'?



3) Finally, add in humidity.

Humidity has the smallest effect on density altitude, but it can make a difference of several hundred feet. Water vapor weighs less than the nitrogen and oxygen that make up most of the atmosphere. When the humidity is high, the air is less dense.

Humidity is complex to compute, but there's a great calculator for it here.

4) The result? A major performance penalty. What this all comes down to is a major performance penalty for your plane on hot days, and when the atmospheric pressure is low.

Look at the difference in takeoff distance on a hot day in Denver versus a cold one; **takeoff roll is increased by 30%. And clearing a 50' obstacle? It's an increase of 32%.** Those numbers can make a big difference, especially on a short runway.



What Does It Mean For You?

Density altitude is something you always need to consider, especially when your airplane is heavy, you're at high altitude, and it's warm outside. Use your POH to calculate your takeoff distance, and make sure you have enough runway for a safe takeoff.

How much extra runway should you have for takeoff? It's often recommended to add 50% to your takeoff performance calculations. That gives you plenty of extra room for takeoff, no matter what the weather is doing.



HOW IT WORKS: PITOT-STATIC SYSTEM

By Jill W. Tallman, November 1, 2018, <https://www.aopa.org/news-and-media/all-news/2018/november/flight-training-magazine/how-it-works-pitot-static-system>

THE PRESSURE'S ON



Jill W. Tallman

AOPA Technical Editor

Jill W. Tallman is an instrument-rated private pilot who is part-owner of a Cessna 182Q.

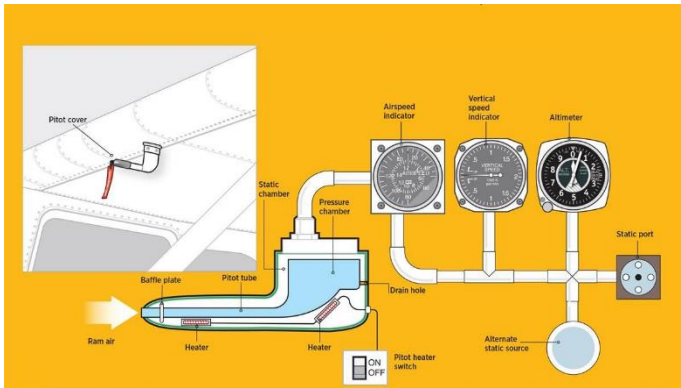


Illustration by Steve Karp

The pitot-static system includes a few components: a pitot tube and one or more static ports—which you’ve likely checked numerous times during the preflight inspection—and the associated lines that run from the pitot tube and the static ports to the airspeed indicator, vertical speed indicator, and altimeter.

You’re checking the pitot tube and static ports to ensure there’s no blockage, because the presence of debris or insects could prevent the pitot tube and ports from doing their job—which is to sample air pressure that in turn is measured by the airspeed indicator, vertical speed indicator, and altimeter.

The pitot tube is usually mounted on the wing of the airplane so that it faces into the relative wind. A small hole in the tube allows impact air pressure—also known as ram air pressure—to enter.

The static ports are attached to the airplane’s fuselage, and they read static air pressure.

The airspeed indicator compares both types of air pressure to provide a readout for the pilot. The airspeed indicator is the only instrument in the pitot-static system that uses both types of air pressure.

The altimeter, which displays altitude in feet, uses static pressure to sense pressure changes.

The vertical speed indicator measures static pressure differential to display rate of climb or descent in feet per minute.

Pitot-static errors

When it is not being flown, your trainer may wear a little sleeve called a pitot cover on its pitot tube. The cover protects the pitot tube from insects or dirt entering either of its ports—the one in the front that reads air pressure, and the one in the back that is a drainage hole in the event you fly in precipitation.

Check both openings during a preflight inspection. A clog in the front of the pitot tube will cause the airspeed indicator to read zero, as it will not sense a difference between static and ram air pressure. A clogged pitot tube affects only the airspeed indicator.

One or more clogged static ports will affect the airspeed indicator, the vertical speed indicator, and the altimeter. The airspeed indicator will continue to operate, but it won’t be accurate. Meanwhile, the vertical speed indicator will show a constant zero indication, and the altimeter will freeze at the altitude at which the blockage occurred.

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Quiz: 6 Private Pilot Checkride Questions

By Corey Komarec, 08/14/2023, <https://www.boldmethod.com/blog/quizzes/2023/07/6-questions-to-see-if-you-are-ready-to-pass-your-private-pilot-checkride/>

Answers on page 25, Ready to get started?

1) Your airport's field elevation is 15' MSL. The barometric pressure is 29.92 in Hg (your aircraft's altimeter is set to this). Later in the day, the pressure increases to 30.10 in Hg. If you don't change your aircraft's altimeter setting and it still is set at 29.92, what will your altimeter read?



1,015' MSL

-985' MSL

-165' MSL

195' MSL

2) You are asked to explain what Autokinesis is, so you say...

A night visual illusion in which a small light against a dark backdrop appears to move.

A rapid acceleration tricks you into believing the aircraft has pitched up.

An illusion of feeling like you are turning about a different axis.

An illusion of tumbling backward caused by leveling off too quick from a climb.

3) This abnormal action causes the fuel/air mixture to rapidly combust rather than slowly burning. What is this called?

Pre-ignition

Sputter

Backfire

Detonation



4) An aircraft will always stall at the same _____.

Load factor

Airspeed

Angle of attack

Pitch attitude

5) Your examiner asks you what the primary difference is between restricted areas and warning areas, so you tell them...

Warning areas are over water and restricted are not.

U.S. jurisdiction/ oversight is limited in warning areas.

Warning areas are always active whereas restricted areas are not.

Restricted areas apply to GA aircraft only whereas warning areas apply to everyone.

6) You are 28 years old, you get a first-class medical, and you only use it for private pilot privileges. How long is it valid for?

6 months

12 months

60 months

24 months



Pilot's Tip of the Month: "Forced Landing Priorities"

Featuring Bob Martens, <https://pilotworkshop.com/tips/forced-landing-priorities/>

Subscriber question:

"I had an engine failure on downwind. I spent too much time trying to restart the engine and ended up in a plowed cornfield instead of on the runway. To my credit, once I realized I blew it, I concentrated on landing the airplane. But I forgot to block the door open, tighten my seatbelt, kill the master, and shut off the fuel. I broadcast on UNICOM but nobody paid attention because I didn't say 'Mayday.' I walked away unscratched, but the airplane was eventually totaled. At what point is it useless to try and restart the engine?" — Fred R.



Bob Martens, USAF
(ret) Safety Officer,
FAA Safety Program
Manager

Bob:

"Always insightful to hear from one who's been there. Yes, there is certainly a point where you must stop trying to restart your failed engine and prepare for the landing. (Notice I didn't say 'crash.')

There are certain priorities in every emergency. For engine failure, **aircraft control and proper airspeed management are your priorities.** As conditions permit, running a checklist to attempt restart will come into play.

Finding a safe landing area is also crucial. Hopefully, with an engine failure on downwind, we can still make it safely back to the runway. Keep that downwind leg tight enough to make that happen.

Once committed to a landing, getting the door opened and fuel shut off are very important. Removing ignition sources would also be helpful. Mayday calls would certainly enhance your rescue prospects as would a transponder change—but these items should not in any way compromise your aircraft control.

Sounds to me like you handled your situation in a safe manner with good priorities to prepare for the landing. Practice makes perfect since, during the real thing, you only get one shot at it."



EAA323 VMC Club Question of the month September 2023: Answer

By EAA VMC Staff, (Question from Page 5)



Although the pilot is not intending to land, and is lined up not with the runway, but beside the runway in use, it should still be considered "landing" for purposes of right-of-way.

According to AC 90-66C, Para 8.2.2.1, "An aircraft in the traffic pattern of an airport is considered an aircraft approaching to land at the airport."

Source: AC 90-66C, Non-Towered Airport Flight Operations, Para 8.2.2.1



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The Arcane Aviation Texas Fact: From Cotton Field to Love Field

<https://authentictexas.com/from-cotton-field-to-love-field/>



The aviators, airplanes, and airlines of Dallas's Love Field have endowed it with one of the richest histories of any airport in the nation. Not only has it been the headquarters of two major commercial air carriers, it is also the site where the 36th president—himself a native Texan— was sworn in.

At the outset of the twentieth century, Dallas was fortunate in having a chamber of commerce that early on believed in the potential of aviation, engaging aviators to give exhibition flights at Fair Park as early as 1910.

WINGS DURING WARTIME

With America's entry into World War I in 1917, the chamber successfully petitioned the army to establish a flight training base in Dallas. The organization purchased 670 acres of mostly cotton fields on the south shore of Bachman Lake and leased them back to the army.

Construction progressed rapidly, and on October 19, 1917, the new flying field was officially dedicated in honor of Lt. Moss Lee Love, continuing an Army tradition of naming new airfields for its aviators who had perished in the line of duty. Lieutenant Love, who died in a training accident in 1913, was never known to have visited Dallas, but his name was next on the list of fallen aviators to honor.

During Love Field's time as a flight training base, 449 pilots earned their wings as Army Air Service Aviators there. Only twelve airmen died in training accidents during that time, a remarkably low number considering the nature of early flight training.

AFTER THE ARMY

After the war, the hope that Love Field would continue as an active army base went unrealized, as the military terminated flight operations in early 1919. The Dallas Chamber of Commerce found itself with an extensive infrastructure of hangars, streets, office buildings, and other facilities. Forming a Love Field Industrial District, they leased a portion of the property back to the city for a municipal airport. Gradually the vacated army hangars and other facilities filled with businesses offering airplane rides, flying lessons, fuel, maintenance, and other aviation services. Many of these

operations were run by former army aviators, using or selling surplus army aircraft.

In 1926, the U.S. Post Office began phasing out its operation of the nation's air mail, awarding contracts to private carriers that would soon form the basis of the nation's commercial airline system. Consequently, the first commercial aviation flight in Dallas—and in the state of Texas—began on the morning of May 12 of that year as a Curtiss "Carrier Pigeon" piloted by Herb Kindred of National Air Transport (a predecessor of United Airlines) took off on the first flight of Contract Air Mail Route 3 from Love Field to Chicago, with intermediate stops.



Brig Gen W B Cochran commanding officer of Camp Bowie and Major Albert L Sneed commanding officer of Love Field by Curtiss JN 6HG 1 at Flyin Frolic event Love Field November 12/13, 1918
Courtesy of Library of Congress

LUCKY LINDY LANDS AT LOVE

The following year thousands of North Texans turned out on September 27 to welcome Charles Lindbergh as he flew his famous Spirit of St. Louis into Love Field as part of a 48-state tour following his electrifying New York-to-Paris solo flight. The city of Dallas included among the festivities a ceremony formally dedicating Love Field as the city's municipal airport.

In a speech at the Adolphus Hotel that night, Lindbergh praised Love Field as an outstanding airport and urged supporting its growth in order to "keep Dallas and Texas on the air map of the United States." Previously, city leaders had been discussing buying the airport from the Love Field Company, but Lindbergh's remarks may have prompted them into action. In any case, the Dallas City Commission on March 30, 1928 voted to approve the purchase of Love Field for \$325,000.



PASSENGER AIRLINES ON THE RISE

By this time Love was earning a reputation as one of America's best airports. With public interest in air travel on the rise, new hangar and passenger terminal facilities were built in 1929 to accommodate newly established air carriers that had begun offering passenger service. Through the 1930s, three of these grew steadily through expansion, mergers, and consolidations to become the trio of major airlines serving Love Field by the end of the decade—American, Delta, and Braniff.

As airline service increased through the 1930s, the need for more modern passenger facilities was met by a new, \$400,000 two-story terminal building at Lemmon Avenue on the airport's east side, dedicated in October 1940.

A MILITARY MAGNET ONCE AGAIN

With the onset of World War II, Love Field experienced a significant expansion in infrastructure and traffic volume as it became the home of two new tenants. The Lockheed Aircraft Corporation established a major aircraft repair and modification facility, and the Fifth Ferrying Group of the Air Transport Command (ATC) established a base at Love Field that would become the largest ATC base in the country.

Among the pilots of ATC's Fifth Ferrying Group was a squadron of the now-famous Women Airforce Service Pilots, or WASP (see Authentic Person Dorothy Ann Smith Lucas, page 34). These remarkable women, trained at Avenger Field in Sweetwater, flew every type of army aircraft, delivering them to fields all over the nation and flying other non-combat missions such as cargo, target towing, and maintenance test flights. The squadron at Love Field was the largest contingent of WASP in the nation.

Even amidst the strain and uncertainty of war, civilian passenger operations continued, though on a limited basis. In 1942, American Airlines would be the first to offer international service from Love Field, with DC-3 flights to Mexico City and Monterrey. The same year, Tom Braniff moved his air carrier's headquarters to Love Field after having brought his maintenance operation to the airport in 1934.

Activity at Love Field remained robust after the war, fueled mainly by an extraordinary postwar public demand for air travel. The wartime expansion of infrastructure helped to support this demand, but the not-yet-ten-year-old Lemmon Avenue terminal was strained to its limits, with wings added to the north and east to increase the number of gates from five to thirteen. A postwar airport master plan envisioned a new, larger terminal building at the north end of an extension of Cedar Springs Road (now Herb Kelleher Way) at the center of the airport grounds. Construction began in 1955, and the facility opened for operations in January 1958.

FATEFUL TIMES FOR LOVE FIELD

For capital improvements at Love Field, 1958 was a banner year. As the new terminal opened, American Airlines built a million-dollar hangar, Delta Air Lines built its first maintenance hangar outside of Atlanta, and Braniff International Airways dedicated its extensive new Operations and Maintenance Base at 7701 Lemmon Avenue. (The complex is currently being repurposed and has been deemed eligible for inclusion in the National Register of Historic Places.)

But the airport's most notable day would occur five years later, on a date it would share with one of the darkest events in American history. On November 22, 1963, after President John F. Kennedy was fatally shot in downtown Dallas, Texas Lyndon B. Johnson was sworn in as the 36th president. He thus became the first, and so far, only, president to be sworn in aboard an airplane (Air Force One), by a female justice (Sarah T. Hughes, herself a Texan), and in the state of Texas.

A LITTLE LUV FOR AIR TRAVELERS

In the fall of 1966, one of Love Field's most influential associations had its start—in a San Antonio club.

Sipping doses of bourbon, Rollin King and his attorney, Herb Kelleher, were planning the creation of a low-fare airline with a business model of flying to large cities solely within the borders of Texas—specifically, Dallas, San Antonio, and Houston. On March 15, 1967, Kelleher filed to establish what he called the "Air Southwest Company," and almost a year later the Texas Aeronautical Commission voted to approve the new airline's operating certificate. By staying within the boundaries of Texas, Southwest steered clear of dealings with the federal government's Civil Aeronautics Board.



PRESIDENTIAL PRESENCE

President and Mrs. Kennedy walking through a crowd of journalists toward people gathered at the fence line at Love Field on the morning of November 22, 1963. | Courtesy of The Sixth Floor Museum at Dealey Plaza, Texas History Portal.



But the legal battles began the very next day. Three air carriers—Braniff, Continental, and Trans-Texas—filed suit to stop the new airline, arguing that the named cities were already sufficiently served, by them. The plaintiffs were initially successful, but Southwest prevailed eventually through a reversal by the Texas Supreme Court.

In 1971, Kelleher and King established headquarters at Love Field for their renamed Southwest Airlines. The no-frills commuter airline drew inspiration from the name of its base, with love-inspired logo, marketing campaigns, on-board refreshments, and even its stock-ticker designation, LUV.



American Airlines Boeing 747 Astroliner at Love Field in 1973
Photo courtesy UNT Libraries The Portal to Texas History

COMPETITION IN THE CITY

By 1973, Love Field had grown to be the tenth busiest airport in the world (yes, the world) with 6.6 million enplaned passengers. But the following year its long legacy would be significantly affected by the opening of a newcomer, the Dallas-Fort Worth Regional (now International) Airport.

Love Field's passenger count dropped sharply as the major air carriers moved their operations to DFW in accordance with a 1969 agreement. Southwest kept its operations at Love, arguing that they

were not bound by that agreement since they had not been operating at the time—a position that predictably drew further legal challenges. The result of a series of lengthy and complex court actions was that airline operations could continue at Love—for the time being.

With the opening of DFW, Love Field was at a critical juncture, and there was even talk of closing it altogether. In a nearly empty terminal building, the iconic Texas Ranger statue stood watch over a mostly deserted lobby area, and for a time the space was even occupied by an ice rink and other amusements.

Where commercial flight traffic shrank, general aviation—private and corporate operations—began to take up the slack, and soon Love Field became the nation's largest general aviation facility. As the 1970s gave way to the 1980s, the terminal lobby's polished terrazzo floor began to click with the heels of an ever-increasing number of Southwest Airlines passengers.



Southwest Airlines has operated Boeing 737 jetliner models almost exclusively since its establishment at its Love Field headquarters in 1971 | 737 Photo from Alptrium iStock

SOUTHWEST AND THE WRIGHT AMENDMENT

In 1979, under the provisions of the Airline Deregulation Act of 1978, Southwest applied to begin service for the first time from Love Field outside the boundaries of Texas (into New Orleans). Major players opposed the move, but Southwest once again prevailed in the courts and with federal agencies in its bid to expand its route structure.

Southwest's expansion caused some apprehension in both Dallas and Fort Worth about the potential drain on DFW Airport's revenue. House Majority Leader Jim Wright (D-Fort Worth), concerned about protecting the two cities' significant investment in their international airport, attached a provision to a piece of transportation legislation that would limit the scope of commercial flights. The main provision of the "Wright Amendment" was that Southwest (or any airline) could operate nonstop flights from Love Field only to destinations within Texas and its four bordering states (a few states were added later through additional legislation).

However, in 2004, Southwest abandoned its long-time position of "passionate neutrality" toward the Wright Amendment and began actively campaigning for its repeal—a move opposed by American Airlines, DFW International Airport, and the cities of Dallas and Fort Worth. At the quiet but firm suggestion of then-senator Kay Bailey Hutchison, the five parties worked out a compromise in 2006 that immediately eliminated some of the Wright Amendment restrictions. The prohibition against non stop flights would expire in October 2014.

MODERN LOVE

Spurred by the prospect of the Wright Amendment's repeal, the airport in 2009 began the Love Field Modernization Program (LFMP), a public/private partnership between the City of Dallas and Southwest Airlines, that involved major improvements to the field's operational infrastructure as well as tenant and passenger facilities. These included an extensive upgrade to the 1958 terminal building, and completely rebuilt baggage claim and ticketing wings. The LFMP also included provisions for extensive additions to the public art installations at the airport.



Southwest Airlines promoted low fares from Love Field starting in 1967 Photo courtesy UNT Libraries The Portal to Texas History



Since restrictions on nonstop flights expired, Love Field's passenger traffic has shot up dramatically. In 2015, the first full year of unrestricted nonstop flights, the airport's passenger count rocketed past 1973's 6.6 million to an all-time high of over 7.2 million, and in 2018 more than 8 million passengers boarded at Love.

Love Field progresses into its second century of operations as one of the nation's most convenient and modern airports, as validated by various awards, including "number one in customer satisfaction" from J.D. Power and Associates in 2015. The addition of a new parking garage in 2018 raises the airport's available parking capacity to well over 11,000 spaces, and a series of planned long-term projects promises an even better airport operation for the future.

ART AND ARTIFACT

Visitors interested in viewing icons of Love Field's long and varied history have several options. The airport's twenty-three public art installations are located in its buildings, parking structures, and on the airport grounds; a complete illustrated list is at www.dallas-lovefield.com/passenger-services/art-program/public-art/permanent-art-work.



KEEPING WATCH Real-life Texas Rangers welcomed sculptor Waldine Tauch's iconic 1960 eight-foot "Texas Ranger of Today" statue back to Love Field, where it had stood watch since 1961 except for a two-year hiatus from 2011 to 2013. Editor's Note: On June 4, 2020, the statue was removed per orders by Dallas city officials.

At the south end of a grassy median between Parking Garages B and C and accessible to the public is the Danny Bruce Flag Plaza, with a six-foot tall obelisk from 1921 honoring Lieutenant Love and the twelve other aviator victims of World War I. Three Texas state historical markers about the airport are there also.

On Lemmon Avenue at Love Field's southeast corner, the Frontiers of Flight Museum displays historical flight gear of the same type worn by Lieutenant Love, as well as many original artifacts from the airport's history. Hanging from the ceiling in the main exhibit gallery is a perfectly restored Curtiss JN-4 "Jenny" that records show was in service at Love Field in 1918.

And if you're fortunate enough for your travels to take you into the terminal itself with a little time to spare, a large observation window at the northeast corner of the mezzanine level looks

out on the area where Air Force One was parked on that historic day, November 22, 1963. A nearby plaque guides the visitor's view to the right spot.

Caption this!

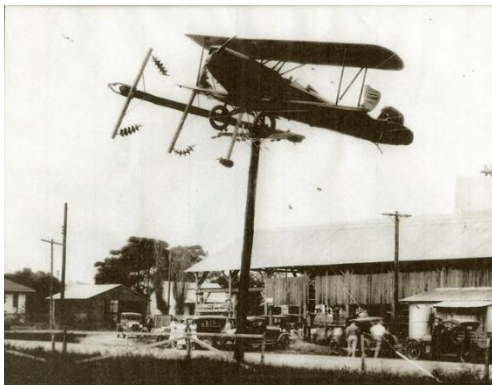
By Frank Connery

At this month's gathering (September 21, 2023), Bring your best caption for the picture on the right to the gathering and members will judge all entries for the best!

There will be a "door prize" for the best caption!

Too good not to share!!

By <https://www.facebook.com/TracesofTexas>, August 17, 2023



Traces of Texas reader Charles Besancon sent in this incredible 1915-1920 photo of a biplane that somehow managed to land on a telephone pole in Fredericksburg, Tx. According to Charles, they had to go all the way to Comfort, Tx, which was 22 miles away, to turn the electricity off! Thank you, Charles! This is truly an amazing little historical morsel!



Save the Slope People

By Rod Machado, March 2018, <https://rodmachado.com/blogs/learning-to-fly/save-the-slope-people>



It's the Right Thing to Do

Recently, my wife summoned me to our patio deck and pointed to puffs of smoke rising from the roof of a house below. I ran down our slope, through brush and thorns, and approached a tall, thick perimeter fence surrounding the house. My callouts to determine if someone was barbecuing went unanswered. My angst was raised by the smell of burning pine. Who barbecues with pine?



After making my way to the front of the housing complex, it became difficult to tell which condo had the smoking roof. I banged on several doors and told them about my smoke signal observations. No one confessed to barbecuing or seeing smoke in their backyard. OK, false alarm. Smoke happens. Slightly embarrassed, I removed the thorns from my trousers and made my way upslope to my office.

Twenty minutes later, I walked into the kitchen, looked down at the same roof, and saw smoke again—more smoke this time along with the sounds of a smoke alarm. Instinct sent me down the slope again, through brush and thorns one more time. This time, however, I stopped midway. My feet insisted on moving, but the logical lobe of my brain called an impromptu damage control meeting. My rational mind asked, “What will happen if you yell smoke again and there is no fire?” Clearly, this wouldn’t increase my popularity with the slope dwellers.

Sometimes our ability to behave properly is delayed—often with fatal consequences—when we’re worried about how our actions will appear to others. After all, no one wants to be embarrassed, ridiculed, or expelled from their peer group because they failed to make the correct decision in a critical situation. Whenever I find myself in these situations, I ask a question that has never—never!—let me down in terms of producing good results. I ask, “What is the right thing to do here?” In an instant, my priorities became clear, and the answer was obvious: save the slope people.

I continued down the slope one more time. On this trip, I lost a sandal, tore a hole in my T-shirt, had my face scratched by thorny bushes, and had the cornea of my right eye slapped by a juniper branch. The slope people must be saved, regardless of personal cost.

At the same perimeter fence, I yelled out again to determine if anyone was barbecuing, all the while smelling burning pine. No response. By this time, the smoke alarm had ceased wailing. I ran around to the front of the housing complex and banged on a few doors again. This time, Slope Man #1 walked out, took a long look at my “hobo-sapien” hairdo, partial footwear, red facial scars, and twitching right eye, then said, “Dude, you’re spacing out. There is no fire!”

That’s when Slope Man #1’s neighbor, Slope Man #2, made an appearance and confessed to barbecuing. He apparently left his rear patio door open and walked to the back of the house to take a phone call. A wind shift drew smoke from his barbecue into the house, activating the fire alarm until he eventually deactivated it. Slope Man #2 admitted to using wet pine logs to cook a steak (for that authentic “forest fire” taste). This is a good reason never to miss “briquette day” at barbecue school.

Embarrassed? You bet I was. I did, however, do the right thing, despite my hesitation to act.

There are many occasions in an airplane where we’re likely to delay doing the right thing as we contemplate how our behavior might appear to others. Declaring an emergency, asking ATC for assistance, or executing a go-around after a botched approach are potentially embarrassing events for some pilots. The amazing thing is that most pilots know the right thing to do in these instances. Sometimes, however, they don’t do it or don’t do it quickly enough.

FunPlacesToFly

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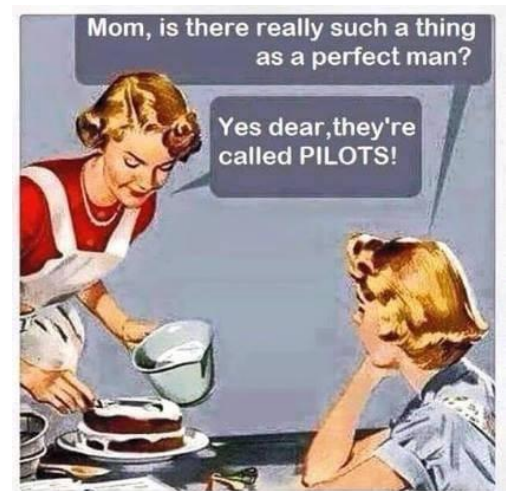
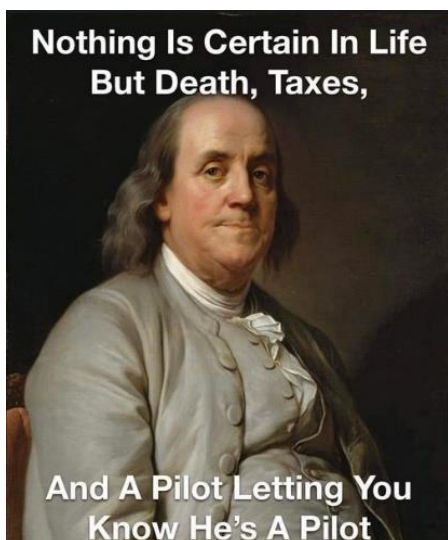
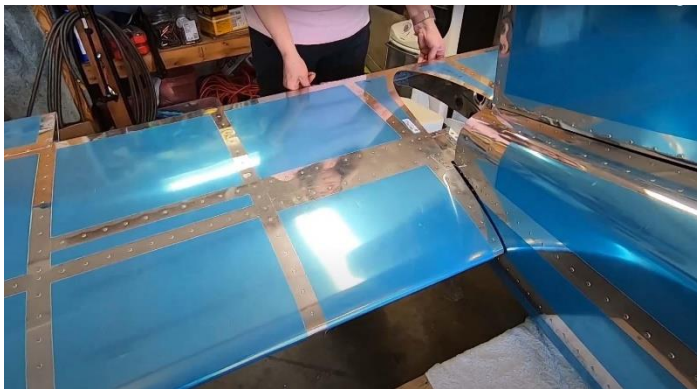
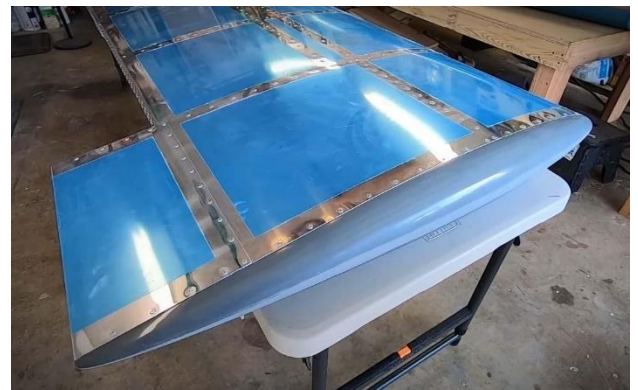
Here is where the question “What’s the right thing to do?” moves us beyond our concerns for image and appearance. The question prods our logical mind to identify the behavior needed to protect our passengers and ourselves. It inspires us to act with a sense of moral authority and honor and provides the ultimate justification for behaving the way we did.

The next time you hesitate making a critical decision because you’re unsure how others will interpret your actions, ask, “What’s the right thing to do?” Hopefully, you’ll choose wisely and save the slope people.

[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 they can email him at rv9builder@gmail.com The kit is in his garage in Plano, Texas. Thanks! Blue skies and Tailwinds.



Aviation Words – “Cleared for the option”

By: Boldmethod, <https://www.boldmethod.com/blog/lists/2022/10/the-five-types-of-landing-clearances-explained/>

Looking for the most choices you can get from a tower controller? Than this one is for you! When you're "cleared for the option", you can pretty much do it all. ATC authorizes you for a touch-and-go, stop-and-go, low approach, missed approach, or a full stop landing.

So when would you use this? It's really useful in training, especially if you're not sure what maneuver you're going to need (If you grease your landing, you might call it quits. But if you bounce it, you might want to try another landing.)

But when ATC does give you the option, keep in mind that you should tell them your intentions as soon as you can, so they can plan on how to handle the traffic around you.



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. Thanks!

Answers to the Quiz on Page 14 and 15

1) Every inch in barometric pressure is 1,000'. So, if you take the old altimeter setting and subtract the new altimeter setting, you get a difference in -0.18 in Hg. Multiply that by 1,000' and you get a change in -180'. If the field elevation is 15', subtracting -180 from it means the altimeter in your aircraft would read -165' MSL.

2) Autokinesis is a visual illusion in which a stationary light surrounded by a blank, dark background appears to move. When you look at a small light with a blank backdrop, your eye (without you knowing) rapidly moves in an attempt to gather more details about what it's looking at. Since there's a lack of detail, the rapid eye movement ends up tricking you into thinking the light is actually moving.

3) Detonation is a microexplosion of the fuel/air mixture in the engine. A few reasons for this occurring are excessive heat in the cylinder, inaccurate ignition timing, and using the wrong octane of fuel in the engine.

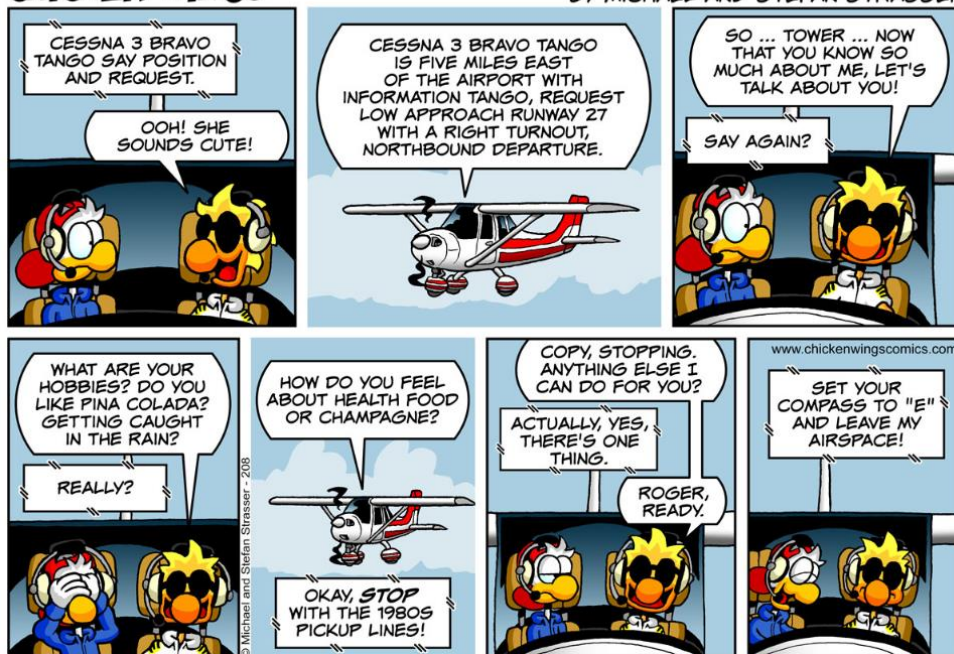
4) An aircraft will always stall at the same angle of attack regardless of speed, pitch attitude, or load factor.

5) According to the Pilots Handbook of Aeronautical Knowledge, restricted and warning areas are essentially identical in terms of their purpose/function, however, warning areas are not overseen solely by the United States like restricted areas are.

6) A first-class medical, under the age of 40, used with private pilot privileges is valid for 60 months. Read more about medical duration under FAR/AIM 61.23.

CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER



SAL'S AIRCRAFT CYLINDERS, INC.

Sal, Jere & Jonathon Buentello

15963 Parvin Rd.
Prosper, TX 75078

(972) 346-3339

Aircraft of the Month: 1938 Ryan S-C (Sports-Coupe)

https://en.wikipedia.org/wiki/Ryan_S-C#cite_note-cassagnere-1

The Ryan S-C (Sports-Coupe) (or Sport Cabin[1]) was an American three-seat cabin monoplane designed and built by the Ryan Aeronautical Company. At least one was impressed into service with the United States Army Air Forces as the L-10.

The Ryan S-C was a low-wing cantilever monoplane with a fixed tailwheel landing gear, designed to be an up-market version of the Ryan S-T trainer. The prototype first flew in 1937, and had a nose-mounted 150 hp (112 kW) Menasco inline piston engine. Production aircraft were fitted with a 145 hp (108 kW) Warner Super Scarab radial engine. With the company's involvement in producing trainer aircraft for the United States military, the S-C was not seriously marketed, and only 11 complete SCs (s/n 202 through 212) were built, all delivered in 1938; two more were later assembled from parts (s/n 213 in 1941 and s/n 214 in 1959). At least one example – probably as many as five, s/n 202, 203, 207, 211 and 212[1] – were impressed into service with the Civil Air Patrol, auxiliary of the United States Army Air Forces for anti-submarine patrol and warfare duties on the East coast of the US, and was designated the L-10.[2] At the start of the 21st Century, four examples were still airworthy in the United States.



Specifications: 1938 Ryan S-C

General characteristics

Crew: 1
Capacity: 2 passengers
Length: 25 ft 4+1/2 in (7.734 m)
Wingspan: 37 ft 6 in (11.43 m)
Height: 6 ft 10 in (2.08 m)
Wing area: 202.0 sq ft (18.77 m²)
Empty weight: 1,345 lb (610 kg)
Gross weight: 2,150 lb (975 kg)
Powerplant: 1 × Warner Super Scarab radial engine, 145 hp (108 kW)

Performance

Maximum speed: 150 mph (240 km/h, 130 kn) at sea level
Cruise speed: 135 mph (217 km/h, 117 kn) at 8,500 ft (2,600 m)
Stall speed: 45 mph (72 km/h, 39 kn)
Range: 525 mi (845 km, 456 nmi)
Service ceiling: 17,200 ft (5,200 m)
Rate of climb: 900 ft/min (4.6 m/s)



Ryan SCW 3-view drawing from L'Aerophile, January 1938



Directions to Brushy Creek:

<https://www.airnav.com/airport/69XS>

Brushy Creek Airfield (69XS), owned by Rick and Pam Simmons, is a private airstrip located North of Whitesboro, Tx and east of Gordonville, Tx. The turf airstrip is 2,800ft by 30ft and is always maintained. Tie-downs are located on the west side of the runway by the main hanger. Due to UAV operations in the area, Permission is required prior to landing.

Fly-In Data

FAA Identifier: 69XS

Lat/Long: 33-45-12.2500N 096-49-48.8900W

33-45.204167N 096-49.814833W

33.7534028-96.8302472 (estimated)

Elevation: 715 ft. / 218 m (estimated)

Variation: 06E (1995)

From city: 7 miles N of WHITESBORO, TX

Time zone: UTC -5 (UTC -6 during Standard Time)

Zip code: 76264



Runway Information

Runway 18/36

Dimensions: 2800 x 30 ft. / 853 x 9 m

Surface:

turf

RUNWAY 18

RUNWAY 36

Traffic pattern:

left

left

Obstructions:

20 ft. pole, 200 ft. from runway

60 ft. tree

Drive-in data:

1000 Arkansas Road, Sadler, Tx 76264, Phone: 903-818-8066

Driving Directions:

Driving from DFW Metroplex:

You can reach Brushy creek from either the West corridor (I-35E) or the East Corridor (US-75):

From the western side, drive up I-35E to Gainesville, Tx. Exit at Highway 82E at Gainesville, travel east to Sadler, Tx. Take exit 628 at Sadler. Turn North (left) on FM 901 and continue on FM 901 for approximately 6miles until you reach Arkansas Rd. Turn Right onto Arkansas Rd., and your destination will be on the right, approximately 1mile.



From the eastern side, drive up US-75 to Sherman, Tx. Exit on Highway 82 and turn west (left) on Highway 82. Travel west to Sadler, Tx and take exit 628 (FM901). Turn North (right) on FM 901 and continue on FM 901 for approximately 6miles until you reach Arkansas Rd. Turn Right onto Arkansas rd. and your destination will be on the right, approximately 1miles.

Driving from Oklahoma:

Head South on Highway 99 in Oklahoma. When you cross the Willis Bridge over the Red River (and Lake Texoma) into Texas, the highway number changes to Highway 377. Continue south from the bridge, approximately 7 miles, to the intersection of Highway 377 and FM 901. Turn left onto FM 901 and continue approximately 6 miles to Arkansas rd. Turn left onto Arkansas rd. and your destination will be on the right, approx. 1miles.



Directions to Cedar Mills Resort:

<http://www.cedarmills.com/airfield.php>

Cedar Mills Marina & Resort Airfield (3T0) on Lake Texoma is located in North Texas and is a great vacation destination for our flying friends. Our turf airstrip is 3,000 feet and is always maintained. Tie-downs are located on the south side of the runway. The airstrip is a refreshing short stroll from the center of the marina where you will find the Ships Store Gift Shop & Boutique, Main Office, and our waterfront restaurant, Pelican's Landing.



Fly-In Data:

FAA Identifier: 3T0

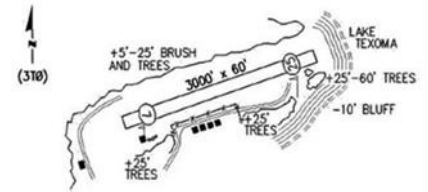
Lat/Long: 33-50-21.6459N 096-48-36.2483W 33.8393461,-96.8100690 (estimated)

Elevation: 640 ft. / 195 m (estimated) Variation: 06E (1995)

From city: 3 miles N of GORDONVILLE, TX

Time zone: UTC -5 (UTC -6 during Standard Time)

Zip code: 76245



Runway Information

Runway 7/25

Dimensions: 3000 x 60 ft. / 914 x 18 m

Surface: turf, in excellent condition

RUNWAY 7

RUNWAY 25

Latitude: 33-50.346167N

33-50.392557N

Longitude: 096-48.900000W

096-48.310000W

Traffic pattern: LEFT

LEFT

Obstructions: 36 ft. trees, 340 ft. from runway,
9:1 slope to clear

80ft tree, 34 ft from
W. Edge Of Runway



Driving Data:

Address: 500 Harbour View Road Gordonville, Texas 76245 903-523-4222

Driving directions:

You can reach Brushy creek from either the West corridor (I-35E) or the East Corridor (US-75):

From the western side: Drive up/down I-35E to Gainesville, Tx. Exit at Highway 82E at Gainesville and travel east to Whitesboro, Tx. Once in Whitesboro, Turn North (left) on Exit 624 / FM 377 and continue on FM 377 for approximately 12miles until you reach the large billboard for Cedar Mills Marina and Pelicans Landing Waterfront Restaurant Resort (on the right side of the road). Turn east (right) on Cedar Mills Road and follow the road for 3 miles. It will take your right to the resort. Once you reach the Resort, bear to the left and continue approximately ¾ of a mile to the airfield.

From the eastern side: drive up US-75 to Sherman, Tx. Exit on Highway 82 and turn west (left) on Highway 82. Travel west to Whitesboro, Tx. Once in Whitesboro, Turn North (right) on Exit 624 / FM 377 and continue on FM 377 for approximately 12miles until you reach the large billboard for Cedar Mills Marina and Pelicans Landing Waterfront Restaurant Resort (on the right side of the road). Turn east (right) on Cedar Mills Road and follow the road for 3 miles. It will take your right to the resort. Once you reach the Resort, bear to the left and continue approximately ¾ of a mile to the airfield.

Driving from Oklahoma:

Head South on Highway 99 in Oklahoma. When you cross the Willis Bridge over the Red River (and Lake Texoma) into Texas, the highway number changes to Highway 377. Continue south from the bridge, approximately .5 miles, turn East (right) at Hillcrest St (next to Mitchell's Grocery Store) and continue for ½ mile. Turn right at County Road. Continue down County Road for approximately 2 miles until you reach the stop sign at Cedar Mills Road. Turn left and follow the road to the Marina. Once you reach the Resort, bear to the left and continue approximately ¾ of a mile to the airfield.



Supporting Our Community, Shop Local, Shop Texoma:

By Kim and Todd Bass

Recently encountered a situation with a local non-profit. They tend to have the expectation that they need it for free or at a severely discounted price so all the money can go to their cause.

They rarely consider the local small business and the team members that work for the business that need to be paid so they can provide for their families. I believe they think the owners are keeping all the profits. Anyone who has owned a small business knows that we don't become rich off what we do for a living. We are living our dream and gift and sharing it with our teams.

Oftentimes these non-profits will decide to go on-line to purchase the goods they need, because it's at a much lower price and more times than not, the care and quality, and pride in the workmanship is not the same.

Their cause is to support the local community, but often at the cost of not supporting the local community.

On-line stores are not going to support your business. They are not going to show up for THIS community, attend your events, make monetary donations. They are not your neighbors, friends or kids. Shopping local keeps the money local. Shopping locally supports your cause, by supporting your community in their goals and dreams.

Thing to remember when you shop locally: you are supporting someone who is making an investment into this community.

Your Community. My Community. Our community.

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>



706 E. MULBERRY
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.



9/20/23 @ 7p.m.

Presenter: Lorrie Penner

Subject: IAC Aerobatic Center Highlights from AirVenture 2023

Sport Aerobatics editor, Lorrie Penner will share photos of arriving aerobatic aircraft, and other fun experiences from around the IAC Aerobatic Center during AirVenture 2023.

9/27/23 @ 7p.m.

Presenter: Tom Turner

**Subject: Collision Avoidance in the Traffic Pattern
Qualifies for FAA WINGS credit.**

Tom Turner from the American Bonanza Society Air Safety Foundation discusses specific things you can do to see and be seen, including:

- When and under what conditions most midair collisions occur
- Lessons from accident case studies
- What's legal—and what's not—for traffic pattern entry and departure
- Right-of-way rules and responsibilities
- Practical collision avoidance tactics

10/4/23 @ 7p.m.

Presenter: Mike Busch

**Subject: Fortunate Catch
Qualifies for FAA WINGS and AMT credit.**

A maintenance-aware owner is the last line of defense against maintenance errors. In this webinar, Mike Busch A&P/IA relates the story of one Bonanza owner whose shop replaced two cylinders because of burned exhaust valves. Then, just as the mechanic was buttoning up the airplane in preparation for the break-in flight, this maintenance-involved owner looked closely at the newly installed cylinders, spotted something that concerned him, raised his concerns with the shop, whereupon the A&P who installed the cylinders admitted that he'd made a critical mistake that almost certainly would have resulted in a catastrophic engine failure had the vigilant owner not saved the day. Mike also talks about the crash involving another Bonanza that suffered a catastrophic in-flight engine failure years earlier caused by precisely the same error and was the subject of landmark litigation.

10/18/23 @ 7p.m.

Presenter: Bret Koebbe

**Subject: Weather Flying with ForeFlight: Preflight and ADS-B Weather Tips
Qualifies for FAA WINGS and AMT credit.**

Get more utility out of your airplane by making the best preflight and in-flight decisions when weather conditions are less than ideal. This detailed presentation by Sporty's Bret Koebbe will first cover using ForeFlight on your computer and iPad to develop your own preflight self-weather briefing. Then you'll learn how to keep up with changing convective and/or IFR conditions while en route using ADS-B datalink weather.



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



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



EAA Webinars sponsored by



Upcoming Events:

- Saturday, Sep 16 Texoma Aero Club Monthly Gathering and Pancake Breakfast, beginning at 0830
North Texas Regional Airport (KGYI) @ Executive Hangar (just north of the Control Tower)
- VMC Club Meet and Presentation (to follow the TAC Monthly gathering)
Subject: "Getting Down in the UP"
- Perrin AFB Museum present Ambassador Chesley Sullenberger at 1130
- Thursday, Sep 21 EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI),
1200 South Dewey, Sherman, TX @ 7:00pm
Subject: GA Jeopardy with Mike Montefusco
- Saturday, Sep 23 Young Eagles Rally held at the Terrell airport (TRL)
- Saturday, Oct 7 EAA 323 First Saturday Event: Brushy Creek Flyin
- Thursday, Oct 19 EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI),
1200 South Dewey, Sherman, TX @ 7:00pm
Subject: How To Run A Chapter with John Halterman
- Saturday, Oct 21 Texoma Aero Club Board of Directors meeting ONLY
Cedar Mills
- Fri - Sun, Oct 20 – 22 22nd Annual Cedar Mills Safety Seminar & Fly/Splash In

Officers/Board of Directors/Key Coordinators

Name	Position	Email Address	Contact Number
John Halterman	President	john.f.halterman@hotmail.com	903-819-9947
Frank Connery	Vice President	caapt1@aol.com	214-682-9534
Rex Lawrence	Secretary	rlaw@me.com	918-407-7797
Ross Richardson	Treasurer	rprichardson46@gmail.com	903-821-4277
John Horn	Board of Directors	jhorn@ntin.net	940-736-8440
Rick Simmons	Board of Directors	rr52s@yahoo.com	903-818-8066
Mary Lawrence	Board of Directors	mary1983cpa@gmail.com	903-821-2670
Mel Asberry	Technical Counselor / Flight Advisor	n168tx@flytx.net	972-784-7544
Jim Smisek	Technical Counselor	jwsmisek@aerotechniques.com	903-819-6428
Joe Nelsen	Technical Counselor	nelsen.n502pd@gmail.com	903-818-0496
Ross Richardson	Membership	rprichardson46@gmail.com	903-821-4277
John Horn	Young Eagles Coordinator	jhorn@ntin.net	940-736-8440
Adam Yavner	Eagles Coordinator	ayavner@yahoo.com	903-744-0384
Ed Griggs	PIO/VMC Coordinator/Newsletter Ed	a_model_guy@ymail.com	903-436-1405

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.
 (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: