



The Ramp Page March 2022

Vol 53, Ed 03

EAA Chapter 323 Sherman, TX
Monthly Newsletter
Celebrating our 53rd year of service!



Email: ea323@hotmail.com

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

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President's Mission Brief:

By John Halterman

Hi EAA 323!

So, first off, I want to thank the Lockett's for inviting our chapter to their place to see their homebuilts and projects in process. Not only was the airplane discussions great, but, the food was excellent!



Also, for our February chapter meeting, Bill Broadwell gave an excellent presentation on VFR communications and reminded us of some key procedures and important points to remember. Use the ATC services! They're glad to help.

Recently, we received the rear portion of the RV14 chapter project! Steve Riffe and Frank Connery have started to assemble it. If you're interested to participate and help out, please reach out to them!

This coming Thursday March 17th, our monthly chapter meeting will be an update from the assistant city engineer on Sherman Muni Airport. Mary Lawrence has arranged this presentation and it is important for us to keep tabs on our home airport. Come on out and bring a friend!

For the first Saturday event in April, John Horn will be hosting a fly-in at Freedom Field (7T0) starting at 9 AM for breakfast. That field is nice and wide and extremely smooth. Come on out and have some fun that morning (and hopefully the weather cooperates).

As a heads-up, we have 2 major events coming up in the spring. First, on April 24th at Sherman Muni at 4 PM we will have Young Eagles flights. On Saturday May 7th, we will host adjacent to the Coffee and Airplanes at North Texas a Pancake Breakfast. Please mark those on your calendars and we will need volunteers.

Last, let's all pray for peace. What's happened in the last few weeks is an unfortunate reminder that freedom is never free and we must always stand on guard.

John F. Halterman

EAA 323 President



ASPIRE
to
INSPIRE
before you
EXPIRE!

EAA 323 Monthly Gathering (Feb): "Say it Right" with Bill Broadwell

By Ed Griggs

At our last gathering, Bill Broadwell, Air Traffic Controller at North Texas Regional Airport (KGYI), gave us an informative presentation and provided tips and guidance on best practices for VFR pilots with use ATC services.

Bill Broadwell, an Air Traffic Controller with more than 40 years of experience, has developed a detailed program to assist pilots of ALL skill levels to be highly effective communicators with ATC. He deals with "mike fright" and gives pilots a complete picture of what's occurring on the other end of the radio. This program teaches you how to be clear, concise, easily understood and CONFIDENT. Bill's teaching style is humorous, passionate and relatable as he shares his vast, accumulated knowledge that will help YOU be a better pilot.



Picture of Bill with Gary Sinise!

Specific things that Bill pointed out were:

1. Be concise when talking and think before you talk! Follow this formula when thinking out what you will say so that you are always concise-



Who you are talking to;
Who you are;
Where you are;
What you want;
What information you have;

"North Texas Ground (who you are talking to), Sportcruiser 493SC (who you are), at the Executive hangars (Where you are), ready to taxi to active with information tango. (What you want)"

According to Bill, most controllers appreciate short, sweet and concise communications from pilots. No need to busy up the air with multiple call ups just to get the same information across.

2. Instead of using the call up N493SC, use the type of Aircraft followed by your identifier (as noted above). Controllers use type information in planning for distances and abilities (both landing and taking off).

And lastly, if you don't understand or have a question about a direction given, ASK! Air Traffic Controllers are there to help and ensure the safety of all of those who are flying (either into or out of Airports), taxiing, or working on the Airport!

CHARACTER	MORSE CODE	TELEPHONY	PHONIC (PRONUNCIATION)
A	• —	Alfa	(AL-FAH)
B	— •••	Bravo	(BRAH-VOH)
C	— •• •	Charlie	(CHAR-LEE) or (SHAR-LEE)
D	— •• •	Delta	(DELL-TAH)
E	•	Echo	(ECK-OH)
F	•• — •	Foxtrot	(FOKS-TROT)
G	— • — •	Golf	(GOLF)
H	••••	Hotel	(HOH-TEL)
I	••	India	(IN-DEE-AH)
J	• — — —	Juliett	(JEW-LEE-ETT)
K	— • —	Kilo	(KEY-LOH)
L	• — ••	Lima	(LEE-MAH)
M	— —	Mike	(MIKE)
N	• — •	November	(NO-VEM-BER)
O	— — —	Oscar	(OSS-CAH)
P	• — — •	Papa	(PAH-PAH)
Q	— — — •	Quebec	(KEH-BECK)
R	• — •	Romeo	(ROW-ME-OH)
S	••••	Sierra	(SEE-AIR-RAH)
T	—	Tango	(TANG-GO)
U	•• —	Uniform	(YOU-NEE-FORM) or (OO-NEE-FORM)
V	••• —	Victor	(VIK-TAH)
W	• — —	Whiskey	(WISS-KEY)
X	— •• —	Xray	(ECKS-RAY)
Y	— • — —	Yankee	(YANG-KEY)
Z	— — ••	Zulu	(ZOO-LOO)
1	• — — — —	One	(WUN)
2	•• — — —	Two	(TOO)
3	••• — —	Three	(TREE)
4	•••• —	Four	(FOW-ER)
5	•••••	Five	(FIFE)
6	— ••••	Six	(SIX)
7	— — •••	Seven	(SEV-EN)
8	— — — ••	Eight	(AIT)
9	— — — — •	Nine	(NIN-ER)
0	— — — — —	Zero	(ZEE-RO)



Young Eagles Flight being lined up:

By Ed Griggs

Its getting to be that time of year again! EAA 323 is ramping up for another Young Eagles Flight at Sherman Municipal Airport (KSWI) on Sunday, Apr 24 at 4pm (Alternate date of Sunday, May 01 in case of inclement weather). Please get with John Horn and let him know of your availability for this fun and fulfilling activity! The smiles on these kiddoes faces when they emerge from the plane are priceless!!

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/eaayouth/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!

Texoma Aero Club taking to the air!

By Michael McLendon

TAC officer election took place during the December meeting with existing officers being re-elected to their current positions. Michael McLendon, President; Rick Simmons Secretary; Mary Lawrence, Treasurer.

Two new Board of Directors assume responsibility January 2022. Rex Lawrence and Nathan Weick assume positions previously held by Paul Jones and Steve Straus.



"Lucy" the club 172, is in active service now. We are happy with the replacement engine and continue to monitor improvement in its performance. If you haven't flown her recently, check the weather and make a reservation.



"Sunshine" (172 N2158Y) and "Glenda" (150D N4594U) are leased aircraft and are also available for reservations.



Glenda has been outfitted with a new transponder and GPS source (Trig 22) for ADSB out capability. Soon to be certified.

All of our aircraft use MoGas 91 octane (as well as 100 LL a gas) and is available at \$3.85 per gallon. Come check us out. Hangar E2 NTRA KGYI Hope to see you soon, Michael

Aircraft passes above

Age: 10

Age: 30



EAA 323 RV-14 project getting underway

By Rich Kreekon

BON VOYAGE !!!!

The EAA 323 RV-14 project has taken off under the watchful eyes of Frank Connery and Steve Riffe. Both are highly experienced plane builders as Frank has already constructed his own R-14. Construction is being done in a mini storage hangar on the west side (facing the runway) most northernly T-hangars at Texas Regional (the view is awesome !) Thanks to the sponsorship of Brad Hodge this is aspiring to be a real Class A level project.

At this time, Frank and Steve are working on the plane virtually every day. What they have done is to divide up the construction up so each is working on a different aspect. The first crate has all the tail components including those all the way up to the rear bulkhead so lots of work to do. They are always open to help so if you are interested, please contact them to co-ordinate helper time. Their email addresses are: Steve Riffe (sriffe99@gmail.com) and Frank Connery (caapt1@aol.com)!

BYOCW! (bring your own chair and water.)



A messy workbench is the sign of True greatness!



Before and after! Starting to look like Frank and Steve know what they are doing!



Rich looking a bit perplexed!
Thank goodness for Steve and Frank's help!



Frank showing onlookers how to use Cleco pins!



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How to Be a Good Student!

By Rod Machado, May 2021, <https://rodmachado.com/blogs/learning-to-fly/how-to-be-a-good-student-1>

Every student wants a good instructor. That's given. What's often not understood by these same students is that good instructors also want good students. The problem is that no one teaches students how to be good students. Sorry, but offering the instructor an apple prior to a lesson or not staring at the chin strap on your instructor's toupee isn't the "good-student" behavior I have in mind here.



How to Be A Good Student



**Four simple rules
to enhance any
training experience.**

becomeapilot.com

Instead, I'm interested in how we should behave as students (yes, I'm a lifelong student) so that our instructors are inspired to go above and beyond the call of duty when training us. So here are four rules (my top four picks among many) that will enhance the quality of any training you are receiving.

Years ago, I learned that if I wanted to get the most out of any training session with any instructor—golf, martial arts, flying, etc.—that I had to act like a good student. Therefore, Rule #1 is: Show your enthusiasm for what you are learning. You want to channel the spirit of Lee Strasberg, the great acting teacher, to look and act interested in your training.

What? You can't act? I think you can but you just don't know it. Do you remember the last time you were pulled over by the police for speeding? The officer—the fellow with powdered donut all over his face—walked up to your car and peeped through your window just as the sound of your car coming to a stop arrived (foiled by Ernst Mach again). He puffed out a wisp of sugar and said, "You were speeding." That's when you made your grand entrance onto the stage and opened with, "Moi? Why I would never do such a thing. You must have pointed your radar gun at a low flying jet or something." That performance, my friend, should get you a star on Hollywood Boulevard. Believe me, you can act.

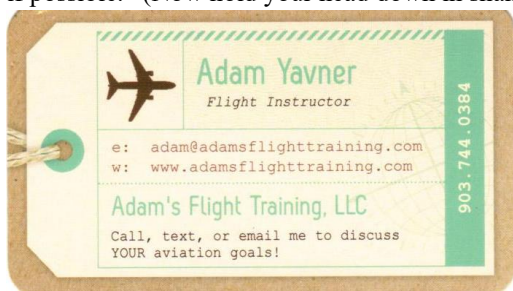
So, what's the payoff for you when you do act enthusiastic? Well, you probably won't win an Oscar for your performance, but you might be awarded the title of Teacher's Pet. This is a designation with no downside when it comes to flight training. Anyone with dual-functioning lobes should realize that teachers pay more attention to their pets, right? That's right. You want your instructor to look forward to teaching you. One of the very best ways to accomplish that objective is to ensure your instructor knows you are excited about learning from him.

The problem with many students is that they nary a clue (not even half-a-nary) about how their low-key behavior diminishes their instructor's enthusiasm to teach them. No. I'm not saying that instructors won't do the best job possible, even with unenthusiastic and lifeless students who properly deserve to have white chalk lines drawn around their bodies. Yes, I'm talking about "Clamp, hemostat, we're losing him" lack of enthusiasm. That fact is that morticians often deal with more enthusiastic clients than some instructors. But who would argue that these same instructors will often go above and beyond the call of duty when teaching enthusiastic students? So sit up, perk up, speak up, but don't throw up. If you understand Rule #1, then you understand an important principle of human nature.

Rule #2 for becoming a good student is to always, always, always do your homework. Then show up for your lesson with proof of that accomplishment. I give no quarter on Rule #2. Trust me here. There's always a student who shows up with the lamest homework excuse ever, such as, "My dog at my homework." This is often followed by the double-lame add-on of, "Yeah, I had to force him to eat it, but he ate it, so it's not a lie."

With respect to this rule, there is no try, just do. Proof? What is this proof of which I speak? Hmm, how about this. At the least, inform your instructor at the very beginning of the lesson that you did the homework and get his acknowledgment of that fact. An affirming head-nod is all your need. Then again, you might make a quick outline on a single sheet of paper covering the material you studied and show it to your instructor—nothing fancy here. You only want your instructor's acknowledgment that you did what he asked you to do.

If, for some reason, you can't do the required homework, then inform the instructor of that fact. Just tell him you are unable to accomplish the required assignment. Don't hold your head down in shame (unless you want to). Then say the following: "I don't want to miss a lesson with you so if there is something else we can do that's not dependent on this homework assignment, I'd like to do that if possible." (Now hold your head down in shame to let his Catholic guilt work for you. Hey, it can't hurt.)



Student Pilot



What my friends think I do.



What my mom thinks I do.



What society thinks I do.



What my instructor thinks I do.



What I think I do.



What I actually do.

Rule #3 is simple: Don't be late, even if you are French. Yes, the French are sometimes "fashionably late," but your instructor probably doesn't care about that. Most likely, the only "international" thing your instructor cares about is eating at the International House of Pancakes (pigs in a blanket? Heaven on earth is what that is). The fact is that being late suggests that you don't care as much about the instructor's time as he cares about his time. So be on time.

However, there are times when you can't help being late, such as when you're having trouble getting your dog to eat your homework. If you suspect you are going to be late, then notify your instructor as early as you can. And, if you are late: pay your instructor for his lost time! No, don't "offer" to pay him, just pay him. Period.

If he won't take it (not likely at all), then say, "OK, then this is a tip." Then hand over the dough. Don't put him on the spot and leverage his Catholic guilt by giving him the opportunity to decline payment for what he justly deserves. Besides, he might temporarily renounce his religion just to have access to your tiny stash of cash. The fact is that paying for your instructor's lost time is a small price to pay to maintain good relations with him.

Rule #4 is my big closer—and I do mean big! Don't talk back to your instructor.

Here's one example of what "talking back" looks like.

Your instructor says, "I think you should retract your flaps now."

You say, "I was getting ready to do that."

That's talking back and it serves no purpose other than to make you feel you have not been diminished in the eyes of your instructor. More often, it accomplishes the exact opposite of that objective. Your instructor might think, "Well, Mr. Regresso Mentalblock is certainly quick on the retorts but slow on accomplishing objectives in a timely matter."

Instructors don't care what you were "going" to do. They specifically care about what you haven't done at the precise time they mentioned doing it.

So the proper response to the instructor's request to retract flaps is "Roger, flaps coming up (even if Roger isn't your instructor's name)." So simple, so easy to say and it never gives your instructor a reason to think that you are argumentative, which is what talking back is—argumentative. Of course, if your instructor makes a request that you didn't anticipate or didn't understand, then, after raising the flaps, ask him when he would like you to perform that behavior in the future. That's called learning.

Years ago, I had a CFII applicant who just couldn't stand the idea that someone else knew something he didn't know. That was strange since he came to me to learn how to teach instrument flying. Every time I shared an idea with him or suggested that he do something in a different way, he'd say, "I know that."

On one training flight, I said, "Gary, you might want to tune in the VOR station now." Since he was from Texas, he said, "I'm fixin' to." I felt like saying, "Well, why don't you fix another one that way you can be fixin' three?"

After our third flight, during which he constantly talked back, I stopped the airplane on the taxiway, looked over at him and said, "Gary, you seem to have an answer for everything." Without so much as a moment's hesitation, he replied, "No I don't." I replied, "And that's my point."

He finally got that point, settled down and obtained his CFII rating, but not without leaving me with the impression that he wasn't a good student at all—what a shame.

Ultimately, if you want the best from your instructor, then use what you know about human nature. Be excited about your training. Show it. Do your homework. Don't talk back. And finally, don't be fashionably late. But, just in case, get a dog who loves to eat wind triangle problems.



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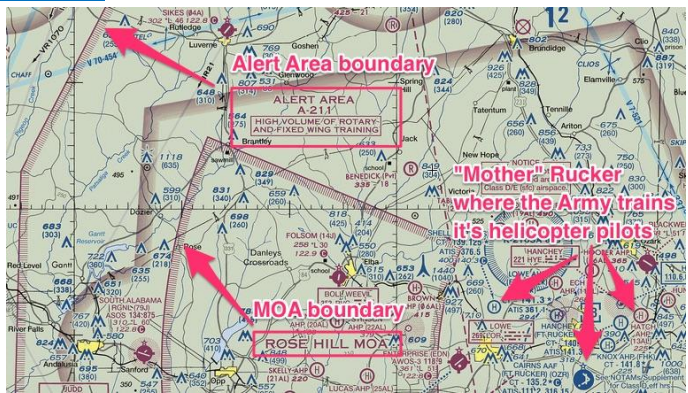
EAA323 VMC Club Question of the month: March 2022

By Radek Wyrzykowski, Manager of Flight Proficiency, EAA 1187948,
920-426-6899, www.eaa.org/proficiency

This month's question:

What should you do before flying through a Military Operations Area?

Answer on Page 12!



Pilot's Tip of the Month: Using a Callsign on CTAF?

Featuring Jeff Van West, <https://pilotworkshop.com/tips/how-to-handle-a-co-alarm/>

Subscriber question: "My instructor insists I say, 'Yellow Cessna left downwind' instead of 'Cessna 23N, left downwind.' But it seems like most people use callsigns on CTAF. Which should I do?" — Moses A.



Katrina Linder
Air Traffic Controller, ATP,
CFII-MEI

From Jeff: "I would have agreed with your instructor back in 2010. The advent of ADS-B combined with traffic information in the cockpit has made the callsign much more useful. The reason is simple: You can correlate the callsigns you're hearing with what your traffic map shows. This creates a more complete picture of traffic around the airport.

No one should be heads-down, eyes glued to their map, while within 10 miles of the airport. Nothing substitutes for see-and-avoid. However, a quick glance to the top-down view of traffic on a map lets you build a faster, more accurate, picture of the traffic, including where you'll fit in.

The AIM provides examples of recommended phraseology in 4-1-9. All of the examples provide an aircraft type and callsign. The Advisory Circular for Non-Towered Airport Flight Operations (AC 90-66B), which is much more explicit, says your transmissions may 'include aircraft type to aid in identification and detection, but should not use paint schemes or color descriptions to replace the use of the aircraft call sign.'

Traffic patterns are by nature, as one of my first radar trainers phrased it, 'a target-rich environment.' Proper self-announce procedures, including type along with callsign, are vital to our safety near airports."

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Quiz: What Should You Do When ATC Says ' ' ?

By Boldmethod | 01/14/2022, <https://www.boldmethod.com/blog/quizzes/2022/01/6-questions-to-see-how-much-you-know-about-atc-radio-communication/>

Answers on page 12!



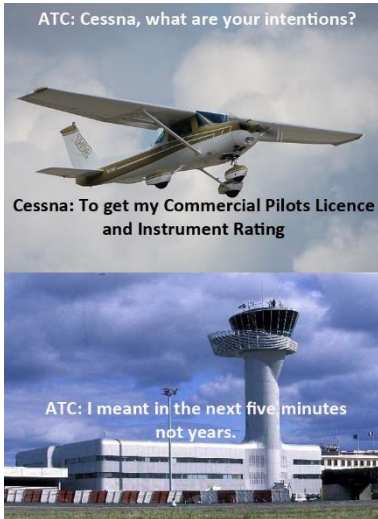
1) You're holding short of runway 33, and you call tower letting them know you're ready for takeoff. Tower tells you to "line up and wait" for runway 33. What should you do?

Taxi on to runway 33 but don't take off

Taxi on to runway 33 and begin your takeoff

Taxi on to runway 33 and start your takeoff when all aircraft are clear of the runway

Continue holding short of runway 33 until tower clears you for takeoff



2) You're practicing takeoffs and landings in the pattern, and tower says you are "cleared for the option". What does that mean?

You can overfly the runway, but you can't land

You can make a touch-and-go, stop-and-go, full stop landing, low approach, or missed approach

You can make a low approach or missed approach

You can make a touch-and-go or stop-and-go landing

3) You're departing a tower controlled airport, and tower tells you to contact departure. You call departure control and they ask you to "ident". What should you do?

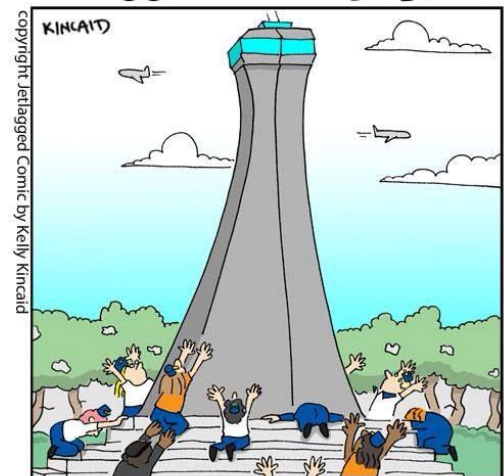
Tell them your aircraft type and speed

Tell them your full call sign and destination

Activate your transponder identification

Key the mic button 3 times in a row

Jetlagged by Kelly Kincaid



www.facebook.com/jetlaggedcomic



4) You're inbound to an airport and the ATIS says that "LAHSO" operations are in effect. What does that mean?

You may need to land and hold short of an intersecting runway, taxiway or other point

You need to taxi off the first possible taxiway when you land

After landing, you need to exit at the last turnoff from the runway

Only high-speed taxi turnoffs are allowed

5) You're coming in for landing and tower tells you there's a "NORDO" aircraft 5 miles south of the airport. What does that mean?

It's a military aircraft

It's flying in a northerly direction

The aircraft can't or isn't communicating by radio

The aircraft's transponder isn't working

6) You're exiting the runway after landing and tower tells you to "contact ground point niner." What frequency should you call them on?

120.9

121.9

122.9

123.9

[A funny thing happened on the way to the ... Conclusion](#)

By Ed Griggs

Another Great / Last Update: I can finally report that my "new" 11AC (converted to BC) Aeronca Chief has completed its Annual and is now in an Airworthy status! I can't thank enough those who have helped me and "supervised" the progress that was made!



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. Thanks!!



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A&P Mechanic
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ATP AMEL/AJEL/HELI
High Performance/Complex
Flight Reviews/IPC



Aircraft of the Month: 1946 Globe GC-1 Swift

<https://www.planeandpilotmag.com/article/9-beautiful-ga-airplanes/9-beautiful-ga-planes-gallery/6/>
The Illustrated Encyclopedia of Aircraft (Part Work 1982–1985). London: Orbis Publishing, 1985.

The genesis of the Globe Swift is an odd one. Developed from an existing design, the Culver Cadet, the Swift somehow bore only a passing resemblance to its inspiration. While the Cadet was a decent-looking airplane, the Swift is a true beauty. Introduced in the postwar era, the Swift was, in a few important ways, the embodiment of the most famous fighters of the day in a miniaturized, and to be honest, an underpowered, package. An all-metal taildragger with a sleek low wing, the Swift mimicked the shape and style of planes like the American P-51 Mustang or British Supermarine Spitfire. And the Swift was up for the comparison.

Though it wasn't intended to go fast—the first model had an engine of just 85 hp—the Swift had a lot of style. With spry handling qualities and a big glass canopy (that looked like a sliding canopy even if it wasn't), the Swift is an airplane that makes it easy to check your six, if you're so inclined. In the end, Globe, with the help of fellow manufacturer TEMCO, built more than a thousand of the little two-seaters, though within a few short years it was building far more of them than it could sell.



Specifications: Globe GC-1 Swift

General characteristics

Crew: one
Capacity: one passenger
Length: 20 ft 10 in (6.35 m)
Wingspan: 29 ft 4 in (8.94 m)
Height: 6 ft 2 in (1.88 m)
Wing area: 131.63 sq ft (12.229 m²)
Airfoil: Root NACA 23015, Tip NACA 23009
Empty weight: 1,125 lb (510 kg)
Gross weight: 1,710 lb (776 kg)
Fuel capacity: 26 US gal (22 imp gal; 98 L)
Powerplant: 1 × Continental C125 six cylinder, four-stroke aircraft engine, 125 hp (93 kW)

Performance

Maximum speed: 130 kn (150 mph, 240 km/h) at sea level
Cruise speed: 120 kn (140 mph, 230 km/h)
Stall speed: 37 kn (43 mph, 69 km/h) (with flaps)
Never exceed speed: 161 kn (185 mph, 298 km/h) [7]
Range: 360 nmi (420 mi, 680 km)
Service ceiling: 16,000 ft (4,900 m)
Rate of climb: 1,000 ft/min (5.1 m/s)



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Aviation Words – ‘Oshkosh!’

By Ian Brown, EAA 657159, Editor - Bits and Pieces

March 1, 2022 – I mentioned this once before, but thought it deserved a place as our word of the month. Not only is Oshkosh dear to our hearts for many reasons, including EAA’s headquarters, AirVenture, and a multitude of other events, but it is also a unique name.

Let's start with airport naming conventions. Canada has three-letter “local” names for airports and four letter international names that all begin with a “C.” YYZ becomes CYYZ, etc. You probably know that the convention for radio stations in the U.S. are four-letter identifiers that begin with a “W” like WGCU for Gulf Coast University radio station in Florida. The international letter for airport identifiers in the U.S. is a “K.” So the airport identifiers for Oshkosh are OSH and KOSH. If you put them together, guess what? You get Oshkosh!

Now you may think that this was somehow engineered to turn out this way and you'd be wrong! It turns out that Oshkosh was the name of the local Native American chief of the Menominee tribe. It means “claw.” A similar word exists in Ojibwe.

This phenomenal coincidence meant that the place name had to have a three-letter repeating syllable and the four letter had to be a “K.” If that was Chicago, it would have to be called Chikchi! Seattle — Seaksea. Jacksonville would be Jackjac. I could go on, but you get the picture. Just one more thing that makes Oshkosh so special to us.

EAA323 VMC Club Question of the month March 2022: Answer

By Radek Wyrzykowski, Manager of Flight Proficiency, EAA 1187948, 920-426-6899, www.eaa.org/proficiency

The answer: Before flying, find the altitude of the MOA. On your aeronautical chart, look up the MOA in your legend along the edge of the chart. The legend will provide the MOA’s name, altitude, time of use, controlling agency or contact facility, and frequencies. For example, the Volk East Military Operations Area has the following information:

MOA Name: Volk East

Altitude: 8,000

Time of Use: Intermittent by NOTAM, 4 hours in advance (other times by Department of Defense NOTAM)

Controlling Agency/Contact Facility: Minneapolis Center

Frequencies: 124.4, 317.7

The legend states that altitudes indicate the floor of the MOA, and that MOAs extend to, but do not include, FL 180 (18,000 feet MSL) unless otherwise indicated in tabulation or on the chart.

As you can see here, the Volk East MOA that you will fly through has a floor of 8,000 feet MSL, and its ceiling is 17,999 feet MSL.

Monitor the radio frequencies for the MOA to find out if military operations are occurring. You may also contact the controlling agency or contact facility for the MOA to learn this information.

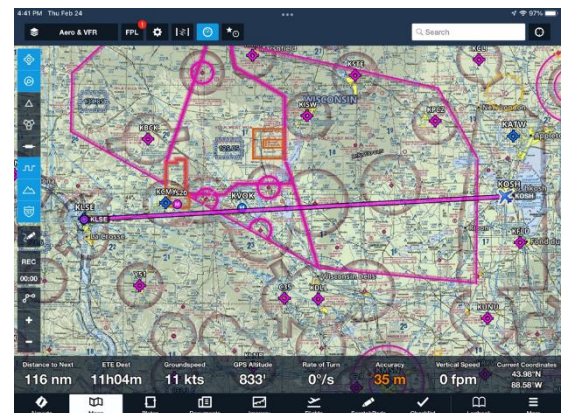
You do not need approval from a controlling agency to fly through a MOA.

In flight, if you will be flying through the MOA, monitor the radio frequencies in case there is military activity.



Answers to the Quiz on Page 09 and 10

- 1) You should taxi on to runway 33, but don't take off until you're cleared to do so.
- 2) "Cleared for the option" means you can make a touch-and-go, stop-and-go, full stop landing, low approach, or missed approach.
- 3) You need to activate your transponder identification. Most transponders have an "IDENT" button on them.
- 4) You may need to land and hold short of an intersecting runway, taxiway or other point if ATC tells you to.
- 5) NORDO means the aircraft can't communicate or isn't communicating with ATC or other aircraft.
- 6) The majority of ground control frequencies are in the 121.6-121.9 MHz bandwidth. A controller can omit the ground or local control frequency if the controller believes the pilot knows which frequency is in use. For example, they can say "contact ground point seven."



Supporting Our Community, Shop Local, Shop Texoma:

By Todd Bass

When you think about getting the most out of your money, you might think about long-term investments – things such as high-yield accounts, 401k, IRAs, real estate investment, and so forth.

And as you might imagine, these are all great options for the money you want to keep, but how do you get a return on investment for the money that you spend?

The answer is simple – shop local.

When you shop local, you're making a personal investment in your neighborhood and community. In fact, for every \$100 spent, roughly \$68 to \$73 of it returns to local activity.

Money is kept in the community because locally-owned businesses often purchase from other local businesses, service providers, and farms. Purchasing local helps grow other businesses as well as our region's tax base.

Whether you realize it or not, when you shop local you are individually stimulating the local economy with your support and in turn, helping shape your community's unique character and personality.

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>



Rebecca Yavner, Agent

214-785-8188
<https://rebeccayavner.exprealty.com/index.php>



Allstate

You're in good hands.



Vogel Allstate Insurance Group

5621 Texoma Pkwy, Sherman, TX
75090

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

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.

3/8/22 @ 7 p.m.

Subject: Mustang: The History of EAA's P-51s - Part 2

Presenter: Chris Henry and Ben Page

The P-51 Mustang is one of the most iconic aircraft of World War II and the EAA Aviation Museum is fortunate to have two different examples of this legendary airplane in our collection. Join museum staff members Chris Henry and Ben Page as they discuss the history of the type, as well as the two in the museum's collection. This month's webinar will focus on the Merlin powered P-51's as well as the museum's D model P-51 "Paul I".

3/9/22 @ 7 p.m.

Subject: Shiny Side Up — Avoiding Spatial Disorientation

Presenter: Prof. H. Paul Shuch

Qualifies for FAA WINGS credit.

Spatial disorientation is a contributing factor in a significant fraction of aircraft loss-of-control accidents. It is often associated with physiological factors, leading pilots to place an aircraft in attitudes from which it cannot recover. Hear Prof. H. Paul Shuch review several landmark accidents that will help you keep the greasy side down and the shiny side up, in this FAA Safety Team WINGS award-qualifying webinar.

3/16/22 @ 7 p.m.

Subject: International and Cross-Border Aircraft Transactions

Presenter: Paul Herbers and Patrick Floyd

Qualifies for FAA WINGS credit.

Buying an aircraft from another country has risks. Focusing on GA and experimental aircraft transactions, and current COVID issues, EAA Legal Advisory Council members Paul Herbers and Patrick Floyd will present examples of the problems that have arisen in such transactions. They will discuss the three types of transactional risks all cross-border transactions are exposed to: contract risk, repair/equipment risk, and certification/regulatory risk.

3/23/22 @ 7 p.m.

Subject: Home Flight Simulation for Private Pilot Training and Proficiency

Presenter: Evan Reiter and Phil Coyle

Qualifies for FAA WINGS credit.

Home flight simulation is widely considered an essential training aid for pilot proficiency, avionics familiarization, and communications practice. Getting started is simple: a \$60 simulator, joystick, microphone, and the computer you may already have is enough for you to start "simming" with human air traffic controllers. Pilots and Flight Simulation Association Co-Founders Evan and Phil will show you everything you need to know to get started with home flight simulation — for fun, training, or proficiency.

3/24/22 @ 7 p.m.

Subject: Young Eagles Workshops – Bringing Youth Back to the Airport

Presenter: Serena Kamps

Join Chapter Field Representative Serena Kamps to learn more about EAA's Young Eagles Workshops program. This program was designed to help chapters engage in a successful youth aviation day camp program and bring local youths out to the airport. Serena will share details on the program, including what's included in the turnkey kit of materials offered to chapters by EAA. Don't miss this informative webinar to learn more about how your chapter can offer this unique EAA program to youth in your area.

3/29/22 @ 7 p.m.

Subject: EAA Learn to Fly Day – Hosting a Chapter Flying Start Event

Presenter: David Leiting

May 21, 2022, is EAA Learn to Fly Day, and your chapter is invited to participate by hosting a Flying Start event! Join David Leiting from EAA headquarters, as he provides an overview of how your chapter can welcome new participants to the world of aviation. Topics covered will include event planning, event best practices, and what resources EAA provides to simplify the hosting process for chapters.

3/30/22 @ 7 p.m.

Subject: Taming the Tailwheel Shimmy

Presenter: Will Fox

Qualifies for FAA WINGS credit and AMT credit.

Wheel shimmy in aircraft landing gear is a problem that has been around as long as aircraft with wheels have been around. Even the space shuttle had to face the dreaded shimmy problem. Wheel shimmy can range in severity from an annoying vibration to a destructive force that can cause structural failure and loss of control of the aircraft. In this presentation, Will Fox, EAA technical counselor and flight advisor, discusses the causes of shimmy in tailwheel aircraft and what you can do to remedy it.



4/06/22 @ 7 p.m.

Presenter: Mike Busch

**Subject: Your Airplane's Report Card
Qualifies for FAA WINGS credit and AMT credit.**

You can learn a lot about your aircraft and your aeronautical skills by having your digital engine monitor data analyzed to see how it compares with other aircraft of the same make and model. In this webinar, Mike Busch reviews the SavvyAnalysis Report Card and Trend Report for Jack's Cirrus SR22 to illustrate the guidance it gave Jack on how he can improve the performance, longevity, and efficiency of his airplane.

4/12/22 @ 7 p.m.

Presenter: Chris Henry and Ben Page

Subject: Gyrocopters of the EAA Collection, Part 2

As a follow-on to Part 1, EAA Aviation Museum staff members Chris Henry and Ben Page will take a look at more of the autogyros that are part of the EAA collection in Oshkosh.

4/13/22 @ 7 p.m.

Presenter: David Leiting

Subject: Welcome to EAA – Getting the Most Out of Your Membership

Join EAA staff member David Leiting, as he welcomes you to EAA. This webinar will help you jumpstart your participation in EAA programs, and bring awareness to EAA's wide variety of member benefits and resources.

4/14/22 @ 7 p.m.

Presenter: Serena Kamps

Subject: Young Eagles Build and Fly – EAA's Youth RC Build Initiative

Join Chapter Field Representative Serena Kamps to learn more about EAA's Young Eagles Build and Fly program. This initiative provides chapters an easy way to engage with youths in their area by giving them the opportunity to learn the fundamentals of aircraft construction and flight while building and flying a radio-controlled aircraft. Designed to be completed with assistance from both the chapter and a local AMA Club, the chapter is provided all the materials needed to successfully host a build session series.

EAA Webinars sponsored by



CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER



Upcoming Events:

Thursday, Mar 17	EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI), 1200 South Dewey, Sherman, TX @ 7:00pm Subject: KSWI Airport Update with Mary Lawrence
Saturday, Apr 02	EAA 323 First Saturday Event: (If weather permits) 2 Freedom Field flyin
Thursday, Apr 17	EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI), 1200 South Dewey, Sherman, TX @ 7:00pm Subject: Aircraft Insurance with Mary Lawrence
Sunday, Apr 24	Young Eagles starts 4:00PM at Sherman Municipal Airport (SWI) with John Horn
Saturday, May 07	EAA 323 First Saturday Event: Pancake Breakfast at Texoma Aero Club Hangar (TAC) at North Texas Regional (NTRA), Joint event with Hangar Airplanes & Coffee
Thursday, May 19	EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI), 1200 South Dewey, Sherman, TX @ 7:00pm Subject: Charts and Legends with Rick Simmons

Officers/Board of Directors/Key Coordinators

Name	Position	Email Address	Contact Number
John Halterman	President	john.f.halterman@hotmail.com	903-819-9947
Frank Connery	Vice President	caapt1@aol.com	214-682-9534
Rex Lawrence	Secretary	rlaw@me.com	918-407-7797
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
Mel Asberry	Technical Counselor / Flight Advisor	n168tx@flytx.net	972-784-7544
Jim Smisek	Technical Counselor	jwsmisek@aerotechniques.com	903-819-6428
Joe Nelsen	Technical Counselor	nelsen.n502pd@gmail.com	903-818-0496
Ross Richardson	Membership	rprichardson46@gmail.com	903-821-4277
John Horn	Young Eagles Coordinator	jhorn@ntin.net	940-736-8440
Adam Yavner	Eagles Coordinator	ayavner@yahoo.com	903-744-0384
Ed Griggs	PIO / VMC Coordinator	a_model_guy@ymail.com	903-436-1405

General Email: EAA323@hotmail.com Website: <https://chapters.eaa.org/ea323>





High Flight

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

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



EAA SHERMAN CHAPTER 323 MEMBERSHIP APPLICATION AND RENEWAL FORM

- New Member
- Renewal
- Info Change

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

Make checks payable to
 EAA Chapter 323

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

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

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

Name _____

Copilot (spouse, friend, other) _____

Address _____

City _____ State _____ Zip _____

Phone Home: _____ Mobile: _____

Email address _____

EAA # _____ Exp date: _____

(Chapter 323 membership requires National EAA membership)

Pilot/A&P Ratings _____

I am interested in
 helping with:

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

Plane, Projects (%complete) and Interests: