



The Ramp Page



The Monthly Newsletter of the Sherman, TX EAA Chapter 323

July 2016

Monthly Meeting, July 21, 7PM, Sherman Municipal Airport Terminal

The monthly meeting presentation will be: "What a Test Pilot truly learns in Test Pilot School." Test Pilots Clint Logwood and Scott Neumann will share the mental side of the Test Pilot discipline training. Everyone has a mental picture of the "Top Gun" type pilot---not the case at all—he would not last nor would he be able to the job of providing useful test data. It is a tougher job than just flying the bird through a few joy loops. The mental conversion is the prime learning objective in Test Pilot school! Think everyone will enjoy meeting these professionals that have covered everything from rotor wing to the really big heavies.

Dead Reckoning Flight—July 9, 2016

Editor's noteI received 2 different renditions of the events.....I'll let you decide the most accurate assessment.....but I truly appreciate the articles.....makes my job easy....copy, paste, format..... ☺

Version 1—John Horn (winner, president....slight bias???)

Saturday July 9th dawned with a haze and a few scattered clouds. Members gathered at SWI for the annual dead reckoning exercise. Seven aircraft would participate, a wide variety of aircraft were represented. A Stearman, a Cessna 140, a 172, a Cherokee, a Bonanza, a Zenith 750 and a Waix were fueled after landing and ready for flight. A pilot briefing lead by Rick Simmons started with explaining the route to be flown. Pilots and co-pilots quickly began their calculations for distance, time in the air and fuel burn (some people were more precise than others). Participants each donated \$5 to enter a contest on who could calculate fuel use closest.

The route would take us east to Valley Lake near Bells, then a right turn to Finney Field. Next we continued a westerly leg to the dam at Lake Kiowa, turned north to the oil fields near Walnut Bend and then located some bluffs along the Red River before heading into Oklahoma. Marietta was the final northern destination before a turn to Cedar Mills, where we landed for lunch.

After a delicious meal (and some exercise) we took off heading south to the metropolitan area known as Saddler, then a left turn back to SWI. Again the aircraft were fueled and calculated fuel use was compared to actual fuel used. The pilot who was closet without going over was declared winner. (John Horn in his Waix).

The exercise was educational as well as fun, we use GPS more and more, but we don't want to forget how to read and use a map. Not all of the points assigned were clearly noted on the sectional, but are useful in staying on a flight path. Lakes, oil fields, dams, bluffs, and towers can be used to stay on course. Also a compass heading was important, as it was hazy and visibility was limited.

Safety, always important, was discussed prior to the exercise. Slower planes were sent first, obstructions were pointed out and an air to air frequency was assigned so pilots could monitor each other while in the air.

Everyone had a great time, and hopefully refreshed our dead reckoning flight execution and planning skills.

Version 2—Rick Simmons (dead reckoning guru, organizer, forgot to mention he ran out of gas...)

I Reckon We Made It!

What a day! Great weather looked to be in store for us. Eleven Aviators or Aviatrix and seven planes made the trip, or a trip roughly similar as some took a slight detour when the map and flight plan flew out of the aircraft. We met at SWI about 8 am, some a little earlier, some later. The briefing on the route and conditions was given. With charts out and all sorts of aviation measuring tools, routes were plotted to places some were obviously guessing at. Then out came the electronic chart Leldon had, Bonanza pilots, go figure. All tools were applied and several pilots noted discrepancies in the

distances but most were close so then the fuel calculations started, not once did I see a wind calculation made so I feel there is lot more for this group to learn concerning winds aloft , headings and correction angles. A predicted 22 knot wind out of 210 and no one figured it in... HMM this will get interesting. Most figured they had enough fuel on board to make the flight with no worries, but then the challenge was laid down. Who could predict the fuel they would use and not underestimate (run out)? To make matters more serious a pot was started at \$5 each for each plane-err-guesser. We had \$40 bucks on the line.

We started the slow planes first, the Paul's 140 leading the way and most showed they could not read a watch as they were supposed to launch in 5 minute spacing's, but chose to follow each other off in fairly quick succession. Finally the Mary's 172 with Ross as navigator pulled away from terra firma leaving the Bonanza with Leldon and Mary and my Cherokee waiting for some time to pass and help keep us all apart. Eventually we were all in the air, on 122.75 the chatter was lively and position reports as well as turn points were announced hoping to keep us out each others personal space. The air was relatively smooth for this time of year. Those tall towers over by Collinsville got remarked a great deal as our route took us just south of them. The Stearman crew of Jimmy and Mike experienced a few drops flying past the cowling of the Stearman and prayed it wasn't oil, nope it was a few errant raindrops. Everyone found the right landmarks and we pretty much arrived at 3T0 in a gaggle about 10:30 except for the Zenith 750, Clint and Joe claimed they were looking for a landmark and circled the area a few times causing them to be a few minutes behind the group. We re-gathered out at the beautifully maintained airstrip after over eating at the Pelican, enjoying the food and fellowship to much as usual. Kris and the staff took good care of us, plenty of good food and lots of tea. After some preliminary weight and balance figures were made and subsequently discarded as inadequate for the purposes intended, planes began to launch. This last leg it was hot and steamy, just what you want after a full lunch. We made it back to SWI, finding a place not on the charts as we went, again a part of the mornings experience.

Now the line formed at the fuel station and the results started literally pouring in. One after another we moved planes in and out, guards were posted in front of the pump so no cheating could be permitted, not that this bunch would do that. Some ran out of fuel, some were real pleased their new totalizers were dead on and most of us missed, by several gallons. Once again our fearless leader was the best at predicting his fuel burn. The Sonex, burned 7.3 gallons against his predicted 8.5. Woodstock has now carried John to two consecutive victories in this annual EAA 323 Saturday morning escapade. Thanks to everyone who participated, if you didn't, come out next year, plane or not. We had 6 or 7 empty seats so come join in the fun.

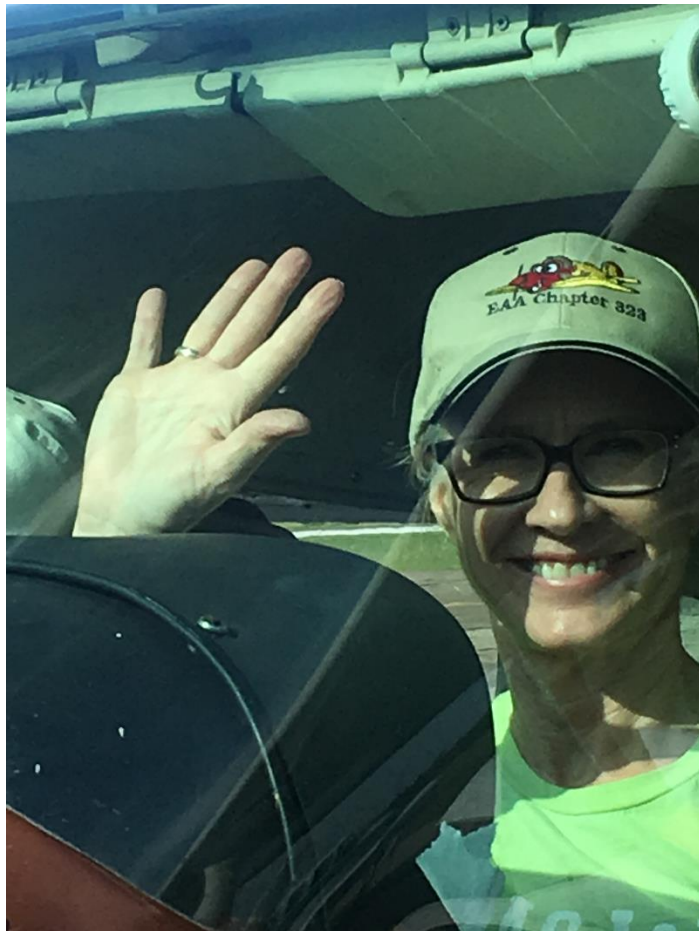
Epilogue

As everyone left, Paul's faithful 007 was not wanting to fire up. Mike and I waited with him and tried to assist with the propping. Finally after clearing the engine, tying the tail down and me with my hand on the throttle to carefully stoke the sleeping carb, he made another attempt and chug -- chugga-- chug chug it was started. He flew off towards Bonham and a couple minutes later Mike and I launched in the 235 towards 69XS. All this happened about 1:20. While we were busy things were changing to our North. The weather Mary and others had been worried about came alive. As the 235 "turned the corner" over Leldon's strip to head north it became apparent we might be given some dicey conditions to land with. The shelf cloud was south of 69XS and about 2400 agl. GYI was reporting 150 at 5 gusting 15, sky clear. They were, but 6 miles west, not what we were seeing and feeling. More like 360 to 050 variable and 20 gusting to whatever. Rain shafts to our North over 3T0 and Big Mineral arm of the Lake. Past that there was no horizon, rain and lots of it moving south. We made a circle at 1300 over the field to ascertain what was going on below us as the tree line to the east and hill can make things different in high winds. Good thing we did. It was out of the North & Northeast and the socks were both dancing on their end of their poles. Basically I flew as if I had just cleared the clouds on an IFR approach, kept my speed/power up for the gusts, half flaps and flew a bumpy wild decent to a on the spot landing. Probably the most challenging landing in several years. Not bragging, but just confirming; training keeps us in shape, that's what the day had been about. We put the bird away, all was well. Here is the report from GYI about the time we landed-at 1:35... winds North 29 gusting 41.

Keep flying, and challenge yourself.

See you on the Ramp,

Rick







Regulatory Minute

It's the law—3rd class medical changes are coming. It passed on July 15, 2016. The FAA will have to come out with the final rules, but Congress passed a law stating a 3rd class medical is no longer needed to be renewed with an AME; rather every 4 years with a medical doctor "form" and a 2-year online course. (Note—you must have had a medical in the last 10 years and not revoked, suspended, or denied). More details are coming, but, the FAA has 1 year to rewrite the rules, and the law supersedes regulation.

Upcoming Chapter Events

- Thursday July 21 Monthly Meeting, Sherman Airport Terminal, 7:00 PM
Subject: Scott Neumann and Clint Logwood—Test Pilot School
- Saturday August 6 McKinney Airport for Donuts with the local EAA Chapter
- Thursday August 18 Monthly Meeting, Sherman Airport Terminal, 7:00 PM
Subject: Guido about Guido
- Thursday September 22 Monthly Meeting, Sherman Airport Terminal, 7:00 PM
Subject: Scott Neumann—Test Pilot School
- Saturday September 24 Sport Plane Fly-in and Expo at Gainesville Airport
- Saturday Oct 1 Brush Creek Annual Fly-In
- Saturday Oct 15/16 Splash-In at Cedar Mills (and support Sunday morning pancake breakfast)

Officers/Board of Directors/Key Coordinators

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John Halterman	Secretary	903-819-9947
Ross Richardson	Treasurer	903-821-4277
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Rick Simmons	Board of Directors	903-818-8066
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