



# The Ramp Page



**EAA Chapter 323 Sherman, TX**  
**Monthly Newsletter**  
**Celebrating our 52nd year of service!**  
**September 2021**



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

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

Like us on Facebook @ea323

## President's Mission Brief:

By John Halterman

Hello EAA 323!!!

Fall is arriving! To kick that off, on the morning of September 11th, 21 people and 12 aircraft as a part of our chapter flew out to Sulphur Springs for a hearty breakfast at the Red Barn (just across the street from the airport). The flying was extremely smooth, no turbulence, and just a great morning to get out with like-minded people. Great job EAA 323!



This coming Thursday Sept 16th, 7pm at Sherman Muni Airport Terminal, our presentation will be given by Mike Montefusco. GA jeopardy will be a test of our knowledge on GA related topics, like regulations and general knowledge. It'll be a lot of fun with a actual Jeopardy board too! Bring a friend! Also, if you have EAA 323 memorabilia for our chapter board, feel free to bring it.

Sunday September 26th we have our fall Young Eagles event. It will be at Sherman Muni Airport at 1pm. John Horn is our coordinator and his contact details are at the end of the newsletter. We need pilots and ground crew. We will be done by 3pm. Please consider volunteering.

Our first Saturday event will be the Brushy Creek annual fly in! It will be Oct 2nd. And, it's the 25th anniversary of this event! An EAA 323 board meeting will precede the event starting at 9:00am. We'll bring reviewing some board related items and setting the agenda for the first half of 2022! All members are welcomed to attend. Afterwards, we enjoy good food and fellowship. See the flyer later in this newsletter for details on the event.

We are planning to lead the annual breakfast at the Splash-In at Cedar Mills on the morning of Sunday October 17th. I don't have the specific details yet at the time of the writing of this newsletter but keep your eyes open in your email for updates.

Fall is quite busy for our chapter...looking forward to a safe, fun time!

EAA 323 Saturday/Special Events:

- Sept 26: Young Eagles Flights at KSWI, 1 PM
- Oct 2: Brushy Creek Annual Fly-In (Rick Simmons' airport)
- Oct 9: Antique Fly In at Gainesville
- Oct 16-17: Splash-In at Cedar Mills
- Oct 17—EAA 323 Sponsors Pancake Breakfast Sunday morning at Splash-In
- Nov 6: EAA 323 sponsored pancake breakfast at KSWI
- Dec 4: Flyout (details to be determined)

I hope you all can mark the above in advance and attend. Looking forward to a fun-filled fall and getting rid of the heat!

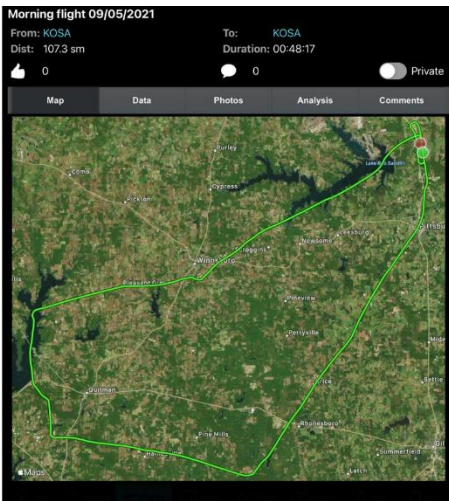
John F. Halterman  
EAA 323 President



## EAA 323 members participate in Sport Air Racing league - Mt .Pleasant (KOSA) 150 Air Race

By Rick Simmons and Mike McLendon

Who doesn't think of speed when they think of airplanes? What pilot doesn't plan for speed when flight planning? But really how realistic is it to race our regular ol bug smashers and is it really a race? September 5th several of our Chapter members and friends found out. Raymond Fulenchek, Mike McLendon, Rex Lawrence, Mike Straus, Rick Simmons and grandson Cole Slater participated in this race.



Your race is just that, your not wingtip to wingtip racing. We take off in somewhat of a speed order, fastest first slowest last as determined by the judges, at a timed take off spacing so we are not in real close proximity in most cases. Some do catch up to others depending on how the pilot is operating his machine.

There are rules for passing and so forth all explained in the prerace briefing. Then you fly the prescribed course, finding landmarks designated as turn points. These can be other airports, bridges over lakes, anything you might have used as a check point in a cross country flight, which is really all this is. Timing is accomplished at the start finish and with judges at some of the turn points to ensue no one cuts a corner. There is usually a 150 and a 100 mile course.

Ricks grandson served as his navigator and inflight support. "He found out the turns can come pretty quickly on some legs of the course and to keep your time on the course down, the pilot needs to know the next heading before he make the turn other wise you waste precious time correcting your turn. You also have to make proper radio calls on the correct frequency at each turn. Just spotting the turn point can be a challenge also. The work load can get a person behind it they don't plan ahead. This was my fifth race, Coles first, and I have enjoyed them all."



Mike McLendon was the FAC 6 class at a blazing 114mph at Mt Pleasant!



Mike Straus with his award

We all had a great time with wonderful weather and lots of fellowship amongst our group and the other racers. Several of us won group and division awards. None of us set a new speed record and we found out, over a hundred mile course, most of us, even with our mix of aircraft, flew it in a few minutes of each other, even tho some of us burned twice the gas. To be fair even the slowest plane gets an award, the Flying pig. The top speed flown as I recall was 305 mph, the slowest just under a hundred. Rick averaged 141 mph and Mike McLendon averaged 114 in the 150. Raymond wasn't pushing the 172 hard but used the race to do a sustained monitored run on that engine. Rick won his class, Mike won his class, Raymond and Rex both placed and Raymond won the Snoopy as a door prize!



Next time you see an email about one of these events plan to participate, it's fun, gives you another look at flying a planned course and you'll have a great story to tell. Besides that how many of you can claim to be an Air Race pilot and have the hardware to prove it? HMMM?



Mike Straus receives the coveted "Flying Pig" award!



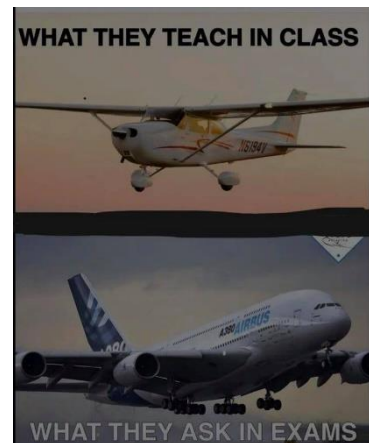
Mike McLendon, Rick Simmons, Cole Slater, Mike Straus, Rex Lawrence, Raymond Fulenchek

After the race, our group of now Experienced Air racers took a private tour of the Air Museum!



Waco

WWII Pearl Harbor Survivor at Mt Pleasant



## EAA 323 members enjoy breakfast at Sulphur Springs (KSLR), remembers 20<sup>th</sup> Anniversary of 9/11

By Mike McLendon



The "Gang" at Sulphur Springs! Anyone else think of a better way to celebrate Sep 11?



EAA33 owning most of the airport (12 airplanes in total, 21 people in total) for an awesome Breakfast

## Young Eagles Flight being lined up:

By Ed Griggs

Its not too late to get involved for the upcoming Young Eagles Flight at Sherman Municipal Airport (KSWI) on Sunday, Sep 26 at 1pm (Alternate date of Sunday, Oct 03 in case of inclement weather). Please get with John Horn and let him know of your availability for this fun and fullfilling activity! The smiles on these kiddoes 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/ea/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://youngeaglesday.com/>) where they can sign up and fill out a Waiver for the event. Keep this link handy for future reference!

## EAA323 VMC Club Question of the month: September 2021

By Radek Wyrzykowski, Manager of Flight Proficiency, EAA 1187948, 920-426-6899, [www.eaa.org/proficiency](http://www.eaa.org/proficiency)

This Months question:

Why is there a significant and visible difference between the magnetic variation (as depicted by the dashed line) for the airport and the VOR located at the same airport? For example, should not 360 radial point to the magnetic (compass) north?



# FunPlacesToFly

<http://FunPlacesToFly.com>  
<http://VansAircraftBuilders.com>  
<http://SmittysRV.com>  
<http://EAA1246.org>  
<http://ThisNewOldRV.com>  
<http://OpenAirNet.com>



**KENT FITCH**  
Designated Pilot Examiner  
Gold Seal & Master CFI Fixed & Rotary Wing

MCFI/CFII AMEL/ASEL/HELI	A&P Mechanic
SFAR 73 R-22/44 Instructor	SUAV Drone Pilot
Advanced/Basic Ground Instructor	ATP AMEL/ASEL/HELI
Instrument Ground Instructor	High Performance/Complex
Night Vision Goggles Instructor	Flight Review/IPC

## Brushy Creek celebrates 25 years service to the Area!

By Rick Simmons

Well friends and neighbors, the calendar has rolled around and its time for our fly in. Its on the first Saturday of October , Oct. 2nd, just like the last 20 or so have been. Hope you can make it, details below in the attached flyer.

Let us know your coming so we can plan for the food and excitement.

# BRUSHY CREEK \*\*\*Twenty Fifth\*\*\* ANNUAL FLY-IN & FARM PARTY

Sponsored by PK Solutions  
October 2nd 11:00AM

LOCATION: BRUSHY CREEK RANCH, GRAYSON CO. Five miles north of Sadler, Texas on 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!!

**You Should Come-Surprise aircraft might show up!!**

**Weather Permitting**

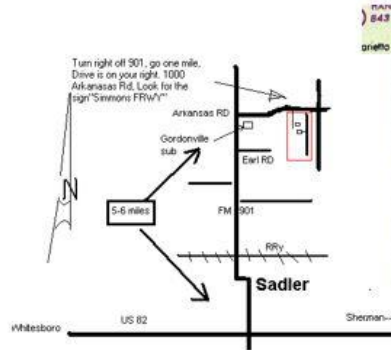
**Price of Admission:** We ask you bring canned goods or diapers to be delivered to "Your Neighbors House" our local food pantry. Last year you shared over 250# of food and diapers, can you beat that this year?

Contests... Prizes.. Games

\*\* Please RSVP Via E-Mail [rr52s@yahoo.com](mailto:rr52s@yahoo.com) or Call 903 818 8066

FOR YOU AVIATORS..2800X100 GRASS (CAUTION, 40' TREE @ EACH END)  
18-36, **WIND SOCK** ON West Side OF RWY. LAT 96/49 LONG 33/45. PARKING VIA MIDFIELD WEST TAXIWAY, THEN NORTH SIDE IN FRONT OF THE HANGER.  
CTAF 122.75

See you Soon, Rick & Pam Simmons Covid masks at your discretion Social distancing provided



Sectional Not for Navigation

## Rusty Pilot, Accomplished Pilot, Wanting to be a Pilot? Join Texoma Aero Club:

By Michael McLendon



Miss Mary washing "Sunshine" over Labor Day weekend!

Our September TAC meeting will be this coming Tuesday, Sept 21, starting at 6:00. We will be cooking steaks and are asking a \$5.00 donation to offset costs! Discussion points will be Flight Circle and Lucy! All club members are encouraged to attend as well as anyone interested in becoming a member. TAC is located at hanger E2, NTRA.



## CFI Corner: Runway Incursion Avoidance

By Adam Yavner

The FAA has identified this as a special emphasis area so some prior reading and study will be helpful, as well as ongoing reinforcement during lessons, and referring often to documented reference material.



A runway incursion is an incident where an unauthorized aircraft, vehicle or person is on a runway. ... Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and take-off of aircraft. Basically, we want to avoid 2 aircraft contacting each other.

























Here are the emphasis areas, according to the FAA. Most are self-explanatory, but I've included some notes where helpful. My comments are in italics:

### **Focus areas:**

1. Distinct challenges and requirements during taxi operations not found in other phases of flight operations.
2. Procedures for appropriate cockpit activities during taxiing including taxi route planning, briefing the location of hot spots, (can be found in AFD) communicating and coordinating with ATC. Keeping your head up and eyes outside is particularly important here. No fiddling with the avionics, texting, or writing down clearances. Be familiar with the airport and the likely areas of taxi, preferably with a printed Airport Diagram or electronic equivalent. Try to predict the likely routes, but don't let expectation bias take you down the wrong path.
3. Procedures for steering, maneuvering, maintaining taxiway, runway position, and situational awareness. Know where you are and where you are going. Try to imagine or predict likely areas of other aircraft or vehicle movement but keep on the lookout for the unexpected!
4. The relevance/importance of hold lines. Don't forget to read back all hold-short clearances!
5. Procedures for ensuring the pilot maintains strict focus to the movement of the aircraft and ATC communications, including the elimination of all distractive activities (i.e. cell phone, texting, conversations with passengers) during aircraft taxi, takeoff and climb out to cruise altitude.
6. Procedures for holding the pilot's workload to a minimum during taxi operations.
7. Taxi operation planning procedures, such as recording taxi instructions, reading back taxi clearances, and reviewing taxi routes on the airport diagram



8. Procedures for ensuring that clearance or instructions that are actually received are adhered to rather than the ones expected to be received. See my comment above about expectation bias.
9. Procedures for maintaining/enhancing situational awareness when conducting taxi operations in relation to other aircraft operations in the vicinity as well as to other vehicles moving on the airport.
10. Procedures for briefing if a landing rollout to a taxiway exit will place the pilot in close proximity to another runway, which can result in a runway incursion. Know your aircraft's performance and expected conditions. Be aware of and ready to hold at hold short lines.
11. Appropriate after landing/taxi procedures in the event the aircraft is on a taxiway that is between parallel runways. Remember you aren't off the runway until your tail is past the hold short line for the exiting runway. If your plane is too long, it's a problem for the tower or the following traffic but you still have the runway.
12. Specific procedures for operations at an airport with an operating air traffic control tower, with emphasis on ATC communications and runway entry/crossing authorizations.
13. ATC communications and pilot actions before takeoff, before landing, and after landing at towered and non-towered airports. Important phrases: "hold short", "line up and wait", "cleared", "crossing", "progressive taxi"
14. Procedures unique to night operations.
15. Operations at non-towered airports.
16. Use of aircraft exterior lighting: Here is a helpful chart!

Standardized Aircraft Lighting						
	Rotating beacon	Navigation/Position lights	Strobe light*	Taxi lights	Logo lights	Landing lights
 Turn on						
Engine(s) running						
Taxiing						
Crossing a runway						
Entering departure runway for line up and wait						
Takeoff						
* Strobe lights should not be illuminated if doing so will have an adverse effect on other aircraft or vehicles.						



17. Low visibility operations.

Have a look over <http://www.faa.gov/go/runwaysafety>, AIM chpt 2, section 3, FAA "Pilot's Guide to Airport Signs and Markings".

As always, if you have any questions just shoot me a message and I'll do my best to get you an answer!

### [A funny thing happened on the way to the ... Part 4](#)

By Ed Griggs

In a bit of good news, Both halves of the Crankcase has passed inspection and are on the way back down to Texas! Still waiting on the Accessory plate but they have 2 to choose from! Please keep your fingers crossed for me!!



## FAA Safety Team Topic of the Month Sep 2021: “History of Flying Radios”

By Daniel Hileman ATP/CFI and the FAA Safety Team



It was December 24, 1906 that the first voice radio transmission occurred by Mr. Reginald Fessenden. Now the radio telegraph (Morse’s Code) was first to be developed before voice and initially this was used to communicate from the Ground to the Air around 1912-ish. It appears that the Royal Flying Corps began experimenting with wireless Telegraphy...

Yep, that Morse Code stuff again. However, it wouldn’t be until 1915 that a pilot heard a voice radio transmission from an aircraft. Captain J.M. Furnival was the first pilot known to hear a radio transmission directed at an aircraft. Before radios, how did pilots communicate? Well, the Ground Crews communicated to the pilots via Hand signals, flares, and different colored paddles. The main problem? Even though the pilots could receive a message, they could not reply back. You know, the “Roger Wilco” part? To the best of my research, it appears voice comms were starting to be available around 1915 by the Marconi Company... Yes, that guy Marconi guy for my radio enthusiasts.

What about Air to Air? Well, that happened in 1916...and Air to Ground? About a year later that happened! However, it wouldn’t be until about 1930 where radios become common enough to become fairly standard! Next month’s segment, we will look at advances in WWII that helped save the day!

I’m hoping in the following months looking at advancements in Aviation Radios etc, looking at how these things work/worked. I’m even planning on looking into Drone Technology as well!

Thank you for reading! Hey flying and Ham radio enthusiasts! You are MY “Peeps” Coming soon, a Youtube Channel (Flying Hams) combining Ham radio and Aviation. If you have any interest in Amateur radio and would love to know how to get started, Email ME!

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405-570-6232

## EAA323 VMC Club Answer: September 2021

When a navaid is first constructed, the antenna is physically oriented to True North. Then a potentiometer adjustment is made to slave the navaid with Magnetic North. This action matches the isogonic line making it agree with a magnetic compass. Initially, these two values are the same, but the earth’s magnetic variation changes at differing rates depending upon location and time.



Navigational aids go into service and remain online 24 hours a day, 365 days a year. The FAA performs periodic maintenance; however, readjustments to match the isogonic value require a total shut down of the equipment, plus recertification and flight check verification. This process may begin when a navigational aid is out of tolerance by at least 6 degrees, but it does not have to be done immediately. As a result, not all VORs will have radials corresponding with the appropriate magnetic compass direction.



Aviation Insurance Experts is an independent insurance agency like no other.

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Chad Smolik  
[aviationinsuranceexperts@gmail.com](mailto:aviationinsuranceexperts@gmail.com)  
682-583-0474





## Quiz: Do you know these six common airport markings quiz?

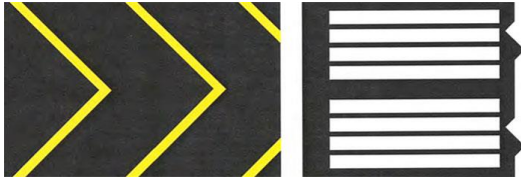
By Colin Cutler | 09/03/2021, <https://www.boldmethod.com/blog/quizzes/2021/09/do-you-know-these-six-common-airport-markings-quiz/>

1) You're rolling down the runway for takeoff. What color are the runway edge markings on each side of the runway?



- Yellow
- White
- Black
- White with yellow outline

2) What can the yellow chevron area be used for?



- Landing
- Takeoff
- Taxi
- None of these operations

3) You're approaching a lit runway. What color are the threshold lights?



- White
- Yellow
- Blue
- Amber
- Green
- Red



4) You're taxiing to runway 33, and ground control has instructed you to hold short of the runway. What side of the runway hold position markings do you need to hold short of?



Side A

Side B

5) How wide is this runway?



50 feet

60 feet

75 feet

100 feet

150 feet

200 feet

6) This marking is the \_\_\_\_\_.



ILS critical area

Runway hold short line

Land And Hold Short (LASHO) marking

Displaced threshold marking



## [Aircraft of the Month: Beech \(GB2\) D17S Staggerwing](#)

[https://en.wikipedia.org/wiki/Beechcraft\\_Model\\_17\\_Staggerwing](https://en.wikipedia.org/wiki/Beechcraft_Model_17_Staggerwing) and

<http://stonehengeairmuseum.org/traveler>

The Beechcraft Model 17 Staggerwing is an American biplane with an atypical negative wing stagger (the lower wing is farther forward than the upper wing). It first flew in 1932.

At the height of the Great Depression, aircraft executive Walter H. Beech and airplane designer Ted A. Wells joined forces to collaborate on a project to produce a large, powerful, and fast cabin biplane built specifically for the business executive. The Beechcraft Model 17, popularly known as the "Staggerwing", was first flown on November 4, 1932. During its heyday, it was used as an executive aircraft, much as the private jet is now, and its primary competition were the Waco Custom Cabin and Waco Standard Cabin series of biplanes.

The Model 17's unusual negative stagger wing configuration (the upper wing staggered behind the lower) and unique shape maximized pilot visibility and was intended to reduce interference drag between the wings (although it was later found to have negligible effect). The fabric-covered fuselage was faired with wood formers and stringers over a welded, steel tube frame. Construction was complex and took many man-hours to complete. The Staggerwing's retractable conventional landing gear, uncommon at that time, combined with careful streamlining, light weight, and a powerful radial engine, helped it perform well.

In the mid-1930s, Beech undertook a major redesign of the aircraft, to create the Model D17 Staggerwing. The D17 featured a lengthened fuselage that improved the aircraft's handling characteristics by increasing control leverage, and the ailerons were relocated to the upper wings, eliminating interference with the flaps. Braking was improved with a foot-operated brake linked to the rudder pedals.

In March 2003, Plane & Pilot magazine named the Staggerwing one of its Top Ten All-Time Favorite aircraft. In the April 2007 issue of AOPA Pilot magazine, it was reported that the Staggerwing was voted by nearly 3000 AOPA members as the Most Beautiful Airplane. "Members said it's the perfect balance between 'muscular strength and delicate grace,' and rated it highly for its 'classic lines and symmetry.'"

The November 2012 issue of Aviation History magazine ranked the Staggerwing fifth in their top 12 list of the World's Most Beautiful Airplanes. Stating that "Some might think 'the Stag' ungainly, backward wings and all, yet it has become the prime example of vintage beauty" and "...the aftward upper wing led to the big, steeply raked windscreen that is also a key element of what some have called an art deco classic."



### Specifications Beech D17S Staggerwing

Data from Aviation-history.com

#### **General characteristics**

Crew: one

Capacity: 125 lb (56.7 kg) baggage and three passengers

Length: 26 ft 10 in (8.18 m)

Wingspan: 32 ft (9.8 m)

Height: 8 ft (2.4 m)

Wing area: 296.5 sq ft (27.55 m<sup>2</sup>)

Empty weight: 2,540 lb (1,152 kg)

Gross weight: 4,250 lb (1,928 kg)

Powerplant: 1 × Pratt & Whitney R-985-AN-1 "Wasp Junior" radial engine, 450 hp (340 kW) at 2,300 rpm

#### **Performance**

Maximum speed: 212 mph (341 km/h, 184 kn)

Cruise speed: 202 mph (325 km/h, 176 kn)

Range: 670 mi (1,078 km, 582 nmi)

Service ceiling: 25,000 ft (7,600 m)

Rate of climb: 1,500 ft/min (7.6 m/s)

Wing loading: 14.3 lb/sq ft (70 kg/m<sup>2</sup>)

Power/mass: 9.44 lb/hp (5.68 kg/kW)



## Aviation Words – ‘Aviation’

By Ian Brown, Editor, <https://www.eaa.org/ea/news-and-publications/ea-news-and-aviation-news/bits-and-pieces-newsletter/09-08-2021-word-of-the-month-aviation>

September 2021 – You may have expected the word “aviation” to have always been around. Apparently not!

The word was actually created in 1863 by a French former naval officer and writer by the name of Gabriel La Landelle. He tried to create a new verb, avier, “to fly,” but it didn't catch on. The present-day verb is “voler” and a flight is a “vol,” but “aviation” did stick and it's essentially the same word in both languages.

The origin of the word is the Latin word for bird (avis) with the common suffix -ation added. Note that's not AVIS, the rental car company.

Maybe his idea didn't work out because there was already a word “avis” in French, meaning “opinion” or “advice.”

## Pilot's Tip of the Month: Weather Updates from ATC?

Featuring John Krug, [https://pilotworkshop.com/tips/atc\\_weather\\_equipment/](https://pilotworkshop.com/tips/atc_weather_equipment/)

"I know the limitations of my ADS-B weather for thunderstorms. But what does ATC have available these days? And how can I use that?" — Steve B.



John Krug:

“It depends upon who you're talking to and how bad the storms are. However, ATC radar is designed primarily for control and separation of traffic. Weather avoidance is a secondary function.

Terminal Radars used by Approach controllers can provide a real-time presentation of precipitation returns. Using your datalink radar in conjunction with the terminal controller's description can help you to avoid precipitation areas by the recommended margins. If nothing else, comparing where the Approach controller says a cell is and where your datalink says it is, gives you a clue as to the real-time delay in the cockpit view.

Center radars use a different system that has much of the same delay that you have in NEXRAD images. You can still use the information from ATC to avoid weather. Just be aware that you are both looking at a delayed picture.

Even though the terminal radars have a quicker update than the enroute, neither is designed for weather penetration. In times of heavy weather, the controller may have to turn down or even turn off the weather returns just to see aircraft returns, so you can't really rely on it for weather avoidance.

Your goal and planning should be never to get yourself in a situation where you must rely on ATC weather radar to negotiate severe weather. But if it happens, knowing the capabilities and limitations of different ATC radar depictions can help you escape a bad situation.“

## Answers to the Quiz on Page 09 and 10

- 1) Runway edge markings are solid white lines on each side of the runway.
- 2) Chevron markings are used to show pavement areas aligned with the runway that are unusable for landing, takeoff, and taxiing.
- 3) Threshold lights are green.
- 4) You need to hold short of the solid yellow lines (Side B).
- 5) Since the runway has 4 threshold stripes on either side, it's 100 feet wide. You can find all the stripes and associated runway widths in the AIM.
- 6) This is an ILS critical area. When the ceilings are less than 200 feet or RVR 2,000 feet, ATC instructs aircraft to stay clear of the critical area.



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

By Todd Bass

Connect. Shop. Buy.

Local businesses define our communities and are very much at risk right now. Use this site (<https://www.graytvlocal.com/market/sherman-tx>) to identify local businesses that are open, how to purchase from them and their hours.

Another tool to use is Texoma Curbside Restaurants on Facebook (<https://www.facebook.com/groups/texomacurbside>) as a tool to show you what restaurants are open and what items/services they are offering!

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

# FASTSIGNS®

**FASTSIGNS® of Sherman**

Todd Bass

1920 N Grand Ave, Sherman, Texas 75090

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

# Texoma Bicycle

5629 Texoma Pkwy,  
Sherman, TX 75090  
903.893.BIKE (2453)  
TexomaBicycle@gmail.com



**Rebecca Yavner, Agent**

214-785-8188

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



# Allstate

You're in good hands.

**Vogel Allstate Insurance Group**

5621 Texoma Pkwy, Sherman, TX  
75090

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



**GARNER'S FEED  
AND SEED**



706 E. MULBERRY  
SHERMAN, TX  
903-892-1081



## 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.

**9/21/21 @ 7 p.m. Subject: Buying Your First Aerobatic Airplane**

Presenter: Budd Davisson

Budd Davisson talks about the myriad considerations involved in buying your first aerobatic airplane. His talk ranges from personal aerobatic goals, finances, matching skill levels to potential airplanes and thumbnail pilot reports on the most likely candidate airplanes to be purchased. Much of his presentation will answer questions from listeners.

**9/28/21 @ 7 p.m. Subject: Welcome to EAA – Getting the Most Out of Your Membership**

Presenter: David Leiting

Join EAA Manager of Membership Development, David Leiting, as he welcomes you to EAA. This webinar will help you jump-start your participation in EAA programs and bring awareness to EAA's wide variety of member benefits.

**9/29/21 @ 7 p.m. Subject: Flying With the iPad — Your Digital Co-Pilot**

Presenter: Bret Koebbe

**Qualifies for FAA WINGS credit.**

This fast-paced presentation covers a wide range of practical topics on flying with the iPad and the ForeFlight mobile app. Led by Bret Koebbe, an active pilot and flight instructor at Sporty's Pilot Shop and editor of iPad Pilot News, this webinar will explore topics applicable to pilots of all iPad experience levels, including how to turn the iPad into your digital co-pilot, tips for flying with ADS-B weather on your iPad, and how to use ForeFlight to improve your flight planning.

**10/5/21 @ 7 p.m. Subject: Rotax 912 Engine Installation & Operational Tips**

Presenter: Phil Lockwood

**Homebuilders Webinar Series**

In this webinar, Phil Lockwood of Lockwood Aviation will cover the basics of initial installation of the Rotax 912 in a homebuilt. In addition, he will share the most common operational questions from his customers. Qualifies for FAA WINGS and AMT credit.

**10/6/21 @ 7 p.m. Subject: Blowout!**

Presenter: Mike Busch

**Qualifies for FAA WINGS and AMT credit.**

What do you do when a tire on your airplane ruptures during your landing roll at a busy big-city airport, immobilizing your aircraft and closing the airport's only runway? Well, that's exactly what happened recently to Mike Busch A&P/IA and the ensuing events proved to be an interesting learning experience. In this webinar, Mike shares his experience and offers some important do's and don'ts should something similar happen to you.

**10/12/21 @ 7 p.m. Subject: The Grumman Duck**

Presenter: Chris Henry/Ben Page

**Museum Webinar Series**

The Grumman J2F Duck served many roles during the second World War. This included the role of supply aircraft, as well as providing a means to rescue downed airmen. Join Chris Henry and Ben Page from the EAA Aviation Museum to learn more about the type, as well as the history of the J2F Duck in the EAA museum's Eagle Hangar.

**10/20/21 @ 7 p.m. Subject: Preventing VFR Into IMC: Using Your Personal Weather Minimums**

Presenter: Dr. Scott Dennstaedt

**Qualifies for FAA WINGS credit.**

Flying VFR into instrument meteorological conditions (IMC) kills more pilots than all of the other weather-related accidents combined. Dr. Scott Dennstaedt will dive into the reasons why even experienced pilots make these fatal mistakes and explain how to use personal minimums to quantify the risk prior to making a flight, especially as it relates to adverse weather.



EAA Webinars sponsored by



## Upcoming Events:

- Thursday, Sep 16      EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI),  
1200 South Dewey, Sherman, TX @ 7:00pm  
Subject: Mike Montefusco Program
- Saturday, Sep 18      Wings-N-Wheels Fly-In/Drive-In, Mid-Way Regional Airport Midlothian, TX (KJWY)  
Contact: Tammy Bowen 972-923-0080, tbowen@waxahachie.com  
Go to <https://www.funplacestofly.com/aviation-event-details.asp?EventID=24745> for more info!
- Thu – Sat, Sep 23-25      Husky National STOL Series Finals Competition at Gainesville, TX (KGLE)  
Go to <https://nationalstol.com/2021-lonestar-stol-gainesville-texas-gle/> for more info!
- Sunday, Sep 26      EAA 323 Young Eagles at KSWI @ 1:00pm
- Saturday, Oct 2      Brushy Creek Annual Fly-In (Rick Simmons' airport)
- Saturday, Oct 9      Antique Fly In at Gainesville
- Sat/Sun, Oct 16-17      Splash-In at Cedar Mills
- Sunday, Oct 17      EAA 323 Sponsored Pancake Breakfast Sunday morning at Splash-In

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

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**General Email: EAA323@hotmail.com      Website: <https://chapters.eaa.org/ea323>**



## High Flight



Oh, I have slipped the surly bonds of earth  
And danced the skies on laughter-silvered wings;  
Sunward I've climbed, and joined the tumbling mirth  
Of sun-split clouds . . . and done a hundred things  
You have not dreamed of . . . wheeled and soared and swung  
High in the sunlit silence. Hov'ring there,  
I've chased the shouting wind along, and flung  
My eager craft through footless halls of air.  
Up, up the long, delirious, burning blue  
I've topped the windswept heights with easy grace  
Where never lark, or even eagle flew.  
And, while the silent, lifting mind I've trod  
The high untrespassed sanctity of space  
Put out my hand, and touched the face of God.

*John Gillespie Magee Jr., R.C.A.F.  
(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  
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Sherman, TX 75092

National EAA offices:  
Experimental Aircraft Association  
EAA Aviation Center  
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Oshkosh, WI 54903-3086

National EAA Membership:  
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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: