



The Ramp Page - March 2023

**EAA 323's Monthly Newsletter
Vol 54, Ed 03
Sherman, TX
Celebrating our 54th year of service!**

Email: ea323@hotmail.com

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

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

President's Mission Brief:

By John Halterman

Hello EAA 323,

Well, the flying season is starting to kick into gear again. So, let's get to it!

This coming Thursday March 16, our own Chris Frederick is going to demonstrate his simulator to the chapter. The monthly gathering is going to start at 7 PM at the Sherman Muni Airport. Chris has had this simulator for several years and is quite an achievement. In fact, people are so interested in it that all the time slots to have a 1 hour session with it are already filled for that day. However, if after the sim event you want to try it yourself, Chris will take reservations to do it again in the future.



On Saturday April 1 in the morning, we have our spring pancake breakfast at Sherman Muni Airport. Pancakes will be served from 8:30-10:30 AM, but, we do need everyone's support to make it happen. I will be asking for volunteer's at our monthly gathering, but, it is quite fun. And, you don't need to volunteer for the whole event—just an hour even is fine! This is a major fund raiser for our chapter, and I already want to thank in advance the important sponsors, like PK Solutions and Cedar Mills/Pelican's Landing Restaurant, that help make it possible. So, come on out and eat/help/ and/or just say hello!

For our April chapter gathering on Thursday April 20th, 7PM and Sherman Muni, the presentation will revolve around a VMC Club event. Ed Griggs will spearhead this, but, we will do an exercise to challenge us on our VFR flying knowledge in a situation to be picked. Come on out and join us!

While we'll discuss more in the next month's message, on Sunday April 30 we will hold a Young Eagle Rally at 1 PM at Sherman Muni Airport. We'll need planes, marshallers, and the whole crew.

On Saturday March 4, the chapter visited the RV14 project to get an update and see the wings being unpacked from the shipping crate. You'll see a summary later in the newsletter highlighting the event. But, it was well attending and I really appreciate all the volunteers and financiers that help make that project possible. It's been quite the smash!



The last announcement for this newsletter is that our chapter has been awarded a Ray Aviation Scholarship! For those that aren't familiar, it is an opportunity for our chapter to sponsor a 16-19 year old to earn his/her private pilot certificate. I will be putting together a committee very soon on this to help select a candidate and execute the process, but this is exciting news! We have plenty of time to nominate our candidates (until Oct 31, 2023), but we'll start the process along. Stay tuned for more.

So, that's the news from here. Stay in touch and come to our events!

Regards,

John F. Halterman
EAA 323 President

CFI Corner: "Some Key Preflight Items to Consider."

By John Halterman

I have over 2500+ hours of flying over 19 years all in types of general aviation aircraft. Over those years, I have heard of, known people by name/face, or very close calls on items that could have been captured on preflight that takes just a few minutes. This is by no means a complete list; however, here's a handful list of items I make sure to do.

Sump the fuel: All sumps—at start of day and any time refueling. I have known several individuals (I knew them personally) that unfortunately perished simply due to moisture/contaminated fuel.

Check the oil: It takes just a minute to do. There have been some reports of engines seizing due to lack of oil and is easily addressed.

Verify tire pressure, at minimum: See if the tires look similar. I have seen this once as a spectator in a free-castering nose wheel airplane. He ended up in the grass after he started taxiing.



Pitot-static cover: If your cover color matches your airplane color, get a different one. For my red-colored Kitfox, I have a neon-green pitot cover. They do blend in!



Birds in the cowling: Yep, it happened to me once and after the engine warmed up, it sure smelled weird in the cabin.

Familiarity with a new airplane: Is this your first time in a new make/model/type? Be sure to be very thorough and when flying it, don't take it to the limits. Every plane is unique and don't push it.

Fuel and ignition systems: Understand your fuel system very well and how it works, or you may end up in a field. Paperwork aboard? Don't get caught short on a ramp check (AROW)

Do you have enough fuel? Don't trust the gages and visually verify. And are you on the correct tank? Minimum takeoff fuel aboard?

Are the controls rigged in the correct direction? It is "free and correct" not just "free." I personally know of several incidents where there was an accident where a plane came out of maintenance only to find the controls rigged wrong and people severely injured or killed.



Check the brakes as you start to roll: Find out now before you really need them!

If the craft has retractable gear, make sure wheel wells are clear. Birds like those areas too.

To be clear, you should follow the preflight checklist for your respective aircraft but above are some points of emphasis.

Again, the above list is not a complete list, but some food for thought.



EAA 323 Monthly Gathering – February

By John Halterman

EAA 323 met for its monthly gathering on Feb 16th at 7pm. Our special Guest speaker was Robert "Trigger" Wallace who came to speak to Us about his time both as a retired USAF Lt Colonel but also as an F-35 Test Pilot!

While there aren't too many Military aircraft that he hasn't flown in his 4,000+ hour career, he admitted that he had little to no General Aviation airtime (other than to avoid Us)! We are hoping to change that as we welcomed him aboard!

"Trigger" explained that at 9G's the only things that you are able to move are your eyes, fingers and toes! The yoke/joystick has all the buttons necessary to maintain and operate the plane at such intense situations as well as the helmet (at a cost of little over \$500K) which allows him to look through to walls of the cockpit and see the surrounding areas as well as get a visual on how the airplane is operating!



Robert "Trigger" Wallace
Retired USAF Lt Colonel
and Test Pilot

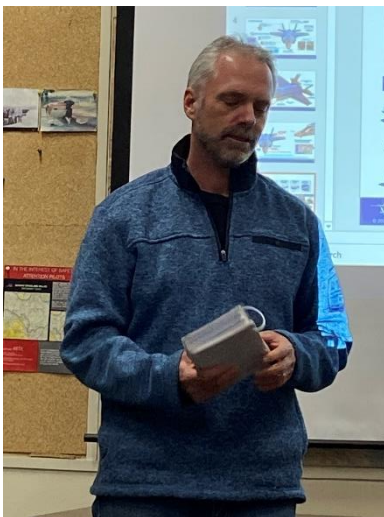


Lt Colonel Wallace explained that "the purpose of stealth is to delay detection" and, when about to engage in a fight, those precious few moments can mean the difference between Victory or defeat!

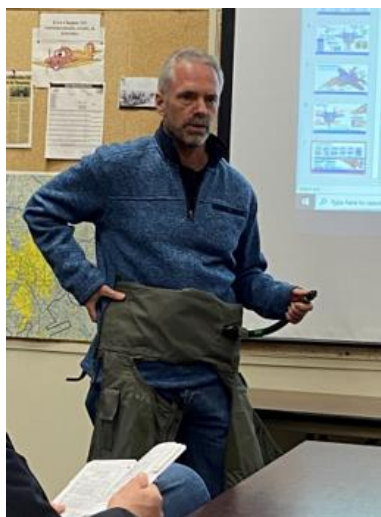
All of the design that has gone into the production of the F-35 series has been done in an effort to reduce reflection back to the originating radar station! There are no square or straight angles on the aircraft!

As for questions about defects and problems associated with the aircraft that we sometimes hear about, he stated that anytime there is a problem that is reported, corrective action is taken and at the end of the day, that makes for a much better aircraft! The current version of the aircraft is much better than the original version and tomorrow's plane will be much safer than today's!

Go to <https://www.kten.com/.../former-military-pilot-tester-visits-sherman> to see more!



"Trigger" holding and explaining the Unclassified version of the Pilot Operating Handbook (POH) to the group! Several hundred pages of "How to" and "what to do"! Makes you appreciate your Cessna POH with only 20 pages!



"Trigger" showing a part of his pressure suit that helps him to survive pressures of up to 9+g's!



"Trigger" showing off his impressive helmet, valued at a little over \$500,000 dollars! Luckily, he has only dropped it once!



Guess who is going to be cooking and Flying!

By Ed Griggs

Its that time of year again! Time for some of the best pancakes to be found area! Master Chef Rick Simmons will be overseeing operations and the cooking! Mark your calendars for a fun event!



**EAA Chapter 323
Pancake Breakfast
Sherman, TX
Saturday, Apr 01st, 0830am - 1030am**

WHAT:

You are invited to join us for our Fly-In, Drive-In or Walk-In Pancake Breakfast and Fundraiser!

WHERE:

Sherman Municipal Airport (KSWI)
1200 S. Dewey Ave.
Sherman, TX 75090

CONTACT US:

John Halterman, President at eaa323@hotmail.com

Young Eagles Flight being lined up:

By John Horn

EAA 323 is ramping up for another Young Eagles Flight at Sherman Municipal Airport (KSWI) on Sunday, Apr 30 at 1pm (Alternate date of Sunday, May 07 in case of inclement weather). Please contact John Horn and let him know of your availability for this fun and fullfilling activity! The smiles on these childrens faces when they emerge from the plane are priceless!!

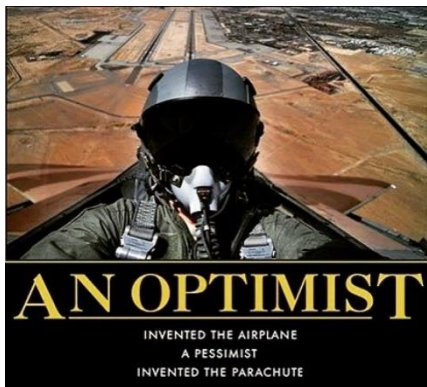


With the word getting out, more and more Young Eagles are showing up to take advantage! We need any and all ground-crew, pilots and, last but not least, PLANES to be present for this mission! Please get with John if you are able to support this event!

This is also a chance to verify and update your EAA Youth Protection Policy and Program status. The following link (<https://www.eaa.org/eaa/youth/youth-protection-policy-and-program>) will take you to the website! Once completed, please let John Horn know! Thanks!

Young Eagles Day Registration Website:

If you know of someone who may be interested in signing up for a Young Eagle flight, Please have them sign up at the following link (<https://youneaglesday.org/>) where they can sign up and fill out a Waiver for the event. Keep this link handy for future reference!



EAA 323 Awarded Ray Aviation Scholarship:

By John Halterman



As previously mentioned, EAA 323 has been awarded a Ray Aviation Scholarship for a deserving youth (aged 16 – 19)!

The EAA Ray Aviation Scholarship is a scholarship program that is funded by the Ray Foundation, managed by EAA, and administered through the EAA Chapter network. Through the generous support of the Ray Foundation, EAA provides up to \$11,000 to deserving youths to help cover their flight training expenses, totaling \$1,800,000 in annual scholarship funding.

The Ray Foundation was founded by James C. and Joan L. Ray. James' dedication to aviation began shortly after the December 7, 1941, attack on Pearl Harbor, when he enlisted in the Army Air Corps. He was involved in the D-Day invasion as a command B-17 pilot with the 8th Air Force. Post war, he served in the Air National Guard, and was very involved in general aviation following his service years.

James was the recipient of EAA's 1992 Freedom of Flight Award, and in 2009 had a thoroughfare on the AirVenture grounds named in his honor. His support for numerous EAA initiatives is part of his legacy, as he made possible both facilities and programs that extended EAA's ability to grow participation in aviation. The most visible of those gifts is the Air Academy Lodge. Since 1998, this facility has hosted hundreds of young people each summer at the EAA Air Academy, which gives those ages 12-18 the opportunity to discover more about flight. The Ray Aviation Scholarship Fund is sure to deliver an equally impactful experience for youths who are passionate about aviation.

EAA 323 will be putting together a committee to select a candidate for this Scholarship! If you know of an eligible and deserving Candidate, please forward your nomination to me (at ea323@hotmail.com).

Scholar Eligibility and Requirements

<https://www.eaa.org/ea323/ea323-chapters/ea323-chapter-resources/chapter-programs-and-activities/ray-aviation-scholarship-fund/scholar-eligibility-and-requirements>

Ray Aviation Scholarship Fund applicants are the most engaged, excited, and motivated aspiring pilots the chapter has had the pleasure of meeting. It will be incumbent upon the chapter to vet local youths to help bring forward the most deserving candidate in their local area.

Local candidates must meet the following criteria:

- Minimum of age 15 for glider training
- Age 16-19 for powered flight training
- Possession of a student pilot certificate
- Possession of FAA medical certificate (private pilot students)
- Be able to begin their flight training within 60 days of receiving the award
- Additional consideration will be given to candidates who are former Young Eagles, EAA student members, and actively participating in the EAA Flight Plan, specifically the Sporty's Learn to Fly Course.

Once selected by the chapter, the candidate will also be screened by EAA through an application process. If approved by EAA, the scholarship recipient will have to comply with the following requirements:

- Partake in two hours of chapter volunteer service per month, such as:
- Young Eagles rally volunteering.
- Volunteer at pancake breakfast/fly-ins
- Chapter build project support
- Chapter gathering participation
- Chapter social media and website maintenance
- Submit regular progress reports during monthly check-ins
- Reach designated flight training milestones, as outlined by EAA's training timeline



Texoma Aero Club holds monthly Gathering!

By Ed Griggs

On Feb 18, 2023, TAC held its first monthly meeting on the new date and time! Pancakes were made with an ancient secret recipe by Master Chef Rick Simmons with WaaDee Hudson and Ross Richardson performing Griddle duties!



WaaDee Hudson having way too much fun! You think that he might have gotten into the secret formula?



Ross Richardson manning the Griddles! Order up!

Master Chef Rick, aka the Man in the Red Apron, reminding everyone to “never Pat and flip only once!”



Ross says he was checking the temperature of the Griddle but who knows!



Lots of eating and fellowship! It doesn't get any better than that (unless it was a sunny and warmer day, of course!)



Club President Mike McLendon speaks about Club issues and concerns to a captive audience!



TAC Operations

By Michael McLendon, March 2023



N4594U "Glenda", the Club's 1964 Cessna 150D

Texoma Aero Club monthly meeting was held on Saturday, February 18 in Vic Moreland's hangar (our TAC maintenance hangar) just north of the Control Tower at North Texas Regional Airport! Lots of Pancakes, bacon and even more coffee were prepared and served to all of our members and 4 visitors that chilly morning.

Thanks to Rick Simmons, Ross Richardson, and WaaDee Hudson for assuming breakfast preparing duties. And thanks to all who helped with set-up and cleanup.

We began our business meeting with greetings to our visitors and members. Mike presented a verbal overview of TAC membership and operations. Also updated the flying status of our aircraft and associated procedures. N4594U "Glenda", the Club's 150, is currently undergoing maintenance and avionics upgrade in the near future with her annual being due in May.



A Garmin 480 WAAS is being installed. This is the same equipment that's in Lucy. It will not be IFR certified however. A second Com and avionics selector will be added at that time also.

N1528Y "Lucy", the Club's 172, is undergoing her 100 hour inspection at this time. Hopefully she'll be back up by the time you read this. We had some minor repair issues and had replacement parts to order.



N1528Y "Lucy", the Club's 1962 Cessna 172C

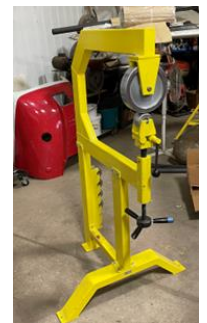


N7589M is a 1958 C175 undergoing restoration with engine and avionics upgrade. She looks like a parts donor at present but all the pieces are in the hangar waiting to be installed! She'll fly, soon. on a Saturday to be announced!

Brad Hodge flew one Discovery flight in Lucy. Blake, a 17 year old, is interested in flying and this was his first GA flight. Afterwards he told me he was rather anxious on take off but settled in once in the air. Thanks Brad! I think you've convinced Blake that GA is fun.

We are still looking for anyone who has experience using an English wheel? We could really use some expertise.

For you eBay enthusiasts. Take a look at North Texas Airplane Parts. Rex has done a phenomenal job listing old vintage (and some new) aircraft parts, avionics, tools, memorabilia. Revenue received is being used to fund instrumentation of the panel shown above such as the Garmin 530. If you have anything aviation related that you can donate for this cause, please contact Rex.



Our next monthly meeting is scheduled for March 18. Pancakes are on the menu starting at 8:30 AM. TAC members are requested to come early to help set up. Business meeting will begin around 9:15. Discovery flight(s) at 10 AM. Please contact Mike (Text 404-825-4795) or Rex (rlaw@me.com) by March 17 if you have a Discovery Flight participant.

For membership information, Please visit texomaaeroclub.com.

Until then, go commit some Aviation!

Mike



First Saturday Event: Club RV build

By John Halterman

This past weekend, Members of EAA 323 gathered around as Frank Connery, Steve Riffe and Brad Hodge unveiled the wings of the RV-14A, which had just recently arrived! It was "All Hands" on deck as they uncrated the wings and had to carry them to the carriage which will house them until they are able to be put onto the fuselage!



Brad Pickle and Waadee Hudson looking over progress on the fuselage!



Brad Hodge and Steve Riffe making adjustments on the fuselage!



Getting ready for the big Unveil!



Everybody lift on 1, 2, 3!



Once the big reveal was over, the wings were gently loaded onto racks that were made specifically for holding wings! It was an all hands event to make sure that there was no damage while loading them up! Congratulations to everyone for a job "Well Done".



Brad Hodge, Frank Connery and Steve Riffe (lead builders for the project) looking over the placement of the wings and verifying that they were sitting properly! Others who helped were looking on and learning as well!



Brad Pickle, who is building his own RV-10, talks shop with Steve Riffe!

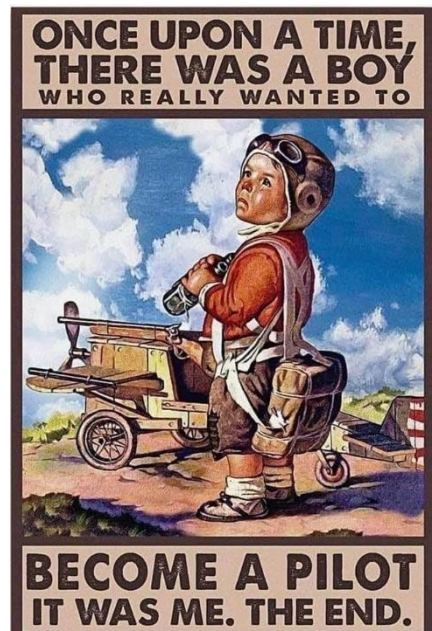


Once the wing unveil was completed, visitors were welcomed to take a look at Frank's completed RV-14!



Frank Connery giving an impromptu interview with KTEN, our local

Pilots looking outside after just checking the METAR



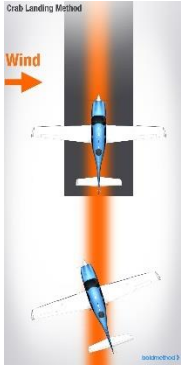
[How To Make A Perfect Crosswind Landing](#)

By Colin Cutler, Published: 04/12/2022, <https://www.boldmethod.com/learn-to-fly/maneuvers/how-to-make-a-perfect-crosswind-landing-every-time-touchdown/>

You're picking up ATIS on your way in to land. The winds are 23 knots, 40 degrees off runway heading. And your passengers are expecting a landing they can walk away from.



Crosswind landings can be one of the most stressful things for pilots, especially if you haven't practiced them in awhile. And whether you're a new pilot just learning to fly them, or a 20 year pilot who hasn't gotten a lot of practice recently, a little review can go a long way. When it comes to crosswind landings, there are a couple methods you can use: crab, and wing-low. And there are advantages and disadvantages to both. They're really the same method as you touch down, but the differences come down to when you start your slip.



Flying The Crab Method

With the crab technique, you fly final approach crabbing into the wind to prevent drifting left or right of centerline. You maintain the crab all the way to your flare, and just before touchdown, you step on the rudder to align your nose with the runway, and use ailerons to prevent drifting with the wind.

The crab technique can be an easy way to maintain centerline on final approach, but it requires quite a bit of judgement and timing to "kick out" the crab just before touchdown. This is the same technique that jets use to land. But there's a big difference between a 737 and a single-engine piston, and that's inertia. If a 737 isn't perfectly aligned with the runway on touchdown, it straightens itself out as the wheels touch down, and it keeps rolling smoothly down the runway. But if your 172 isn't aligned with the runway at touchdown, you're going to jump and bounce across the pavement until you are aligned with it. So unless you're out practicing your crab-to-landing a lot, it can be a tough method to perfect in a light plane.

Flying The Wing-Low Method

In most cases in light aircraft, the wing low method is an easier way to accomplish a smooth touchdown in a crosswind landing. To fly the wing-low method, you use your rudder to line your nose up with the runway, and ailerons to correct for left/right drift all the way from final approach to touchdown. Essentially, you're slipping the plane through the crosswind in order to keep yourself lined up with the runway from final to touchdown.

You start flying the wing-low method on final approach. And by flying wing-low on final, you keep your airplane's ground track **and** longitudinal axis aligned with the runway the entire time. That means your approach is more stabilized from final to touchdown.

Getting used to flying wing-low can take a little practice to get comfortable with, because you're cross-controlling the aircraft in order to stay aligned with the runway. Stepping on the rudder in one direction to keep your nose aligned with the runway, and using ailerons in the other direction to prevent drift can feel confusing at first. And it's easy to get the two mixed up when you're starting out.

One of the best ways I've found for students to learn to fly wing-low is by breaking the maneuver down into two parts. **First, step on the rudder to get the nose aligned with the runway. Second, use ailerons to stop drifting left or right, and keep yourself aligned with the runway centerline.**

Another good way to get used to the wing-low method is by flying a low approach over the runway and never touching down. By flying all the way down the runway, you give yourself the chance to keep the nose aligned with the runway, and you can really practice your drift correction.

After a few trips around the pattern, you're able to start combining the rudder and ailerons effortlessly, and get yourself established on a perfect wing-low final approach. Just remember that you use the rudder to keep the nose aligned with the runway, and you use the ailerons to prevent your plane from drifting left or right.



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Landing With Excessive Drift Or Crab



Landing With Proper Correction



Wing Low: Round Out And Flare

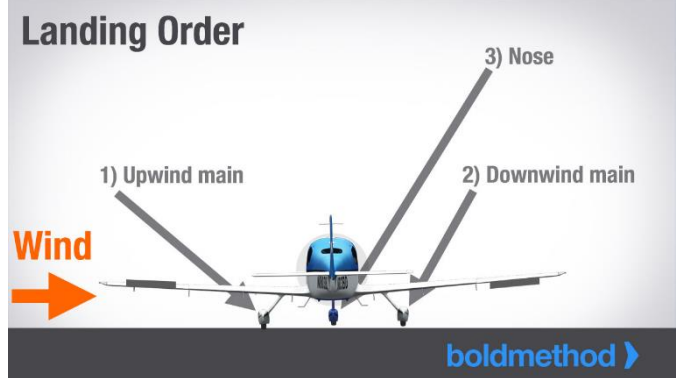
As you begin your round out and flare, your plane slows down, which also means your flight controls are less effective. Because your flight controls are less effective, you need to add more rudder to keep your nose aligned with the runway, and at the same time add more aileron to keep yourself from drifting off the centerline.

As you add control inputs, you want to keep your upwind wing low the entire time, because you're about to touch down.

Touchdown

As you touch down in the crosswind, you want to do it in three steps: first, the upwind main, then, the downwind main, then finally, the nose wheel.

By touching down one wheel at a time, you maintain your alignment with the runway throughout the touchdown. Just keep in mind that you need to relax the rudder as your nose wheel touches down on the pavement, so you don't start veering toward the downwind side of the runway.



Fully Deflect Ailerons Into Wind On Landing Rollout



After-Landing Rollout

After you touch down, you need to keep your plane from weathervaning into the wind. To do that, slowly add full aileron deflection into the wind, and keep it there throughout your rollout. At the same time, use your rudder to stay on centerline.

You'll find that by keeping your ailerons fully into the wind, your upwind wing won't lift up, even in gusts, and it's much easier to maintain control of your plane throughout the rollout.

What's The Maximum Safe Crosswind Velocity For Landing?

When it comes to crosswind, how much is too much? It really depends on your experience level, and how much practice you get. Almost all airplanes you fly have a "demonstrated crosswind" capability, which is in knots. The FAA requires a certified airplane's crosswind capability demonstration to "being satisfactorily controllable with no exceptional degree of skill or alertness on the part of the pilot in 90 degree crosswinds up to a velocity equal to 0.2 VSO". That means a wind speed of at least 20% of the airplane's stalling speed with power off and landing gear/flaps down.

For example, the Cessna 172S has a demonstrated crosswind of 15 knots with full flaps. Keep in mind, that doesn't mean you aren't allowed to land a 172 in more than 15 knots of crosswind. But if you do have more crosswind than that, you're going to need to use, as the FAA puts it, a more "exceptional degree of skill" to touch down safely.

And obviously if you're flying final and you aren't able to keep the nose aligned with the runway using full rudder, you're well beyond the crosswind capabilities of your plane. If that's ever the case, you'll need to pick a more favorable runway, or a different airport.



Are Flaps Good Or Bad In A Crosswind?

When you're landing in a crosswind, flaps usually help. That's because flaps help stabilize your plane, making it easier to fly all the way to touchdown. One of the few cases you don't want to use full flaps is in very gusty winds. By landing with less than full flaps on a gusty day, you have an advantage. You'll land at a slightly higher airspeed, which gives you more positive control of the plane throughout touchdown.

Using The Method That Works For You

Finding the landing method that works best comes down to trying both out, as well as some repetition. In most cases, the wing-low method is easier in light aircraft. To fly it, keep your nose aligned to the runway with your rudder, and use your ailerons to prevent drift. With some time and practice in a plane or a simulator, you'll have the method down, and you'll be ready to make the perfect crosswind landing.

EAA323 VMC Club Question of the month: March 2023

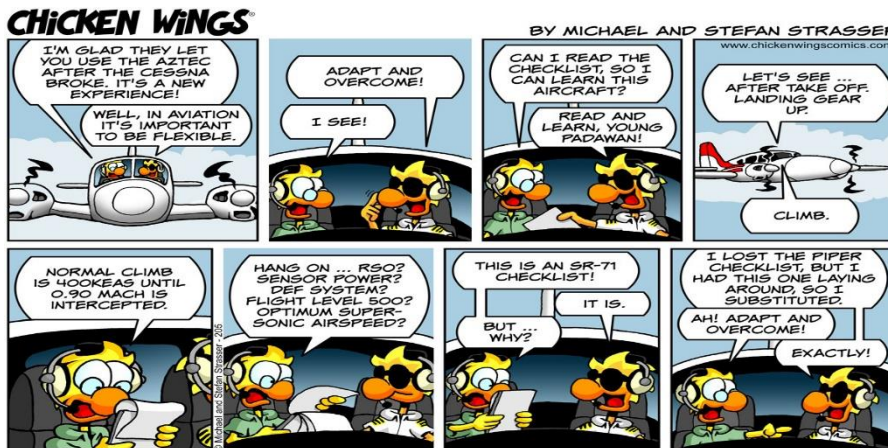
By EAA VMC Staff, (Answer on Page 22)



EAA VMC Club
Question of the Month



Question: What is a Special VFR (SVFR) clearance, and under what conditions can a pilot get one?



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The Arcane Aviation Texas Fact: First to Fly?

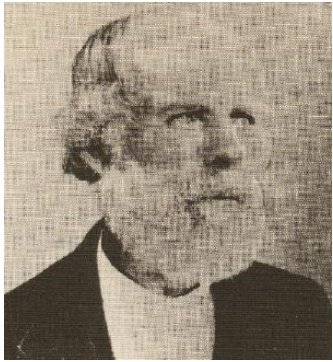
By Martin Donell Kohout

<https://www.tshaonline.org/handbook/entries/brodbeck-jacob>

<http://www.texasescapes.com/CFEckhardt/First-to-Fly-Jacob-Brodbeck>

<https://www.brodbeckfoundation.org/gillespie-county-historical-markers>

<https://texashillcountry.com/texas-home-first-flight-airship/>



Portrait of Jacob Brodbeck

Jacob Brodbeck, pioneer school supervisor and sometimes considered the first man to fly in an airplane, was born in the duchy of Württemberg on October 13, 1821. He attended a seminary in Esslingen and taught school for six years in Württemberg before sailing for Texas with his brother George on August 25, 1846. He reached Fredericksburg in March 1847, became the second teacher at the Vereins Kirche, where he replaced Johann Leyendecker, and later taught at the Grape Creek school and other Gillespie County schools. He became a United States citizen in 1852, and in 1858 he married Maria Christine Sophie Behrens, a former student at Grape Creek; they eventually had twelve children.

Brodbeck served as Gillespie county surveyor and district school supervisor in 1862 and was a county commissioner from 1876 to 1878. He is best remembered, however, for his attempts at powered flight almost forty years before the famous success of Orville and Wilbur Wright. Brodbeck had always had an

interest in mechanics and inventing; in Germany he had attempted to build a self-winding clock, and in 1869 he designed an ice-making machine. His most cherished project, however, was his "air-ship," which he worked on for twenty years. In 1863 he built a small model with a rudder, wings, and a propeller powered by coiled springs. That year he also moved to San Antonio, where he became a school inspector. Encouraged by the success of his model at various local fairs, Brodbeck set about raising funds to build a full-sized version of his craft that would be capable of carrying a man. He persuaded a number of local men, including Dr. Ferdinand Herff of San Antonio, H. Guenther of New Braunfels and A. W. Engel of Cranes Mill, to buy shares in his project, promising to repay them within six months of selling the patent rights to his machine.



Property of the DRT Library

Purported image of Jacob Brodbeck's plane; the validity of the image has been questioned.



Bust of Jacob Brodbeck at the Market Square in Fredericksburg.

There are conflicting accounts of what happened next. One says that Brodbeck made his first flight in a field about three miles east of Luckenbach on September 20, 1865. His airship, which featured an enclosed space for the "aeronaut," a water propeller in case of accidental landings on water, a compass, and a barometer, and for which Brodbeck had predicted speeds between 30 and 100 miles per hour, was said to have risen twelve feet in the air and traveled about 100 feet before the springs unwound completely and the machine crashed to the ground. Another account, however, says that the initial flight took place in San Pedro Park, San Antonio, where a bust of Brodbeck was later placed. Yet another account reports that the flight took place in 1868, not 1865. All the accounts agree, however, that Brodbeck's airship was destroyed by its abrupt landing, although the inventor escaped serious injury.

After this setback, his investors refused to put up the money for a second attempt, so he embarked on a fund-raising tour of the United States. His papers were stolen in Michigan, however, and he failed to persuade his audiences to invest in his scheme. Brodbeck returned to Texas and lived on a ranch near Luckenbach until his death, on January 8, 1910, six years after the Wright brothers' first flight at Kitty Hawk. No drawings or blueprints of Brodbeck's craft have survived, and his aviation achievements remain shrouded in doubt. He was buried on his farm near Luckenbach.



How Does An Altimeter Work

By Boldmethod, 02/14/2023, <https://www.boldmethod.com/learn-to-fly/systems/how-does-your-aircraft-altimeter-work-in-flight/>

How much do you know about the altimeter in your airplane?

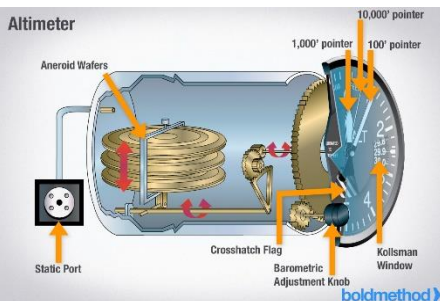
What Exactly Does An Altimeter Measure?

Altimeters measure height above particular pressure levels. To do this, they compare the pressure of outside static air to the standard pressure of 29.92" Hg of air at sea level. Air is denser at sea level than aloft, so pressure decreases as altitude increases (and vice versa).

In most flights below FL180, your goal is to set your altimeter so that it reads out your aircraft's height above Mean Sea Level (MSL), but more on that in a bit...



How Does It Work?



A standard altimeter contains a stack of sealed aneroid wafers with an internal pressure of 29.92" Hg. These wafers expand and contract based on the static pressure inside the casing of the altimeter. This static air enters the casing through a tube attached to the static ports on your airplane. The chamber is otherwise sealed, so only static air from directly outside the airplane enters the chamber.

"A higher static pressure presses down on the wafers and causes them to collapse. A lower static pressure (less than 29.92" Hg) allows the wafers to expand" (FAA). Mechanical linkages connect the movement of these wafers to needles on the interior face of the altimeter. **Compression of the wafers translates to a decrease in altitude, while**

expansion translates to an increase in altitude.

Reading The Altimeter

Reading a standard 3-hand altimeter is easy. The long pointer measures altitude in intervals of 10,000 feet (2 = 20,000 feet). The short, wide pointer measures altitude in intervals of 1,000 feet (2 = 2,000 feet). The medium, thin pointer measures altitude in intervals of 100 feet (2 = 200 feet).

Kollsman Window On Traditional Altimeter



What Happens When Air Pressure Isn't Standard? (29.92" Hg)

Across the globe, or even across a few miles, different air pressure can have a dramatic effect on altimeter settings. As you fly from high-pressure weather systems to low-pressure systems (or vice versa), you need to adjust your altimeter to get an accurate Mean Sea Level (MSL) altitude reading on your altimeter.

You reset your altimeter to match local, nonstandard station pressure readings, using the Kollsman window on your altimeter. **This is usually done every 100NM for aircraft flying below FL180.**

Reading An Altimeter



Where do you get the altimeter settings from? If you're flying VFR, you can tune in to a nearby ASOS or AWOS weather station at an airport. If you're getting VFR flight following from ATC, or if you're on an IFR flight plan, ATC will give it to you periodically. And if you have ADS-B or Sirius XM weather, you can pull up the altimeter setting for a nearby airport.

Every .1" Hg is equivalent to 100 feet in altitude. So, let's say you took off with an altimeter setting of 29.96" Hg. 150 miles into your flight, the pressure dropped to 29.70" Hg. The altimeter would be off by approximately 260 feet in altitude if you didn't make any adjustments. (29.96 - 29.70 = +.26).



If you kept flying at your indicated altitude (let's say 3,500' MSL) without adjusting your altimeter, you'd be 260 feet low. **(Remember the saying "high to low, look out below").**

But by dialing the new altimeter setting in the Kollsman window, or the altimeter setting of a glass-panel aircraft, you'll read out an accurate MSL altitude.

What About Glass Cockpits?

Electronic Flight Displays (EFDs) do things a little differently. Altimeter readings are generated by an Air Data Computer (ADC), which uses the same static air input to measure altitude. However, the static air never enters a diaphragm the same way it does in a traditional altimeter. "The ADC computes the received barometric pressure and sends a digital signal to the PFD to display the proper altitude readout" (FAA). There are fewer moving parts here!



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

[Airplane and Coffee: Sulphur Spring's event](https://www.facebook.com/groups/218676792817854)

<https://www.facebook.com/groups/218676792817854>

Could not have asked for a better turnout than we had yesterday (March 4) at Sulphur Springs Municipal Airport. The weather was phenomenal. 135 aircraft were reported in attendance along with hundreds of people. Many were locals from the town of Sulphur Springs.

We want to begin by thanking EVERYONE that attended the event. And EVERYONE that helped make it possible. We know you have many other options on a beautiful Saturday morning, and we appreciate you coming out and spending your time with us.



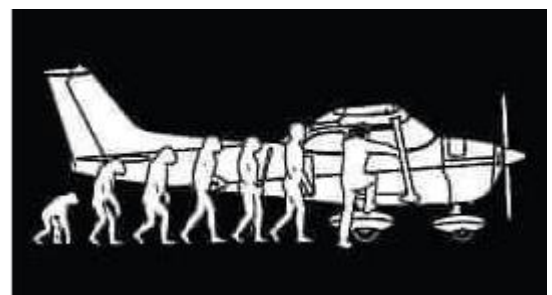
Next, we'd like to thank the Airport Manager Joey Baker for not only approving this fly-in, but also for all of his effort to prepare for and support the event. He is an awesome airport manager, and we are grateful for him and his entire staff.

American Legend Aircraft was a phenomenal host. Their beautiful hangar and incredible aircraft being displayed set the tone for the entire event. The tours given of their facility were a HUGE hit. You need to check them out if you're in the market for something with BIG TIRES!

The KSLR EAA chapter and the local Civil Air Patrol squadron based at KSLR, TX-450, Sulphur Springs Composite Squadron, accomplished the task of parking of all the aircraft and guiding the attendees to the host hangar. As a token of appreciation, Airplanes and Coffee donated \$500 to the CAP which will be awarded to young volunteer in their Powered Flight Academy.

HUGE THANK YOU to both Javier Lc Vera Martinez and Joe Fernandez for showing up early and taking BEAUTIFUL PHOTOS of the aircraft arriving. Look out for photos of your airplane on our FB page! And please contact them for all of your Aviation Photography needs!

Watch a video of the event: Airplanes and Coffee - Sulphur Springs 3/4/23 MASSIVE FLY-IN with a HUEY HELICOPTER <https://www.youtube.com/watch?v=Pe961moYJQE>



Some Assembly Required

By Rod Machado, DECEMBER 2014, <https://rodmachado.com/blogs/learning-to-fly/17964143-some-assembly-required>

Any activity, regardless of its complexity, can be dissected into smaller, easily learned parts. This is what got me through dance lessons, and it would for you, too. “One, two, three, one two three, one....” Insert a few “I’m sorrys” for those toe stomps and bingo, you’re Fred Astaire or Ginger Rogers. The ability to breakdown complex maneuvers into components, practice those parts then reassemble them as a complete maneuver is a powerful teaching tool. Used properly, it makes difficult tasks easier to master.

I first recall using this technique with a student named Bob (his real name is Fred). Bob wanted his commercial license in the worst way. Unfortunately, the great white whale in his struggle was the chandelle. He stripped three instructors of their emotional gears in his attempt to acquire even a modicum of proficiency in this maneuver.



On our first flight I asked him to demo his version of the chandelle. He hesitated, made a left turn then I said, “Bob, you don’t need to do clearing turns prior to a chandelle.” He replied, “Ahh, that wasn’t a clearing turn, it was my chan....” It was time for the heavy artillery.



I decided to reduce the chandelle into components and have him master each part individually. Then we’d reassemble the parts into a whole.

First, let’s recall that a chandelle is a high performance, 180 degree climbing turn. It’s entered with the wing on a reference point followed by 30 degrees of bank and a climbing turn. The highest pitch attitude is reached at 90 degrees of turn. At this point the airspeed continues to decrease while the attitude is held constant. From 90 to 180 degrees of turn the bank is proportionally reduced to zero and the airplane is just above stall at this point.

We began with the turn.

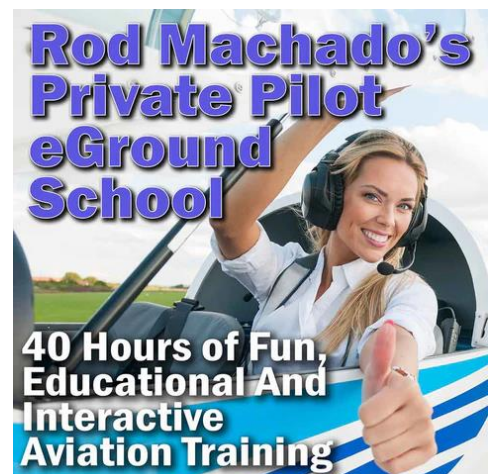
Many students seem to have trouble coordinating a roll into a crisp 30 degree bank. I had Bob put the wing on a reference point and roll right and left to 30 degrees of bank. The secret to coordinating the roll is to keep the airplane’s longitudinal axis perfectly straight with rudder pressure until reaching 30 degrees of bank. It took Bob seven tries before achieving a reasonable proficiency at turn entry. Then we moved on the second component, the rollout.



After establishing the bank, a climbing turn is made toward the reference point. But instead of climbing, I had Bob remain in level flight. I wanted him to turn until his nose passed through the reference point (that’s 90 degrees of turn), then gradually reduce his bank (from 30 degrees to zero degrees) so his wings were level at 180 degrees of turn.

Most students have difficulty timing the bank reduction during the last 90 degrees of turn. Keeping track of the reference point is the main difficulty. Typically, they roll out too quickly and are wings level before completion of the 180. Then they try to roll back into the bank while hoping no one is watching. Nice Try. Remaining in level flight prevented Bob from worrying about maintaining the constant climb attitude during bank reduction. It took him about eight tries before he achieved acceptable performance in timing the rollout.

You can even make the 90 to 180 degree rollout more realistic by retarding the throttle at the 90 degree turn point. This simulates the affect that decreasing airspeed has on the airplane’s turn radius in the actual chandelle. It also simulates the elevator back pressure required during the last half of the chandelle.



The third and final component involves demonstrating the airspeed decrease associated with a constant nose up attitude. And some students have difficulty understanding how airspeed can decrease while the attitude is held constant during the last 90 degrees of the chandelle. To simulate this I had Bob raise the nose slowly on a constant heading and stop at a prechosen attitude (let's say 15 degrees nose up). We watched the airspeed decreased even though the nose up attitude was held constant. At a point just above stall we lowered the nose.

That's it. I disassembled the chandelle into three components and practiced each until Bob attained acceptable proficiency in each. Then we reassembled them into a complete maneuver. In one hour, Bob's chandelle went from an unrecognizable maneuver to a checkride passing commercial maneuver.

There are very few maneuvers that can't be disassembled into manageable bites for your student's consumption. The chandelle is only one example. When students have difficulty mastering a skill, attempt to isolate the appropriate parts (the building blocks) of that behavior. Have your students practice these parts to proficiency. This technique works on almost any maneuver: pylon eights, S-turns across a road, slow flight or stalls. It works with thinking skills, perceptual skills and, of course, motor skills. You're only limited by your imagination.

Pilot's Tip of the Month: "Hidden Pockets of Turbulence"

Featuring Dr. Scott Dennstaedt, <https://pilotworkshop.com/tips/hidden-pockets-of-turbulence/>

Subscriber question:

"I got surprised by severe turbulence in clear air. It was brief but terrifying. There were no AIRMETs or SIGMETs. What causes situations like this?" — Paul M.

Scott:

"Not all pilot reports of turbulence will fall within an AIRMET. In fact, this includes reports of severe turbulence. Outside of deep convection, moderate or greater turbulence can occur in rather shallow layers that are often no more than one or two thousand feet thick.

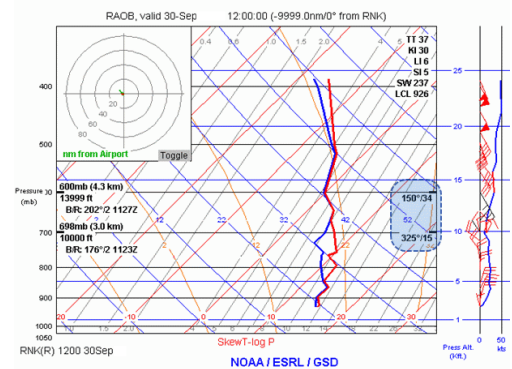
ROA UUA /OV ROA090010/ TM 1037/FL100/TP E145/TB SEV 100-110=
 (Roanoke area urgent PIREP / ROA 090 radial at 10 DME / Time 1037Z / Altitude 10,000 feet / Aircraft Embraer 145/ Severe turbulence 10,000-11,000 MSL)

For example, at 1037 UTC the crew of a regional jet 10 miles east of the Roanoke VOR reported severe turbulence in a layer between 10,000 and 11,000 feet. This likely caught the crew by surprise given that there were no active advisories for moderate or greater turbulence in this immediate area. The closest AIRMET was nearly 70 miles to the east for moderate turbulence below 15,000 feet.

Often turbulence in such a shallow layer is attributed to extreme changes in wind direction and/or wind speed. Depending on the time and location, turbulence such as the crew of this regional jet experienced can be difficult to explain since it tends to slip through the NWS observation network.

However, an 1115Z Skew-T log (p) diagram clearly shows why the regional jet experienced severe turbulence between 10,000 and 11,000 feet.

While there are only gradual changes in wind speed shown in this sounding, notice the wind shift that occurs at 10,000 feet. The winds change direction from a north-to-northeasterly flow below 10,000 feet to a southeasterly flow above 10,000 feet. The wind at 10,000 feet is 325 degrees at 15 knots and the wind at 14,000 feet is nearly opposite at 150 degrees at 34 knots. Turbulence produced from this kind of directional shear usually remains isolated to a very shallow layer."



Dr. Scott Dennstaedt
 CFII, author & former NWS meteorologist, founder of EZWxBrief

Want a simple way to find smooth altitudes before takeoff? Check out this video: <https://pilotworkshop.com/ifr-weather-brief-tip/>

Mel Asberry
FAA Designated Airworthiness Inspector
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 *Original & Recurrent Airworthiness Inspections
 *A & P Mechanic
 *EAA Technical Counselor
 *EAA Flight Advisor



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n168tx@flytx.net



Quiz: How Much Do You Know About These 6 V-Speeds?

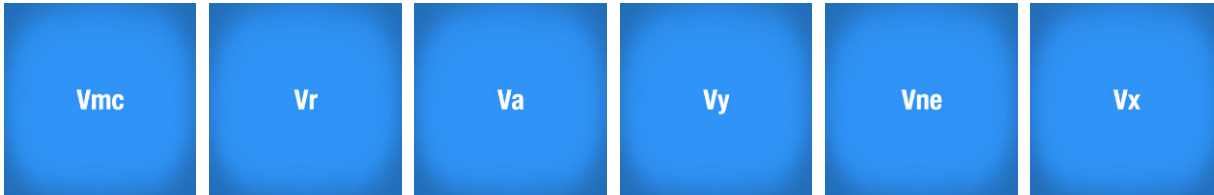
By Corey Komarec, 01/09/2023, <https://www.boldmethod.com/blog/quizzes/2023/01/how-much-do-you-know-about-these-6-v-speeds/>



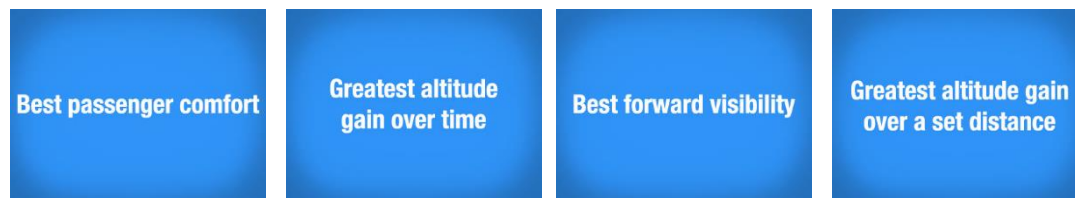
Answers on page

Ready to get started?

1) You're flying a DA-40 when you start experiencing moderate turbulence. What's the maximum speed you should you maintain?



2) You take off and pitch for V_y , which gives you _____.



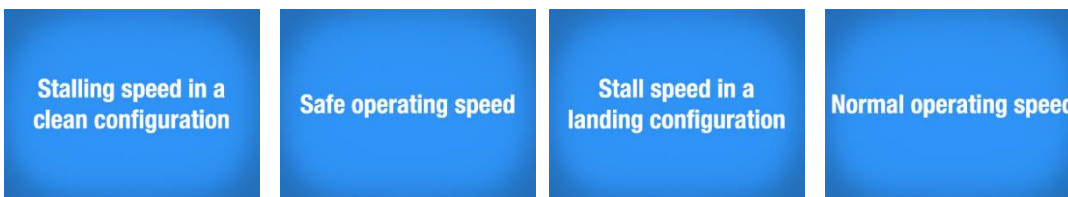
3) You're flying a DA-40 in smooth air. What speed can you not exceed?



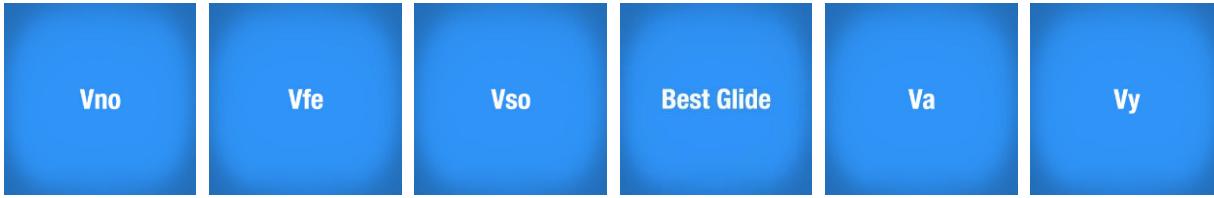
4) The airport you are departing has trees at the departure end of the runway. What airspeed should you pitch for until the trees are cleared?



5) V_{so} is the _____.



6) You're enroute when you have an engine failure. You should maintain _____ to maximize the distance you can fly with your failed engine.



FOR SALE!

By Kimberley Chaney Tye and Mary Lawrence

Ultralights For Sale:

I need your HELP! Billy Tye worked hard and liked to play hard as well !! Unfortunately, he just didn't allow himself much time to play!!!

He got these Air trikes & the Gyroplane to do just that! He had just gotten a hanger for them in Aransas Pass right before he died, where they have been since! I've reached out to all the people and then some that I know that are Pilots or may know Pilots, have a love of flying etc. and have had no luck so far! So, this is where YOU come in!

If you are interested in these or know someone who is or might be PLEASE reach out to me (on Facebook)! I'm moving soon and would like to sell them before I move! Thanks in advance for any help you may give me! I appreciate you all!



Aircraft of the Month: Interstate Cadet

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

The Interstate Cadet was an American two-seat tandem, high wing, single-engine monoplane light aircraft. Around 320 of these aircraft were produced between the years 1941 and 1942 by the Interstate Aircraft and Engineering Corporation based in El Segundo, California. The construction techniques employed were a welded steel tube fuselage, wood (spruce) wing structure with metal ribs, and fabric covering, all of which were fairly standard in the 1940s.

An Interstate Cadet, flown by aviator Cornelia Fort and an unknown student, was one of the first aircraft (if not the first) to be attacked by IJNAS Japanese naval planes en route to the Pearl Harbor attack on December 7, 1941.

Design and development

The original version, the S1 prototype, was powered by the 50 hp Continental A50 engine, but was soon upgraded to the Continental A65 engine and redesignated as the S1-A-65F. This was a common engine used in many small American two-seat aircraft of the time. This aircraft would be used during World War II under the L-6A designation.

In 1945 the rights to the aircraft were sold to Harlow Aircraft Company, which in turn resold the tooling and parts to the Call Aircraft Company of Afton, Wyoming in 1946 for \$5,000 (\$69,000 in 2021). Callair rebuilt a number of S-1, S-1A and L-6s, some with engine upgrades, for local ranchers and bush pilots as well as two examples of their own serial numbered CallAir S-1A-90C before stopping production, focusing instead on variations of its original CallAir Model A (which also sold in small numbers, fewer than 200 total units).

One reason the Cadet may not have sold well was that this aircraft cost almost three times the amount of the comparable Piper J-3 Cub. However, a close look at the two aircraft reveals that the Cadet was faster, stronger, and could be operated in a more rugged environment with its Oleo strut/Compression spring suspension system. Popular upgrades for this airframe included larger engines(75/85/90/100 hp), better brakes, and a different tailwheel system.

In the late 1960s the type certificates and tooling were bought by the newly formed Arctic Aircraft Company who transformed the S-1B1 into a bush plane by upgrading structural elements of the fuselage, landing gear and wings. This aircraft was designated the S-1B2, was used a Lycoming O-320 160 HP engine and a McCauley propeller for increased performance and was certified in 1975 as the Arctic Tern. The new Type certification also covered installing the same engine in otherwise standard Interstate Cadets.

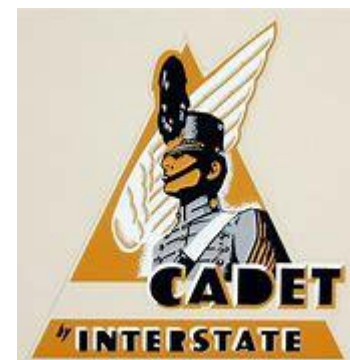
Specifications: Interstate Cadet

General characteristics

Crew: two
Length: 23 ft 5 in (7.15 m)
Wingspan: 35 ft 6 in (10.82 m)
Height: 7 ft 0 in (2.13 m)
Empty weight: 1,103 lb (500 kg)
Max takeoff weight: 1,650 lb (748 kg)
Powerplant: 1 × Continental A65-8 , 65 hp (48 kW)

Performance

Maximum speed: 114 mph (183 km/h, 99 kn)
Cruise speed: 105 mph (169 km/h, 91 kn)
Range: 540 mi (869 km, 470 nmi)
Service ceiling: 16,500 ft (1,530 m)



EAA323 VMC Club Question of the month March 2023: Answer

By EAA VAM Staff, (Question from Page 12)

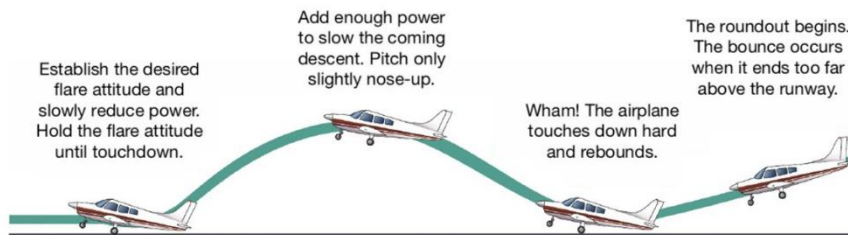


Answer: In controlled airspace, the minimum conditions for VFR flight include a 1,000-foot ceiling and 3 miles visibility. If conditions are lower, a pilot can ask for a Special VFR clearance. To use a SVFR clearance, the visibility must be at least one mile, and the pilot must remain clear of clouds. An SVFR clearance can be granted from sunrise to sunset even for both instrument and non-instrument rated pilots. Instrument rated pilots may be given an SVFR clearance at night if flying an aircraft that is IFR equipped. Pilots should contact ATC (typically the tower) to request a SVFR clearance, although not all facilities will allow SVFR. For uncontrolled airspace, pilots should request an SVFR clearance from Flight Services. Reference: FAR 91.157

Aviation Words – “Two-for-one special”

<https://www.aviationsafetymagazine.com/features/fixing-your-bounce/>
https://pages.eaa.org/index.php/email/emailWebview?md_id=26473

Have you ever had a landing that also qualified as your 90-day currency? Well, a “Two-for-one special” which I'm sure none of us has EVER done, is an interesting term for a less-than-perfect landing. Specifically, The airplane bounces up at touchdown before landing again.



The primary cause of a bounced landing is flaring too high above the runway, perhaps with too much speed. In our ideal, perfect landing, the airplane will quit flying just inches above the runway. Instead, a bounce results when the flare occurs a few feet above it, and the airplane has the energy—resulting from excess altitude, excess airspeed or both—to rebound back into the air. In any event, a bounce results when the airplane isn't finished flying.

Aside from the aesthetics, a bounced landing usually doesn't do harm. Things can get way out of hand, though, when the pilot doesn't properly respond to the bounce. Losing control on the runway while landing routinely results in the aeronautical equivalent of a fender-bender, however, and sometimes has worse consequences.

And it's relatively easy to lose control after bouncing a landing if we don't continue flying the airplane. The bounce itself imparts additional energy to the airplane as the landing gear struts or legs compress/bend and then return to their normal state. The airplane is forced back into the air at a low speed and power setting. If the pilot doesn't react with a recovery or a go-around, things can get gnarly.

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 18 and 19

- 1) In very turbulent air, you should slow down to maneuvering speed. V_a guarantees that your aircraft will stall before structural damage occurs.
- 2) Pitching for V_y gives you the greatest altitude gain over time.
- 3) As long as you are in smooth air, you can fly at any airspeed as long as it doesn't exceed V_{ne} .
- 4) Pitching for V_x gives you the greatest altitude gain over a set distance.
- 5) V_{so} is the published stalling speed in a landing configuration at maximum gross weight.
- 6) In a single engine aircraft, best glide provides the best forward distance in an engine failure. Keep in mind, this airspeed, however, does not guarantee the longest time aloft during an engine failure.

Supporting Our Community, Shop Local, Shop Texoma:

By Kim and Todd Bass

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

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

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

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Todd Bass

1920 N Grand Ave, Sherman, Texas 75090

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



Rebecca Yavner, Agent

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



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Keep Calm
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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.



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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.



3/16/23 @ 7p.m.

Presenter: David Leiting

**Subject: EAA Learn to Fly Week – Hosting a Chapter Flying Start Event
Chapters Webinar Series**

May 15 - 20, 2023, is the inaugural EAA Learn to Fly week, and your chapter is invited to participate by hosting a Flying Start event on Saturday, May 20! Join David Leiting from EAA headquarters, as he provides an overview of how your chapter can participate in this special event, and how EAA can support your chapter's efforts.

3/22/23 @ 7p.m.

Presenter: Ned Parks

**Subject: Caution: Helicopter Wake Turbulence!
Qualifies for FAA WINGS credit.**

Numerous accidents have occurred as a result of helicopter wake turbulence. What is it? Ned Parks, ATP/CFII, discusses something you either have never heard of, or very seldom have. Numerous accidents have occurred to fixed-wing aircraft as a result of helicopter wake turbulence. This presentation will explore the impact of helicopter wake turbulence on fixed-wing aircraft, both in the VFR and IFR environments. Please join the webinar and gain an understanding of how dangerous helicopter wake turbulence can be.

3/29/23 @ 7p.m.

Presenter: Ken Solosky

**Subject: Airborne Medical Emergencies: How to Act as the PIC
Qualifies for FAA WINGS credit.**

Are you prepared and would you know what to do in a medical emergency while airborne? Join Ken Solosky, an ATP and CFI for airplanes and helicopters, as he discusses how to respond to life-threatening medical emergencies before EMS arrives, and what first aid equipment should be carried on board your aircraft. For more than 35 years Ken has been an emergency medical technician, and has also been chief pilot for the New York and Newark police departments.

4/5/23 @ 7p.m.

Presenter: Mike Busch

**Subject: Ethics of Misdiagnosis
Qualifies for FAA WINGS and AMT credit.**

When an aircraft owner puts his aircraft in the shop and asks his mechanic to fix a specific problem, should the owner have to pay for work done or parts installed that don't resolve the issue? That's the question the owner of a vintage Piper PA-12 Super Cruiser posed to maintenance expert Mike Busch. The question triggered a fascinating exchange between Mike and the owner about the ethics of misdiagnosis, and that's the subject of this webinar. Mike discusses what owners can do to avoid being victimized by this all-too-common situation.

4/11/23 @ 7p.m.

Presenter: Chris Henry

**Subject: The History of Steve Wittman
Museum Webinar Series**

Steve Wittman was the winningest air race pilot of all time and designer of numerous iconic aircraft designs. He called Oshkosh his home and is one of the reasons why EAA does as well. Join us as we talk about all things air racing and Steve Wittman.

4/12/23 @ 7p.m.

Presenter: Rich Stowell

**Subject: The Nine Principles of Light Airplane Flying
Qualifies for FAA WINGS credit.**

Why don't we talk about first principles in aviation? What are those principles? And what impact could knowing them have on aviation safety and education? Tune in as Rich Stowell proposes nine principles for light airplane flying and drills down into two of them in a way that will broaden your understanding of maneuvering flight.

EAA Webinars sponsored by



Upcoming Events:

- Thursday, Mar 16 EAA 323 Board of Directors Meeting at the Sherman Municipal Airport (SWI),
1200 South Dewey, Sherman, TX @ 6:30pm
Subject: Planning
- EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI),
1200 South Dewey, Sherman, TX @ 7:00pm
Subject: Flight Simulators with Chris Frederick
- Saturday, Apr 01 EAA 323 First Saturday Event: Pancake Breakfast at the Sherman Municipal Airport (SWI)
1200 South Dewey, Sherman, TX @ 8:30am
- Thursday, Apr 20 EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI),
1200 South Dewey, Sherman, TX @ 7:00pm
Subject: VMC Club Presentation
- Sunday, Apr 30 Young Eagles flights at Sherman Municipal Airport (SWI)
1200 South Dewey, Sherman, TX @ 1:00pm
- Saturday, May 06 EAA 323 First Saturday Event: Fly-out to Mid America Flight Museum
602 Mike Hall Parkway, Mount Pleasant, Tx, 75455, Phone: (903) 573-2888
- Thursday, May 16 EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI),
1200 South Dewey, Sherman, TX @ 7:00pm
Subject: Charts N Legends with Rick Simmons

Officers/Board of Directors/Key Coordinators

Name	Position	Email Address	Contact Number
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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 Editor	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 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: