



# The Ramp Page



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

Hello EAA 323!

So, we have some big announcements for this newsletter.

It was a year ago this month that we cancelled the monthly meeting due to COVID outbreak. Then we tried some virtual meetings. Also, we shifted to Saturday morning. We did several things to keep the club going. However, it's time to slowly move back to our normal routines.

We are returning to our normal third Thursday evening 7pm meeting starting this month. That's right folks--we're going back to the normal time slot. However, we still will meet over at the North Texas airport due to spacing until more people are vaccinated. I'm hoping that by mid-year give or take, we can return our meetings to Sherman Municipal. However, I don't think it is prudent yet. We will get back there!

So, for this Thursday March 18 at 7 PM at the Grayson Avionics Hangar at North Texas Airport (located at the south end of the field), we have a unique meeting planned. A professional skydiver (Tim Kelly) will give us a little talk about skydiving. There is a possibility that he might skydive into the meeting at 7pm but that is not confirmed at this time. There are logistics issues that are being worked through. But, he will be there for sure!

On Saturday March 20th at the Texoma Aero Club hangar at 1 or 2 pm (unconfirmed at the time of this writing, but a note will be sent later confirming specifics), a memorial service will be held for Pam Strauss, a longtime EAA 323 member. Please come out and celebrate her life.

On April 3 is our first Saturday event. It is our spring pancake fly-in at Sherman Muni Airport. A lesson I learned is to better assign tasks/responsibilities in advance to make things clearer. At this Thursday's meeting, I will discuss this briefly and ask for some volunteers. You don't need to volunteer more than 1-1.5 hours if we all split things up. This is a club event. Your assistance is appreciated.

A big thank you to our presenters in January (Jim Hankins, Ross Richardson, Rick Simmons, and Rick Jones) for the discussions about some of their piloting stories and safety lessons learned. And in February, thanks to Frank Connery and Steve Riffle for their excellent confessions of a homebuilder! Also, thanks for Finney Field and Ed Griggs and Clint Murphy for the excellent fly in to start March!

We do have some other activities planned for April...so stay tuned for more announcements!

Well--we have quite a list of activities lined up! As always, feel free to bring a friend and enjoy the springtime! What a great chapter to be a part of!

John F. Halterman  
EAA 323 President



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

## EAA 323 mourns the passing of Pam Straus:

By Ed Griggs

On 23 Feb 2021, EAA 323 lost a true friend with the passing of Pam Straus! She always had a smile on her face and was willing to help out with everything and anybody that needed it! To those who knew or met her, you felt right at ease with her! Her presence at Gatherings, Events and shows will be missed!



Please keep Steve and the entire Straus family in your prayers!



## [Pamela Scott Straus \(May 18, 1947 - February 23, 2021\):](https://www.fisherfh.com/obituary/pamela-straus)

<https://www.fisherfh.com/obituary/pamela-straus>

Pamela S. Straus, age 73, slipped peacefully into Heaven early Tuesday, February 23, 2021 at her home in Pottsboro with her husband by her side.

Pam was born May 18, 1947 in Dallas, Texas the daughter of Roger and Margaret (Kelly) Scott. She married the love of her life, Steve, August 26, 1965 celebrating 55 years together.

Pam was a connector, a contributor, and a foundation piece for many communities.

She maintained lifetime relationships with friends from Margaret B. Henderson grade school, Kimball High School, and Oak Cliff Christian Church. Friends were important to her.

Through her husband's work she was part of the community of professional speakers (National Speakers Association and its North Texas chapter NSA/NT). She engaged with the community of life coaches, became a coach herself, had her own Coaching practice for 7 years, and co-founded the North Texas Chapter of the International Coaching Federation. From its earliest days she was part of CoachU, the first Coach training organization.

Though not formally trained as a librarian it was her love of books and reading which caused her to be asked to take over the struggling Pottsboro Area Public Library. Under her direction it blossomed into being a thriving and important part of the local community.

After encouraging Steve to finally take the plunge to earn his Private Pilots License, she became an eager volunteer in the aviation community. The Experimental Aircraft Association (EAA) and Texoma Aero Club were local outlets for her aviation interests. She particularly enjoyed a trip to the annual EAA international gathering at Oshkosh in 2008.

Several trips to London, England, Vancouver, British Columbia, and one two-week trip to Russia did not fill her cup for travel. She always had a bag packed, ready to go.

And then there was the sports car community. Starting with driving at weekend gymkhanas in shopping mall parking lots (dating guys with sports cars), to what turned out to be a significant first date with Steve on February 13th in 1965 to an SCCA event at Green Valley Raceway, and all four days at the only Formula 1 race ever run in Dallas, she loved the sounds, smells, and particularly the speed of race cars. Probably her biggest regret was never having her own muscle car to tear around town. She did have a fully restored '65 Mustang for a few years.

Pam was a wife and mother but claimed her Job Title on this earth was that of Volunteer. She lived a life of service to many organizations from PTA to Architectural Committee of her neighborhood HOA. Fascinated by the legal process she served on many Grand Juries in Dallas and loved telling the story of receiving a letter from Oliver Stone requesting that, as Grand Jury Forman, she reopen the Kennedy assassination case. She declined.

Pam leaves behind her husband, Steve Straus of Pottsboro, TX; daughter, Jennifer Yowell and husband, Randy of Canton, TX; son, Mike Straus and wife, Cherri of Lindale, TX; grandchildren, Scott Yowell, Rachel Yowell and fiancé, Jay Whittenberg, Christian Straus, Penelope Straus, and Otto Straus. And Zoe, the wonder dog.

Celebration of Life Service for our sweet Pam will be held Saturday, March 20 at 2:00pm in the Texoma Aero Club hanger at the North Texas Regional Airport (KGYI) with Pastor James Moore officiating.

In lieu of flowers, please make memorials in her name to her church The Well-*Texoma* in Sherman, TX; [PilotsNPaws.org](http://PilotsNPaws.org), or to the Grayson County Culinary Arts School.

The family wishes to thank Heart to Heart Hospice for their superior care for Pam. Also thanking all at Texoma Medical Center hospital who cared for her.

Condolences may be registered online at [www.fisherfh.com](http://www.fisherfh.com). Arrangements are under the direction of Fisher Funeral Home.



## [Young Eagles Flight being lined up:](#)

By Ed Griggs

John Horn has announced that there will be a Young Eagles Flight at North Texas Regional Airport (NTRA) on Sunday, Apr 25 at 1pm (Alternate date of Sunday, May 05 in case of inclement weather).

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

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

## [Young Eagles Day Registration Website](#)

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

## [Builder's Corner Updates:](#)

By Ed Griggs

### **Oliver Spatscheck and his Fokker DR-1**

I grew up in Germany, started building model airplanes as a kid and got my pilots license when I was 18. Moved to Arizona in 1992 flying lots of gliders and lived in NJ for 20 years before moving to Denison in 2020. While in NJ, I built an RV-8 (Emma) which got its airworthiness certificate in 2014 and I have been flying for about 500 hours since then including two trips to Oshkosh with the kids and one to the IAC nationals.



Now that I have a fast and fun airplane, I was looking for something low and slow (I owned a Piper J-3 in the past and miss it on a sunny Sunday afternoon). Came across the Airdrome Aeroplanes website, found a Fokker DR-1 to look at in the area and decided to give it a go.

Quite a different experience so far. With the RV you had professional/accurate plans with prepunched parts to a couple of thousands of an inch. With the DR-1, I got hand drawn plans with some rough measurements and a pile of aluminum tubes. Both approaches are fun. Just different.



Also looking forward to learning some new skills. Never covered an airplane with fabric before. So, help on that will certainly be appreciated.

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!!

An online EAA Builder's Log that is free for all EAA members to use to document their projects and demonstrate compliance with the FAA's 51 percent rule. If you're a homebuilder who hasn't yet utilized the FREE online EAA Builders Log, you're missing out! Go to <https://eaabuilderslog.org/?blhome> and setup your free Builders log today!!



## VMC Club Question of the Month: March 2021

By: Radek Wyrzykowski, Manager of Flight Proficiency

You are on a VFR flight, heading 280 with an altitude of 3000' AGL, approaching a non-towered airport from 10 miles out. You intend to land on runway 36 with a left-hand traffic pattern. On the CTAF frequency, you hear another aircraft announcing executing an "overhead approach." What should you expect?

## First Saturday Flyin at Finney Field

By Ed Griggs

We had an awesome turnout at Finney Field for our First Saturday event. My thanks to those of you who made it! There was quite a collection of planes as well as 2 Gyrocopters that were present.



Jimmy Finney's Hatz



Clint Murphy's Porterfield



Ownership of this J-3 Cub is highly contested!!



Pat Smith's Gryocopter



John Halterman's Kitfox



Mike Montefusco cooling off his Gyrocopter



Even Droopy (from TAC), piloted by Mary Lawrence, showed up!



Joe Nelsen doing a last minute walkaround his Sonex!



Hunter Richmond stopped by in his Legend Cub





Mike always insist (rightly so) on a full Preflight Brief!!



Mary Lawrence had a fun experience in Mike Montefusco's Gyrocopter

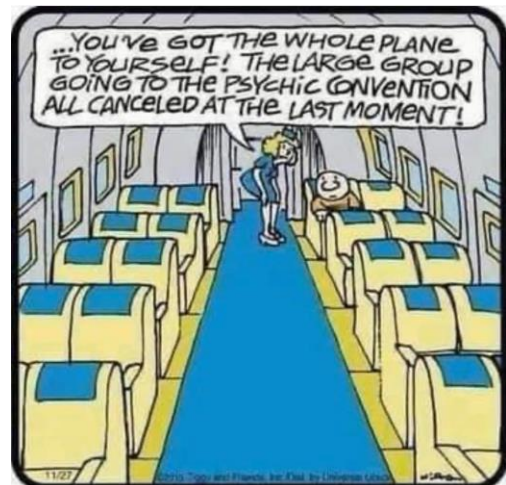
**Rusty Pilot, Accomplished Pilot, Wanting to be a Pilot? Join Texoma Aero Club.**

*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 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, [texomaclub.com](http://texomaclub.com) for more information.



**Siri kept calling me Shirley this morning and I was getting really annoyed, but I realized I had left my phone in Airplane mode.**



## Pilot's Tip of the Month: Rudder Coordination

Featuring Rod Machado,

[https://pilotworkshop.com/tips/rudder\\_coordination\\_turns/?utm\\_source=totw&utm\\_medium=email&utm\\_term=02-17-2021&utm\\_campaign=tip](https://pilotworkshop.com/tips/rudder_coordination_turns/?utm_source=totw&utm_medium=email&utm_term=02-17-2021&utm_campaign=tip)

Subscriber question:

"When you roll into or out of a turn, how do you know how much rudder pressure is needed for a coordinated turn?" — Richard D.

Rod:

"When I ask this question of pilots at seminars, only one out of ten gets it correct. Now, did I hear you say that you look at the ball in the inclinometer (or turn coordinator) to tell you how much rudder pressure to use when you roll into a turn? You said it, didn't you? Don't deny it.



The fact is that the inclinometer isn't very accurate when entering or exiting a turn. There are several reasons for this, one of which is the instrument's location on the panel as well as the ball's inertia and the liquid in its travel tube that dampens its motion. This is why the ball can lag in response to control inputs or, in a very temporary way, improperly represent the coordination of your control inputs. Once a turn is established and stabilized, however, then this is no longer an issue and the inclinometer is generally quite accurate.

So how do stick and rudder pilots determine the amount of rudder to use when entering or exiting a turn? They simply look directly ahead of them over the panel, at a point directly above their seated position, then roll right or left while simultaneously applying just enough rudder pressure to keep the nose from yawing in the opposite direction of turn. That's right. It's a visual thing. No inclinometer needed.

As the airplane rolls at a moderate rate about its longitudinal axis into the turn, the nose appears to remain stationary until a moderate bank is reached. I know that this might seem strange, but this is actually how it appears to you if you bother to look at it. Yes, the nose begins to move in the direction of bank as the airplane overcomes its inertia and begins to turn. But, because of this inertia, the nose actually appears to remain stationary during the roll in. Your job is to apply enough rudder pressure to keep the nose from yawing opposite the direction of roll. Doing so means that your roll-in is coordinated. This is how you roll into a turn.

When you roll out of a turn, how do you know how much rudder pressure to apply to keep rollout coordinated? Did you say, look at the inclinometer? Don't deny it...OK, you didn't say that – very good. It turns out, you use the same method you used when rolling into a turn. When you reach the point of the turn where you desire to rollout, you simply apply aileron in the direction you want to roll and use sufficient rudder to keep the nose from yawing opposite the direction of roll.

If you're established in a right turn and want to roll into wings-level flight, you'll simultaneously apply left aileron and sufficient left rudder pressure to keep the nose from yawing to the right (opposite the direction of roll) during the rollout."



Rod Machado  
CFII, ATP, Author and Aviation Speaker

Rod Machado has taught millions the basics of flying through flight lessons, simulation and training materials. Teaching and speaking to pilots in the 50 states and Europe since 1973, he simplifies the complex, makes bland topics interesting and educates with humor.

Flying since age 16, he is a rated ATP with all fixed wing Flight Instructor ratings, he was AOPA's National Flight Instructor Spokesman and a columnist for AOPA Pilot and Flight Training magazines for many years. He has given over 10,000 hours of instruction.

Rod Machado's Private Pilot Handbook and Instrument Pilot's Handbook are used to train pilots in respected Universities, Flight Schools, FBOs and High Schools throughout the country.



Looking for something to do over a weekend or want to support a local cause?

Go to [funplacestofly.com](http://funplacestofly.com) for a searchable database of Airplane related events all over the United States!

## CFI Corner: Don't Just Say It – Do It!

By Adam Yavner

I am a big believer in checklists. I even have them around the house in various forms – electronic, yellow sticky, desk calendar, grocery list, etc., etc. These help me to make sure that I won't forget something important – and I confess to a small thrill of accomplishment as I tick off each item throughout my day!



Lists give us structure to the day, even if most days are pretty much like the other. I don't know about you, but on an average day, nothing on my list is something I could get so wrong that I might be injured or killed.

Unless my day includes flying.

So it is that I find myself asking, why is it that we habitually gloss over many of the items on our aircraft checklists, when any one of the items could cause embarrassment at the very least if skipped? From my own experience observing students and even myself if I'm being objective, there are a few factors at play here.

Some examples include:

**Distracted or preoccupied:** If your mind is abuzz with the thoughts of the day and things to be done, it can tend to wander in direct proportion to the density of the list. Simple and concise lists are best.

**Nervousness:** A feeling of trepidation or nervousness at the flight to come can cause tunnel vision, and a tendency to just hit the points you can remember and gloss over the rest without even realizing it. Just take a deep breath and start from the beginning, and force yourself to go through each one.

**Ignorance:** Maybe there are some things on the checklist you don't quite remember or understand, so you just say it and move on. In a recent example I can think of, during the run-up, the student announced "vacuum – check" then straight onto the next thing. I stopped him and asked "where is the vacuum gauge? What was the desired outcome?" And we had that discussion then and there.

**Being in a hurry:** Being rushed can have severe consequences. In some cases maybe there is pressure felt from others on the ramp, not wanting to hold them up. This can cause behavior similar to the tunnel vision noted above. In other cases, it is just another link in the chain of "get-there-I-tis".

And so for one reason or another we gloss over and say the thing, maybe even touch it, without thinking about why or whether we satisfied the step. I don't do that with my daily list (take out trash – check!), so why on earth would I do it before taking to the sky? No good reason.

There are 2 main ways I know of to accomplish a checklist. For many of us who fly alone from time to time, the most common one is just to Read and Do. This has the disadvantage of being susceptible to many of the above pitfalls. In my opinion the sheer density of some of the checklists makes this almost impossible to avoid. If you are generally focused and disciplined and not in a hurry, this method can be a little quicker. The other technique I know of is the Challenge and Response method. In this case, you have a willing participant who will read out each line item and not move on until you either do the thing or explain why it is not applicable to the flight. This one has the advantage of forcing focus and discipline onto the situation.

Checklists can come from a variety of sources, including your Pilot's Operating Handbook or Airplane Information Manual, 3rd party model-specific checklists such as CheckMate, homemade, or these days there's an app for that. Higher end avionics of course have functions for this.

My personal favorite is a homemade one which combines necessary items from the POH and my own personal experience or airplane-specific items (and NOTHING else). Lately I have been experimenting with the checklist built in to Foreflight – I can connect via Bluetooth to my headset and listen to the challenge, do the thing, then touch it to move to the next item. Now if you'll excuse me, gotta go clean the catbox (says so on my list)!

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





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

By Colin Cutler | 03/15/2021, <https://www.boldmethod.com/blog/quizzes/2021/03/can-you-answer-these-six-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 higher than published  $V_{so}$

It will be the same as 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 stall speed

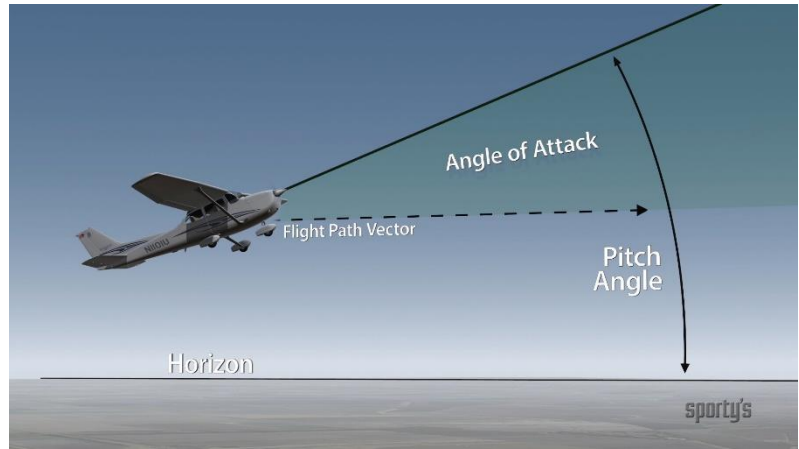
Decrease lift

Decrease drag



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

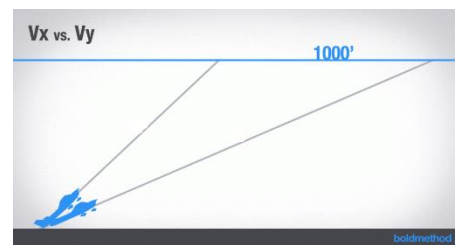


5) You start climbing in your Cessna 182. And keep climbing. And climbing. And eventually, you get to your plane's absolute ceiling. What's your climb rate at the absolute ceiling? (max weight, clean config, max continuous power)

0 FPM	50 FPM	100 FPM	150 FPM	200 FPM	250 FPM
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6) You need to choose the climb speed that gets you the most altitude in the shortest horizontal distance. Which speed are you flying?

Vx	Vy
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## Aircraft of the Month: Bellanca 8KCAB

Taylor, Michael J. H. *Jane's Encyclopedia of Aviation*. London: Studio Editions, 1989.  
[https://en.wikipedia.org/wiki/American\\_Champion\\_Decathlon](https://en.wikipedia.org/wiki/American_Champion_Decathlon)

The American Champion 8KCAB Decathlon and Super Decathlon are two-seat fixed conventional gear light airplanes designed for flight training and personal use and capable of sustaining aerobatic stresses between +6g and -5g. The Decathlon entered production in the United States in 1970 as a more powerful and stronger complement to the American Champion Citabria line of aircraft.

The Decathlon was designed by the Champion Aircraft Corporation and is a derivative of the 7-series Citabrias. While the Citabria designs remain successful, and the introduction of the 7KCAB variant of the Citabria had added limited inverted flight capability, the Citabrias are not capable of "outside" maneuvers, those requiring significant negative-g loads. Pilots wanted an aircraft capable of more maneuvers, and Champion introduced the 8KCAB Decathlon in response to this demand.

The Decathlon entered production at Champion in 1972, immediately before the company was acquired by Bellanca Aircraft Corporation, so only a handful were produced by Champion. Bellanca continued production of the Decathlon throughout the 1970s, moving to the Super Decathlon variant during 1976. Bellanca built over 600 of the 8KCAB design before production of the aircraft was interrupted when the company's assets were liquidated in 1981.

The Decathlon design passed through the hands of a number of companies through the 1980s, including a Champion Aircraft Company which was no relation to the Champion Aircraft of the 1960s, but no Decathlons were built in that period. American Champion Aircraft Corporation acquired the Decathlon design, along with the 8GCBC Scout and the group of Citabria and Champ variants, in 1990, bringing the Super Decathlon version back into production that same year. It is still being produced.

The Decathlon traces its lineage back to the Aeronca Champ, by way of the Citabria. Like the Citabria, the Decathlon features tandem seating and center-stick controls. The fuselage and tail surfaces are constructed of welded metal tubing. The outer shape of the fuselage is created by a combination of wooden formers and longerons, covered with fabric. The cross-section of the metal fuselage truss is triangular, a design feature which can be traced back to the earliest Aeronca C-2 design of the late 1920s.

The strut-braced wings of the Decathlon are, like the fuselage and tail surfaces, fabric covered, using aluminum ribs. The wings of Champion and Bellanca Decathlons were built with wooden spars. American Champion has been using aluminum spars in the aircraft it has produced and has made the aluminum-spar wings available for retrofit installation on older aircraft. Compared to the Citabria's wingspan of 33.5 feet (10.2 m), the Decathlon's wingspan is shorter, at 32 feet (9.8 m). One of the major developments of the 8KCAB Decathlon over the 7KCAB Citabria is the Decathlon's wing, which employs a semi-symmetrical airfoil, as opposed to the Citabria's flat-bottomed airfoil. This change gives the Decathlon better inverted flight and negative-g maneuver capabilities.



The landing gear of the Decathlon is in a conventional arrangement. The main gear legs of most Decathlons are made of spring steel, though American Champion began to use aluminum gear legs in 2004.

## Specifications Bellanca 8KCAB

Data from *Plane and Pilot*, *Jane's all the World's Aircraft 1947*, *Stinson Operating Manual*

### General characteristics

Crew: one  
Capacity: one passenger  
Length: 22.9 ft (7.0 m)  
Wingspan: 32 ft (9.8 m)  
Height: 7.7 ft (2.3 m)  
Wing area: 169.1 sq ft (15.71 m<sup>2</sup>)  
Empty weight: 1,340 lb (608 kg)  
Gross weight: 1,950 lb (885 kg) (normal category)  
Fuel capacity: 40 U.S. gallons (150 L; 33 imp gal)  
Powerplant: 1 × Lycoming AEIO-360-H1B four cylinder horizontally-opposed aircraft engine, 180 hp (130 kW)  
Propellers: Hartzell Propeller HC-C2YR-4CF/FC7666A-2  
Propellers: 6 ft 2 in (1.88 m) diameter

### Performance

Maximum speed: 155 mph (249 km/h, 135 kn) at sea level  
Cruise speed: 141 mph (227 km/h, 123 kn)  
Stall speed: 53 mph (85 km/h, 46 kn) (clean)  
Never exceed speed: 200 mph (320 km/h, 170 kn)  
Endurance: 3.4 hours at 75% power  
Service ceiling: 15,800 ft (4,800 m)  
g limits: +6/-5  
Rate of climb: 1,280 ft/min (6.5 m/s)  
Wing loading: 10.64 lb/sq ft (51.9 kg/m<sup>2</sup>)  
Power/mass: 10 lb/hp



## Aviation Words - 'Bought the Farm'

By Ian Brown, Editor, EAA 657159 <http://pages.eaa.org/index.php/email/emailWebview>

'Bought the Farm' — pilot killed.

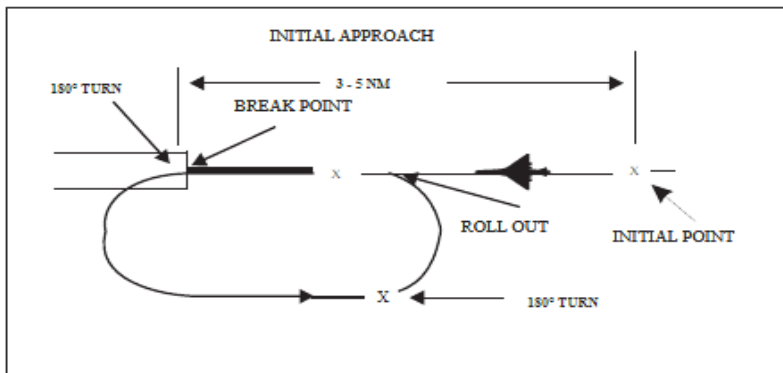
Apparently this originated from a time when governments would reimburse farmers for destroyed crops as a result of an aviation accident occurring on their land. They would routinely inflate the value of the crops, so the government would have effectively paid off the mortgage, or "bought the farm," in recompense. Hopefully, none of our readers will have any experience with this!

### VMC Club Question of the Month:

An overhead approach is typically performed by aerobatic, military, or high-performance aircraft. It involves a quick 180-degree turn and descent at the approach end of the runway before turning to land. It is described partially in Advisory Circular AC90-66B under section 9.9.3

It is also described in the AIM, paragraph 5-4-27, Overhead Approach Maneuvers: "An aircraft conducting an overhead maneuver is considered to be VFR and the IFR flight plan is canceled when the aircraft reaches the initial point on the initial approach portion of the maneuver." (See FIGURE BELOW (...)) "Aircraft operating to an airport without a functioning control tower must initiate cancellation of an IFR flight plan prior to executing the overhead maneuver."

### Overhead Maneuver



### Answers to the Quiz on Page 13 & 14

1) 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.

2) 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.

3) 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.

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

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

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

**Keith Frank**  
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n168tx@flytx.net

## 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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## EAA Webinars Schedule:

<https://www.eaa.org/eeaa/news-and-publications/eeaa-webinars>

These live multimedia presentations are informative and interactive, allowing the presenter to use slides and audio, while audience members can ask questions and be polled for their opinion. Pre-registration is recommended since space is limited to the first 1,000 registrants.



**3/17/21 @ 7 p.m.**

**Subject: Sling Aircraft Kits**

Presenter: Mike Blyth

Mike Blyth from Sling Aircraft will cover the Sling series of amateur-built and light-sport aircraft, including their history of development, performance, flight characteristics, and flight testing for the new high-wing airplane available in both tricycle and taildragger versions.

**3/24/21 @ 7 p.m.**

**Subject: SNAGGED! Dealing with Defects Safely and Legally  
Qualifies for FAA WINGS and AMT credit.**

Presenter: Sebastien Seykora

A review of where, when, and how to record aircraft defects and how to determine if they affect the airworthiness of small private registered aircraft, with special emphasis on Canadian rules and registered aircraft. Sebastien Seykora will discuss typical problem scenarios and go through where to look and how to determine if a snag grounds the aircraft and how to keep flying legally if it doesn't.

**3/31/21 @ 7 p.m.**

**Subject: Engine Care Items Every Pilot Should Know  
Qualifies for FAA WINGS and AMT credit.**

Presenter: Bill Ross

This seminar is designed to answer many of the questions we as owners have regarding the proper care and feeding of our aircraft engines. Bill Ross from Superior Air Parts will discuss maintenance and operational best practices. Attending this seminar will result in enhanced safety, reliability, and lower direct operational cost of engine ownership.

**4/6/21 @ 7 p.m.**

**Subject: Wittman Tailwind & Buttercup  
HOMEBUILDERS WEBINAR SERIES**

Presenter: Earl Luce

Steve Wittman's homebuilt designs were pivotal to the birth of the homebuilt movement and are still a viable option for today's scratch builder on a budget. In this webinar, Earl Luce, who reverse engineered the Buttercup and helped update the Tailwind plans, will discuss the building and flight characteristics of each design.

**4/7/21 @ 7 p.m.**

**Subject: How Risky is Maintenance  
Qualifies for FAA WINGS and AMT credit.**

Presenter: Mike Busch

As pilots and aircraft owners, we've all experienced maintenance-induced failures (MIFs). But just how risky is maintenance? How often do MIFs occur? How serious are the consequences when they do? In 2002, the FAA studied 10 years of NTSB accident reports involving maintenance-related GA accidents. In this webinar, Mike Busch discusses what they learned and concluded.

**4/13/21 @ 7 p.m.**

**Subject: The E-1 and the Pursuit of a Record  
MUSEUM WEBINAR SERIES**

Presenter: Eileen Bjorkman

Join us as Eileen Bjorkman discusses her father, Arnold Ebnetter, and his daring attempt to design his own aircraft and break a distance record in it. It is a story decades in the making.

**4/14/21 @ 7 p.m.**

**Subject: Canadian Airspace 101  
Qualifies for FAA WINGS credit.**

Presenter: Radek Wyrzykowski

Airspace is complicated but learning about airspace does not have to be. Join Radek Wyrzykowski, EAA manager of flight proficiency, as he breaks down complex airspace and discusses it in simple terms you can understand without being an expert in the CARS. This webinar has been specifically developed for Canadian airspace and the rules in Canada. Radek's technique will teach you practical information that's easy to remember and useful for each flight.



EAA Webinars sponsored by



## Upcoming Events:

Thursday, Mar 18	EAA 323 Monthly Gathering at the Grayson Avionics Hangar at North Texas Airport (located at the south end of the field), North Texas Regional Airport (KGYI), 7:00pm Subject: Professional Skydiving
Saturday, Mar 20	Warbird Ride Day, 0900 – 1600 Vintage Flying Museum 505 NW 38th St, Fort Worth, TX 76106
Saturday, Apr 03	EAA 323 First Saturday Event: Pancake fly-in at Sherman Municipal Airport (KSWI) with John Halterman, 9:00am
Thursday, Apr 15	EAA 323 Monthly Gathering at the Grayson Avionics Hangar at North Texas Airport (located at the south end of the field), North Texas Regional Airport (KGYI), 7:00pm Subject: SHS Aviation program with Sean Noel
Sunday, Apr 25	EAA 323 Young Eagles Event at Sherman Municipal Airport (KSWI), with John Horn, 1:00PM (Alternate date of Sunday, May 05 in case of inclement weather)

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

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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:  
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National EAA offices:  
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EAA Aviation Center  
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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: