

# The Ramp Page

EAA Chapter 323 Sherman, TX  
Monthly Newsletter  
Celebrating our 51st year of service!  
**April 2020**



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## President's Mission Brief for May 2020

By John Halterman

Hello EAA 323,

For the last 3-4 weeks, we have been going through some challenging times as many of you know. The Covid-19 virus has done something to this nation we've never seen before-- essentially a shutdown, social distancing, lack of toilet paper, to name a few. Personally, I've been very fortunate to be able to work at home, but many are not. Please keep them in your thoughts and prayers.

March's and April's in-person events were canceled (and for what it's worth, the weather was really crappy on April 4th that would have been our fly in); however, I want to try to keep our club members engaged during this time. The agenda has been shuffled around, and we will reschedule the Upset Recovery and UAV events that were scheduled in March and April, respectively, to some point later this year.

Myself, I was scheduled to do a multiengine presentation for this summer, discussing multiengine principles and terminology; however, this is a perfect discussion for a webex format. For those that are not familiar, webex is an online tool that enables web conferencing for FREE online. Later in this newsletter (and I'll send links via email), I'll discuss details of how to join the webex meeting. We will do a test run on Tuesday April 14th in the evening at 7 PM so people can try it and debug their computers, and a full run (actual club meeting) on Thursday April 16th at 7 PM.

I would like to congratulate Frank Connery. His RV-14 did fly and I heard it too. It's loud and awesome.

I am hopeful that we'll soon be back to normal and we can resume activities in May. Thanks everyone!

John F Halterman  
EAA 323 President



## Thinking outside of the box!

By Ed Griggs

In these trying times, with Social distancing becoming the mandated norm, I am happy to report that there are a few out there who are "thinking outside of the box"! Below you will read about 3 different enterprises who have taken Social distancing to a new level. I would hope that you are as impressed by these inspiring people as I was!

1. Todd Bass, Self-professed Rusty Pilot and Local FASTSIGNS business owner, saw a need during this Covid-19 urgency and took it upon himself to start making medical face shields. All other business has been halted and his staff of 7 went to work making the masks, of which they have already filled orders for 400 masks from various Medical centers in the Texoma area, with more in the halls waiting to be made and delivered! As an avid supporter of EAA 323 and local Charities in the area, Todd's actions should come as a surprise to no one! See the story by the Herald Democrat in this newsletter on page 03.
2. The Covid-19 virus unfortunately forced EAA Chapter 33 to cancel their first planned Young Eagles Rally of the year, so instead they came up with a Virtual Young Eagles event that was livestreamed on YouTube on Monday, March 30th at 12:00 noon. Justin Cook and Martin Pauly from EAA Chapter 33 (based in Cedar Rapids, IA) gave a tour of the airplane and flight just like Kids would be doing during an in-person Young Eagles event. Follow the link below to view and relive the 45-minute Event as it was livestreamed! (<https://www.youtube.com/watch?v=C4ep5bARDdo>)
3. Chris Frederick, a native of Kansas and recently transplanted here to the Lone Star state, retired from Boeing as a Metal Finishing Engineer has teamed up with Steve Cannaby of Nu-Tek Aircraft Instruments, Inc. and is in the process of making mobile Flight Simulators for those who can't out and commit aviation on a regular basis! See his story on page 5!

## EAA 323 to hold its first "Virtual" meeting!

By John F. Halterman

Along those lines mentioned above, EAA 323 will be holding our first ever Virtual meeting! We will try a webex virtual meeting for Thursday April 16th at 7 PM. We are shuffling the schedules around, and for this meeting I will do a presentation on multiengine flying principles that I had originally planned for this summer. It is a perfect discussion format for a webex (online) meeting. This works on PCs, iPads, Android, you name it. You do need speakers on the device you are using OR you can watch the presentation on your computer and call in on a phone using the call in information listed below.

EAA 323 Chapter Meeting Halterman invites you to join this Webex meeting. Copy this link to join:

<https://meetingsamer5.webex.com/webappng/sites/meetingsamer5/meeting/download/614f286290b7447288a3ee55736cc5a5?siteurl=meetingsamer5&MTID=m3690c43c3daf6785799664304c244bad>

Meeting number (access code): 626 588 430

Meeting password: JkqMFwBc376 (55763922 from phones and video systems)

In preparation for Thursday's meeting, I am doing a "test run" on Tuesday from 7:00-7:30 PM. Attached is all the information to join that meeting. On some computers, you may have to download a free app to join. There will not be a formal meeting Tuesday--just an opportunity to log in and try it out and see if you can see it and hear me. You can click the link now to go in and see it and download the app now. It will not "injure" the invite to log in early 😊.

Note--it is important to keep your microphone on mute (if you have one) unless you have something specific to say. It prevents feedback and unwanted background noise.

Assuming this works out well Tuesday, I will recreate another webex link and send to everyone for the formal meeting on Thursday.



## Local business making face shields for COVID-19 protection

By Dwayne Wilder, For the Herald Democrat, Posted Apr 9, 2020 at 1:40 PM

Local business owner Todd Bass at Fastsigns Texoma in Sherman is working to fill a need in Texoma.

The longtime sign maker looked at the current COVID-19 situation and then looked at his capabilities locally. And, Bass took it upon himself to turn his small sign business into a factory for making medical face shields.

“We have stopped all other business; this is what we are doing now,” said Bass from his office. “Everything we do is for COVID-19 including the face shields.”

Most of his staff of seven employees works on the assembly line for the shields. The work began the first of April; and Bass has orders for 400 shields to be filled including locations in Bonham and Sherman.

“We have orders from private hospitals in the area; and others that are interested,” said Bass. “It is a good feeling knowing we can help by getting equipment to the front lines of this pandemic here locally.”

The work that Fastsigns is doing has not gone unnoticed locally.



“I think it’s noble and selfless; and greatly appreciated in this time of crisis,” said Lauren Kirby, a local nurse practitioner with Wilson N. Jones Wellness Care. “We appreciate their efforts in doing their part to help stop the spread of this virus.”

When the epidemic started in earnest in the United States, Bass noticed that companies across the country were attempting to do their part. This is what gave him that first kernel of a seed of an idea.

“There’s been a lot of companies converting equipment over to make ventilators and PPEs (Personal Protection Equipment) to help with the effort to combat this virus,” explained Bass.

“We already have some of the materials needed for face shields, so it seemed like right thing to do.”

According to Bass, it took about a week of design ideas to get where they wanted to be; and then a couple of days to get the work area ready to go. Full fledged production began April 3.

“Before we could mass produce them, we worked on some prototypes; it took a couple of days,” said Bass. “We tried a lot of different concepts to get to the one that worked for us.”

Bass noted that Fastsigns – each are owned as franchises – across the country have been attempting to do similar work. Many have shared files – including Bass – to help other locations make a contribution to the effort of outfitting medical personnel.

“The ones (designs) I saw early on, I didn’t like.

They would be too expensive and labor intensive,” said Bass. “I finally just decided to design one myself.”

Bass finalized his work on Wednesday last week and began making that first face shield. “I finally got a design that met all the criteria,” smiled Bass. “After we made the first one, it fit perfectly.”



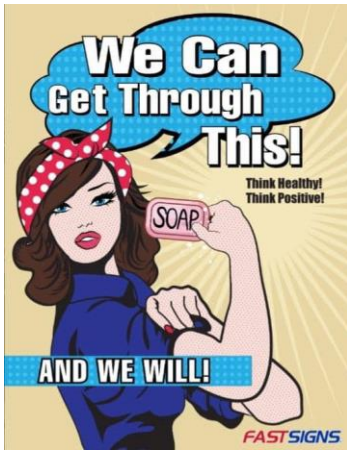
FASTSIGNS of Sherman receives the “Small Business of the Year” award from the Sherman Chamber of Commerce



The ever-sweet Kayla Salvatori testing out the new Safety Guard as produced by FASTSIGNS. Call her at 903-893-7446 or email at [608@fastsigns.com](mailto:608@fastsigns.com) for any and all of your signage needs!







Bass is proud of what he and his team have done. He noted that you hear in the news about large corporations such as GM or Ford being able to retool and make an impact, but you don't hear about many small businesses that do the same.

"It feels really good to help; it's heart-warming," he added. "When I put the first one (face shield) on, we knew we could actually help so many in this fight. We want to help those doctors and nurses on the front lines."

Sherman city officials are pleased with the ingenuity of local companies including the mayor.

"I think it's fantastic that local companies use their resources and efforts for a needed item right here in our community," said David Plyler, Sherman mayor. "We have a strong community and if there is anything we need, then someone always steps up. That's what we do; we help each other out. It's great to see people volunteer their time, resources and ideas for the benefit of others."

As for the process, the sign making equipment at Fastsigns is up to the task for making face shields, according to Bass. He did have to order special 'bits' for one machine. After trial and error on the production process, Bass added that the tempo is a lot faster than at first.

"We started out only being able to do six (shields) at a time, but now we can do 18 of them," he noted. "It takes less than 20 minutes to put one together including the plastic component."

Bass said the final step in the process is to sanitize each unit (shield). It is sprayed so no cross contamination will occur from his location to the front lines of the medical field in this pandemic.

"We even had some doctors come over to inspect what we had come up with," said Bass. "They loved the shields. They agreed it would work."

Members of the local Fastsigns team are happy with the effort they are making in this project.

"I love being part of this work. I would rather be here helping do something to help out with this crisis," said Kayla Salvatori who has been at Fastsigns for two years. "I think it is remarkable that we are able to take some of the resources we already have and do something that will benefit so many."



Bass has noticed how the Fastsigns locations have worked together in this crisis in an attempt to help the medical professionals and first responders in their local areas.

"I am amazed at how we are working together so much; it's never been done before," said Bass. "We will share our design with others, too; we will do our part to combat this virus and help as many as we can in whatever way we can."



## Local man turns love of Flying into Simulator for all to see and use!

By Ed Griggs

As mentioned on page 2, Chris Frederick has continued his passion of flying by utilizing modern-technology and software to create mini Flight Simulators where a person can get immersed into a virtual world of Flight!

Something as simple as a controller set (with Yoke, throttle quadrant and rudders), a chair and a huge flat screen television



Chris explaining the various buttons to use on the yoke while seated in the Flight Sim.



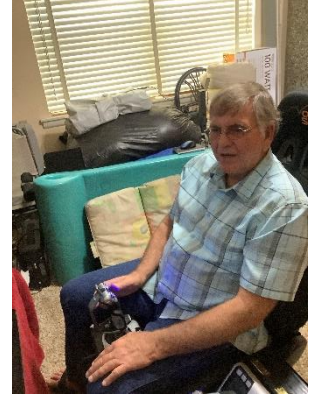
With his feet firmly on the rudders and the yoke in his hand, Chris takes a F-18 Hornet up for a flight in the Nevada desert!



Flying a Cessna 208 Caravan around to various airports in the Las Vegas area can be arduous training as well breathtaking!



Chris' most recent acquisition is the Sim package for the F-16 Viper, which he refers to as a "flying brick"!



In his spare time, Chris can be found enjoying his favorite past-time which is flying Helicopters (sim). He explained to me that he taught himself how to fly helicopters on his Simulator and then went to Longhorn Helicopters in Ft Worth and was able to get a CFI to go up with him in a Schweizer where was able to prove that he could indeed fly one! Wow!

Chris utilizes Microsoft Flight Simulator Steam Edition and DCS world as his Flight Simulator platforms. If you are interested in seeing his Flight Sim up close, you can contact text him at 316-207-6898 and he will respond back to you!

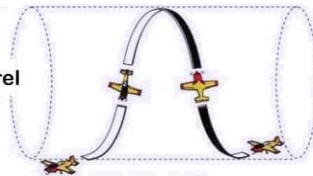


### KNOW YOUR ROLLS

#### 1. Aileron Roll



#### 2. Barrel Roll



#### 3. Cinnamon Roll





## CFI Corner: How To Sanitize Your Plane

By Adam Yavner

If someone would have told me a year ago that I would be writing one of these to talk about techniques for disinfecting your plane, I'd have said, "oh, thanks for that." Hey, ideas are hard to come by! But, I certainly couldn't have foreseen it.

A few standard disclaimers – I am not a medical professional, nor have I ever played one on TV. I do not have any specific guidance from the CDC on this particular use case, so I have summarized what I have learned from various sources, including AOPA and Civil Air Patrol publications and videos.

One important reason to adopt this habit is in the case of rented airplanes – we want to keep ourselves, as well as the next user, safe. In this way, we can continue to enjoy our freedoms. Even on your own airplane, if you take passengers or students that you do not live with, or have it serviced, it is probably not unwise.

### First, Supplies

- Gloves (latex or nitrile)
- Disinfecting solution – either commonly used disinfectant sprays, or you can use 70% or higher isopropyl alcohol or 1:10 bleach solution in a spray bottle
- Paper towels or disposable sponge or clean cheap microfiber towels



### Next, Start With All High-Contact Surfaces

- Start in the back. Seatbelt buckles, headset jacks, windowsills, armrests, window latches.
- Front – buckles and receptacles, chair position levers, around windows, door handles, frame, glare shield
- Yokes and buttons; throttle, mixture, prop controls; carburetor heat, cabin heat or vent knobs
- All commonly touched buttons and dials.
- Do Not wipe the surfaces of avionics screens. They often contain anti-glare coatings or other properties which could be damaged. Refer to manufacturer guidance for these.
- Headset. Remove the muff cover, use 2x2 gauze pad or similar and tie on with thread or rubberband. Remove and discard after use.
- After finishing the inside, close and lock plane, and wipe down handles.
- Fuel caps, oil dipstick and cap, any cowling latches or other items touched for inspection.
- Keys and lockbox if relevant.

### Safely Discard Cleaning Materials

Ball up the wipes or towels. Remove one glove around and over the material and throw away. Slide free hand under the remaining glove (not over) and pull and drop into rubbish bin. Just remember "glove to glove" and "skin to skin" to keep straight what can contact what.

As always, if you have any questions, shoot me a message and I'll do my best to get you an answer. Stay safe (and sane) out there!



## FAA Topic of the Month (TOM) April 2020

By Daniel Hileman

I hope everyone is fairing well in these crazy times! Please allow me to introduce myself, my name is Daniel Hileman and I am fairly new to the EAA. I have instructed for over 10 years, and after a short stint after the airlines and realizing it wasn't for me, I have returned to my first love of General Aviation and teaching again. I am the FAAS Team Rep for Grayson county. My intention is to share the FAA's Topic of the Month with you in a condensed version.



This month's topic is: "Stabilized Approach and Go Around for the GA Pilot"

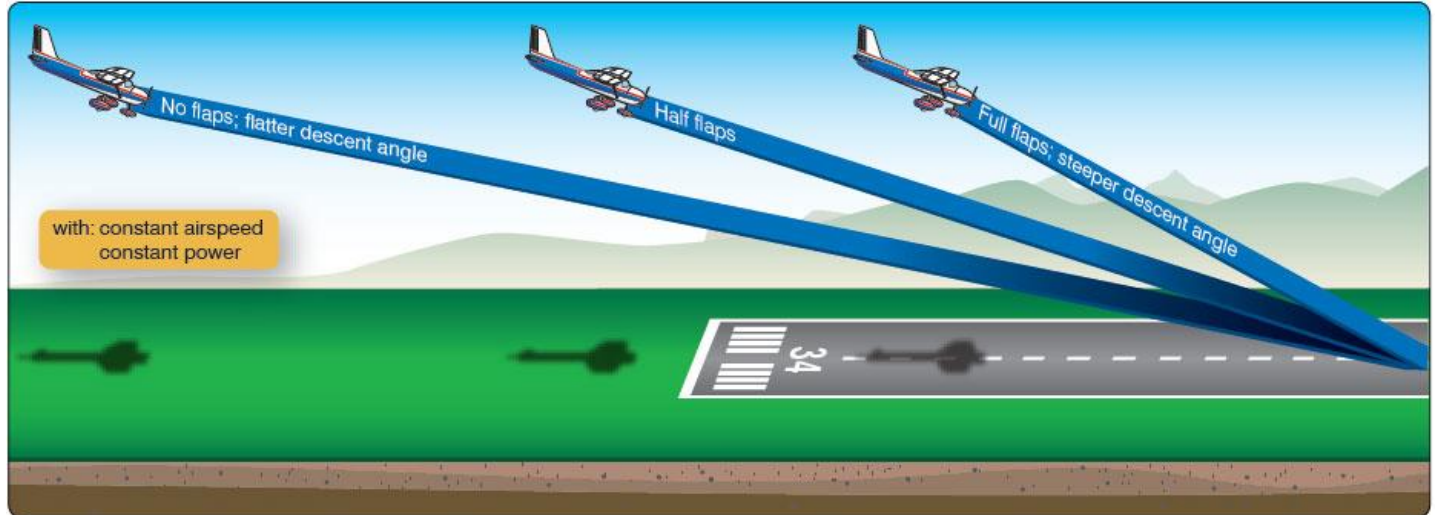
Overview of this Topic is broken into the following

- Review Approaches and Landings
- Stabilized Approach Concept
- Go Around-(Rejected Landing)
- Opportunities to Practice

### REVIEW OF APPROACHES AND LANDINGS

As a pilot, we have all seen it and more than likely, done them all, Aircraft High and Fast on Final, or slow and low. How did those landings turn out? Enter the Stabilized Approach. It will give you the best opportunity for a safe landing. However, What is a Stabilized approach? We will cover this in a bit.

"Normal Approach and Landing"-The normal approach and landing is one where all variables are considered normal. Light winds, engine power available, no obstacles (to speak of) to clear, and approach is made into the wind with ample runway distance available to bring the aircraft to a gradual stop. The selected touch down point is within the first third of the runway. For the sake of brevity, we will start discussing the landing at the Final Approach segment. After completion of the Base to final turn the aircraft's longitudinal axis is aligned with the runway's centerline, and any drift should be recognized at this point. In a normal landing, the wind is aligned down the runway so that there is no drift. On the Final approach segment, decent angle is controlled so that landing within the first third of the runway can be made, and on the centerline. "The objective of a good, stabilized final approach is to descend at an angle and airspeed that permits the airplane to reach the desired touchdown point at an airspeed that results in minimum floating just before touchdown; in essence, a semi-stalled condition."

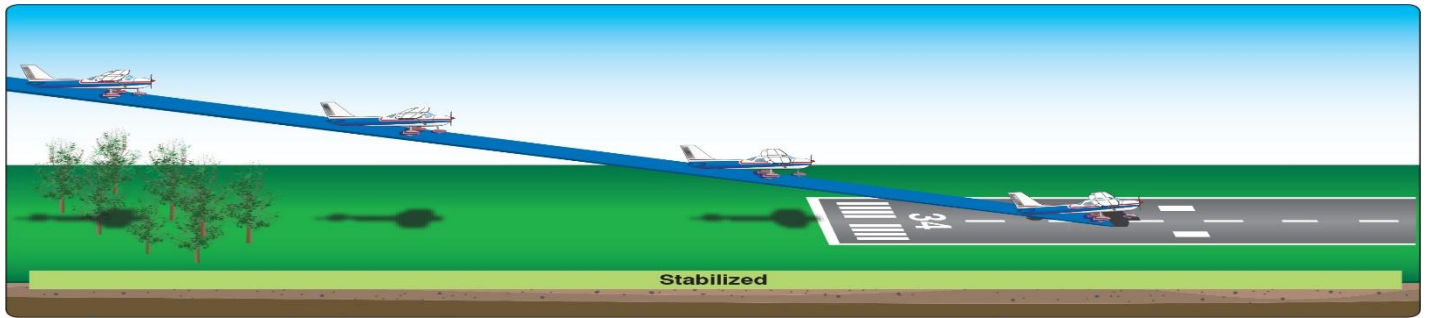


"Use of Flaps- Flap extension has a definite effect on the airplane's pitch behavior. The increased camber from flap deflection produces lift primarily on the rear portion of the wing. This produces a nose-down pitching moment; however, the change in tail loads from the downwash deflected by the flaps over the horizontal tail has a significant influence on the pitching moment. Consequently, pitch behavior depends on the design features of the particular airplane you are flying. "Remember: When the flaps are lowered, the airspeed decreases unless the power is increased or the pitch attitude lowered."



## **STABILIZED APPROACH CONCEPT**

“A stabilized approach is one in which the pilot establishes and maintains a constant angle glidepath towards a predetermined point on the landing runway. It is based on the pilot’s judgment of certain visual clues and depends on the maintenance of a constant final descent airspeed and configuration.”



## **OBJECTIVE OF THE STABILIZED APPROACH**

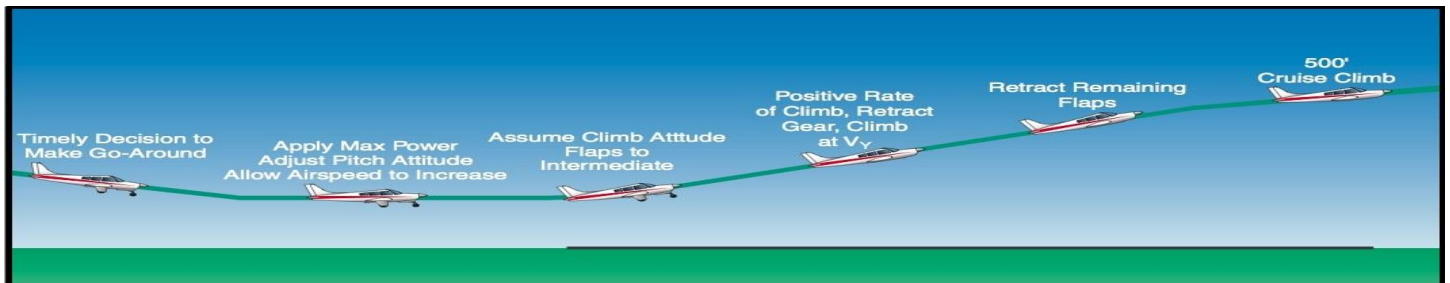
“The objective of a stabilized approach is to select an appropriate touchdown point on the runway, and adjust the glide path so that the true aiming point and the desired touchdown point basically coincide. It is essential that deviations from the desired glide path be detected early so that only slight and infrequent adjustments to glide path are required.”

## **GO AROUNDS (REJECTED LANDING)**

Whenever landing conditions are not satisfactory, a go-around is great idea! I always tell my students, whenever a safe the landing is in doubt (Even a little doubt), GO AROUND!

What are some things that can contribute to a faulty approach?

- air traffic control (ATC) requirements,
- unexpected appearance of hazards on the runway,
- overtaking another airplane,
- wind shear,
- wake turbulence,
- mechanical failure, and/or
- an unstable approach



“The assumption that an aborted landing is invariably the consequence of a poor approach, which in turn is due to insufficient experience or skill, is a fallacy. The go-around maneuver is an alternative to any approach and/or landing. Once the decision to go-around has been made **STICK TO IT.**” The Key is to know how to do that safely. And how often to we really practice them in the non-training world? I suggest a review of the Airplane Flying Handbook section on the “Go Arounds (Rejected Landing) Section 8-12 and apply to your particular aircraft.

Want an opportunity to practice? I would suggest completing:

WINGS Flight Topic 1 ASEL – A070405-07

<https://www.faa.gov/WINGS/pub/accreditedactivities/accreditedActivityViewer.aspx?aaid=%2010>

Thanks for reading and stay healthy and safe! Let me know if I can do anything to help! My contact information is [cfi.dhileman@gmail.com](mailto:cfi.dhileman@gmail.com)





## Civil Air Patrol

By Jacob Baldrige

Most Americans don't know that Civil Air Patrol exists and that it was a part of patrolling the coasts of America during World War II. In 2014 the Congressional Gold Medal was awarded to Civil Air Patrol for its contribution to World War II. More than 80,000 Americans reported for volunteer duty to serve in the Civil Air Patrol during World War II and their success is logged with 86,000 missions conducted within the 24 million miles patrolled and 750,000 flight hours logged, they reported 173 suspected Nazi subs off the coast and escorted over 5,000 convoys safely.



In 2015 the Civil Air Patrol was officially made a member of the Air Force's Total Force, the active duty, the National Air Guard and Reserves. Since its beginnings it has grown to having a membership of 28,287 cadets ranging from age 12-21 and senior membership 38,071 ranging from age 18+. Cadets who are already a member may stay a cadet until they are 21, anyone not a cadet and joining at the age of 18 or older are considered senior members. Senior members are not all pilots as there are a lot of positions to fill (i.e. finance, squadron commander, ground team leader, chaplain, etc.).



Cadets are trained in military drill and ceremony, search and rescue, aerospace education, and leadership. As a Cadet, we are introduced to flying by five powered orientation flights and five unpowered orientation flights. Currently there are approximately 560 powered aircraft to fly the missions of the Civil Air Patrol. While in the air the mission scanner, photographer, and mission pilot fly as a team in assessing damages or search and rescue missions.

The Civil Air Patrol was commissioned to be the first in the air after 9/11 to assess the damages to the World Trade Center. Senior members who are 18 or older are allowed to participate in search and rescue and disaster assessment missions, such as when Hurricane Harvey hit Houston and other parts of Texas.

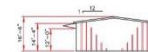
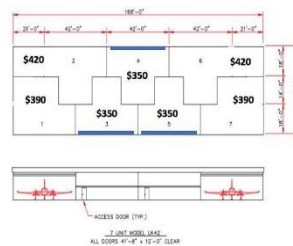
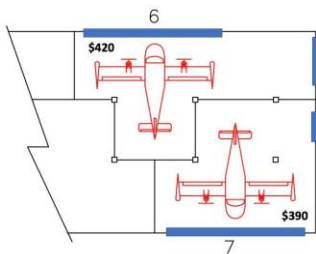
Would you like to join us? Meetings are held every Monday (just not right now, they hopefully will resume mid May) 6:30 – 8:00 PM at 4331 Airport Drive, North Texas Regional Airport. You can contact Linc Grubaugh at [tx262@aol.com](mailto:tx262@aol.com) for more details!



## T-Hangar Space Available!

By Ruan Meintjes

FOR LEASE IN SHERMAN (KSWI)!!! \$350, \$390, or \$420 a month! Available as soon as August. Epoxy floors. Electric bi-fold doors. 14 slots left. Going fast. Email [reserve@skytrusttx.com](mailto:reserve@skytrusttx.com) or call 214-673-2860 to reserve!



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

By Michael McLendon

It's been a year since our inaugural flight and Texoma Aero Club has quickly 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 soon!

TAC members meet at 7pm every third Tuesday of the month at NTRA. We'd be happy to show you around. Follow us on Facebook or visit our website, [texomaaeroclub.com](http://texomaaeroclub.com) for more information



## FAA Withdraws Permission for the Collings Foundation Aircraft to Carry Passengers

By Rob Mark

The FAA last week ruled the Collings Foundation could no longer accept money from people who wanted to ride on the organization's World War II aircraft. The ruling included a critical look at the NTSB and the agency's finding following the October 2, 2019, crash of the foundation's B-17G, "Nine O Nine" at Bradley International Airport (KBDL) in Windsor Locks, Connecticut. Though the NTSB conducted the investigation at the accident site last year, the notice immediately rescinding the foundation's exemption to carry paying passengers came from the FAA. The agency's action also halted a Collings Foundation request to renew its current exemption, an action required every two years.

The accident occurred shortly after the WWII bomber took off from KBDL about 9:45 am local time. At 9:50 am, one of the B-17 crewmembers told the tower they were experiencing an engine problem and would return to land on KBDL's Runway 6. The crippled aircraft never climbed higher than 500 feet agl. The B-17 crashed on short final to Runway 6 and burst into flames after striking the airport's deicing facility. The accident killed five passengers as well as the two pilots. Another six people aboard were injured.



Most of the B-17 was destroyed by a post-crash fire. NTSB



The Collings Foundation fleet was operating under Exemption 6540P of the federal regulations that allow certain vintage aircraft with either an experimental or a limited category airworthiness certificate to carry passengers as part of the living history flight experience. The FAA "historically found the preservation of US aviation history to be in the public interest. Organizations offered to provide short in-flight experiences in exchange for compensation, leading to the term nostalgia flights and later living history flight experience and provided a means for private civilian owners to offset the considerable restoration, maintenance and operational costs."

The FAA said the Collings Foundation failed to comply with a number of the exemption's requirements as its reason for the enforcement action. One dealt with the crew chief assigned to the B-17. Crew chiefs are required to assist the pilots with a number of duties on each flight and require extensive training before being allowed serve in that position. The crew chief on the accident flight—who survived—later testified he'd never received any training on the aircraft. He also said he had no knowledge of what his duties should have been while aboard the flight.

The Collings Foundation was required to have established and maintained a safety management system for the entire operation. A safety management system is designed to promote a culture of safety and allow any employee—without fear of retribution—to feed important safety information back to a central source to ensure problems are resolved. The crew chief stated he had no knowledge that the foundation even had an SMS. The investigation uncovered numerous unresolved maintenance squawks on the B-17. The PIC of the accident flight, Ernest "Mac" McCauley, had flown "Nine O Nine" for 20 years and had logged more time on the model than any other pilot. McCauley held an A&P certificate and served as the foundation's director of maintenance.

The NTSB discovered magneto and ignition failures on the B-17's number four nine-cylinder radial engine. "Inspection and testing of engine 4 left magneto revealed the movement of the safety-wired lead caused grounding to the case, which rendered the magneto lead inoperative," said the FAA report. The right magneto was also "unserviceable." The point gap on the magneto's points was less than half of what was called for in service documents that led to the right mag delivering "weak or no spark" to four of the nine cylinders.

All spark-plug gaps on the number three engine were also found to be significantly out of tolerance, making it likely neither engine on the right side was producing normal power. Witnesses reporting seeing the aircraft flying right wing low as it attempted to return to KBDL.

Finally, the investigation found the aircraft's maintenance records lacked key pieces of information that made it impossible to verify whether some required maintenance had ever been performed on "Nine O Nine." Though the FAA did not ask for comments to the Collings Foundation exemption renewal, the agency said it received more than 1,500. "Most were from individuals who cited the historical and sentimental value of allowing living history flight to continue." The comments are believed to have been received before the FAA published the list of alleged violations against the Collings Foundation aircraft and the depth of its issues became known.





## Lonestar STOL

By Ed Griggs

121 Pilots entered the LoneStar STOL competition held in Gainesville from 12 to 15 March. Although the weather was not the best, that did not deter these Pilots from showing up to show off their abilities and what a magnificent job they did!

The Rules were simple: Each pilot/aircraft combination will be allowed two takeoffs and landings (or cycles) in the STOL event. Score was based on the best takeoff and landing cycle of each event. (i.e. either the best set of the 1st takeoff and landing, or 2nd takeoff and landing.)

### Takeoff Competition:

The goal is to takeoff in the shortest distance. Each class will have their own group. Each pilot will be allowed two attempts. Score is based on the best "cycle" (a pair of takeoff and landing).

### Landing Competition:

The goal of the landing competition is to stop in the shortest time. But there are significantly more rules. Each pilot will be allowed two attempts and each score is still based on the best cycle. Pilot's Information – STOL Events & Rules

### Aircraft Classes:

There were 5 Aircraft classes and 3 Winners per Class:

#### **Heavy Touring Class:**

C-180, C-185, C-182, C-206, and C-210; Maule M-9-230

Otherwise, other FAA certificated ASEL models as determined by gross weight from 2,500 lbs to 3,600 lbs.

#### **Light Touring Class:**

C-150, C-152, C-170, C-172, C-175, and C-177; Maule M-4, M-5, M-6, and M-7; Stinson 108-2

Otherwise, other FAA certificated ASEL models as determined by gross weight from 2,301 to 2,499 lbs.

#### **Bush Class:**

Citabria; Huskies; PA-12, 14, 18, and PA-22; Scout; Stinson 105; T-Craft (over 1,320 lbs); Top Cub; Tern X Cub

Otherwise, other FAA certificated ASEL models as determined by gross weight from 1,321 to 2,300 lbs.

#### **Light Sport/ Light Experimental Class:**

CSport Cub S2; Rans S-7LS; Super Legend; T-Craft (1,320 lbs); Bearhawk LSA; Carbon Cub SS; Dakota Super 18-LT; Legend (ELSA); Rans (ELSA) Otherwise, other FAA certificated ASEL as Experimental as determined by a maximum gross weight up to 1,320 lbs.

#### **Alternate Bush/Experimental Class:**

Mackey SQ-2; Bearhawk Patrol; Carbon Cub EX, Carbon Cub FX,; Dakota Super 18; Legend (EAB); Savage Outback Shock; Super Cruiser; Murphy Moose; Backcountry BOSS; Bearhawk, Otherwise, other FAA certificated ASEL as Experimental with a gross weight above 1,320 lbs.



Steve Henry, Winner of the light sport category at the Lone Star STOL competition, making final checks on his Highlander!





**Video's provided by Dave McKee:**

<https://www.facebook.com/1234584466/videos/pcb.1055178554851360/10215806981987549>

<https://www.facebook.com/1234584466/videos/pcb.1055178554851360/10215806981067526>

**And the Winner's are:**

	<b>Take-Off/Landing Total</b>			<b>Place</b>
	<b>(in ft)</b>	<b>(in ft)</b>	<b>(in ft)</b>	
<b>Heavy Touring Class:</b>				
William Gilstrap of Oklahoma in his Cessna 182	149	183	332	1
Matt Schantz of Colorado in his Cessna 180B111	135	201	336	2
Bryan Rose of Texas in his Cessna 185F	177	211	388	3
<b>Light Touring Class:</b>				
Jeff Pohl of Minnesota in his Cessna Super 170B	94	99	193	1
Jughead Counsell of Washington in his Cessna 170B	172	160	332	2
Kenneth Monger of Arkansas in his Cessna 172	204	190	394	3
<b>Bush Class:</b>				
Tony Terrell of Texas in his Piper L-21B101	76	104	180	1
Steve Pierce of Texas in his Piper Super Cub	98	146	244	2
Todd Christensen of Alaska in his Aviat A-1C168	119	138	257	3
<b>Light Sport/ Light Experimental Class:</b>				
Steve Henry of Idaho in his Highlander	25	27	52	1
Dan Reynolds of Canada in his Chinook WT 11	40	20.5	60.5	2
Hal Stockman of Nevada in his Rans S747 DQ	46	68	114	3
<b>Alternate Bush/Experimental Class:</b>				
Butch Kingston of Idaho in his CarbonCub EX1	41	60	101	1
John Wisdom of Texas in his Super Legend AL18	95	93	188	2
Tony Armour of Georgia in his Just Superstol	134	91	225	3

Congratulations to everyone on an impressive showing! See you all next year!



Jeff Pohl, Winner of the Light Touring Class, puts down a competitive score in the Light Touring Class. Photo by Alicia Herron.



*"I actually only went shopping for a pair of sunglasses, but I thought a new plane would go good with them."*



## Quiz: Can You Answer These 6 Aerodynamics Questions?

By Colin Cutler | 03/13/2020 <https://www.boldmethod.com/blog/quizzes/2020/03/can-you-answer-these-6-aerodynamics-questions/>

1) You take off in your Cessna 172S at 2,000 pounds, which is 550 pounds under max gross weight. How will your  $V_{so}$  speed compare to the published  $V_{so}$  speed for your aircraft?

It will be lower than published  $V_{so}$

It will be the same as published  $V_{so}$

It will be higher than published  $V_{so}$

2) If your aircraft has wing washout, it's designed to stall from the \_\_\_\_\_.

Bottom to top

Leading edge to trailing edge

Tip to root

Root to tip

3) When you lower your flaps, you:

Decrease wing camber

Decrease drag

Decrease stall speed

Decrease lift

4) Angle of attack is:

The acute angle between the wing chord line and the relative wind

The acute angle between the angle of incidence and the relative wind

The acute angle between the wing camber line and the relative wind

The acute angle between the center of lift and the relative wind

5) You start climbing in your Cessna 182. And keep climbing. And climbing. And eventually, you get to your plane's absolute ceiling. What's your climb rate at the absolute ceiling? (max weight, clean config, max continuous power)

0 FPM

50 FPM

100 FPM

150 FPM

200 FPM

250 FPM

6) You need to choose the climb speed that gets you the most altitude in the shortest horizontal distance. Which speed are you flying?

$V_x$

$V_y$



## Aircraft of the Month: 1946 Aeronca Chief 11AC

[https://en.wikipedia.org/wiki/Aeronca\\_11\\_Chief](https://en.wikipedia.org/wiki/Aeronca_11_Chief)

The Aeronca Chief is a single-engine, two-seat, light aircraft with fixed conventional landing gear, which entered production in the United States in 1945.

Designed for flight training and personal use, the Chief was produced in the United States between 1946 and 1950. The Chief was known as a basic gentle flyer with good manners, intended as a step up from the 7AC Champion which was designed for flight training.

Like many classic airplanes, it has a significant adverse yaw, powerful rudder and sensitive elevator controls. It had a well-appointed cabin, with flocked taupe sidewalls and a zebra wood grain instrument panel. There was never a flight manual produced for the 11AC or 7AC series airplanes, as a simple placard system was deemed enough to keep a pilot out of trouble.



### 1946 Aeronca Chief 11AC

Data from Wikipedia.org

General characteristics

Crew: one pilot

Capacity: one passenger

Length: 20 ft 10 in (6.4 m)

Wingspan: 36 ft 0 in (11 m)

Height: 6 ft 10 in (2.1 m)

Wing area: 175.5 ft<sup>2</sup> (16.3 m<sup>2</sup>)

Airfoil: NACA 4412

Empty weight: 725 lb (328.9 kg)

Useful load: 525 lb (238.1 kg)

Loaded weight: 1,250 lb (567 kg)

Max. takeoff weight: 1,250 lb (567 kg)

Powerplant: 1 × Continental A-65-8, 65 hp (48.5 kW)

Performance

Maximum speed: 105 mph (169 km/h)

Cruise speed: 95 mph (152.9 km/h)

Stall speed: 40 mph (64.4 km/h)

Range: 330 mi/550 mi with aux fuel tank (531.1 km)

Service ceiling: 10,800 ft (3291.9 m)

Rate of climb: 500 ft/min (2.54 m/s)

Wing loading: 7.1 lb/ft<sup>2</sup> (34.8 kg/m<sup>2</sup>)

Power/mass: 19.2 lb/hp (11.7 kg/kW)





## 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](mailto:a_model_guy@ymail.com). Thanks!!

## LOW RISK ACTIVITIES FOR COVID-19



- Working on your plane
- Polishing and cleaning your plane
- **FLYING** in your plane
- Looking and admiring your plane
- Upgrading your plane
- Sitting in your plane making airplane noise

## Mel Asberry

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\*A & P Mechanic

\*EAA Technical Counselor

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As weight decreases, your angle-of-attack for a given airspeed decreases as well. This means that at lower weights, your  $V_{so}$  speed goes down.

Wing washout means the root of the wing flies at a higher angle-of-attack than the tip, and the root stalls first. This creates a more stable, controllable stall, and gives you some aileron effectiveness during the stall.

Lowering flaps decreases stall speed, because you increase the camber of your wing. And with an increased camber, you produce more lift at a given airspeed.

It's the acute angle between your wing's chord line, and the relative wind.

Your single-engine plane has a 0 FPM climb rate at its absolute ceiling. No. Climb.

$V_x$  gets you the most altitude in the shortest horizontal distance.  $V_y$ ? That's the most altitude over a given time.

## FunPlacesToFly

<http://FunPlacesToFly.com>

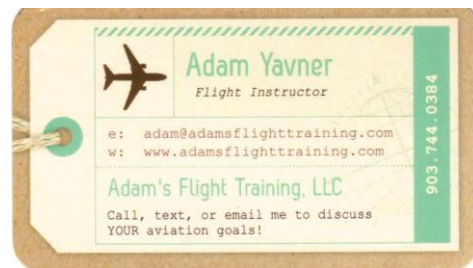
<http://VansAircraftBuilders.com>

<http://SmittysRV.com>

<http://EAA1246.org>

<http://ThisNewOldRV.com>

<http://OpenAirNet.com>



## 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.



**Tuesday, 4/21/20 @ 7 p.m.**

Presenter: Johnny Ostmeier

**Subject: Coaches and Camps for Aerobatic Competition**

Qualifies for FAA WINGS credit.

IAC member Johnny Ostmeier discusses how aerobatic coaches and camps can help your contest flying. He will share tips about how to find aerobatic coaches and camps, and also what to expect from them.

**Wednesday, 4/22/20 @ 7 p.m.**

Presenter: Scott Dennstaedt

**Subject: Five Weather Planning Tips to Get Ready for Summertime Flying**

Qualifies for FAA WINGS credit.

As airframe icing advisories morph into advisories for thunderstorms, it's time to brush off the wintertime rust and focus on the threat of deep, moist convection. In this webinar, you will learn five tips on how to better prepare yourself when convection threatens your proposed route of flight. We'll cover long, and short-range flight planning for convection as well as tips on how to minimize your exposure to dangerous convective turbulence.

**Wednesday, 4/29/20 @ 7 p.m.**

Presenter: Amy Gesch

**Subject: Float Flying: Freedom to Explore**

Qualifies for FAA WINGS credit.

Amy Gesch from Wipaire, Inc. will present on what it takes to get a seaplane rating, how it can benefit you, and what you can do with it. Learn about different types of seaplanes and seaplane flying, plus tips on what to look for in buying your first seaplane. Come on in; the water's fine!

**Wednesday, 5/6/20 @ 7 p.m.**

Presenter: Mike Busch

**Subject: Is it Legal to Install?**

Qualifies for FAA WINGS and AMT credit.

What if you want to install something in your certified aircraft (e.g., an automotive seat heater), but the thing you want to install isn't STC'd, PMA'd, TSO'd, or otherwise FAA-approved? Is it legal to do that? Do you need a field approval? In this webinar, Mike Busch, A&P/IA, explains exactly when it's okay to install nonapproved equipment in a certified aircraft and when it isn't.

**Wednesday, 5/13/20 @ 7 p.m.**

Presenter: Prof. H. Paul Shuch

**Subject: Operation at Towered Airports**

Qualifies for FAA WINGS credit.

It's not uncommon for aviators to achieve a pilot certificate without ever having operated in any kind of tower-controlled airspace. Even for those who have flown in them before, a towered environment can be rather intimidating. This FAA WINGS webinar will help you to relax and enjoy the interaction with Air Traffic Control. Remember, ATC is there to help!

**Tuesday, 5/19/20 @ 7 p.m.**

Presenter: Steve Martin

**Subject: Understanding Hypoxia in Aviation**

Qualifies for FAA WINGS credit.

Hypoxia in aviation is widely recognized as a potential threat, but poorly understood and under-respected by most aviators as a contributor to other accidents. Aerospace physiologist Steve Martin will discuss the facts and fallacies regarding the different types of hypoxia, recognition, causal and influencing factors, and mitigation techniques necessary to avoid this pervasive issue.

EAA gratefully acknowledges the support of Aircraft Spruce and Specialty Co. for their generous sponsorship of EAA webinars.

THE PLANE OR  
ME CLEAR PROP



## Aviation Words — Ventral Fin

By Ian Brown, Editor <https://eaa.org/eaasearch?term=aviation%20words>

December 2019 - As we all know, "fin" is another word for "vertical stabilizer." Normally fins are mounted on the top rear of the fuselage and form part of the empennage. Occasionally an aircraft will have a supplementary fin on the belly of the aircraft, below the normal vertical stabilizer for extra directional stability. This is known as a ventral fin or strake. The ventral part is from the Latin "venter," meaning belly, and is used in human and fauna descriptions to relate to the front or belly aspect. "Strake" comes, not surprisingly, from the nautical world and refers to a length of planking on the belly of a ship.

### Ventral Fins

The ventral fin is apparently added when the fuselage shields so much of the vertical stabilizer at higher angles of attack that a fin is appended to the belly. This is often used to prevent yaw, especially in twin-engine aircraft where only one engine is operating. To gain more stability, two ventral fins are often installed, as seen in the photo of the Beechcraft.



Beechcraft Duke with ventral fins.

My friend James Eby sent me the following description of his addition of a ventral fin to his BushCaddy.

"The ventral fin came about from looking at other floatplanes. Many floatplanes had ventral fins and/or horizontal stabilizer winglet projections. I was curious as to why this was. The reason found was that with the addition of floats to a plane, there may be insufficient vertical stabilizer area to recover from a stall/spin situation. As my plane is nose heavy with the big LOM engine, I thought better safe than sorry and a little weight aft won't hurt. I sent the design to an engineer (one who does not want involvement with the spars), and he said they were fine. There was no engineering as to size or design other than my 'better safe than sorry' guess from looking at other planes. Just to make sure, I added a lower fin along with the upper after discussions with my test pilot and the engineer."



Ventral fin added to a BushCaddy.

In backing through the alphabet, looking for words that would fascinate you, I could have chosen "X-ray" as the next word, but that would have been too easy. Besides, you would not have found it that fascinating at all.





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

By Todd Bass

Now more than ever, we need to support our local businesses (especially our Local Restaurants and Shops). Local businesses are being forced to give curbside Service and, in the case of Restaurants, Takeout only!

You can go to Texoma Curbside Restaurants on Facebook as a tool to show you what restaurants are still open and what items they are offering!

### Rebecca Yavner, Agent

214-785-8188

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

GRI - Graduate Realtor Institute, PSA - Pricing Strategy Advisor, RSPS - Resort and Second-Home Property Specialist



Keep Calm  
SHOP LOCAL

Here are some ways you can continue to support our local businesses during this season where they may experience economic hardship.

- Buy gift cards now for later use.
- Buy items now for future pick up.
- If you know a business owner, ask how you can help them during this time.
- Keep your membership current. Most places rely on your dues to operate.
- While tipping is always a good practice, now is a time to be particularly generous.



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### Vogel Allstate Insurance Group

Brad and David Vogel

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



The Prop-Strike Café, located at North Texas Regional Airport (at 5300 Airport Drive, Denison, Texas 75020 ((903) 419-2299)) is open Monday thru Friday, 6am – 2pm. Come by and see Andrea, Ally, and Chef Greg for a great lunch at Great prices!



**C & J's**  
Family Dining

4531 Texoma Parkway Denison Tx, 75020  
(903) 337-1533

Facebook: C & J Family dining

Instagram: c&jfamilydining

C & J's Family Dining, located in Denison at 4531 Texoma Pkwy, serves Breakfast from 8am-10:30am and regular menu items from 11am-7:30pm Wednesday- Sunday, Friday brings Catfish, Popcorn Shrimp and Clam Strip plates starting at \$9.99! Someone wins their lunch for FREE at 12:30pm with our lotto lunch every single day!!



## Upcoming Events

Thursday, 16 April

Monthly Thursday Gathering Virtual Meeting, 7:00pm  
Subject: Multi Engine flying with John Halterman

EAA 323 Chapter Meeting Halterman invites you to join this Webex meeting.  
Meeting number (access code): 626 588 430  
Meeting password: JkqMFwBc376 (55763922 from phones and video systems)

Thursday, 21 May

VMC Club Monthly Gathering at Sherman Municipal Airport (KSWI), 5:30pm  
Subject: Pilot Workshop Online Scenarios

Monthly Thursday Gathering at Sherman Municipal Airport (KSWI), 7:00pm  
Subject: Charts and Legends with Rick Simmons

Saturday, 30 May

Charts and Legends flyout

Saturday, 06 Jun

Planning session @ Cedar Mills

Thursday, Jun 18

VMC Club Monthly Gathering at Sherman Municipal Airport (KSWI), 5:30pm  
Subject: Pilot Workshop Online Scenarios

Monthly Thursday Gathering at Sherman Municipal Airport (KSWI), 7:00pm  
Subject: Police & TV Helicopter Operations with Danny Smith

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

Name	Position	Email Address	Contact Number
John Halterman	President	john.f.halterman@hotmail.com	903-819-9947
Paul Tanner	Vice President	planetanners@yahoo.com	903-819-1940
Sean Noel	Secretary	sean_noel23@yahoo.com	903-816-0094
Ross Richardson	Treasurer	rprichardson46@gmail.com	903-821-4277
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John Horn	Young Eagles Coordinator	jhorn@ntin.net	940-736-8440
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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  
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- Fly-Ins  
Programs  
Newsletter  
Young Eagles  
Officer

Plane, Projects (%complete) and Interests: