



# The Ramp Page



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



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

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

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## President's Mission Brief:

By John Halterman

Hi EAA 323!

In early June, we had a meeting to set a planned agenda for the 2nd half of 2021. We have an excellent variety of activities—from fly outs to home built to maintenance to pancakes to story telling! We got it all. And, to beat the summer heat, we'll even have a few ice cream socials in July and August during our Thursday meetings! Later in the newsletter, you'll see a summary of events that we discussed.



This Thursday June 17 is the monthly meeting. It will be at the Sherman Muni Airport at 7pm. We have some of our own chapter members sharing some of their Air Force military experiences. This is oftentimes the best meetings...members sharing with members. Bring a friend and see you there!

The weather for the gliding to landing event that was canceled earlier this month has been rescheduled to July 10. We'll see if you can hit the field (but don't flatten the landing gear!)

As a reminder, there is a group of members doing a preliminary study to see what a club build project could be. It might be a home built. A refurbishment of a plane. It may who knows what! This exploratory committee is being spearheaded by Brad Hodge. Please contact him at [Bradhodge559@gmail.com](mailto:Bradhodge559@gmail.com) if you're interested to contribute to that committee. It's a great opportunity but requires planning and dedicated resources.

Last, I announced at the last chapter meeting that I'm requesting chapter members to bring in memorabilia that we could put on the tack board at the front of the room. If you have good pictures, interesting newsletter articles, memorabilia, please feel free to share that and bring to any chapter meeting. The context is EAA 323 related history going back to its beginning. For photos, we can arrange making a copy and you can keep the original....or bring a copy already!

Thanks everyone. Stay cool and remember density altitude!

John F Halterman  
EAA 323 President



**ASPIRE**  
to  
**INSPIRE**  
before you  
**EXPIRE!**

## [EAA 323 Monthly Gathering \(May 2021\): Going back to our roots!](#)

By Ed Griggs

During our last gathering, the subject of EAA323 participating in a Kit build project was brought up! Long story short, Committees have been authorized to look into various aspects of such a project. Mike McLendon, of Texoma Aero Club (TAC), graciously added that the facilities of TAC were at our disposal! If you are interested in helping, assisting, or just being a part of the proposed build, Please contact Brad Hodge at email:bradhodge559@gmail.com.

## [Pilot's Tip of the Month: Getting Back in the Saddle](#)

Featuring Ryan Koch, [https://pilotworkshop.com/tips/pilot\\_layoff\\_proficiency/?utm\\_source=totw&utm\\_medium=email&utm\\_term=06-09-2021&utm\\_campaign=tip](https://pilotworkshop.com/tips/pilot_layoff_proficiency/?utm_source=totw&utm_medium=email&utm_term=06-09-2021&utm_campaign=tip)

Subscriber question:

"Many pilots like myself have not been flying in over a year. Any advice on getting back into the cockpit?" — Bob B.

Ryan Koch:

"I've been in both seats in this situation—as the instructor, and as the rusty pilot after several years away from flying. The areas that accumulate rust can be divided into three categories: stick-and-rudder skills, procedures, and knowledge.

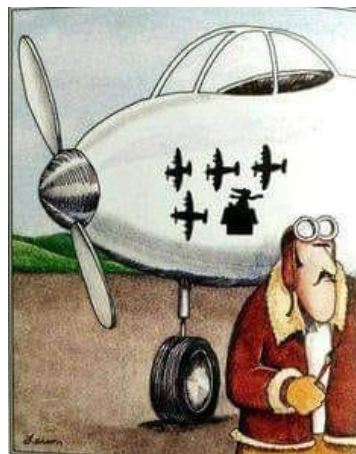
Stick-and-rudder skills are typically the least affected by a layoff. To some degree, flying is like riding a bike. The first stick-and-rudder skills to go usually involve the feet. In particular, basic coordination and crosswind landings. Before a refresher flight, spend time reviewing the proper technique for crosswind correction and for rudder use in general. Be sure to get some crosswind landings and takeoffs in with your instructor.

The other two categories, procedures and knowledge, can go quickly downhill if they're left unused. The key is that you actually can use them even without flying. After my hiatus, I returned to flying relatively sharp, which I attribute to keeping my head in the game. You can too. Read magazines. Watch videos from creators with diverse perspectives and skills. Ride along with other pilots if you can.

I also practiced regularly with my home simulator. So much of flying—especially IFR—is about procedure and workload management. With a good home simulator setup you can hone those skills as effectively as you can in the plane. If you didn't do that, it's not too late. Get a basic home simulator—it doesn't need to be fancy or certified—and make full ramp-to-ramp practice flights. Do everything exactly as you would in the real plane. I also recommend adding a live ATC service like PilotEdge.

How much time will it take to become proficient again? A common rule-of-thumb is at least one hour of flight instruction and one hour of ground instruction for every year away. Double it if IFR is involved. You won't know exactly where the rust will be, so fly with an instructor first even if you don't technically need a flight review. If you don't want instruction, challenge that CFI to stay quiet unless absolutely necessary. Consider them a safety system as you get reoriented at your own pace.

Every pilot is different, so as you regain confidence in the left seat, note which areas need the most work. Then you'll know what to focus on during and after your next layoff if it happens again."



## VMC Club Question of the Month: Jun 2021

By: Radek Wyrzykowski, Manager of Flight Proficiency

The question:

You're traveling from Grand Valley (40G) to Winslow, Arizona (KINW), with a CAVU weather forecast for the entire flight. While enroute, something catches your eye and sparks your curiosity. Ahead you see a North/South runway that is directly on your flight path. You decide to land and check things out.

You check your chart and cannot identify the landing strip. As such, you have no CTAF or AWOS frequencies to monitor, and you do not see a windsock. You look carefully and do not see any signs of surface winds; no dust, bodies of water, not even a field of grass to reference! None of the clues you're used to seeing to interpret which direction the wind is blowing.

How else might you check for the surface wind? Should you be trying to land there?

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

By Michael McLendon

Texoma Aero Club has become a special part of the NTRA community. Being the only Flying Club in the Texoma area, we have attracted the attention of beginners as well as 20,000 plus hour pilots. We're still a small club in membership but we have large ambitions with plans of adding a third aircraft and a Newsletter of our own very soon! TAC members will meet at the TAC hangar located just north of the Control Tower at North Texas Regional Airport (NTRA) on 22 Jun 21 at 7pm. We'd be happy to show you around. Follow us on Facebook or visit our website, [texomaaeroclub.com](http://texomaaeroclub.com) for more information.

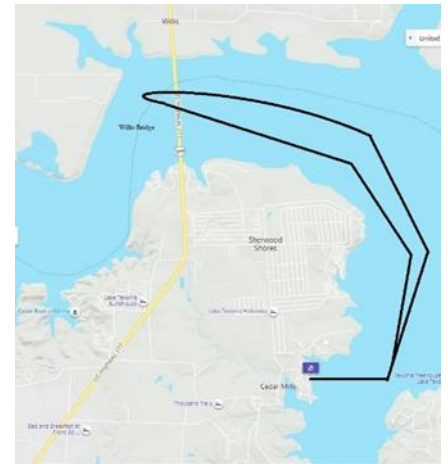


## First Saturday Event: Charts N Legends (Rescheduled from Jun 05)

By Rick Simmons

We will gather at Cedar Mills (3T0) on Jul 10 at about 10 am at the Hanger on the west end of the field. The Idea of this event is to simulate the Glider flying done on D-day and other similar operations in WW2. It is also time to practice a real world practice of a power off landing from altitude. The plan is as follows:

1. We will launch a two aviators who will head west in the direction of the Willis Bridge, climbing to 4000 AGL (Above Ground Level)
2. Taking turns, our two aviators will turn and head east crossing the Willis bridge at 4000 AGL, pulling power to idle and attempting to safely glide to a landing back at Cedar Mills (3T0).
3. Safety is paramount! Traffic avoidance and radio calls will be required, Should an unsafe situation during the glide present itself to the pilot, the attempt must be aborted and retried. Otherwise any power added will be a disqualification. Once these two are recovered, two more will launch. There might be a pot into which some participants might contribute. The successful names are added and a "winner" will be drawn .



After the fun, we will have lunch at The Pelican's Landing Resturant and then have our planning session for the rest of the year back at the hanger. We can watch President John beg for a replacement.

Lets have some fun, be safe, learn a bit about our aircraft and enjoy our EAA friends.



## CFI Corner: Notifications and Reports – Navigating NTSB Part 830

By Adam Yavner

This month I wanted to write about something that causes a little bit of confusion during testing, both written and oral. Specifically, the requirements around NTSB notification and reporting, as specified in Part 830.



The regulation itself can be daunting and a little difficult to navigate, though it isn't really that long or complicated. I think a lot of the complication comes from the types of questions that arise around what gets reported or notified, and when – the lines can seem to run together.

So, I am going to try to break it down by first highlighting the fact that Notification and Reports are two different things, and are addressed in two different sections of the rule. Quite simply, there are things you will notify the NTSB about, and there are things you will report. There is a small amount of overlap, and this might be where the confusion lies. By focusing on the 2 specific areas – 830.5 and 830.15, we can filter out most of the noise.

830.5 deals with events that will trigger an immediate notification: (summarized here for typical GA use, see the current regulation for specifics and other use cases).

(a) An aircraft accident or any of the following listed serious incidents occur:

- (1) Flight control system malfunction or failure;
- (2) Inability of any required crewmember to perform normal flight duties as a result of injury or illness;
- (3) Failure of any internal turbine engine component that results in the escape of debris other than out the exhaust path;
- (4) In-flight fire;
- (5) Aircraft collision in flight;
- (6) Damage to property, other than the aircraft, estimated to exceed \$25,000 for repair
- (7) Specific to large multiengine aircraft
- (8) Release of all or a portion of a propeller blade from an aircraft, excluding release caused solely by ground contact;
- (9) A complete loss of information, excluding flickering, from more than 50 percent of an aircraft's cockpit displays known as:
  - (i) Electronic Flight Instrument System (EFIS) displays;
  - (ii) Engine Indication and Crew Alerting System (EICAS) displays;
  - (iii) Electronic Centralized Aircraft Monitor (ECAM) displays; or
  - (iv) Other displays of this type, which generally include a primary flight display (PFD), primary navigation display (PND), and other integrated displays;
- (10) Airborne Collision and Avoidance System (ACAS) resolution advisories issued when an aircraft is being operated on an instrument flight rules flight plan and compliance with the advisory is necessary to avert a substantial risk of collision between two or more aircraft.
- (11) Damage to helicopter tail or main rotor blades, including ground damage, that requires major repair or replacement of the blade(s);
- (12) Any event in which an operator, when operating an airplane as an air carrier at a public-use airport on land:
  - (i) Lands or departs on a taxiway, incorrect runway, or other area not designed as a runway; or
  - (ii) Experiences a runway incursion that requires the operator or the crew of another aircraft or vehicle to take immediate corrective action to avoid a collision.

(b) An aircraft is overdue and is believed to have been involved in an accident.

**So, got it? If an event is in that list, you notify the NTSB. Easy-Peasy. Now read on...**



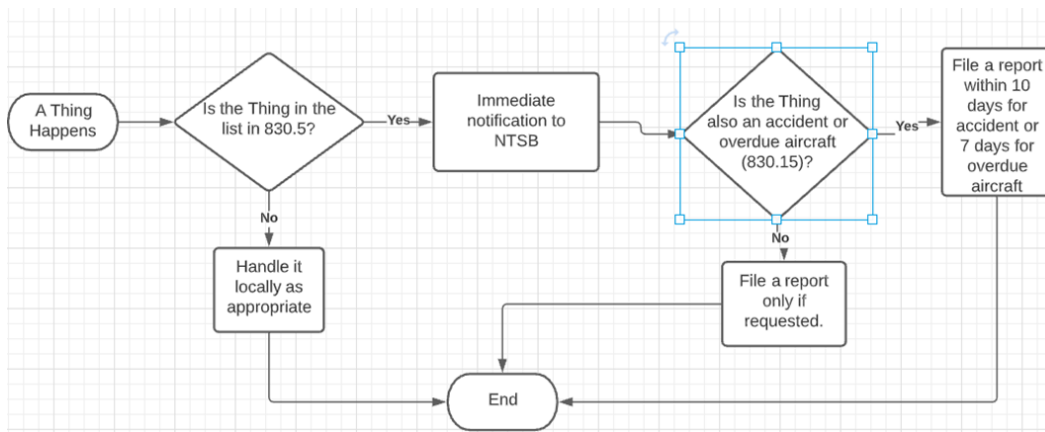
830.15 deals with events that will trigger a written report: (summarized here for typical GA use, see the current regulation for specifics and other use cases).

(a) Reports. The operator of an aircraft shall file a report within 10 days after an accident, or after 7 days if an overdue aircraft is still missing.

(b) A report on an incident for which immediate notification is required by § 830.5(a) shall be filed only as requested by an authorized representative of the Board.

Ok so did you see the overlap? 2 events from 830.5 will require a report per 830.15 – an accident within 10 days and an overdue aircraft within 7. All of the other items from the list in 830.5 only require a report if requested.

To boil it all down as simply as possible:



And yes, there are some more nuances if you want to dig in concerning preservation of wreckage, mail, cargo, etc, but that is the basics of it. This will almost invariably come up in testing, and may come up in real life – so it is worth knowing.

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



## FAA Safety Team Topic of the Month May 2021: Owner/Mechanic Relation

By Daniel Hileman ATP/CFI and the FAA Safety Team



I apologize but I have not seen the release of the FAA for June 21, so I am a month behind on this article. May's TOM was on Owner/Mechanic Relations. I have never been an Aircraft Owner, but after working for several years as an Instructor, and Check Airman for a large Flight School, I can tell you that this is important. I was very fortunate that we had great mechanics where I worked. However, we all know that sometimes this is not always the case. This is more than likely even more important to we members of the EAA, as we often times fly aircraft we have built ourselves. Not only is it important to know what needs to be in the aircraft logs so that if the friendly FAA Inspector ramp checks you, you will know what is needed. Its also important so that you can make sure your Mechanics didnt forget anything that YOU need to know about. So, lets dive into the details of the Owner/Mechanic Relation.



### WHO IS RESPONSIBLE??

A Review, Hopefully! Do you remember from your training the answer to this question?? 14 CFR Part 91.403(a) tells us the owner/operator is primarily responsible for maintaining the aircraft in an airworthy condition to include AD compliance.

Then 14 CFR Part 91.7 follows up to say No person may operate a civil aircraft unless it is in an airworthy condition AND The pilot in command of a civil aircraft is responsible for determining whether that aircraft is in condition for safe flight. The pilot in command shall discontinue the flight when un-airworthy mechanical, electrical, or structural conditions occur.

Does your Airworthiness Certificate expire? Well, here are the Airworthiness Certificate Terms and Conditions:

“Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator, this airworthiness certificate is effective as long as the maintenance, preventive maintenance, and alterations are performed in accordance with Parts 21, 43, and 91, of the Federal Aviation Regulations, as appropriate, and the aircraft is registered in the United States.”

### AT THE MAINTENANCE HANGER:

What should you expect to see? The following is the least I would expect:

- A clean, neat and organized shop area
- Proper storage of materials and parts
- Adequate lighting
- Adequate tooling and equipment

What should you ASK your Mechanic? Do they have current, relevant and approved data?

### WHAT YOUR MECHANIC MUST DO:

In accordance with 14 CFR Section 43.15 during annual/100 hour mechanics must:

- Use a Checklist that meets Appendix D of Part 43 at a minimum

In accordance with 14 CFR Section 43.13 they must:  
Use approved parts and materials

In accordance with 14 CFR Section 43.15 during annual/100 hour they must:  
Run the Aircraft



**WHAT YOUR MECHANIC MUST WRITE:**

What your Logbook Entry must contain:

14 CFR Section 43.9(a) says for maintenance other than inspections:

Description

Date

Name Signature, Certificate, and Type

14 CFR Section 43.11(a) says for inspections:

The type of Inspection

The date of the inspection and aircraft total time in service (not necessarily tach time)

The signature, certificate number, kind of certificate held by the person approving or disapproving for return to service.

If approved for return to service...similarly worded statement- "I certify that this aircraft has been inspected in accordance with a (insert type) inspection and was determined to be in airworthy condition"

If not approved for return to service...similarly worded statement- "I certify that this aircraft has been inspected in accordance with (insert type) inspection and a list of discrepancies and unairworthy items dated (date) has been provided to the aircraft owner or operator



**WHAT YOUR LOGBOOK SHOULD CONTAIN**

Part and serial numbers for parts removed

Part and serial numbers for parts installed

Specific reference to approved data used to perform a task

Reference to approval documents for parts installed (FAA Form 8130-3 or RTS Tags)

Aircraft Make/model AD's, whether they apply or not

Any other comments deemed important by the mechanic (never too much information)



## HOW AIRWORTHINESS DIRECTIVES MUST BE SIGNED OFF

Do you remember AD's? A little bit like a re-call on an automobile right? Well, we as Pilots (Owner/Operators) must make sure they are complied with. Why? Well, not just to make the FAA happy, but our (and our passenger's) safety of course! There is a specific way they must be signed off. Here's how!

### ONE TIME AD's

AD number including revision date

Method of Compliance

### RECURRING AD's

Everything above, plus Time and/or Date when the next action is required

AIRWORTHINESS DIRECTIVE COMPLIANCE RECORD							
Make/Type		Model PA28-181		SN 28-7410669			
AD Number	Subject	Date and Issue of Compliance	Method of Compliance	Initials	Time Exp. Date	Initials	Signature
62-19-03 08-29-62	Prop Bolt Failure	1044.8 12-01-77	N/A by S/N	X			George J one AP 2721621A
64-06-06 06-06-64	Control Wheel Failure	1044.8 12-01-77	N/A by S/N	X			George J one AP 2721621A
67-20-04 09-27-67	Main Landing gear Torque Link Failure	1044.8 12-01-77	N/A by Torque Link not drilled for lock fittings	X			George J one AP 2721621A
67-26-02 05-23-68	Various Modifications	1044.8 12-01-77	N/A by S/N	X			George J one AP 2721621A
77-23-03 11-14-77	Control Rod Binding	1044.8 12-01-77	CAV by installing new #16 rod end	X			George J one AP 2721621A
79-02-05 01-29-79	Fuel Flow Interruption	1308.7 12-30-78	N/A by S/N	X			George J one AP 2721621A
79-13-03 06-08-79	Prevent Potential Fire Hazard	1352.2 01-05-80	N/A by S/N	X			George J one AP 2721621A
79-22-02 10-26-79	Prevent Possible Fuel Leakage and Fire Haz	1352.6 01-05-80	N/A by S/N	X			George J one AP 2721621A
80-14-03 07-01-80	Distortion of Radio Communication	1422.3 01-05-80	N/A by S/N	X			George J one AP 2721621A
81-23-05 03-09-82	Prevent In-Flight Fire	1615.4 06-25-82	CAV by inspection and by installing Paper kit PAL 754-303Y	X			George J one AP 2721621A
85-26-13 02-05-86	Oil Cooler Hose Failure	2699.2 02-20-86	CAV by installing new hoses	X	2692 03-28-84		George J one AP 2721621A
86-10-03 06-14-86	To Prevent Flap Handle Bolt Failure	2996.9 07-15-86	CAV By Inspection and by installing new bolt & Nutting	X			George J one AP 2721621A

## A POSITIVE CULTURE OF SAFETY

You can laugh if you want, but I find professionalism from my Mechanic as important as from a Flight Instructor. I personally know of a few crashes that happened from a lackadaisical attitude by a mechanic and could tell you some stories. To Recap from above, here are just a few things to look for to show an Attitude of Professionalism (ie Positive Culture of Safety) by your Mechanic:

A Clean, Neat, Well-Lighted Shop

Adequate, Calibrated and Organized Tools

Current, Relevant and Approved Data

Use of Approved and Traceable Parts

Proper Logbook Entries, including AD's

## IN CLOSING

I hope this helped clarify any confusion on what is expected from your Aircraft's Mechanic and what to look for in Professionalism from them. Remember, we are ALL a TEAM. You expect/expected Professionalism from your Flight Instructor, and should expect none the less from your Maintenance Team! If we all do our part, we can make the skies a more fun and exciting place to be!! Thanks for reading!

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## Quiz: 6 Questions to See How Much You Know About Airspace?

By Corey Komarec | 06/07/2021, <https://www.boldmethod.com/blog/quizzes/2021/06/how-well-do-you-know-airspace-find-out-with-these-six-questions/>

1) What is one of the primary differences between warning areas and restricted areas?

The U.S. doesn't have sole jurisdiction over warning areas.

Warning areas are located over land and restricted areas are located only over water.

Local VFR and IFR traffic are allowed to pass through warning areas without clearance whereas restricted areas are almost always prohibited to nonparticipating aircraft.

Warning areas are controlled by the U.S. Army and restricted areas are jointly controlled by the U.S. Air Force and Marines.



2) What minimum equipment is required for you to enter Class B airspace?

Two-way radio, a transponder (any type), and a backup altimeter.

Two-way radio and ADS-B equipment.

Two-way radio, a transponder with altitude reporting capabilities, and ADS-B Out equipment.

Two-way radio, a transponder (any type), and at least one VOR receiver.

3) What is the maximum speed you can fly under the shelf of Class B airspace?

250 knots

240 knots

230 knots

200 knots

4) What is an MOA?

Mountain Obscuration Areas; Special use airspace used to designate high-risk areas for controlled flight into terrain (CFIT).

Military Operations Area; Special use airspace used to separate military aircraft and nonparticipating aircraft.

Mission-Oriented Airspace; Special use airspace used for training purposes only by search and rescue aircraft.

Maintenance Operations Airspace; Designated airspace that is most susceptible to navigation errors due to maintenance work being performed on nearby ground-based navigation aids such as VORs.

5) What are the Class G weather minimums during the day if you're below 1,200' AGL?

1 SM visibility and a cloud clearance of 500' below, 1,000' above, and 2,000' horizontal.

5 SM visibility and a cloud clearance of 1,000' below, 1,000' above, and 1 SM horizontal.

1 SM visibility and clear of clouds.

3 SM visibility and clear of clouds.

6) While in Class B airspace below 2,500' AGL, lower than 10,000' MSL and within 4 NM of the airport, what is your maximum speed?

250 knots

200 knots

230 knots

210 knots



## Aircraft of the Month: Meyers OTW 145

[https://en.wikipedia.org/wiki/Meyers\\_OTW](https://en.wikipedia.org/wiki/Meyers_OTW) Data from *Jane's All The World's Aircraft 1947*

The Meyers OTW (Out To Win) was a 1930s United States training biplane designed by Allen Meyers and built by his Meyers Aircraft Company from 1936 to 1944.

In anticipation for a demand for training aircraft caused by the introduction of a civilian war training scheme (in which civil flying schools would provide primary training for the military), Allen Meyers designed the OTW and formed the Meyers Aircraft Company to build it. The OTW was a conventional biplane with tandem seating for two in open cockpits and a fixed tailwheel landing gear. The prototype was powered by a 125 hp (93 kW) Warner Scarab engine and it first flew on 10 May 1936. The aircraft was produced in two main variants; the OTW-145 powered by a 145 hp (108 kW) Warner Super Scarab, and the OTW-160 powered by a 160 hp (119 kW) Kinner R-5 engine.



## Specifications Meyers OTW (OTW-160)

Data from *Jane's All The World's Aircraft 1947*

### General characteristics

Crew: 2  
Length: 25 ft 11 in (7.91 m)  
Wingspan: 30 ft 0 in (9.14 m)  
Height: 8 ft 6 in (2.59 m)  
Wing area: 262 sq ft (24.3 m<sup>2</sup>)  
Empty weight: 1,340 lb (608 kg)  
Gross weight: 1,910 lb (866 kg)  
Fuel capacity: 26 US gal (22 imp gal; 98 l)  
Powerplant: 1 × Kinner R-56 5-cyl. air-cooled radial piston engine, 160 hp (120 kW)  
Propellers: 2-bladed fixed pitch propeller

### Performance

Maximum speed: 120 mph (190 km/h, 100 kn)  
Cruise speed: 105 mph (169 km/h, 91 kn)  
Landing speed: 40 mph (35 kn; 64 km/h)  
Range: 400 mi (640 km, 350 nmi)  
Service ceiling: 17,500 ft (5,300 m)  
Rate of climb: 1,200 ft/min (6.1 m/s)  
Wing loading: 7.25 lb/sq ft (35.4 kg/m<sup>2</sup>)  
Power/mass: 11.81 lb/hp (7.17 kg/kW)



*Meyers Aircraft Company*™



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## Aviation Words - 'Load Factor'

By Ian Brown, Editor, EAA 657159 <https://www.eaa.org/ea-news-and-publications/ea-news-and-aviation-news/bits-and-pieces-newsletter/09-09-2019-aviation-words-load-factor>

September 2019 - This phrase has always been a bit obscure to me, but those of you with a more mathematical bent might think, "Well, it's obvious, isn't it?"

Firstly, load factor is a ratio, so there are no units to consider, even though it is often expressed as g. Secondly, it's simply the ratio of the lift provided by the lifting surfaces divided by the total weight of the aircraft.

In straight and level flight, the load factor is 1. In other words, the lift being provided by the lifting surfaces (and the aircraft's attitude) is just sufficient to keep the aircraft from descending. The load factor is an overall ratio, not a per-square-foot thing, although one assumes that aircraft designers have to understand local stresses and lifting forces at different points on the lifting surface.

Things get a bit more complicated when the aircraft is turning. For example, when on a 60-degree banking turn, the load factor is doubled, one of the reasons to avoid high-speed turns. If you decide to do that banked turn inverted, the load factor becomes -2. In other words, the loads on the lifting surfaces are in the opposite direction on the wings and empennage.

A typical load factor limit for normal category aircraft might be -1.5 to 3.8, but the Sukhoi Su-26 aerobatic family has a load factor of -10 to +12. So if you've ever wanted to test the limits of your favourite ride, try doing an inverted 60-degree banked turn and see if the wings remain attached.

Seriously though, do you know the load factors for your aircraft? I just looked it up for my RV-9A, one of the few Van's Aircraft designs that is non-aerobatic. The others are the RV-12 and the RV-10. At gross weight, my design has load factor limits of -1.5 to +3.8. Since aircraft have a weight challenge — build it too strong and it'll never get off the ground — the margins applied to aircraft design safety might be a lot tighter than say, furniture design.

Load factors, as a ratio of lift to weight, can vary with weight, so an aircraft 200 pounds under gross can expect an added safety margin over the designed load factor limits, and many pilot operator handbooks list values for load factor limits at some standard gross weight and a higher set of limits at a "utility" category at some lower gross weight.

A friend recently had a wing buckle in turbulent air, so sometimes those margins might be very marginal. Maybe we can get him to write an article about that in a future issue.

## Answers to the Quiz on Page 9

- 1) According to the Pilot's Handbook of Aeronautical Knowledge, the main difference between warning and restricted areas is that the U.S. doesn't have sole jurisdiction over warning areas that are found over coastal and international waters.
- 2) The minimum equipment required to enter Class B airspace is a two-way radio and a transponder with altitude reporting capability.
- 3) The maximum allowable speed to fly under the shelf of Class B airspace is 200 knots.
- 4) An MOA or Military Operations Area is designated special-use airspace where military aircraft execute training missions. This airspace is used to separate military aircraft from nonparticipating aircraft.
- 5) During the day below 1,200' AGL, you must have at least 1 SM of visibility and you must remain clear of the clouds.
- 6) Unlike other forms of airspace, such as Class C airports, where the speed limit is 200 knots when below 2,500' AGL and within 4 NM of the airport, Class B airspace does not have a maximum speed. However, any time you're less than 10'000 MSL feet in the CONUS, your maximum speed is 250 knots, regardless of airspace, unless your plane cannot safely operate that slowly. (FAR 91.117)

## VMC Club "Question of the Month" Answer:

The answer:

This question is another one of those that should generate discussion as there are many ways to approach this problem. Not all of the answers will feel comfortable to all pilots, but they should address situational awareness and understanding of the environment we fly in.

Setting aside the fact that this airport may have been closed for a while and the surface is unsuitable for landing, or it may be a private strip you are not allowed to use. Or, the fact that you will not monitor any potential other traffic, there are various ways you can assess the wind situation.

- The first and most important is to know what the prevailing winds in the area are being forecast. When the wind direction changes slightly close to the ground, the overall trend will remain the same.
- While flying at pattern altitude (not in the pattern, of course), you could identify a point on the ground with reference to the airplane (the wingtip, for example), then bank and hold a standard rate turn for a 360° circle. After completing the whole circle, you will note which direction the spot has drifted in relation to the plane's reference point, and that should give you a good idea of which direction the wind is blowing and how strong.
- Also, while on final, if you notice that your ground speed is unusually fast, go around and land on the opposite runway

## A funny thing happened on the way to the ... Part 2

By Ed Griggs

As of the last Newsletter, I left our avid readers with the cliff hangar of an annual being completed on my newly purchased Aeronca Chief (11-BC) and the compression test of Cyl 1: 75, Cyl 2: **25**, Cyl 3: **25** and Cyl 4: 75!



The follow-on to that story is that we found the following:



6 of 8 pushrods had been welded together!



3 of 4 Pistons were drilled into for weight balancing.



All 4 Rods were ground on for weight redistribution.



Damage caused to valves and springs due to not having the proper lengths!

When we pulled the first cylinder (Nr 3), we were immediately hit with the top 2 rings being broken and looking at the pushrods, we noticed that the pushrods had been welded together (as opposed to either putting in the correct ones or not wanting to “do it right”)! The Springs and valve were damaged due to the fact that the pushrods were not the exact length that they needed to be and was causing the rocker arm to travel further and harder than it was supposed to!

Upon further inspection, we noticed that the back of the piston had been drilled on. This (according to those who are in the know) was a failed attempt at balancing out the motor. As it turned out, 3 of 4 pistons had been drilled on to match the weight of the fourth! Again, in a hurry and not doing the job properly!

With more inspection, it was decided that the camshaft would need to be reved so that it could be sent off for a more detailed analysis. This is when we realized that the backs off all the rods had been ground on and were in need of being replaced!

Unfortunately, there are no comments in any of the logs of an overhaul/rebuild having had been completed! The only mention of a “field repair” does not list much in the way of things that were completed and materials that were used.



As a bit of reassurance, I was advised that a “Pre-buy” (which I had not conducted) would not have caught any of the issues that we have run into! So as it turns out, buying a Plane needing an annual turned out to be a good thing! The only other bits of good news are that the pilot who flew the plane down from Iowa made it safely and my 3 hours of flight time in the area went well!

So, As things sit, the motor’s block, Crankshaft and Camshaft are on their way to Tulsa and the rest of the parts are at shops in Dallas to be looked over.



## 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

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75090

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



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AND SEED**



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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.



**6/16/21 @ 7 p.m. Subject: Aviation and Aircraft Taxes**  
Presenter: Greg Reigel/Paul Herbers

This webinar will provide a high-level overview of various tax issues applicable to general aviation aircraft and hangars. Topics will include federal taxation on business use of aircraft, state sales and use tax on aircraft purchases, including various exemptions, personal property, homebuilt aircraft and registration tax, and liens resulting from failure to pay applicable taxes.

**6/22/21 @ 7 p.m. Subject: Welcome to EAA – Getting the Most Out of Your Membership**  
Presenter: David Leiting

Join EAA's manager of membership development, David Leiting, as he welcomes you to EAA. This webinar will help you jump-start your participation in EAA programs, direct you toward EAA resources, and bring awareness to EAA's wide variety of member benefits.

**6/23/21 @ 7 p.m. Subject: Tips for Flying Into EAA AirVenture 2021**  
Presenter: Fred Stadler **Qualifies for FAA WINGS credit.**

The 2021 AirVenture NOTAM includes significant changes to the VFR arrival procedures. EAA's volunteer NOTAM Chairman, Fred Stadler, describes those changes and also shares some tips for reducing pilot workload when flying into AirVenture.

**6/30/21 @ 7 p.m. Subject: Ultralight/Homebuilt Rotorcraft Arrival Procedures - AirVenture 2021**  
Presenter: Mark Spang **Qualifies for FAA WINGS credit.**

Flying into the ultralight/homebuilt rotorcraft grass runway at EAA AirVenture Oshkosh 2021 requires compliance with the FAA-issued NOTAM. Mark Spang will discuss the NOTAM arrival and departure procedures specific to the grass runway on the south end of the airport used by ultralights/lightplanes and homebuilt rotorcraft.

**7/6/21 @ 7 p.m. Subject: Propeller Selection for Homebuilts**  
Presenter: Steve Boser **Qualifies for FAA WINGS and AMT credit.**

Steve Boser from Sensenich Propeller will discuss how to choose the right propeller for your experimental aircraft. He will explain the black art of propeller design and how to make good choices for your homebuilt. There are other considerations beyond diameter and pitch which can turn your hotrod into a hangar queen. Propeller materials and construction have also come a long way since the Wright brothers.

**7/7/21 @ 7 p.m. Subject: The Great Beyond (TBO)**  
Presenter: Mike Busch **Qualifies for FAA WINGS and AMT credit.**

Many owners and mechanics start getting nervous when an aircraft engine gets to TBO. Although the FAA doesn't require Part 91 operators to overhaul at TBO, countless numbers of healthy engines are euthanized when they reach that consecrated number of hours. In this webinar, Mike Busch talks about his own extensive experience operating past TBO that has convinced him that TBO is a concept that is best ignored.

**7/14/21 @ 7 p.m. Subject: Get Your Gas In Gear: Preventing Misfueling Accidents**  
Presenter: Prof. H. Paul Shuch **Qualifies for FAA WINGS and AMT credit.**

Several times each year, GA aircraft crash on takeoff because they were serviced with the wrong type of fuel. In this FAA Safety Team WINGS and AMT award webinar, Prof. H. Paul Shuch will teach you how to determine the proper fuel to use in your aircraft, and ensure that it never suffers the slings and arrows of outrageous fueling. Qualifies for FAA WINGS and AMT credit.



EAA Webinars sponsored by



## Upcoming Events:

- Thursday, June 17      EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI),  
1200 S Dewey, Sherman, Tx @ 7:00pm  
Subject: Military Flying War Stories with Rex Lawrence
- Saturday, July 10      EAA 323 First Saturday Event: Charts and Legends Practical Glider Landing  
@ Cedar Mills (3T0), 10 AM, See article above (Reschedule from Jun 05)
- Thursday, Jul 15      EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI),  
1200 S Dewey, Sherman, Tx @ 7:00pm  
Subject: Mike Livzey with RISE Air at NTRA, followed by Ice Cream Social with John Halterman

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

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Paul Tanner	Vice President	planetanners@yahoo.com	903-819-1940
Sean Noel	Secretary / VMC Coordinator	sean_noel23@yahoo.com	903-816-0094
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**General Email: [EAA323@hotmail.com](mailto:EAA323@hotmail.com)      Website: <https://chapters.eaa.org/ea323>**



## High Flight



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

*John Gillespie Magee Jr., R.C.A.F.  
(killed in in WWII)*



### EAA SHERMAN CHAPTER 323 MEMBERSHIP APPLICATION AND RENEWAL FORM

- New Member
- Renewal
- Info Change

Membership dues for EAA Chapter 323 are \$30/year.

Make checks payable to  
EAA Chapter 323

Mail application to:  
Ross Richardson  
2115 Turtle Creek Circle  
Sherman, TX 75092

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

National EAA Membership:  
(800) JOIN EAA (564-6322)  
Phone (920) 426-4800  
Fax: (920) 426-6761

Name \_\_\_\_\_

Copilot (spouse, friend, other) \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone Home: \_\_\_\_\_ Mobile: \_\_\_\_\_

Email address \_\_\_\_\_

EAA # \_\_\_\_\_ Exp date: \_\_\_\_\_

(Chapter 323 membership requires National EAA membership)

Pilot/A&P Ratings \_\_\_\_\_

I am interested in helping with:

- Fly-Ins
- Programs
- Newsletter
- Young Eagles
- Officer

Plane, Projects (%complete) and Interests: