



# The Ramp Page

EAA Chapter 323 Sherman, TX  
Monthly Newsletter  
Celebrating our 50th year of service!



July 2019

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

Website: <https://www.323.eaachapter.org>  
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## President's Mission Brief for August 2019

By Mike McLendon

I would like to thank Leldon for his excellent presentation on GA International Flight at our June meeting. And thanks for showing us the fine video of his Beech in action. Great videography.

While we're on the subject of International, Did you see our article in the EAA June 27 eHotline e-mail? (<http://inspire.eaa.org/2019/06/27/chapter-323-flying-start-program-takes-off/>)



John Egan, Chapter Manager at EAA HQ, saw our 323 newsletter write up on our May Flying Start /Eagle event and was very impressed with how we structured our event that he asked Ed, Adam and I for permission to republish in the weekly eHotline. 323 has now made its mark in the International scene! Thanks Adam and Ed,

The Board of Directors met on June 26. Here's what happened:

1. Established 2nd half of 2019 chapter event calendar.
2. Motion carried and voted to keep \$2M liability policy. Unanimous.
3. Established November 21 2019 as annual election date.

Wow. Where has this year gone? Here we are already in the 2nd half of 2019 and we're still going strong with plenty of Chapter activities as planned by the Board at that June meeting. Be sure to check the Chapter Calendar.

Here are a few of the Upcoming events:

Robert Honey will be here July 18 to give us some insight into the world of ATC from his years in the tower.

August 15. Steve Coker, F105 Pilot, will discuss his experiences flying this Warbird.

September 7<sup>th</sup>, we will be hosting a Cavanaugh workday at their hangar at North Texas Regional Airport. They need help transporting parts and such from Addison to NTRA. Stay tuned for details.

September 14<sup>th</sup>, Chapter and Eagle Flight to Norman OK for breakfast.

September 22. Sunday, Young Eagle Flight 1PM - 3PM.

It's time to start considering who will be leading the Chapter in 2020. Nominations are now open. Send your nominations by email or you may announce your nominee(s) at a chapter meeting. Our election of Officers is conducted at the November meeting.

AirVenture 2019.

Jacob Baldrige will attend the Ray Aviation Scholarship Recipient reception, on Monday July 22. Adam Yavner and I will attend along with Jacob and spend a couple of days at Air Venture to take in as much as we can. If anyone else from the chapter will be in attendance July 22-23, let us know so we can link up and represent 323.

And, Maybe by the time you read this, Jacob will be wearing that shirt without a tail!



TriMotor Fund. Our chapter hosted the TriMotor in 2017 and we hope to do so again in the future. Meanwhile, the million dollar wing replacement fund for the TriMotor needs our help. We're asking all members to donate to this fund. Suggested donation is \$20. Ross will gladly accept your donation and record such.

Thanks for a great 1st Half. Looks like the second half will be just as good.

Blue Skies,  
Mike

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

*By Ed Griggs*

John Horn and the Board of Directors have announced that there will be a Young Eagles Flight at North Texas Regional Airport (NTRA) on Sunday, September 22 at 1pm (Alternate date of Sunday, September 29 in case of inclement weather). At the last event, we hosted 35 Young Eagles, our Club Record. 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

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

*By Ed Griggs*

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 wants You!](#)

*By Michael McLendon*



Whether as a Full-Member, Student or Rusty Pilot or as a Social member, Texoma Aero Club wants you to join our Group! If you want to get up in the air, get back up in the air, or just tag along for a ride, then this is the place to be. We have Fast, sporty and economical aircraft that are well maintained. The Club has MoGas onsite and an easy online scheduling software that make flying a breeze! Be sure to check Us out at our website ([www.texomaeroclub.com](http://www.texomaeroclub.com)) and get your application in!

We  
Want  
You To  
Join Our  
Group!!

### [Cavanaugh Work Day](#)

*By Ed Griggs*

EAA 323 and the Cavanaugh Flight Museum have been working together over the course of the past year to forge a relationship between our groups. We have been asked, at the highest levels, to provide support in moving needed equipment and parts from the Museum in Addison up to North Texas Regional Airport in support of their restoration activities. Although the details and exact requirements are still being worked out, we know that we will need volunteers to help out. We are currently planning on hosting a Cavanaugh workday at their hangar at North Texas Regional Airport on Sept 7th. Please try and help out if you are able to! Stay tuned for details.



## Airport Runway Incursion Meeting

By Rick Simmons

Mike McLendon and I attended a Meeting at North Texas Regional Airport (NTRA) hosted by the Tower Manger as requested by the FAA. We attended as TAC (members on airport), EAA ( persons interested and using the airport) and for myself as a airport neighbor interested in what's going on in our aviation environment.)The topic was runway incursions and in particular as regards to "our" airport. Some of the others present represented the Airport, Fire and Emergency response, Corporate Flyers, and FBO staff. The FAA required several areas to be discussed including "hotspots", incidents and opportunities for improvement.

As the field has only recently become an FAA tower there were no incidents of incursions recorded to review. Also as the field is relatively simple in configuration as compared to other locations mentioned in the discussion (DFW, O'Hare, or Atlanta) the hot spots for congestion are minimal at this time and with the current level of traffic. One are of concern mentioned was at the North end of the field. Taxiway G access to the north or from it to Taxiway A requires one to enter the runway control area of 17L . There are hold lines at both spots. Discussion with Airport Management indicated a possible solution would be to revise the location of the hold lines to allow access. However a concern was mentions as to the ILS and actual runway control area limitations (width) for this type of airfield.

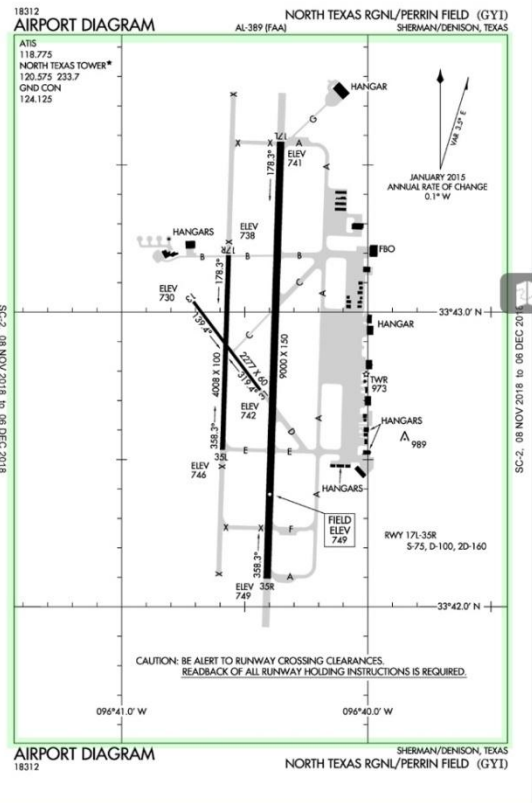
It was brought up that in some instances aircraft were congested in the run up areas. The flight school generally requires their students to use full length for departures. Some of the green trainees can take extra time as they learn the procedures. It was suggested some of us "regular" folk might benefit from an intersection departure possibly Bravo or Echo/Foxtrot as applicable. A representative from the school indicated they will review this procedure and allow solo students to make intersection departures.

An issue raised was the speed limit allowed for vehicles accessing the airport especially in non movement areas, such as parking and hanger spaces. Signage and speed limits were discussed as well as enforcement by the county.

As usual when a bunch of pilots gather to discuss something the topics later in the meeting degraded from the stated purpose. We wandered over to gate access, fire protection, routine training for emergencies and types of aircraft on the field. The meeting planned for a half hour was over after a couple hours and everyone left enlightened as to specifics of airport design, types of runways and approaches, signage and fire protection. It was an interesting meeting.

Close

KGVI



## June's Special Guest Speaker: Leldon Locke

By Ed Griggs

On 20 Jun 2019, EAA Chapter 323 members were treated to a discussion with EAA Chapter 323 Past President, Leldon Locke, regarding International General Aviation (GA) Flying.

When flying internationally, it is very important to know the rules and regulations of the Countries (both Inbound and Outbound) that you will be flying to. AOPA has a very User friendly website ([https://www.aopa.org/travel#international\\_travel](https://www.aopa.org/travel#international_travel)) that can help to address questions that may come up.

While traveling internationally, it can't be emphasized enough to do paperwork ahead of time, Call Customs a minimum of two-hours ahead of arrival, making sure to record the name of Customs agent and/or badge number.



There are two sites that must be addressed before any flight can be made. The first site is the Electronic Advance Passenger Information System, or eAPIS, which allows you to enter or upload passenger and crew manifests online. Reports are also available through eAPIS for Customs and Border Protection approved individuals. The Site is located at:

[https://eapis.cbp.dhs.gov/auth/login.html?resource\\_url=https%3A%2F%2Feapis.cbp.dhs.gov%2Feapis%2Flogin](https://eapis.cbp.dhs.gov/auth/login.html?resource_url=https%3A%2F%2Feapis.cbp.dhs.gov%2Feapis%2Flogin)

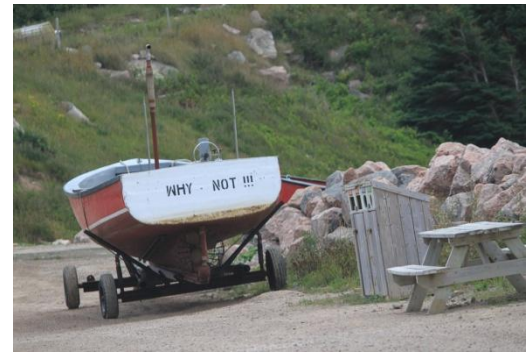
The second is International Civil Aviation Organization (ICAO) standards, ICAO. The purpose of this site is to provide FAA flight plan guidance for both domestic and international filers. Information and documentation contained within this site support existing FAA, ICAO, and Flight Services agreements and procedures.

The Site is located at:

[https://www.faa.gov/about/office\\_org/headquarters\\_offices/ato/service\\_units/air\\_traffic\\_services/flight\\_plan\\_filing/#icao](https://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/air_traffic_services/flight_plan_filing/#icao)



With all of the seemingly dauntless rules, regulations and paperwork, Flying internationally can be just as rewarding as flying locally! We fly for pleasure, for training, for work. Why not fly for vacations?



As an added treat, Leldon shared with Us a video and pic's from a Professional shoot that he and his plane were involved in. The video was stunning and the pictures were awesome. If you ask him, he might show them to you!!



## Flying Eagles of Chapter 323 making progress!

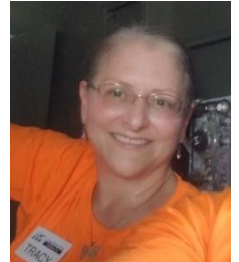
By Ed Griggs

Although it has been a busy month, the Eagles of 323 have been hard at work. All 8 members of the group have either applied for or submitted the paperwork for the Student Pilot License.

On 06 July, Five members of the Flying Eagles group (and their spouses/family) were invited to tour the North Texas Regional Airport (NTRA) Air Traffic Control Tower by Brent Alexander, Senior ATC Controller.



**Rheuben Gammel:** I really enjoyed the visit that we took to the NTRA control tower. It was very enlightening. I just wish that the elevator was not out that day but I handled the steps like a champ!



**Tracy Rains:** I enjoyed the visit. Gave me a completely different look as to how it is truly run. Nice to put face to the voices on the radio and how they each had a specific job dealing with aircraft that were either on the ground or getting ready to land/take off! Learned that we need to listen to them and that when in doubt, don't be afraid to get them to repeat what they said!



**Rebecca Yavner:** Being in the tower impressed me because these people are real. They have families, good days, bad days, ideas and thoughts of their own. They are not nameless identities and they care about their jobs. They care about us.



**Ed Griggs:** I've been in various Military Control Towers before but this was my first Civilian one. Working as a team, the Controllers do a thankless job (at times). I'm just glad that they are there to help out when they can!

Update: Tracy and I received our Student Pilot's License in the mail on July 13<sup>th</sup>! Woo Hoo!!



**THE EARLY BIRD  
GETS THE WORM  
— BUT THE —  
SECOND MOUSE  
GETS THE CHEESE**

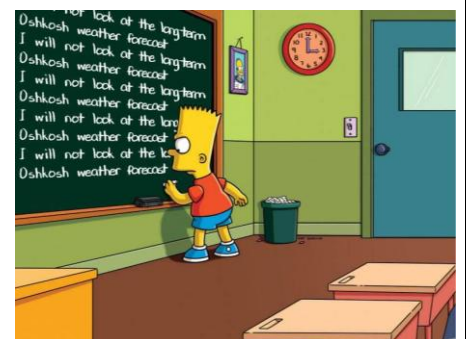
## Independence Day celebrations abound in North Texas

By Ed Griggs

While there were 4<sup>th</sup> of July celebrations held all over the Nation, Texoma Aero Club held an impressive Cookout for friends, family and perspective members on the 6<sup>th</sup> (Saturday) at North Texas Regional Airport. Master Chef Extra-Ordinaire Rick Simmons talents were put to the test with people bringing all sorts of Meats and Veggies! A great time was had by All!



An L-39C stopped in after seeing our Facebook ad on [funplacestofly.com](http://funplacestofly.com) and wanted to check us out. They were from Sulphur Springs and headed to Tyler to a gathering there later in the day. Thanks Guys!



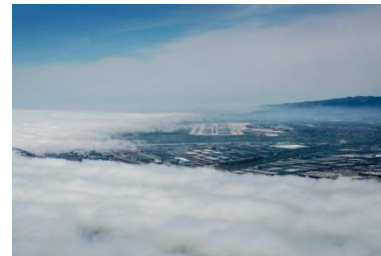
## The Hardest Aviation Weather Quiz You'll Take This Week

By *Corey Komarec*, 07/01/2019

<https://www.boldmethod.com/blog/quizzes/2019/07/the-hardest-aviation-weather-quiz-you-will-take-this-entire-week/>

1) Which type of fog is associated with moist air moving over a cool surface?

Upslope fog	Steam fog	Radiation fog	Advection fog
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2) Which one of these answers describes a low pressure system near the surface in the northern hemisphere?

Counter-clockwise and diverging	Clockwise and converging	Counter-clockwise and converging	Clockwise and diverging
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3) You're at Los Angeles International airport (125' MSL) and it's a standard day (ISA). Approximately what altitude would you find a temperature of -1 degrees Celsius?

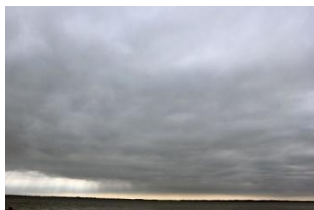
6,000' MSL	7,000' MSL	8,000' MSL	9,000' MSL
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4) What does a thunderstorm need to form?

High humidity, unstable atmosphere, and a lifting force	Low humidity, high dew point, and a high pressure system	Low pressure system, strong updrafts, low dew point	Strong downdrafts, high temperatures, low relative humidity
---------------------------------------------------------	----------------------------------------------------------	-----------------------------------------------------	-------------------------------------------------------------



5) What type of cloud is this, and what weather is associated with it?



Nimbostratus; gray cloud layer, rain or snow, no lighting or thunder	Cumulus congestus; extensive vertical development and no precipitation	Cirrus; wispy clouds and ice crystals	Nimbostratus; gray cloud layer, rain or snow, with lightning or thunder
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6) What type of ice did this aircraft accumulate?

Rime ice	Clear ice	Mixed ice
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(Answers at the bottom of page 11)



## CFI Corner

By Adam Yavner

**Airworthiness and Inop Equipment – Can I Fly?** This is one of those subjects that normally come up when studying for a Flight Review or Practical test, but if we're conscientious, it should really be part of our pre-flight thought process every time we fly. To make it easy to tackle, we can break it down into Pilot, Plane, and Mission.



First off, the Pilot – a good quick mental inventory is the IMSAFE checklist – Illness, Medication, Stress, Fatigue, and Eating. I had a student cancel recently because they hadn't slept the night before – and that is perfectly fine. Anything missing from that list will rob you of much-needed focus. In addition to that, legally you are required to carry with you your pilot's certificate, medical certificate, and a photo ID. Logbooks are required in some cases, such as Sport or Recreational pilots below a certain threshold of hours.

Next, the Plane. We need to consider first what is required to legally fly, and then how to handle any inoperative equipment. We all know the AROW mnemonic – Airworthiness Certificate, Registration (expires every 3 years ya know!), Operating Limitations (your placards and POH), and Weight and Balance sheet.

Not so fast – is it really airworthy? What about all of the various inspections? Try the handy AAVIATE acronym:

A – Annual Inspection. Found in the airframe and engine logs, every calendar year. A – any outstanding AD's? V – VOR check – every 30 days if you wish to use the VOR on a IFR flight plan 1 – 100 hourly inspections. If the plane is used for hire or rent, training, etc. A – Altimeter/pitot-static – every 2 calendar years for IFR T – Transponder – every 2 calendar years. E – ELT. Checked annually, and battery replaced when expired or after 1 hour of cumulative use

Great, so we got through that. What about that pesky radio that doesn't work? The answer is... it depends. Inoperative equipment has its own flow of requirements to check against:

91.205 – check the appropriate section for VFR, IFR, or night. If the broken item isn't on this list, then....

91.213 – does the plane come with a Minimum Equipment List (MEL)? Most of our light planes don't but you should still be aware. If you got lucky here, then check...

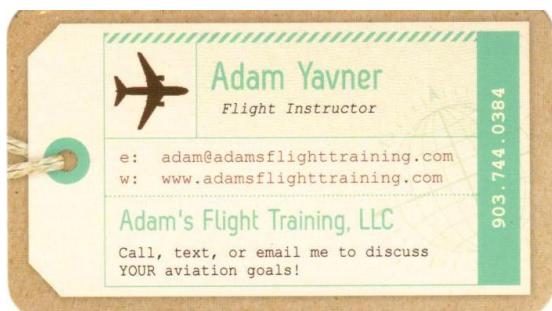
Type Certificate – if a piece of equipment is on the type certificate for your model, then it's required. The FAA website has all of these, or your A&P may know off hand. If you are still in the clear then consider....

Outstanding AD's. Airworthiness Directives might make a particular piece of equipment mandatory.

If you are in the clear after all of that, then the proper thing to do is put a placard on the inoperative equipment and plan to remove or repair it as soon as practical. If the plane is not airworthy because of required equipment, but you still need to fly the plane (say for repairs) then you will need to contact your FSDO and request a Special Flight Permit ("ferry permit").

Lastly, consider the mission. It won't do much good to claim you are airworthy if your radio isn't working and you want to do pattern work at your local class-D – but that is a subject for another article! Feel free to shoot me any questions if anything is unclear and I'll do my best to find an answer!

Adam



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## From Jacob Baldridge, our Ray Aviation Scholarship recipient:



This past month of training has been great! I have accomplished handling preflight to take-off all by myself, including communications with the tower. I have flown ground maneuvers such as 'S turns' and 'turns on a point'. Slow flight training and stalls have also been a part of my recent training and when we were doing stalls I almost put us in a spin! Later on I began to work on landings and as well as traffic patterns to prepare for my solo flight!!



Jacob and other members of the Cadet Aviation ground school buckled in for a ride in a UH-60 Black Hawk (Pictured below)



For the past two weeks I have been in Knoxville Tennessee attending the CAP Cadet Aviation Ground School (CAGS). By completing this course, I achieved an endorsement to take the private pilot written exam. At CAGS aviation ground school we learned about aircraft components, aerodynamic principles, aircraft engines, radio navigation, cross country flight, and so much more to prepare us to take the FAA written exam!

Of course I had some amazing opportunities such as taking a tour of a KC-135 Stratotanker. I practiced refueling simulation on the 'B.O.S.S' (which is the simulator they use to train to do mid-air refueling. It's so accurate to the real thing that you can get certified in it). Also took a flight in a UH-60 Black Hawk.



And last but not least, I passed CAGS with an 86.7% on the final!!

## Builder's Corner Updates

*By Ed Griggs*

### Bill Porter's Zenith 750:



Nothing like a tight, tree lined drive to induce anxiety during a plane move!



Made it safely to Finney Field!

The move having been completed, the Zenith 750 is now sitting at Finney Field. Both wings are now in-place and the dihedral set, we are beginning work on the Avionics with Joe Nelsen's help!

### Ed Griggs' Ison Airbike:

All cables, connectors and attachments have been replaced and a new prop has been ordered. Am looking at 8 to 10 weeks for delivery! Can't wait! I had help from Rheuben Gammel and Joe Nelsen to get everything lined up and set properly! Thanks, Guys!

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!!



## **FunPlacesToFly**

<http://FunPlacesToFly.com>  
<http://VansAircraftBuilders.com>  
<http://SmittysRV.com>  
<http://EAA1246.org>  
<http://ThisNewOldRV.com>  
<http://OpenAirNet.com>

## How To Judge The Quality Of A Grass Runway Before Landing

By Swayne Martin, 04/05/2018

<https://www.boldmethod.com/learn-to-fly/maneuvers/judge-quality-of-a-grass-runway-before-landing/?fbclid=IwAR00jvx2k7DYEgQE6k00nDQ5vAhkhKiIx0ViFLxnAUiJ3jQuKIGIBCYO5GQ>

What looks like good landing conditions from the air could be your worst nightmare on touchdown. Here's what you can do to prepare for a soft field landing.

### Grass Runways Look Deceptively Smooth

Landing on a well cut, dry grass runway is easy. But perfect days are rare, and recent precipitation or lack of mowing can create challenging situations on landing.

We'll point out a few things you can do to avoid a situation that could result in damaging your airplane. In the video below, the pilot was (fortunately) not flying a light, tailwheel airplane. The result could have been much worse...

### Preflight: Check NOTAMs And Call Ahead

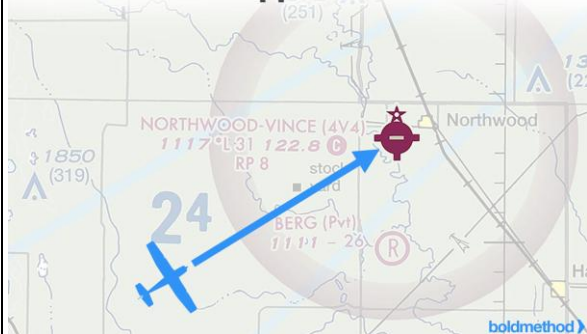
Before you even walk to the airplane, double check NOTAMs for your destination. There might be runway condition reports or closures for soft field runways. Recent precipitation can make things dicey at soft fields, so looking at weather trends early is key.

Whether it's an airport manager, FBO, or local pilot, calling ahead is another great way to check for runway conditions. If you're planning to land on a grass runway, ask when the last time the field was mowed.

### Obstacles Can Be Anywhere



### First radio call: approx. 10 miles out



### Listen To The Radio Well Before Arrival

As you approach your destination, listen to the traffic frequency earlier than you otherwise would. If other pilots are using the runway, you might be able to get a report about field conditions.

### Take A Closer Look - Low Pass

It's nearly impossible to get a good look at runway conditions from traffic pattern altitude. Performing a low pass is one good way to check for:

- Standing Water
- Rocks
- Holes
- Mud
- Grass Height
- Snow/Ice
- Wind Conditions
- Misplaced Airport Equipment

Fly a normal traffic pattern and add power during your flare to stay just a few feet above the runway. Keep your height above the runway approximately the same as you would during a soft field takeoff. If you use ground effect to your benefit with full flaps, you'll have the best chance to get a view of what to expect on landing.



### Test The Ground With Your Wheels

If you're still unsure about conditions, you have the option to perform a brief touch-and-go landing. Some pilots use this as a way to briefly settle their wheels on the ground to "feel" how soft the runway is. Keep some power in during the roundout and flare, and let your wheels briefly "tap" the ground. If you see water or mud spray up, or if your wheels sink, you might want to reconsider landing.

If you attempt this, be careful to only touch your wheels lightly, as you'll induce a significant amount of drag on the airplane. Keeping your speed up is one way to ensure you don't unintentionally land.



## Is The Field Good Enough? Time To Grease A Perfect Soft Field Landing

The difference between a normal and soft field landing really comes into play once you cross the threshold. That's because as you get close to touchdown, you want to hold the aircraft 1-2 feet off the runway in ground effect.

By holding your plane off the runway, you dissipate your forward speed, and allow your wheels to touch down at a slower speed. And by doing that, you reduce the nose-over force on your aircraft when it touches down.



**Next up is the most important moment: touchdown.** As you enter ground effect, it's OK to use a small amount of power to level off and make sure you touchdown as slow as possible (though power isn't necessary).

Your goal is to fly the airplane to the ground, with your wings supporting the weight of the aircraft as long as possible. Making that happen in a low-wing vs. high-wing aircraft can vary significantly. Low-wing aircraft will have more pronounced ground effect, because the wing is closer to the ground, and it may not take as much power manipulation than it will to keep a high-wing aircraft in ground effect.

After your main wheels touch down gently, you want to slowly remove power, if you had any in, and hold the nose wheel off the runway.

### **Be very gentle on the brakes.**

On many soft field landings, because of the soft surface, you don't need to use brakes at all. If you're too aggressive on the brakes, your nose wheel tends to touchdown earlier and harder than you want.

Once you've touched the nose down, you'll want to maintain back pressure (typically full back pressure) as you continue your rollout and taxi, minimizing weight on the nose. Keep the back pressure in until you've reached a harder surface, or when you've stopped to park.



### **Prepare For The Unexpected**

Long story short, you never really know what you're going to find on a grass strip. Unlike a paved runway, it's challenging to judge what a touchdown will be like. Why practice "soft field" landings and takeoffs on pavement when there are plenty of grass runways around the country? Encourage your instructor to take you on a lesson to a true "soft field" airport!

Knowledge is knowing  
a tomato is a fruit.  
Wisdom is not putting  
it into a fruit salad.



#### Answers to Weather Quiz on Page 6

- 1) Advection fog is associated with moist air moving over a cooler surface.
- 2) A low pressure system at the surface flows counter-clockwise and converges at the center of the low pressure system.
- 3) The standard lapse rate is 2 degrees for every thousand feet. ISA standard temperature is 15 degrees at sea level. The difference between 15 and -1 is 16 degrees. Dividing this value by 2 (two degrees per thousand feet) gives you 8. Multiply that by 1,000 and you get an altitude of 8,000 feet.
- 4) High humidity, unstable atmosphere, and a lifting force are the ingredients needed to make a thunderstorm.
- 5) Nimbostratus is a type of cloud associated with a thick gray cloud layer, and rain or snow without lightning or thunder.
- 6) Mixed ice is a cloudy combination of clear and rime ice. It's often found in stratiform clouds, with the most intense icing near the top of the cloud.

## EAA Webinars Schedule

EAA has announced their June and July webinars that you can enjoy from the comfort of your home. EAA webinars are free to all aviation enthusiasts. Pre-registration is recommended since space is limited to the first 1,000 registrants.

Upcoming webinars include the following topics and presenters:

8/7/19 7p.m. I Wanna Sue Someone Mike Busch **Qualifies for FAA WINGS and AMT credit.**

When airplane hardware fails prematurely necessitating costly repairs, the owner's reaction is often to call a lawyer because "this wasn't my fault and I shouldn't have to pay for it." Most of the time, however, litigation doesn't provide a feasible remedy for such situations. In this webinar, Mike Busch recounts his correspondence with one such owner that illustrates why suing someone is usually not the answer.

8/14/19 7p.m. Rotax 912iS Sport Engine Overview Jorge Tavio **Qualifies for FAA WINGS and AMT credit.**

Rotax Flying Safety Club instructor Jorge Tavio provides an overview of the system components in the technologically advanced Rotax 912iS engine. Using detailed graphics Jorge will show how the engine differs from previous Rotax 912ULS engines.

8/20/19 7p.m. What Is Scenario-Based Training: How to Use It in Your Everyday Flying Tom Johnson **Qualifies for FAA WINGS credit.**

Tom Johnson will explore how SBT, a training technique developed by the military and the airlines to help their pilots make better in-flight decisions, can be applied to your flying. He will demystify it and break it down to what it essentially is: good old hangar flying. We will introduce a basic structural model to help you be systematic in your scenario analysis. We will show you how and when you can and are required to use SBT. And finally, we will help you apply SBT to your personal aviation needs.

EAA gratefully acknowledges the support of Aircraft Spruce and Specialty Co. for its generous sponsorship of our webinar programs.

## WINGS Topic of the Quarter – Spring 2019

FAA Safety Team | Safer Skies Through Education  
WINGS Topic of the Quarter – Spring 2019  
Notice Number: NOTC8490

Spring is in full swing so it's time to think about doing some proficiency training to keep things safe in the flying season ahead. And what better way to do that than to participate in WINGS, the FAA's Pilot Proficiency Program for pilots. Pilots in the WINGS program expand their knowledge by taking online courses or attending seminars/webinars in addition to performing specific flight activities to refresh their flying skills.



The knowledge topic for spring is Aeronautical Decision Making. You can access the online course at <https://bit.ly/2G0TY0r>. Be sure to log on to your [FAASafety.gov](https://www.faa.gov) account to enroll in the course.

Spring is also a great time to prepare for the summer flying season with a Takeoffs, Landings and Go-arounds review with your flight instructor. Here's a link to the spring Flight Activity: <https://bit.ly/2L1WceL>.

With the FAASafety Team's recently added WINGS Topic of the Quarter (WTOQ) program, it's now even easier to earn your next phase of WINGS. The WTOQ are preselected courses and flight activities that add up to getting a phase of WINGS. In addition to helping you sharpen your flying skills, completing a phase of WINGS also satisfies your flight review requirement, gets you a set of wings to wear on your favorite flying hat, and gives you a chance to win a cash prize!

Please note that you may also continue to select your own flight events and knowledge topics for WINGS according to your own personal preference.

Click <http://bit.ly/GetYourWINGS> to see more on the WTOQ and to get started on your WINGS today!

And be sure to check out this informational video on Soaring with WINGS: <https://www.FAASafetyTeamTV.com/WINGS>.



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

By Todd Bass

Our goal is to educate the public about the benefits of buying local. We work local and we live local so why not buy local.

A recent study found each \$100 spent at local independents generated \$45 of secondary local spending, compared to \$14 for a big-box chain. "Independent retailers return more than three times as much money per dollar of sales than large chain competitors." Don't forget that even franchises are locally owned. Our very own McDonalds, Chic-fil-a, FASTSIGNS and many more are locally owned and operated.



### Rebecca Yavner, Agent

214-785-8188

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

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



### FASTSIGNS® of Sherman

Todd Bass

1920 N Grand Ave, Sherman, Texas 75090

<https://www.fastsigns.com/608-sherman-tx>

### Vogel Allstate Insurance Group

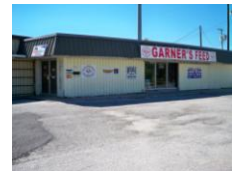
Brad and David Vogel  
5621 Texoma Pkwy, Sherman, TX  
75090

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



### Garner Feed and Seed

Ray, Chris and Nicole Garner  
903-892-1081  
706 E Mulberry St, Sherman, Texas 75090



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



Pop's Place, located in Denison at 4531 Texoma Pkwy, (and Pop's Place Too located at 21136 Hwy 56 West in Southmayd ) serves Breakfast from 8am-10:30am and regular menu items from 11am-7:30pm Wednesday- Sunday, Friday brings Catfish, Popcorn Shrimp and Clam Strip plates starting at \$9.99! Someone wins their lunch for FREE at 12:30pm with our lotto lunch every single day!! Our Denison location is now available for delivery with Texoma Delivery, must be within a 15 mile radius of the restaurant!!



### Plane for Sale:

As a reminder: Orlin "Bud" Smith is selling his Cessna 172 and is making the offer to EAA 323 members first. He has owned the Aircraft since 1986 and it has been hangered since 2001. It has a basic panel, Last annual Oct 2018 The continental 300A engine has 503.9 hrs since Major OH, Airframe TT3402.9 hrs. All AD's are complied with 4 recurring Ad's that are due at every annual. He is selling it due health issues and is asking \$30,000. Anyone interested in a great airplane to enjoy and build time in, please call him at 903-375-7359 or 903-744-6318,



## Upcoming Events

Thursday, Jul 18 7pm	Monthly Thursday meeting at the Sherman Airport Terminal Subject: ATC etiquette, Talking to the Tower - Robert Honey
Saturday, August 03	First Saturday Event: TBD
Thursday, August 15	Monthly Thursday meeting at the Sherman Airport Terminal Subject: Flying the F-105 / Steve Coker - Clint Murphy
Saturday, September 07	First Saturday Event: Cavanaugh work day (Mike McLendon / Ken Williams)
Saturday, September 14	Eagle Flight/Breakfast at Ozzie's Diner at Norman, Ok (KOUN)
Thursday, September 19	Monthly Thursday meeting at the Sherman Airport Terminal Subject: Sea plane rating - John Halterman
Sunday, September 22	Young Eagles
Sunday, September 29	Young Eagles (Alternate date in case of inclement weather)
Saturday, October 06	First Saturday Event: Brushy Creek fly in and planning meeting
Thursday, October 17	Monthly Thursday meeting at the Sherman Airport Terminal Subject: NTRA Tower / Local Operations - Mike McLendon
Sunday, October 20	Cedar Mills Splash in

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

Name	Position	Email Address	Contact Number
Michael McLendon	President	macpharm@icloud.com	404-825-4795
Paul Tanner	Vice President	planetanners@yahoo.com	903-819-1940
John Halterman	Secretary	john.f.halterman@hotmail.com	903-819-9947
Ross Richardson	Treasurer	rprichardson46@gmail.com	903-821-4277
Steve Straus	Board of Directors	steve@straususa.com	214-693-1417
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	n168tx@flytx.net	972-784-7544
Jim Smisek	Technical Counselor	jwsmisek@aerotechniques.com	903-819-6428
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	a_model_guy@ymail.com	903-436-1405

**General Email: [EAA323@hotmail.com](mailto:EAA323@hotmail.com)**

**Website: <https://323.eaachapter.org/>**



# 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 with silent lifting mind I've trod  
The high untresspassed sanctity of space,  
Put out my hand and touched the face of God.*

Pilot Officer Gillespie Magee  
No. 412 squadron, RCAF  
Killed 11 December 1941



## 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: