The Ramp Page – March 2025

EAA 323's Monthly Newsletter
Vol 56, Ed 03
Sherman, TX
Celebrating our 56th year of service to Texoma and the surrounding areas!!

Email: eaa323@hotmail.com Website: https://chapters.eaa.org/EAA323
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We meet the Third (3rd) Thursday at 7pm at the Sherman Municipal Airport, 1200 S Dewey, Sherman, TX! Please come and be our Guest!

President's Mission Brief:

By Frank Connery

Greetings from Lake Texoma! It's a gloomy Saturday and time to update the troops. We've had a nice run of events lately. I think everybody at the last meeting was amazed with the Voyager story. Thanks to Mike Hance. Usually this group will have a conversation going on in the back of the room but not with Voyager as Mike captured the audience at the outset and held them for the better part of an hour. I did find it a little disturbing that the flight was in 1986. I would have guessed 20-25 years ago, not 39! Reminds me of how old I am as there was no GPS, Cell phones, or internet. Quite the Amazing feat.

I'm told that the trip to the Cavanaugh Hangar went well. Unfortunately, I missed the event as I was babysitting in Dallas. Thanks to Mike for organizing it and Rex for overseeing it.

March's 3rd Thursday Gathering (Mar 20) will be back at Sherman Municipal at 7PM and back to our regular schedule. The subject for the Gathering has not been confirmed. Come, be surprised like the rest of Us! As always, some of our members will meet at City Limits Grill at 5:30 for burgers prior to the meeting. Please feel free to come join us.

Our First Saturday event (April 5) will be a Pancake Breakfast at Sherman Municipal Airport (KSWI). More details/emails to follow.

That's it for now. Can't wait for some better flying weather!

Keep the Blue Side Up,

Frank Connery

Texoma Aero Club Marc 2025

By Mike McLendon, TAC President

The old saying about March…"*March comes in like a lion and goes out like a lamb*". That's almost an understatement! Of course this proverb describes the month's changeable weather but come on Mother Nature, Give us a break! It can't be overstated, Check the weather before you fly.

Our TAC March meeting will be Saturday, March 15, starting at 8:30. We'll meet in the maintenance hangar **BUT… No pancakes this time. Sorry.** There will be club business with EAA323 VMC Club to follow. Topic: *No Leg to Stand On: An Unexpected Landing Gear Failure Leaves You With Few Options. What Will You Do?* Don't forget, Wings credit with each VMC attendance.

From Susan McLean, Program Coordinator, NTRA. New gate code and assigned gates for hangar access: As you know, NTRA is updating the gate codes, effective April 1, 2025. Your new gate code will be **4139** and work on gates 4 and 5. In other words, our assigned gates are Don Ort Drive (CAP)gate 4, and Legionnaire (old FBO location), gate 5.

TAC has a collection of "vintage" EAA Sport Aviation magazines. I think possibly going all the way back to the first edition. Anyone interested in checking out a copy, please contact me or stop by the hangar on a Saturday. Can anyone guess who the pilot is in the picture and the aircraft?

EAA 323 Flying Start Event. May 17, 2025 at NTRA

TAC will be the location for the EAA323 Flying Start event on Saturday, May 17, 2025. Aspiring pilots can learn, connect and discover their path to flight training at NTRA. Don't miss out on the FREE introductory Eagle Flight to cap off the experience!

And on a lighter note.
The other day I came across some Aviation Humor in print I had tucked away for future "reference":

Both optimists and pessimists contribute to society. The optimist invents the airplane, the pessimist, the parachute.

There are Rules and there are Laws. The rules are made by men(& women) who think they know better how to fly your airplane than you. Laws (of Physics) were ordained by Nature. You can, and sometimes, and sometimes should, suspend the Rules but you can never suspend the Laws.

If helicopters are so safe, how come there are no vintage helicopter fly-ins?

Death is just Nature's way of telling you to watch your airspeed.

There are certain aircraft sounds that can only be heard at night (or over water).

Son, you're going to have to make up your mind about growing up and becoming a pilot. You can't do both.

And two quotes for some of us flying Basic Med:

Before each flight, make sure your bladder is empty and your fuel tanks are full.

An old pilot is one who can remember when flying was dangerous and sex was safe!

Blue and less windy skies to you and fly safe.

Mike

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FunPlacesToFly

funplacestofly.com

EAA323 VMC Club Question of the month: Mar 2025

By EAA VMC Staff, (Answer on Page 08)

EAA VMC Club
Question of the Month

Question: Pyrotechnic Signaling Devices (e.g., flares, flare guns) are often carried on general aviation aircraft to be used in emergencies. However, these can also pose a hazard when the aircraft is in flight. Does the FAA provide guidance regarding precautions to be taken to reduce the safety risks?

EAA323 IMC Club Question of the month: Mar 2025

By EAA IMC Staff, (Answer on Page 06)

EAA IMC Club
Question of the Month

Question: You typically fly a Cirrus 22 and bring your iPad which you use as an electronic flight bag, replacing the paper charts and plates one would normally need for flight, and which you also use for flight planning and navigation. Today, you're flying a Cessna 177, which you haven't flown before. Are you required to take any steps or precautions before using your iPad in this aircraft?

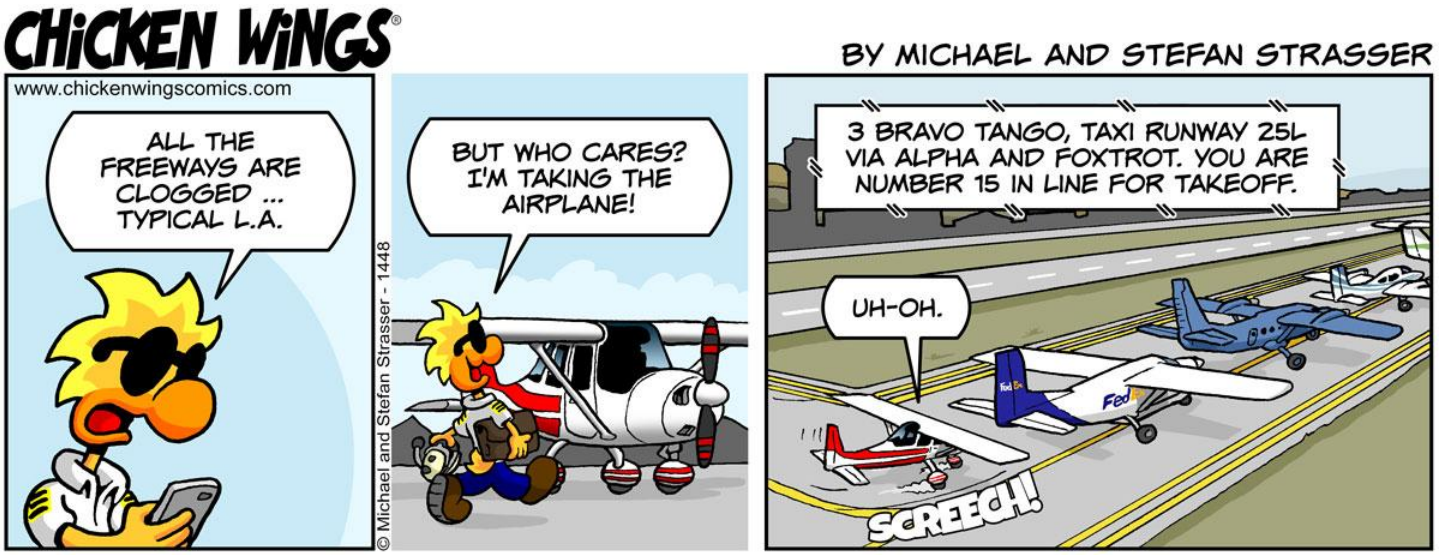
Needed: Newsletter Editor

By Frank Connery

As has been mentioned before, After 7 great years, Ed Griggs has stepped down as our Newsletter Editor! We are desperately in need of someone to give the Newsletter a try! He will still be available to assist, teach and/or help out as much as needed, requested or wanted.

The Chapter Newsletter is our main form of communication and a valuable asset to keep Club members advised of our activities and Aviation related information. No one, including myself, expects anyone to do it exactly as Ed has done! We are excitedly looking to have someone take over the reigns and make it their own!

For anyone thinking about stepping up, the only software "tools" that are used are: Microsoft Office, Excel and the Internet!



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Quiz: Can you answer these 5 Aircraft Systems Questions?

By Boldmethod, 03/05/2025, https://www.boldmethod.com/blog/quizzes/2025/03/can-you-answer-these-5-aircraft-systems-quiz/

How many do you know? Answers on Page 09.

1) Your friend asks you what 'angle of incidence' is. You answer:

- The angle between the chord line and the relative wind
- The angle between the chord line and aircraft's longitudinal axis
- The angle between the chord line and the engine firewall
- The angle between the chord line and the horizontal stabilizer

2) An engine turbocharger is driven by:

- Gears connected to the crankshaft
- Engine oil
- Exhaust gas
- A belt connected to the crankshaft

3) You're sitting on the ramp, your altimeter is set to 29.67" Hg, and it reads 1000 feet. You pick up ATIS, and the latest altimeter setting is 30.17. You enter the new setting on your altimeter. What elevation does it read now?

- 0 feet
- 250 feet
- 500 feet
- 1,250 feet
- 1,500 feet
- 2,000 feet

4) You're climbing at 90 knots through an icing layer. Your pitot heat fails, and the pitot tube completely ices over, though your static ports remain open. If you continue climbing at 90 knots indicated, your aircraft will be flying:

- Slower than indicated airspeed
- Faster than indicated airspeed
- Exactly at 90 knots

5) What type of flap increases the wing's area when it is extended?

- Plain
- Split
- Slotted
- Fowler

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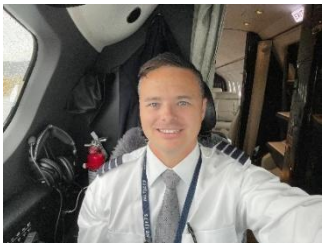
boldmethod

Quiz brought to you by https://www.boldmethod.com/

CFI Corner: Anxiety Antidote: 7 Tips for a Successful Checkride

By Adain Sipe, CFI



The checkride is the final barrier to achieving your next pilot certificate or rating. For many, checkrides come with an unwanted but treatable side effect: anxiety. I've prepared dozens of students for their checkrides, from private pilot to CFI, and they all have one thing in common: they are nervous! Checkride anxiety is a normal phenomenon for pilots of all experience levels. Thankfully, they get easier with practice and experience. While anxiety may be inevitable, you can mitigate the effects with the right information and prudent preparation.

First, know what to expect. The checkride consists of three major components: (1) qualifying the applicant, (2) the oral exam, and (3) the flight test. Expect to spend around four to five hours to complete all three parts. The more prepared you are, the faster and easier the checkride will be. Once the checkride has commenced, there are three possible outcomes. The first is the most desirable: leaving with a new temporary airman certificate. The second is the least desirable, leaving with a notice of disapproval. The final outcome is known as a discontinuance. If the weather isn't cooperating or you, the examiner, or the airplane gets sick, the checkride can be paused and resumed where you left off later.

Now that you have a better idea of how the checkride works, here are seven tips to help make your checkride a success.

1. Score at least an 85% on your knowledge test:

The examiner is required to review all the areas you were found to be deficient on the written test. Thus, the more questions you miss, the more time you'll spend reviewing them in the oral portion. In my opinion, your written knowledge test score sets the tone for the checkride. It shows good student habits, preparation, and understanding of basic aeronautical knowledge. Do yourself a favor, study hard for your written exam using proven written test prep software to alleviate some of the stress during your oral.

2. Find a Great CFI:

You have probably learned by now that not all CFIs are created equal. Having a great CFI can make all the difference in ensuring you're adequately prepared for your checkride. Try to enlist a CFI that connects with you, adapts to your learning style, and holds you accountable. Ideally, your CFI will have a proven track record of success with previous students. Seeking a CFI who is an **FAA Gold Seal** instructor is ideal. Using scenario-based training techniques, your CFI should adequately prepare you for the checkride and beyond. Finally, have your instructor conduct a mock checkride with you before your actual checkride to help find any weak areas to tighten up.

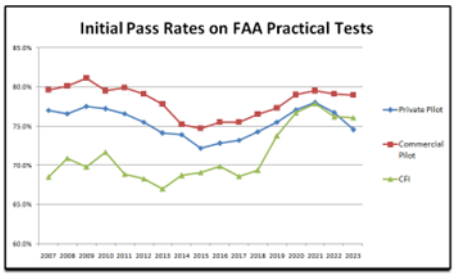
3. Review the ACS ahead of time:

Take the mystery of out your checkride by reviewing the ACS with your instructor. The Airman Certification Standard (ACS) is the outline for the checkride. It tells you what knowledge topics, risk management areas, and skills you will have to cover during your checkride. The ACS is broken down into multiple sections. The examiner must review at least *one knowledge area, one risk management area, all skill areas, and all areas in which you were found to be deficient on the knowledge test.* Remember, the checkride is scenario-based. Therefore, simple rote memorization will not work. You must demonstrate higher levels of understanding and application to be successful. Becoming familiar with the ACS will help you navigate that process. There is a different ACS for each certification and rating. You can find the ACS for your next certificate here: ***https://www.faa.gov/training_testing/testing/acs.***

4. Come Prepared:

Come to your checkride well rested, fed, and hydrated. I recommend bringing some water and a snack with you to keep you fueled for the long day ahead. Dress professionally and be on time. Ensure you have everything you need for game day. This includes having your required checkride documents, pilot logbook with proper endorsements, medical certificate, government-issued photo ID, and proof that you meet the eligibility requirements for the certificate or rating sought. Having your logbook tabbed out is a good idea to show the examiner you've met all the requirements. Finally, ensure the bottom of your logbook pages are signed and all totals are current and correct. Once the examiner is satisfied that you're qualified for the exam, the oral portion will officially commence.

5. Relax:



Take a deep breath. You've come a very long way in a relatively short time. You should be proud of yourself for your aviation accomplishments. If you have been signed off to take the practical test, your instructor believes you are a great pilot. You have already demonstrated that you have the knowledge and skills necessary to pass the checkride. Plus, the odds are in your favor. According to the most recent data, you are at least 75% likely to pass your checkride on the first attempt. Remember, ***the checkride is really nothing more than a discussion of your knowledge and a demonstration of your skills.*** You simply have to show the DPE that you know what to do and how to do it.

6. Ask for Clarification:

If you are asked a question you don't understand, do not panic! Ask the DPE to restate the question or provide an example for clarification. If you do not know the answer to a question, **DO NOT** guess; you will just dig yourself into a hole and make things worse. If you are absolutely unsure, ask to use your resources, such as the POH, PHAK, or FAR/AIM.

7. Take your Time:

This is your checkride. You're the boss. While the DPE controls the agenda of the checkride, you control the pace. Take your time when answering questions and performing maneuvers. Always complete your pre-maneuver checklist, clear the area, and set up your maneuvers correctly before starting any maneuver. When flying, identify deviations early and correct them before they get out of standard. A single mistake rarely leads to a checkride bust. Thus, if you make a mistake, correct it, then let it go and move on from it. Continue flying your best. You will be fine if you demonstrate consistency, safety, and prompt corrections from deviations. Lastly, remember, you can always reset your maneuvers! You are NEVER committed to a maneuver or landing. If you are not properly set up or something doesn't feel right, reset and restart the maneuver. Resetting is much easier than trying to save a botched maneuver.

Happy moments: Congratulating my student after passing his instrument checkride.

If you'd like help preparing for your checkride, give me a call or shoot me an email. My cell phone number is (708) 603-5132, and my email is **Adam.Sipe@Yahoo.com.**

EAA323 IMC Club Question of the Month Mar 2025: Answer

By EAA IMC Staff, (Question from Page 3)

Answer: According to AC 91-78A, Use of Electronic Flight Bags, "The use of any PED in an aircraft is subject to compliance with PED regulations (§ 91.21) and must be evaluated by the user or operator prior to use to ensure the PED will not interfere in any way with the operation of aircraft."
FAR 91.21 requires that for an IFR flight, the "pilot in command or other operator of the aircraft" determine that the device "will not cause interference with the navigation or communication system of the aircraft on which it is to be used." In addition, AC 20-173, Installation of Electronic Flight Bag Components, provides complete details for installation of EFB components.

The FAA Safety Team: Safer Skies Through Education

By Adam Sipe, FAASTeam Member

Have you ever heard the phrase, "There are old pilots, and there are bold pilots, but there are no old, bold pilots"? If you want to live long enough to be an old pilot, it's best not to be too bold. In other words, don't take unnecessary risks when flying. Staying proficient is the master key to risk management. Head to www.FAASafety.gov to participate in free online courses, live webinars, and in-person seminars to keep you sharp and safe. There are hundreds of courses to choose from for pilots of all skill levels and backgrounds. There are even courses for mechanics or those of you interested in aviation maintenance. Courses are presented by the FAA, its partners, and subject area experts as part of the FAA Safety Team (FAASTeam). When you participate, you can earn FAA WINGS credits that can be used toward your currency or progress toward your Master WINGS award. Get started by visiting at www.FAASafety.gov.

Topic of the Month: **General Aviation Survival Tips**
Many general aviation (GA) accidents are survivable if you have the right equipment and employ the proper techniques. For example, in Alaska, adding seatbelts — especially four- or five-point seatbelts and helmets could save 60 percent of the lives involved in an aircraft accident. Are you prepared? Do you have the tools you need to survive an aviation accident?

Survival Tips
Every pilot needs to prepare for the unexpected. Although surviving a crash is one of those "I hope it never happens" events, it's something you need to consider both for yourself and your passengers. Accidents can happen quickly, so being prepared is key. Three factors will impact your ability to survive: knowledge, discipline, and planning. Here are some quick tips to remember:

- File a flight plan even when flying VFR. This enables flight tracking and means that emergency services will be alerted should you not arrive when expected.
- Know your aircraft. Do you know which way your seatbelt unbuckles? Have you checked your seatbelt placement to ensure it's unobstructed during an emergency?
- Don't panic. Calm, thoughtful action is what will help you survive the time until you're rescued.

  Within the first five minutes of landing, exit the aircraft and account for the occupants. Check for breathing, bleeding, and injuries in this order. Activate your ELT (and personal locator beacon if you have one) and use your phone to call 911.
- Know what roads are along your route and what direction they are in.
- Most importantly, have the will to survive!

Survival Training
To have the best chances of surviving an accident, the FAA recommends supplementing what you've learned on survival techniques with training and preparation. Several courses are available, including a one-day post-crash survival course tailored for GA pilots offered by the FAA Civil Aerospace Medical Institute (CAMI). This course, and others like it, are designed to introduce you to the knowledge and skills you need to cope with various common survival scenarios. This course also teaches students how to assemble and use a personal survival kit. Go to 1.usa.gov/1LetIK6 for more information.

Survival Kit
No matter where you fly, you should always equip your aircraft with a survival kit. Several are available commercially, but you can also assemble a personal survival kit that is custom-tailored to your mission. Some everyday items you'll want to make sure you have in your aircraft include:

- Multi-tool or knife
- Rope
- Flashlight with extra batteries
- A signaling device
- First aid kit
- A compass
- Waterproof matches
- Work gloves
- Bug repellant

Be sure to have some water and non-perishable food in case you have to wait before being rescued. Carrying some of these items in a fishing or survival vest is a good idea, as you can only walk away from the aircraft with the clothes on your back. And don't forget to leave room in your vest for a 406 MHz PLB. These relatively low-cost devices are a great adjunct to the aircraft's ELT.

Speaking of clothing, this is one area often overlooked when surviving an aircraft accident. As clothing is your primary shelter in a survival situation, plan your attire for all regions and weather conditions along your flight route. Dressing in layers is always a good idea. That way, you can adjust as conditions change. Consider cotton or wool outer garments rather than synthetics, trousers rather than shorts or skirts, and closed-toe shoes rather than sandals.

Upcoming FAASTeam Events: Online Webinars and Local Seminars for WINGS Credit

Webinars: Head to www.FAASafety.gov to register.

1. "Inoperative Equipment - Power Hour Lesson w/CFI Bootcamp- All Pilots Welcome." This FAASTeam webinar series will be presented online on Saturday, March 22nd, at 11:00 am Central time. Course ID: WP07135052.

2. "Aircraft Engine Compression Testing: Determination of Aircraft Cylinder Airworthiness." This EAA Webinar series will be presented online on Wednesday, March 26th, at 7:00 pm Central time. Course ID: GL13135179.

3. "All About Airspeed: Learn The V-speeds." This EAA webinar will be presented on Wednesday, April 9th, at 7:00 pm Central Time. Course ID: GL13135180.

Local Seminars: Head to www.FAASafety.gov to register.

1. Don't forget to check out EAA323's monthly VMC club meeting held immediately following the monthly Texoma Aero Club (TAC) pancake breakfast and member meeting. Both the TAC meeting and VMC Club meetings are open to the public. They are held on the second Saturday of each month starting at 8:30 am and are located at the TAC Hangar @ KGYI. Call Ed at 903-436-1405 for more details.

2. "Understanding Your ADM and How SMS Can Help." This live seminar will be held at U.S. Aviation Academy, 4850 Spartan Drive, Denton, TX 76207. Course ID: SW19135244. Limited Space Event! RSVP Required! Register online @ www.FAASafety.gov.

3. "Sensible Safety Tips for General Aviation Pilots" presented on Saturday, April 12th at 8:30 am. This event is located at the Texoma Aero Club (TAC) hangar at 154 Executive Hangar Dr, Denison, Texas 75020.

Adam Sipe is the FAA Safety Team Representative for our area. For questions about the FAASTeam, WINGS Credits, or using the FAA Safety website, send an email to Adam.Sipe@Yahoo.com or text/call (708) 603-5132.

EAA323 VMC Club Question of the Month Mar 2025: Answer

By EAA VMC Staff, (Question from Page 3)

Yes. According to AC 91.58A, Use of Pyrotechnic Visual Distress Signaling Devices in Aviation, paragraph 7, "HANDLING AND STORAGE. a. If young children are carried on board your aircraft, careful stowage of visual distress signals becomes especially important. Projected devices, such as pistol-launched and hand-held parachute flares and meteors, have many of the characteristics of a firearm and
should be handled with the same caution.

b. Pyrotechnic devices should be stored in a cool, dry location and be readily accessible in case of an emergency. Care should be taken to prevent puncturing or damaging of the device's covering. It is recommended that pyrotechnic devices be stored in a watertight container and prominently marked "DISTRESS SIGNALS."

c. U.S. Coast Guard approved pyrotechnic devices carry a service life expiration date. Currently, this date may not exceed 42 months from the date of manufacture. The U.S. Coast Guard indicates that it is acceptable to keep recently expired signals as extra equipment, although they gradually lose their effectiveness with age.

DIVORCE IS OKAY.

Breaking up is okay. Starting over is okay. Moving on is okay. Being alone is okay. What is not okay is *telling people you're a pilot when you only hold a part 107 certificate.*

Aviation Words – "MACH"

By Ian Brown, EAA 657159, Editor - Bits and Pieces, Board Member, *https://www.eaa.org/eaa/news-and-publications/eaa-news-and-aviation-news/bits-and-pieces-newsletter*

In airspeed, this refers to a unit of measurement named after the Austrian physicist Ernst Mach, who studied gas dynamics and is credited with the concept of measuring an object's speed relative to the speed of sound. He conducted an experiment photographing an object moving faster than the speed of sound in 1887. With "Mach 1" representing the speed of sound itself, "Mach" essentially indicates how many times faster an object is traveling compared to the speed of sound.

The use and name of Mach numbers was proposed by Swiss engineer Jakob Ackeret in 1929.

Pilot's tip of the Month: Slipping to Comply with ATC?

By: Bob Martens, https://pilotworkshop.com/tips/slipping-to-comply-with-atc/

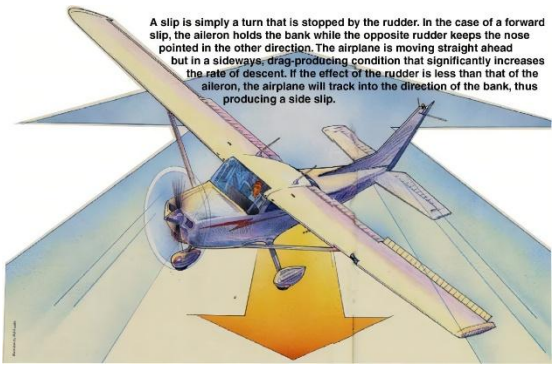
Bob Martens

USAF (ret) Safety Officer, FAA Safety Program Manager

Subscriber question: "Yesterday, Tower told me to 'make a short approach' and 'keep it tight.' I found myself extending flaps while turning base and then slipping while turning final. It all worked out. But afterward, I asked myself: Was that a demonstration of skill and ADM ... or foolishness?" — Jane E.

Bob:
"I'd like to break this question into several parts. First and foremost, ATC should never direct a pilot to a very short final. Their failure to plan should never create an issue for pilots.

If asked by ATC to speed up, slow down, perform a 360 (etc.) and this request does not fit your individual situation due to task saturation, proficiency, skill level, or any other reason — simply reply 'Unable.' It may delay your approach, but better a delay than a tragic result from an unexpected request.



Secondly, let's learn from the airlines. They demand a stabilized approach from their professional, well-trained pilots. The definition may vary from airline to airline, but the intent is clear. Don't be chasing the aircraft to the runway. There are many tiger pilots out there that love a challenge such as this. But, consider the downside. Most aviation fatalities occur from loss of control at low altitude/airspeed. How do you stabilize the aircraft while slipping and configuring while in a turn? That's asking a lot from most pilots.

Many pilots are very comfortable and confident slipping an aircraft on final. That comes from practice—and lots of it. The very fact that you are raising this issue indicates that when asked by ATC to perform this action it created another question in your mind. Who needs a distraction such as this on final approach?

One additional thought: Some manufacturers specifically placard their aircraft that slips are not allowed with flaps extended. Not sure if that's their lawyers or their safety folks speaking, but it is a reality we must acknowledge."

Name the tune?

Only the best will get this!

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Answer's to question from Quiz on Page 04

1) It's the angle between the wing's chord line and the aircraft's longitudinal axis.

2) A turbocharger is driven by exhaust gas.

3) Since you've increased the altimeter by .5 inches Hg, your indicated altitude will increase by 500 feet, and it will read 1,500'.

4) The trapped static pressure in the pitot tube is now greater than the actual static pressure, and your airspeed indicator starts to speed up. You're now flying slower than indicated. The opposite happens if you descend.

5) Fowler flaps increase the area of your wing by extending out on rails or tracks. Fowler flaps often have a series of slots to add energy to the airflow as well - they're called slotted-Fowler flaps.

Arcane Aviation Texas Fact: Robert B. Tresville Jr. Another Outstanding Tuskegee Airman from Texas

https://en.wikipedia.org/wiki/Robert_B._Tresville, https://cafriseabove.org/robert-b-tresville-jr/

Robert B. Tresville Jr. (May 9, 1921 – June 24, 1944) (MIA) was an African American pilot who served in the original 332nd Fighter Group of the United States Army Air Forces, also known as the Tuskegee Airmen, during World War II. He was only the seventh African American to graduate from West Point. He was Commanding Officer of the 100th Fighter Squadron and was widely considered to be one of the 332nd Fighter Group's most promising leaders. He went missing in action after his plane went down over the Mediterranean Sea in June 1944.

Early years

Originally named Robert Leslie Tresville, Robert was born on May 9, 1921, to parents, Robert Bernard Tresville and Irma Eloise (née Jones) in Galveston, Texas. They later moved to Fort Huachuca in Arizona where his father, the band leader for the 9th Cavalry Regiment band, was posted. Robert's middle name was later changed from Leslie to Bernard making him Robert Bernard Tresville Jr. Shortly after his birth his father was transferred to Fort Benning in Georgia and became director of the 24th Infantry Regiment band. Robert had two younger siblings: a sister who died shortly after birth and a brother named Brittingham. Tresville graduated with honors from high school in 1938 and entered Pennsylvania State College. Shortly thereafter Congressman Arthur Mitchell appointed Tresville to West Point after his first year. Captain Robert Bernard Tresville Jr.married Vivien Louise (née Murphy) in 1943 and had a daughter who was born after his death.

World War II

Tresville applied for pilot training while at West Point and was sent to Tuskegee Army Air Field where he was trained as a single engine pilot. He graduated as a member of Class 42-K on December 13, 1942, and then traveled back to West Point where he was commissioned a Second Lieutenant in the Regular Army of the United States. In December 1943, Tresville was appointed Commanding Officer of the 100th Fighter Squadron succeeding the command of Lieutenant Elwood Driver. As part of the 332nd Fighter Group, Tresville and the 100th Fighter Squadron were deployed to Europe and arrived in Italy on January 29, 1944.

On June 22, 1944, Tresville was assigned to lead a mission over the Mediterranean Sea to strafe an enemy supply line located west of Airasca, Italy. The group was instructed to fly low to avoid being picked up by enemy radar. About 30 miles from the coast, the engine in 2nd Lt Charles B. Johnson's plane stopped. His Thunderbolt hit the water almost immediately. His plane quickly sank; Johnson was trapped inside.

Soon after, Tresville, who apparently did not know Johnson had crashed, made a slight turn, forcing the rear flights to pull up to avoid collision.

Soon after Johnson crashed, the belly of Lt Earl Sherrard's plane hit the water. He tried to pull up, but a wing hit the water. According to "The Tuskegee Airmen: The Men Who Changed a Nation" by Charles E. Francis and Adolph Caso, Sherrard was able to get out of his plane, walk out on the wing and inflate his dinghy before his plane sank.

Lt Samuel Jefferson, who was flying to Sherrard's right, made a tight turn to try to circle the downed pilot, but got caught in a downward slip stream, which threw his plane into a flat spin. Jefferson's P-47 crashed and exploded.

Shortly after Jefferson crashed, the flight reached the coast of Europe between southern France and Italy — 60 to 80 miles away from its intended target. Tresville tried to correct his previous navigation error, and made a 90-degree turn to fly up the coast of Italy. Lt Spurgeon Ellington, who flew opposite Tresville during the mission, said the captain was looking at his map when his plane slid off course and plunged into the water.

"Capt Tresville dropped into the water, shearing his wing tanks and tank supports, bending his propeller and cutting his engine," 2nd Lt Dempsey W. Morgan Jr. wrote in a military report. "He then pulled out of the water, cleared his flight, stalled out, mushed into the water and instantly went down."

Lt Woodrow Crockett, the deputy flight commander, took over and the flight returned to Ramitelli Air Field in Italy. Sherrard was rescued by a British coastal ship and returned to the base later that day.

EAA Chapter 323 Est. 1969 Sherman, Texas

"Tresville was a fantastic guy," Lt Samuel Curtis said in an interview that was published in "332nd Fighter Group — Tuskegee Airmen" by Chris Bucholtz. "He was smart, he was bright, he was strong, he was well-coordinated. He would have gone far."

Capt Andrew "Jug" Turner took command of the 100th Fighter Squadron. Johnson, Jefferson and Tresville are included on the Tablets of the Missing at the Rome American Cemetery and Memorial in Italy.

Prior to his death, Tresville had successfully completed 23 missions and had distinguished himself both in terms of the leadership and courage that he displayed. These traits earned him the respect and admiration of his fellow pilots. He was awarded an Air Medal and a Purple Heart for his military service.

If your Wife is mad, Buy an Airplane! She will still be mad but you will have a new airplane! Follow us for more FREE advice!

EAA Chapter 1475

SPRING WING THANG FLY-IN
PANCAKE BREAKFAST AT
Mineola Wisener Field Airport (3F9)
Fly-in or Drive in
Pancakes with all the trimmings, drinks, coffee
Saturday March 22, 2025 from 8-11 AM
1412 Country Club Drive, Mineola, TX 75773

Aircraft of the Month: Boeing Model 40

https://en.wikipedia.org/wiki/Boeing_Model_40

The Boeing Model 40 is a United States mail plane of the 1920s. It was a single-engined biplane that was widely used for airmail services in the United States in the 1920s and 1930s, especially by airlines that later became part of United Airlines. It became the first aircraft built by the Boeing company to carry passengers.

Development and design

In 1925, the U.S. Post Office issued a requirement for a mailplane to replace the ex-military DH-4s then in use. The new aircraft was required to use the same water-cooled Liberty V12 engine as used by the DH-4, of which large stocks of war-built engines were available.[1] The resultant aircraft, the Boeing Model 40, was a conventional tractor biplane, with the required Liberty engine housed in a streamlined cowling with an underslung radiator. The aircraft's fuselage had a steel tube structure, with an aluminum and laminated wood covering. Up to 1,000 lb (450 kg) of mail was carried in two compartments in the forward fuselage, while the single pilot sat in an open cockpit in the rear fuselage. The wings and tail were of wooden construction, and the Model 40 had a fixed conventional landing gear.

The Model 40 made its first flight on July 7, 1925. Although the prototype was purchased by the U.S. Post Office, the production order went to the Douglas M-2.

Specifications: **Boeing_Model_40**

General characteristics

Crew: one
Capacity: two passengers and 1,200 lb (540 kg) mail
Length: 33 ft 2.25 in (10.12 m)
Wingspan: 44 ft 2.25 in (13.47 m)
Height: 12 ft 3.1 in (3.74 m)
Wing area: 547 sq ft (50.82 m2)
Empty weight: 3,531 lb (1,605 kg)
Max takeoff weight: 6,000 lb (2,727 kg)
Powerplant: 1 × Pratt & Whitney Wasp , 420 hp (313 kW)

Performance

Maximum speed: 128 mph (206 km/h, 111 kn)
Cruise speed: 105 mph (169 km/h, 91 kn)
Range: 650 mi (1,046 km, 565 nmi)
Service ceiling: 14,500 ft (4,420 m)
Rate of climb: 770 ft/min (3.9 m/s)

The Contract Air Mail Act of 1925 set out the gradual privatization of the Post Office's Air Mail routes. In late 1926, bids were requested for the main transcontinental trunk mail route, which was to be split into eastern and western sections, with Boeing bidding for the western section. Boeing revived the design for the tender, with the Model 40A replacing the Liberty engine with a 425 hp (317 kW) air-cooled Pratt & Whitney Wasp radial engine, which was 200 lb (91 kg) lighter than the Liberty, even ignoring the weight of the Liberty's radiator and cooling water. The fuselage was redesigned to make more extensive use of welded steel tubing, and an enclosed cabin was fitted between the mail compartments, allowing two passengers to be carried as well as 1,200 lb (540 kg) of mail. Boeing's bid of $3 per lb was much less than any of the competing bids, and Boeing was awarded the San Francisco to Chicago contract in January 1927, building 24 Model 40As for the route (with a further aircraft being used as a testbed by Pratt & Whitney).

The next model to reach production was the Model 40C, with an enlarged cabin allowing four passengers to be carried. Meanwhile, Boeing Air Transport's Model 40As were modified by replacing their Wasp engines with 525 hp (391 kW) Pratt & Whitney Hornet radial engines to become the Model 40B-2. The Model 40B-4 was a new-build aircraft combining the four-passenger cabin of the Model 40C with the Hornet engine of the B-2. Production continued until February 1932.

Model 40C at Oshkosh 2008. Both passenger entry doors, one for each of the two-seat rows, are on the left side of the fuselage.

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Boeing

Supporting Our Community, Shop Local, Shop Texoma:

By Emileigh Burgess - FASTSIGNS Texoma

Shopping local and investing in your community is more crucial now than ever.

In order for our community to continue developing, we must have things to offer that other communities don't. Our local business scene needs to be something that is unique to our city for travelers and convenient for our residents. Building our local business scene starts with you! We must continue to encourage our current local businesses in order to create a feeling of support and success for new entrepreneurs to feel safe to invest their time and money into our community.

There are hundreds of reasons to shop local. Local business owners support good work in the community, including helping nonprofits and youth sports associations. Local businesses are also less susceptible to national downturns and more likely to work harder to stay open. Local ownership means that important decisions are made by people who live in our community and feel the impact of those decisions.

When you shop locally you and your money are in good hands. Local business owners and their employees are well informed about their products and know what they are selling. You are able to walk in and speak to an expert who can help identify your needs and provide the best products and services personalized to you. The business owners and employees are willing to take the time to help you find exactly what you are looking for. Your needs are important to them.

Shop local to show your support to your community. The success of your community depends on you!

FASTSIGNS

FASTSIGNS® of Sherman
Todd and Kim Bass
1602 E Houston St, Sherman, TX 75090
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Sherman, Texas

EAA Webinars Schedule:

https://www.eaa.org/eaa/news-and-publications/eaa-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.

Thursday, March 13, 2025, 7 p.m. **Subject: Grow Your Chapter and the Aviation Community**
Presenter: David Leiting **Host a Flying Start Event**

May 17, 2025 is EAA International Learn to Fly Day, and your chapter is invited to participate by hosting a Flying Start event! Join this live webinar, and we review how to plan the perfect Flying Start event. These events are the perfect way to grow your chapter, as well as the local aviation community. Topics covered will include event planning, event best practices, and what resources EAA provides to simplify the hosting process for chapters.

Wednesday, March 19, 2025, 7 p.m. **Subject: Flying to and Around Alaska**
Presenter: Vic Syracuse

Vic and Carol Syracuse have flown their RV-10 to Alaska five times. In this presentation, Vic will walk through the preparations, routing, and recommendations to help you have a safe and memorable trip to Alaska. For those in the Lower 48, flying to Alaska is one of the most memorable flights you can make, and seeing Alaska from the air takes you places inaccessible by any other means.

Wednesday, March 26, 2025, 7 p.m. **Subject: Aircraft Engine Compression Testing**
Presenter: Bill Ross **Qualifies for FAA WINGS and AMT credit**

We will debunk many of the myths and misunderstandings surrounding aircraft engine compression testing. Bill Ross from Superior Air Parts will discuss compression testing techniques, borescope inspections, and how to determine cylinder airworthiness. Qualifies for FAA WINGS and AMT credit.

Wednesday, April 2, 2025, 7 p.m. **Subject: Worth the Squeeze**
Presenter: Mike Busch **Qualifies for FAA WINGS and AMT credit**

The FAA imposes a lot more burdens on owners of certificated aircraft than they do on owners of experimental amateur-built (E-AB) aircraft. Certificated aircraft require an IA to inspect and bless them every 12 months, may only use FAA-approved parts, and any major alteration requires FAA-approved data (usually an STC) and IA blessing. Is the safety benefit of certificated aircraft worth the additional regulatory burden? In this webinar, Mike Busch compares the accident statistics of certificated and E-AB airplanes and arrives at some surprising conclusions. Qualifies for FAA WINGS and AMT credit.

Tuesday, April 8, 2025, 7 p.m. **Subject: The T-6 Texan**
Presenter: Chris Henry and Amelia Anderson **EAA Museum Series**

North American Aviation's classic trainer helped teach U.S. pilots to fly in combat during World War II, but this airplane has done much more. Join us for a special night as we talk about the mighty Texan!

Wednesday, April 9, 2025, 7 p.m. **Subject: All About Airspeed**
Presenter: Catherine Cavagnaro **Qualifies for FAA WINGS credit**

In this webinar, CFI and DPE Catherine Cavagnaro takes a trip around the airspeed dial and discuss how each of the important airspeeds, from stall to VNE, is determined. We'll also present various phases of flight and emergency situations and see how important knowing an optimal speed can help. Qualifies for FAA WINGS credit.

Wednesday, April 16, 2025, 7 p.m. **Subject: Night Flight**
Presenter: Lary Bothe **Qualifies for FAA WINGS credit**

Join Larry Bothe, an 8,000-hour small airplane pilot and CFI, as he discusses basic information and best practices for flying at night. Topics include the FAA's definitions of night, airport and aircraft lights, flashlights, and night vision; hazards to night flight, such as obstacles and ground fog, and risk management during night cross-country flight. Qualifies for FAA WINGS credit.

EAA Webinars sponsored by Aircraft Spruce & Specialty Co. SINCE 1965

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Quick WINGS Log In

https://www.faasafety.gov/WINGS/pub/learn_more.aspx

Upcoming Events:

Saturday, Mar 15	Texoma Aero Club Monthly Gathering **((No Pancake Breakfast))** North Texas Regional Airport (KGYI) @ Executive Hangar (just north of the Control Tower) VMC Club Meet and Presentation (to follow the TAC Monthly gathering) Subject: "No Leg to Stand On"
Thursday, Mar 20	EAA 323 Monthly Gathering at the Sherman Municipal Airport (KSWI) 1200 South Dewey, Sherman, TX @ 7:00pm Subj: TBD
Saturday, Apr 05	EAA 323 First Saturday Event Pancake Breakfast
Thursday, Apr 17	EAA 323 Monthly Gathering at the Sherman Municipal Airport (KSWI) 1200 South Dewey, Sherman, TX @ 7:00pm Subj: Aviation Jeopardy w/ Mike Montefusco
Saturday, Apr 19	Texoma Aero Club Monthly Gathering and Pancake Breakfast North Texas Regional Airport (KGYI) @ Executive Hangar (just north of the Control Tower) VMC Club Meet and Presentation (to follow the TAC Monthly gathering) Subject: "A Diminishing Emergency"

Officers/Board of Directors/Key Coordinators

Name	Position	Email Address	Contact Number
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Rex Lawrence	Vice President	rlaw@me.com	918-407-7797
Nathan Wieck	Secretary	nathan.wieck@gmail.com	903-821-7640
Ross Richardson	Treasurer	rprichardson46@gmail.com	903-821-4277
John Horn	Board of Directors	jhorn@ntin.net	940-736-8440
Rick Simmons	Board of Directors	rr52s@yahoo.com	903-818-8066
Mary Lawrence	Board of Directors	mary1983cpa@gmail.com	903-821-2670
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??	**Newsletter Editor**	**??**	**??**

General Email: EAA323@hotmail.com **Website:** https://chapters.eaa.org/eaa323

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:
EAA 323 Treasurer
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: