



# The Ramp Page



EAA Chapter 323 Sherman, TX  
Monthly Newsletter  
Celebrating our 52nd year of service!  
**April 2021**



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

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

Like us on Facebook @ea323

## President's Mission Brief:

By John Halterman

EAA 323,

First off, a big thanks to all the volunteers at the pancake fly in at the top of the month! We made \$287. That's a nice showing! Also, a special thanks to PK Solutions and Pelican's Landing for their contributions to the event.



Our monthly meeting will be Thursday April 15, 7 pm at the Texoma Aero Club hangar. The presentation will be given by the Sherman HS Aviation class and they will highlight what they did this year. I look forward to their presentation!

On Sunday April 25th at 1pm, we will be hosting Young Eagle flights at the Sherman Municipal Airport. John Horn is the coordinator for this event. We can always use ground crew, planes, and pilots for the event. If you can attend, please let John Horn know (contact details at end of newsletter).

Usually, we do an event the first Saturday of the month. However, we have learned of a unique opportunity for a fly in at Altus AFB on May 15. The fly in will consist of static military displays and a presentation on avoiding other aircraft. Food is available too. However, you must register in advance and there is a limited number of aircraft slots. I had sent a link to the registration site to all members on the morning of Sunday April 11. If you're interested in attending, please register ASAP and we'll discuss more at April's monthly meeting, including ridesharing. Perhaps a once in a lifetime opportunity.

Just as a reminder, I am anticipating going back to Sherman for our monthly meetings midyear.

Thanks everyone!

John F Halterman  
EAA 323 President



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

## Young Eagles Flight just around the corner:

By Ed Griggs

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

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

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

## Young Eagles Day Registration Website

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

## Builder's Corner Updates:

By Ed Griggs

If you are currently building an aircraft or doing any restoration work and want to be included in Builders Corner, we would like to hear from you. Email your updates and pics to Ed Griggs at [a\\_model\\_guy@ymail.com](mailto:a_model_guy@ymail.com). Thanks!!

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

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

Featuring Bob Martens, [https://pilotworkshop.com/tips/pilot\\_emergency\\_training/](https://pilotworkshop.com/tips/pilot_emergency_training/)

"Simple question: What's the most important thing for surviving total engine failure? A simple answer would be appreciated." — Peter A.

Bob:

"You absolutely have to be sure that you don't stall the airplane!

I've been to many aircraft accident scenes; I've evaluated hundreds and hundreds of accidents and pilots are NOT killed when they fly their airplane to the ground under control. They ARE killed when they stall an airplane into the ground.

So, maintaining an airspeed safely above stall speed right on down to the ground is so very, very important."



I asked my wife to get me some plain work socks.



I love her even more now!



## EAA 323 Monthly Gathering: SkyDive Dallas – Whitewright

By Ed Griggs, <https://dallas.skydivespaceland.com/>

EAA 323 members marked a return (slightly) to “normalcy” by having our first Thursday night meeting in over a year. Members were treated to an informational talk given by Tim Kelly and Sarah Pottvint, members of SkyDive Dallas which is located just a few miles south of Whitewright Texas on FM160. A special thanks to the folks at Grayson Avionics for hosting us!

Established in 2000 by the Boyd family, Skydive Spaceland is a three-generation family drop zone business specializing in innovative, constantly refined skydiving education. The first Skydive Spaceland location opened just south of Houston, Texas in 2000, and quickly grew into one of the busiest skydiving centers in the world. Our Houston location has also hosted the world’s largest skydiving competition, the United States Parachute Association National Skydiving Championships and Canopy Piloting Nationals.

Skydive Spaceland Dallas builds upon Skydive Dallas, a longstanding, very successful, community oriented dropzone whose down to earth staff have been sharing the experience of human flight with people for over twenty years. Skydive Spaceland Dallas is excited to open a new chapter of skydiving in the Dallas Fort Worth area.

Spectators are always welcome at Skydive Spaceland as well! It is free to park here and watch skydivers day in, day out if you like. Our comfortable, covered back porch with picnic tables provide great views of all the action. And don’t forget our full-service Pro Shop, which provides everything from skydiving souvenirs to complete sets of custom gear.



Tim Kelly fielding questions

**IN THE INTEREST OF SAFETY  
ATTENTION PILOTS**

**SKYDIVE SPACELAND DALLAS**  
WHITERIGHT TEXAS

Skydive Spaceland Dallas is a high volume, multi turbine aircraft, parachute operation. To ensure the safety of both non-participating aircraft and skydivers, we are kindly requesting that aircraft remain 5NM from Tri-County airport at all times. If transiting through the vicinity of Tri-County airspace, please contact us within 10NM on 123.075.

You can also contact Fort-Worth Center on 124.87 for advisories regarding our operations.

IDENTIFIER: **48TX**  
CTAF: 123.075  
ATC FREQUENCY: 124.87  
OPERATING HOURS: 7 DAYS A WEEK,  
0800-SUNSET.  
MAIN PHONE: 903-364-5103

DUE TO NUMEROUS INCURSIONS AND NEAR MISSES BETWEEN SKYDIVERS AND AIRCRAFT THAT ARE UNAWARE OF OUR PRESENCE AND OPERATIONS, WE ARE ASKING FOR HELP FROM THE LOCAL AVIATION COMMUNITY TO SPREAD THE WORD.



“Mikey, can you stop screaming and let us have a good time? It’s not our fault you forgot your parachute.”



## First Saturday: Pancake Breakfast at Sherman Municipal Airport (KSWI)

By Ed Griggs

We had a large turnout on April 3<sup>rd</sup> at our Pancake breakfast. Over 20 airplanes and just as many people decided to drive in for some of our delicious Hand-battered pancakes, sausage, and bacon Breakfast. Rick Simmons oversaw the cooking operations!



The man in the **RED** apron making sure everyone knows what to do and that everything is setup properly!!



Mike and John learning to never mess with the guy in the **RED** apron!!



“Remember, Never pat the pancakes and only flip once!!”



Frank and John telling Mary to listen to what the guy in the **RED** apron said!!

We want to extend a special thanks to PK Solutions (Rick and Pam Simmons) and Pelican's Landing Restaurant (Kris Worstell) for their generous contributions of nutrition and utensils for the fly in. Without them, this wouldn't be possible. A big thank you to all the volunteers and participants at our pancake fly in this past weekend. A very nice job to all.

## VMC Club Question of the Month: April 2021

By: Radek Wyrzykowski, Manager of Flight Proficiency

When receiving any clearance from the Air Traffic Control (ATC) IFR or VFR, what part do you have to read back? What part should you read back? Does any regulation govern it?



## [Altus AFB to hold a seminar on Mid-Air Collision Avoidance:](https://www.altus.af.mil/MACA/)

<https://www.altus.af.mil/MACA/>

EAA 323 is encouraging members and anyone reading this newsletter to attend a special (Perhaps, "Once in a lifetime") opportunity to fly into Altus AFB (KLTS) on May 15. The fly in will consist of static military displays and a presentation on avoiding other aircraft. Food is available too. **However, you must register in advance and there is a limited number of aircraft slots.**



### EVENT DETAILS:

Drive-in attendees must use the Altus AFB South Gate to enter

Aircraft Arrival Window is 0900-1030

Aircraft Departure Window is 1230-1400

Attire for Civilians is casual (close toed shoes) and Military is UOD

Statics on display are: C-17, KC-46 T-38, T-6, and the KC-135

### PARTICIPANT INFORMATION:

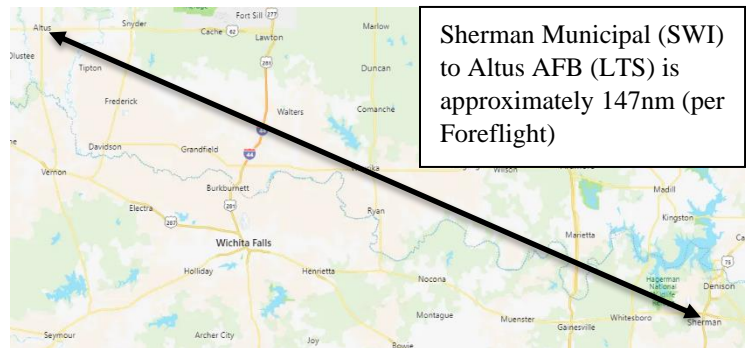
RSVP Required

Drive-in attendees are welcome and encouraged...you must still RSVP

Student pilots w/ CFI highly encouraged to attend

Tie-downs and fueling are not available \*\*Must bring chocks & enough fuel to depart\*\*

Food (burgers, hot dogs, tacos, nachos, dessert) will be available for purchase from Altus AFB Booster Clubs



### RSVP INFORMATION:

Registration deadline is 2 May 2021.

Participation in the fly-in event will be **limited to the first 50 aircraft** that submit required forms:

Proof-of-Insurance for aircraft

DD Form 2402 (Civil Aircraft Hold Harmless Agreement)

Entry Authorization Letter Information (Full Name, Date of Birth, SSN, Driver's License Number)

Drive-in attendees are only required to provide EAL information

Drive-in parking will be on the west side of Hangar 435 (event location)

Email completed registration documents and info to Capt Devan Klein: [AltusFlyin21@gmail.com](mailto:AltusFlyin21@gmail.com)

Following a background check, you will be provided with a Prior Permission Required and arrival window time

PPR should be listed on your inbound flight plan...this is used for attendee verification and sequencing

## [Rusty Pilot, Accomplished Pilot, Wanting to be a Pilot? Join Texoma Aero Club.](#)

*By Michael McLendon*

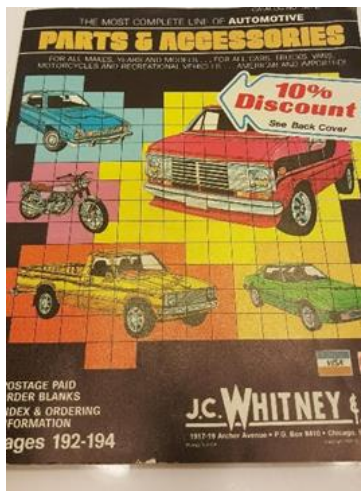
Texoma Aero Club has become a special part of the NTRA community. Being the only Flying Club in the Texoma area, we have attracted the attention of beginners as well as 20,000 plus hour pilots. We're still a small club in membership but we have large ambitions with plans of adding a third aircraft and a Newsletter of our own very soon! TAC members meet at 7pm every third Tuesday of the month at NTRA. We'd be happy to show you around. Follow us on Facebook or visit our website, [texomaeroclub.com](http://texomaeroclub.com) for more information.



## CFI Corner: What Can I Do?

By Adam Yavner

One of the most exciting parts of earning your Pilot's Certificate is the prospect of owning your own plane. And without a doubt one of the most exciting parts of owning a plane, other than flying it, is the chance to make it yours.



As strange as it sounds, we bond with our cars and motorcycles or other vehicles through a process of getting to know their inner workings and “personality traits” via maintenance and repair. We make them ours with our own special touches. (Anyone remember the J.C. Whitney catalog??)

However, unlike our cars and bikes, there is some fairly strict and specific guidance as to the type of maintenance we as pilots/owners can perform on certificated planes. This article focuses on a summary of this guidance, and does not apply if you are already an A&P/IA or if you own an experimental plane.

Before digging into the regulations, it is worth mentioning that the most important consideration is, “just because you can doesn’t mean you should”. I have a good friend who willingly admits that putting together his RAM iPad mount is baffling to him. If you are not mechanically inclined or do not feel comfortable, then get guidance from an A&P. Most are willing to work with you, and happy to mentor you in these areas as well! On the other side, many of us grew up repairing and rebuilding our own engines, and for us we need to temper our passions to get in and work on things. Just because you can, well...

By far the best way I have found to feel comfortable and competent with the inner workings of a plane is to be involved in the annual inspection. Many A&Ps/IAs allow and encourage “owner assisted” annual inspection, where you get to do much of the work yourself under his or her guidance. I truly believe that knowing how your engine works makes you a better driver, and the same thing applies to your plane and its systems. Plus, there is often a hefty discount to be had if you do the owner-assisted annual – look into it!

So – what can I do? You can find a comprehensive list in 14 CFR Part 43, Appendix A, Subpart C (Preventive Maintenance). The FAA has a surprisingly easy-to-digest guide here: <https://tinyurl.com/pdtjaw6c>. The holder of a pilot certificate issued under 14 CFR Part 61 may perform specified preventive maintenance on any aircraft owned or operated by that pilot, as long as the aircraft is not used under 14 CFR Part 121, 127, 129, or 135.

It mostly boils down to simple tasks that you can perform without opening a system or dealing with complex assemblies. So I can change my brake pads, but cannot bleed the hydraulics. I can change a tire, but not the landing gear. And so on. Note that any work you perform will still need a logbook entry with, at minimum, a description of the work performed, the date completed, and your signature along with certificate number.

Get to know Part 43, get to know your plane, and get to work!

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



## Quiz: Can You Pass These 7 Private Pilot Checkride Questions?

By Colin Cutler | 08/14/2020, <https://www.boldmethod.com/blog/quizzes/2020/08/do-you-know-these-6-private-pilot-checkride-questions/>

1) You're a private pilot taking your friends up for a flight. You're unpacking your flight bag into the cockpit and realize you forgot your logbook at home. You do have your pilot certificate and medical. Can you fly?



Yes, let's go.

Nope, go home and get the logbook.

2) You're descending into an airport for landing. What is your maximum flap extended speed?

Va

Vy

Vne

Vfe

Vx

Vs

3) VFR cruising altitudes are based on:

True course

Magnetic course

4) How far away is Richmond International Airport from the city of Richmond?

4 miles south

5 miles west

3 miles southwest

167 miles north

6 miles east

37 miles north

**RICHMOND INTL (RIC)(KRIC)** 6 E UTC-5(-4DT) N37°30.31' W77°19.18'

167 B S4 FUEL 100LL, JET A

OX 3, 4 TPA—See Remarks LRA ARFF Index—See Remarks

**RWY 16-34:** H9003X150 (ASPH-GRVD) S-125, D-200, 2S-175,

2D-340 HIRL CL

**RWY 16:** MALS. VASI(V4L)—GA 3.0° TCH 56'.

**RWY 34:** ALSF2. TDZL.

**RWY 02-20:** H6607X150 (ASPH-GRVD) S-125, D-200, 2S-175,

2D-340 PCN 70 F/C/W/T HIRL

**RWY 02:** MALS. REIL. PAPI(P4L)—GA 3.0° TCH 49'. Pole.

**RWY 20:** REIL. PAPI(P4L)—GA 3.0° TCH 49'. Tree.

**RWY 07-25:** H5326X100 (ASPH-GRVD) S-125, D-200, 2S-175,

2D-340 PCN 57 F/C/W/T HIRL

**RWY 07:** Railroad.

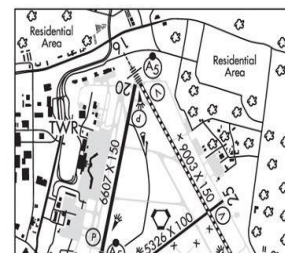
**RWY 25:** REIL. VASI(V4L)—GA 3.0° TCH 52'. Tree.

NOTAM FILE RIC

WASHINGTON

H-10H, 12I, L-34E, 36H

IAP: AD



5) When do you need to use your aircraft's position lights?

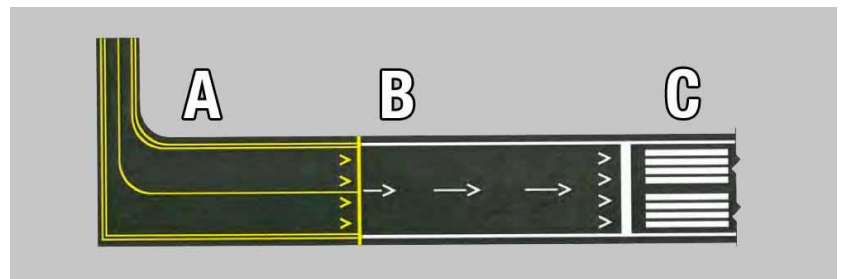
30 minutes after sunset ending 30 minutes before sunrise	Sunset to sunrise	The beginning of civil twilight to the end of civil twilight	1 hour after sunset ending 1 hour before sunrise
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6) Above what altitude do you need to provide supplemental oxygen to your passengers?

12,500'	13,000'	14,000'
14,500'	15,000'	18,000'

7) Where can you start your takeoff?

A	B	C
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<b>Keith</b> <b>Frank</b>	Flight Instructor ATP, CFI, CFII, MEI, CFI Instructor p. (928)533-9529 Frank3b8@gmail.com
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## Aircraft of the Month: Howard DGA-15P

<http://www.howardaircraft.org/about>

[https://en.wikipedia.org/wiki/Howard\\_DGA-15](https://en.wikipedia.org/wiki/Howard_DGA-15)

The Howard DGA-15 was a single-engine civil aircraft produced in the United States by the Howard Aircraft Corporation from 1939 to 1944. After the United States' entry into World War II, it was built in large numbers for the United States Navy and also served various roles in the United States Army Air Forces.

The Howard Aircraft Company (later Howard Aircraft Corporation) was formed in 1936 to build commercial derivatives of the Howard DGA-6 (named Mister Mulligan), a successful four-seat racing aircraft which had won both the Bendix and the Thompson Trophies in 1935, the only aircraft ever to win both races. These successes did indeed bring the DGA series much attention, and Howard produced a series of closely related models differing mainly in the engine type, consisting of the DGA-7, -8, -9, -11 and -12. Offering high performance and being comprehensively equipped, despite a high purchase price (with the DGA-11 selling for \$17,865), these became coveted aircraft owned by corporations, wealthy individuals, and movie stars, such as Wallace Beery, who was himself a pilot. (In the movie *Bugsy*, Warren Beatty, playing the title role, is flown from Los Angeles to Las Vegas in a red Howard DGA-15.)

In 1939, the Howard Aircraft Corporation produced a new development of the basic design, the DGA-15. Like its predecessors, the DGA-15 was a single-engined high-winged monoplane with a wooden wing and a steel-tube-truss fuselage, but it was distinguished by a deeper and wider fuselage, allowing five people to be seated in comfort. It was available in several versions, differing in the engine fitted. The DGA-15P was powered by a Pratt & Whitney Wasp Junior radial engine, while the DGA-15J used a Jacobs L6MB and the DGA-15W a Wright R-760-E2 Whirlwind. In an era when airlines were flying Douglas DC-3s, the Howards cruising at 160 to 170 mph could match their speed, range and comfort with the rear seat leg room exceeding airline standards with limousine-like capaciousness, and high wing loading allowing the Howards to ride through most turbulence comfortably.



## Specifications Howard DGA-15P

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

### General characteristics

Crew: one, pilot

Capacity: 4 passengers

Length: 25 ft 0 in (7.62 m)

Wingspan: 38 ft 0 in (11.58 m)

Height: 8 ft 5 in (2.57 m)

Wing area: 210 sq ft (19.5 m<sup>2</sup>) (Note: the wing span and chord are the same as the earlier DGA-11, but the DGA-15 area is calculated including the area displaced by the fuselage cabin)

Airfoil: NACA 2R212 (reflexed)

Empty weight: 2,705 lb (1,227 kg)

Gross weight: 4,350 lb (1,973 kg) useful load 1645 lb (746 kg)

Max takeoff weight: 4,350 lb (1,973 kg)

Powerplant: 1 × Pratt & Whitney R-985SB Wasp Jr. radial engine, 450 hp (336 kW)

### Performance

Maximum speed: 175 kn (201 mph, 323 km/h)

Never exceed speed: 235 kn (270 mph, 437 km/h)

Range: 800 nmi (920 mi, 1,480 km)

Service ceiling: 21,500 ft (6,553 m)

Rate of climb: 1,560 ft/min (7.9 m/s)



**Howard**  
CHICAGO  
U.S.A.  
**HOWARD AIRCRAFT FOUNDATION**

## Aviation Words - 'Chandelle'

By Ian Brown, Editor, EAA 657159

<http://pages.eaa.org/index.php/email/emailWebview>

March 2021 – Of course, as Canadians you will know that this word is French in origin and it means "candle." It may have originated from the idea that you should turn as tight as the radius of a candle, but in practice it means to execute a 180-degree climbing turn in slow flight.

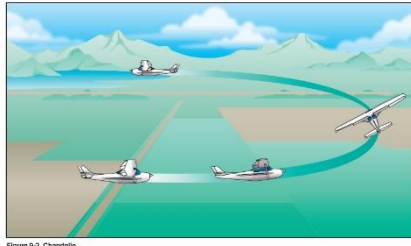


Figure 9-2. Chandelle.

It obviously has applications for pilots flying through the mountainous valley regions and box canyons of Canada, but it began as a manoeuvre during dog fighting in an attempt to gain the upper hand. The exit to the manoeuvre is performed at close to stall speed.

A chandelle is a required part of the FAA commercial pilot certification in the U.S. The goal of the manoeuvre is to gain the most altitude possible for a given bank angle and power setting.

The Canadian flight test equivalent really has two parts, the steep turn and slow flight. Neither includes an intent to gain altitude, and one wonders whether the chandelle really achieves the goal of best rate of climb.

## Answers to the Quiz on Page 13 & 14

- 1) Private pilots don't need to carry their logbook to fly, but they do need their certificate and medical.
- 2) Vfe is the maximum flap extended speed, and it's marked on your airspeed indicator as the top of the white arc. Some aircraft allow partial flap extension above Vfe, but you need to check your POH for that.
- 3) FAR 91.159 specifies altitudes by magnetic course.
- 4) "6 E", in the top line of the A/FD, means the airport is 6 miles east of the city.
- 5) You need to use position lights (nav lights) from sunset to sunrise.
- 6) FAR 91.211 requires you to provide passengers with supplemental oxygen at cabin pressure altitudes above 15,000'.
- 7) (B) You need to taxi past the yellow demarcation bar before you can begin your takeoff roll.

## VMC Club Question of the Month:

The AIM in 4-4-7 b states:

"ATC Clearance/Instruction Read-back.

Pilots of airborne aircraft should read back those parts of ATC clearances and instructions containing altitude assignments, vectors, or runway assignments as a means of mutual verification. The read-back of the "numbers" serves as a double check between pilots and controllers and reduces the kinds of communications errors that occur when a number is either "misheard" or is incorrect."

The Air Traffic controller's manual says in 2-4-3:

"2-4-3. PILOT ACKNOWLEDGMENT/READ BACK

a. When issuing clearances or instructions, ensure acknowledgment by the pilot.

NOTE - Pilots may acknowledge clearances, instructions, or other information by using "Wilco," "Roger," "Affirmative," or other words or remarks.

REFERENCE - AIM, Para 4-2-3, Contact Procedures.

b. If altitude, heading, or other items are read back by the pilot, ensure the read-back is correct. If incorrect or incomplete, make corrections as appropriate."

And there is that common sense factor. As long as the objective of communication is accomplished, we are good.

I want to refer you here to the excerpt from the chapter "EFFECTIVE COMMUNICATION" from my book – "Becoming a CFI." (It is going to print in the second half of April, and this is a pre-copy-edit text version: *"If you understand what needs to be communicated, then the focus on memorizing becomes unnecessary. (...) Ninety-seven percent of the knowledge required to communicate on the radio comes from knowing what information we are trying to relay. Why it is essential to share this information and how we should transmit this data. The other three percent comes from knowing how to be efficient with the actual words used in the transmission to minimize airtime. Of course, we still have the source (you or your student) and the receiver (ATC). But understanding the information that others will be expecting from us will make it easier to communicate. We share one particular frequency with many other pilots, whether it is on an air traffic control (ATC) frequency, Common Traffic Advisory Frequency (CTAF), or universal communications station (UNICOM). Time is not limitless, so it is crucial to communicate the information in the least amount of time to ensure proper aircraft separation.*

When a pilot understands an air traffic controller's job, their understanding of radio communication becomes clear. Once you know what information needs to be relayed, it can be done in more than one format. It is wise to maintain a professional manner when transmitting information because it reduces the chances of ambiguity or obscurity and the need for repetition. However, there are many variations from students to experienced pilots, which could be refined to improve communications and decrease airtime."



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

By Todd Bass

Connect. Shop. Buy.

Local businesses define our communities and are very much at risk right now. Use this site (<https://www.graytvlocal.com/market/sherman-tx>) to identify local businesses that are open, how to purchase from them and their hours.

Another tool to use is Texoma Curbside Restaurants on Facebook (<https://www.facebook.com/groups/texomacurbside>) as a tool to show you what restaurants are open and what items/services they are offering!

The following Companies have been very supportive of EAA323 and are deserving of our patronage.

# FASTSIGNS®

**FASTSIGNS® of Sherman**

Todd Bass

1920 N Grand Ave, Sherman, Texas 75090

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

# Texoma Bicycle

5629 Texoma Pkwy,

Sherman, TX 75090

903.893.BIKE (2453)

[TexomaBicycle@gmail.com](mailto:TexomaBicycle@gmail.com)



**Rebecca Yavner, Agent**

214-785-8188

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



# Allstate

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**GARNER'S FEED  
AND SEED**



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## 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.



**4/20/21 @ 7 p.m.**                      **Subject: Aerobatic Aircraft Modifications**  
Presenter: Tony Horvath

Tony Horvath from Specialty Aero will talk about how his passion fell into a business doing custom modifications to aerobatic aircraft. Tony develops and installs modifications to aircraft such as: Sean Tucker's Oracle Challenger III, Wyche Coleman's Wolf Pitts Samson II, Peter Kohmann's Pitts S-1T and Pete Diaz's Pitts S-2S. His modification projects have fine-tuned aerobatic aircraft all the way to one hanging in the Smithsonian National Air and Space Museum.

**4/27/21 @ 7 p.m.**                      **Subject: Flying Clubs – Getting Started**  
Presenter: David Leiting

EAA's initiative to support the formation of flying clubs continues to grow, and David Leiting from the EAA HQ will help you learn the ins and outs of forming a separate nonprofit flying club!

**4/28/21 @ 7 p.m.**                      **Subject: Flying Safe with BasicMed**  
Presenter: Dr. Brent Blue and Tom Charpentier                      **Qualifies for FAA WINGS credit.**

EAA Government Relations Director Tom Charpentier and EAA Pilot Advocate AME Dr. Brent Blue provide a summary of BasicMed and answer your questions. As we approach 4 years since the creation of the rule, tune in to learn what you need to do to stay current and safe while flying under BasicMed.

**5/4/21 @ 7 p.m.**                      **Subject: Jabiru Aircraft Kits**  
Presenter: Scott Severen                      **HOMEBUILDERS WEBINAR SERIES**

Scott Severen from US Sport Planes, the North American importer and distributor for Jabiru aircraft will discuss the design, building and operation of Jabiru experimental amateur-built kit aircraft.

**5/5/21 @ 7 p.m.**                      **Subject: Annual Deadlock**  
Presenter: Mike Busch                      **Qualifies for FAA WINGS and AMT credit.**

What happens when an airplane undergoes its annual inspection and the owner and IA can't agree about what discrepancies truly rise to the level of severity that they must be resolved before the aircraft can be considered airworthy? In this webinar, Mike Busch tells the story of the worst such deadlock he's encountered in his decades of working with owners and mechanics. Spoiler alert: It's not pretty.

**5/11/21 @ 7 p.m.**                      **Subject: The History of Air Racing**  
Presenter: Connor Madison                      **MUSEUM WEBINAR SERIES**

EAA's own Connor Madison will discuss the powerful aircraft that make up the EAA Aviation Museum's Air Racing Gallery. He will also dive into an overview of our nation's quest for speed, and the people who pushed the limits.

**5/12/21 @ 7 p.m.**                      **Subject: IFR in an LSA: Is it Safe? Is it Legal?**  
Presenter: Prof. H. Paul Shuch                      **Qualifies for FAA WINGS credit.**

Many modern light-sport aircraft tend to be extremely well-equipped and technically-advanced, with dual glass panels, coupled autopilot, WAAS GPS, VOR, localizer, glideslope, synthetic vision, ADS-B In and Out, heated pitot tube, and other features that put most of the legacy general aviation fleet (and even some airliners) to shame. You'd think they would make ideal IFR platforms. But, are they safe and legal for flight under instrument flight rules? It's not a simple question, and this webinar gives a not-so-simple answer.



EAA Webinars sponsored by



## Upcoming Events:

Thursday, Apr 15	EAA 323 Monthly Gathering at the Texoma Aero Club Hangar at North Texas Airport (located just north of the Tower), North Texas Regional Airport (KGYI), 7:00pm Subject: SHS Aviation program with Sean Noel
Sunday, Apr 25	EAA 323 Young Eagles Event at Sherman Municipal Airport (KSWI), with John Horn, 1:00PM (Alternate date of Sunday, May 05 in case of inclement weather)
Saturday, May 15	Altus AFB Fly-in and Seminar on Mid-Air Collision Avoidance:
Thursday, May 20	EAA 323 Monthly Gathering at the Texoma Aero Club Hangar at North Texas Airport (located just north of the Tower), North Texas Regional Airport (KGYI), 7:00pm Subject: Charts and Legends with Rick Simmons
Saturday, June 05	EAA 323 First Saturday Event: Charts and Legends Practical with Executive Planning session afterwards @ Cedar Mills (3T0)

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Relationship status:

- Single  
 Taken  
 Looking up everytime I hear an airplane fly over

## 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)*



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Copilot (spouse, friend, other) \_\_\_\_\_

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City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

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I am interested in  
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- Fly-Ins
- Programs
- Newsletter
- Young Eagles
- Officer

Plane, Projects (%complete) and Interests: