



The Ramp Page



**EAA Chapter 323 Sherman, TX
Monthly Newsletter
Celebrating our 51st year of service!
October 2020**



Email: ea323@hotmail.com

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

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President's Mission Brief:

By John Halterman

Hello EAA 323!

Wow! We've had quite a busy last few weeks in our chapter.

First, we had a fly in planning session on Sept 19 and on Sept 26, we had an excellent fly in! We had well over 30 aircraft on the ramp at one time during the fly in and lots of homebuilts. The pancakes were flying off the griddle, and we had a good competition for the best homebuilt. Congratulations to Steve Riffe! He won the best in show homebuilt award for our fly in. The judges said he was without a doubt the best. Also, we had an excellent Young Eagles event where we flew a ton of Young Eagles (24). Well done. Thanks to all the volunteers at the event and the various contributions made to make it happen.

A few lessons I learned from the event is a little more detail around assigning crews in advance, marshalling, a little more clarity around the Young Eagles layout/location/organization versus the entirety of the event. However, most importantly, it was a safe event. We always need to improve, and the next one will even be better.

On October 3, Rick Simmons hosted the annual Brushy Creek Fly In. It was a fun fly in, the weather was beautiful, and there was good discussion by all. The morning of the event, we planned out the first half of next year's activities for chapter EAA 323. You'll find a draft summary of the activities later in the newsletter.

I will be out of town for the October 17th meeting (it will be at TAC at 9 AM on Saturday). Our own Jim Smisek will be presenting "How to Get Started on a Homebuilt." Paul Tanner will be our master of ceremonies in my absence (I'm heading home to Ohio to visit family).

On Nov 7 in the morning, we will have a flyout to Sulphur Spring (KSLR) and eat breakfast at the Red Barn. Details will be sent out in late October/early November, but, mark your calendars!

We are looking for a first Saturday homebuilt visit in December. If you would like to have a bunch of folks looking over your homebuilt, let me know and we'll schedule you for the first Saturday of December event!

Last subject on my mind--Officer Elections. The election will occur at our November monthly meeting. I have received requests from a couple of the board/officers to retire from this high salary job (FYI--they are not dissatisfied....just time to pass the baton). If you are interested, feel free to contact me and inquire about it. My contact details are at the end of the newsletter.

Thanks everyone for your participation in EAA 323!

John F. Halterman



ASPIRE
to
INSPIRE
before you
EXPIRE!

EAA 323 Host Pancake Fly-In Featuring Best in Show Award for Best Homebuilt!

By John Halterman

EAA 323 had an exciting day on the 26th. We had a huge turnout for the Pancake breakfast as well as hosting our first Homebuilt Award show. We had at least 15 experimental/homebuilt aircraft, and at least another 30 aircraft on the ramp. Congratulations to Steve Riffe and his Vans RV-8! The Judges agreed that his RV-8 was the best in show!

Thanks to all the volunteers who came out and helped set up, cook, aircraft judging, ground staff, marshalls, tear down at the event and the various contributions made to make it happen and a special Thanks to the Plyler group for allowing us to use their hangar for this event.



Young Eagles Flight: An "Unqualified" success:

By John Horn

Our Young Eagles event was another success. We had a total of 24 Young Eagles line up for their first flight and it was an exciting day. The control tower said that we had over 100 aircraft operations that morning! Congrats and thanks to all who supported (Pilots, planes and Ground Crew) the event. A special Thanks to Pam Straus and Adam Yavner for manning the booth and coordinating Eagles to their Pilots!



EAA 323–Sherman HS Aviation Success!

By Ed Griggs

EAA323, along with Texoma Aero Club, Rise Aviation, helped to participate in an Aviation day for Sherman High School students who are interested in a career in Aviation. Students were provided training in various areas of aviation that were not just limited to Pilots, many of these areas included an insight into Maintenance, Avionics, and Structural.



SHS students lining up for a tour through a Hawker-400, a Corporate jet with Keith Frank, John Halterman and Steve Riffe



Keith Frank, Sean Noel and Rex Lawrence also gave an introduction into the process of getting a Pilots license and what some of the requirements were.



[Sherman ISD students explore aviation careers](#)

By Britney Dixon <https://www.kten.com/story/42672536/sherman-isd-students-learn-about-aviation-careers>

DENISON, Texas (KTEN) -- This is the first year Sherman High School has offered an aviation program for its students.

Teachers say there is a high demand for pilots and mechanics in Texas over the next 10-20 years. Junior Benjamin Gardner said the district's aviation program falls right in line with his goals, and he is thankful to have a mentor early on. "Ever since I was a little kid, I've wanted to join the Air Force and be a pilot," Gardner said. "In the new school, we're going to have a flight simulator."



Sherman High School junior Benjamin Gardner said the aviation program falls right in line with his career goals. (KTEN)

Sherman High School junior Benjamin Gardner said the aviation program falls right in line with his career goals.

Philip Ellis, Sherman's aviation teacher, worked in baggage before moving his way up to management. He said he left American Airlines so he could share his passion with these students.

"If you have someone who's been hands-on and wants to show them what it's about, I think just the energy in the classroom helps the learning environment," Ellis said.

"[Mr. Ellis] also said personally, he's going to help coach me through the steps to becoming a pilot since he worked in an airline," Gardner added.

In the past four months there have been two plane crashes in Fannin and Grayson counties. United Airlines First Officer Keith Frank said the course also helps students learn flight safety early on.

"Aviation is not a set of skills; aviation is a thought process, and the earlier we can start getting kids thinking about aviation, the earlier we can get them working that mindset into that safest possible course of action, the safest pilots they're always going to become," Frank said.



Sherman High School students explore the world of aviation. (KTEN)

[Sherman ISD starts new aviation program for students](#)

By Braylee McCoy <https://www.kxii.com/2020/09/23/sherman-isd-starts-new-aviation-program-for-students/>

SHERMAN, Texas (KXII) - Sherman ISD started a new program this year for students interested in aviation.

"I have a big interest in aviation and I want to make it a career choice so coming to see behind the scenes might really flake up my interest and get to learn more," Sherman High School junior Sadi Baeza said. Baeza is one of about 40 students part of the aviation program that started this year.

The class went to the North Texas Regional Airport Wednesday to learn more. An opportunity Baeza said she appreciates since she wants to be an Air Force pilot one day.

"We're taking a tour at the airport and learning the basics of aviation like maintenance, fueling, some flying and behind the scenes type things," Baeza said.

Aviation teacher Philip Ellis worked for American Airlines for about eight years. He said the new high school will have an aviation lab and drone equipment for the class.

"Students can learn from aviation and pursue an education in it, you don't even need a college degree for certain things like mechanics or if someone wants to go into air traffic control, so our first year we're just trying to get students hyped about aviation," Ellis said.

Ellis said Saturday a group of students have signed up to tag along on a flight with a pilot through a non-profit called Eagle's Nest.

"I did register for the Saturday going up flight so that will be fun," Baeza said.

Coordinator of Career and Technical Education, Katie Morris said students can earn drone verification at 16-years-old and start working toward their private pilot license. "We brought the aviation program to Sherman ISD because we saw a need in the field for more pilots and maintenance crew," Morris said. The class is an elective offered to students right now.

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VMC Club

By Ed Griggs

Non-instrument rated pilots who want to improve their proficiency now have an excellent new resource through EAA's VMC Club.

The VMC Club is modeled after the popular IMC Club concept which provides organized "hangar flying" focused on building proficiency in instrument flying. The VMC Club will do the same, but for pilots who are not instrument rated and fly primarily under visual flight rules and under VMC.

The VMC Club offers monthly meetings in which pilots can network and share knowledge and experience. The meetings use real-world scenarios to engage members and allow a free exchange of information that improves awareness and skills. The intent is to create a community of pilots willing to share information, provide recognition, foster communications, promote safety, and build proficiency.

All EAA members are automatically eligible to take part in VMC and IMC Club programs in their local chapters. VMC Club is supported by Jeppesen.



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WINGS - Pilot Proficiency Program

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

Welcome to the WINGS – Pilot Proficiency Program!

The objective of the WINGS Program is to address the primary accident causal factors that continue to plague the general aviation community. By focusing on this objective, we hope to reduce the number of accidents we see each year for the same causes. As you will see, it is not a simple "Award" program but is instead a true proficiency program, designed to help improve our skills and knowledge as pilots.

The WINGS - Pilot Proficiency Program is based on the premise that pilots who maintain currency and proficiency in the basics of flight will enjoy a safer and more stress-free flying experience.

You select (in your Airman Profile) the category and class of aircraft in which you wish to receive training and in which you wish to demonstrate your flight proficiency. Requirements for each aircraft category and class include specific subjects and flight maneuvers. To ensure you receive a well-rounded learning experience, only certain flight activities fulfill specific credit requirements. More information about how these subject areas are selected is available on your MY WINGS page.

The program encourages an on-going training program that provides you an opportunity to fly on a regular basis with an authorized flight instructor. The program is most effective if the training is accomplished regularly throughout the year, thus affording you the opportunity to fly in different seasons and in different flight conditions.

Reviewing and refreshing your knowledge is just as important as actual flying. To meet this goal, we provide you many opportunities to complete online courses, attend seminars and other events, and participate in webinars. Many 3rd party activities, such as those offered by AOPA, ASA, Sporty's, Gleim Publications, and others, qualify for WINGS credit and will indicate such credit on their web site.

In almost all cases, arrangements have been made with the FAAS team to automatically provide WINGS credit after the activity. However, please allow at least 24 hours before inquiring about WINGS credits. Remember, if you have questions about a course or activity, check with the provider. If you have a question about the WINGS Program, contact faasafety@faa.gov

Note that completion of any Phase of WINGS satisfies the requirement for a flight review. So not only will you complete a review of the most common weak areas that have led others to the accident site, but you end up with a flight review, as well!



EAA 323 2021 Program Calendar

By Ross Richardson

The EAA 323 Officer's and Board of Directors met at Brushy Creek on Oct 3rd to discuss planning for 2021 and here are the results:

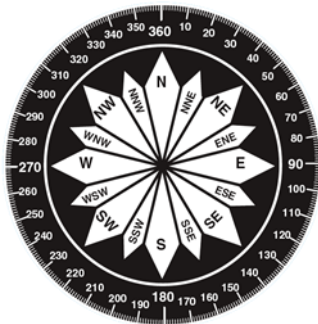
2021 Planning Calendar

Month	1st Saturday Events (Responsibility)	Planned Program	Program Responsibility
Jan	9 th - Review T33 Project at Alert Hangar	21 st - There I was at 5000 ft....Your stories	Steve Straus
Feb	6 th - Cabin Fever @ Cedar Mills 3T0, Camping and Cabins	18 th - Awesome Simulator	Chris Frederick
Mar	6 th - Finney Field Fly Out Ed Griggs/Joe Nelsen	18 th - Here is what I learned from my homebuilt project	Frank Connery/Steve Riffe
Apr	3 rd - Pancake breakfast and fly-in at Sherman Municipal Airport (KSWI), POC: John Halterman 25 th - Young Eagles Day at Sherman Municipal Airport (KSWI) 1:00PM, POC: John Horn	15 th - SHS Aviation program TBD	Sean Noel
May	1 st - Mid America Museum/Mt Pleasant 8am - 12pm, POC: Mike McLendon	20 th - Charts and Legends	Rick Simmons
Jun	5 th - Charts and Legends Practical Planning session after @ Cedar Mills (3T0), POC: Rick Simmons	17 th - Aircraft Project Discussion	John Halterman

CHICKEN WINGS



BY MICHAEL AND STEFAN STRASSER



Pilots are terrible at math. I keep asking them what $300 + 90$ is, and all of them keep saying 30.



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Quiz: 6 Questions to See How Much You Know About Airspace

By Corey Komarec • 06/12/2020 https://www.boldmethod.com/blog/quizzes/2020/05/how-well-do-you-know-airspace-find-out-with-these-six-questions/?fbclid=IwAR1qAmtyiP_MOHiCrzhkbt0VPAoeBZyW0eOV77MNNWcoymhCtAM6EekKwzE



1) What is one of the primary differences between warning areas and restricted areas?

The U.S. doesn't have sole jurisdiction over warning areas.

Warning areas are located over land and restricted areas are located only over water.

Local VFR and IFR traffic are allowed to pass through warning areas without clearance whereas restricted areas are almost always prohibited to nonparticipating aircraft.

Warning areas are controlled by the U.S. Army and restricted areas are jointly controlled by the U.S. Air Force and Marines.

2) What minimum equipment is required for you to enter Class B airspace?

Two-way radio, a transponder (any type), and a backup altimeter.

Two-way radio and ADS-B equipment.

Two-way radio, a transponder with altitude reporting capabilities, and ADS-B Out equipment.

Two-way radio, a transponder (any type), and at least one VOR receiver.

3) What is the maximum speed you can fly under the shelf of Class B airspace?

250 knots

240 knots

230 knots

200 knots

4) What is an MOA?

Mountain Obscuration Areas; Special use airspace used to designate high-risk areas for controlled flight into terrain (CFIT).

Military Operations Area; Special use airspace used to separate military aircraft and nonparticipating aircraft.

Mission-Oriented Airspace; Special use airspace used for training purposes only by search and rescue aircraft.

Maintenance Operations Airspace; Designated airspace that is most susceptible to navigation errors due to maintenance work being performed on nearby ground-based navigation aids such as VORs.

5) What are the Class G weather minimums during the day if you're below 1,200' AGL?

1 SM visibility and a cloud clearance of 500' below, 1,000' above, and 2,000' horizontal.

5 SM visibility and a cloud clearance of 1,000' below, 1,000' above, and 1 SM horizontal.

1 SM visibility and clear of clouds.

3 SM visibility and clear of clouds.

6) While in Class B airspace below 2,500' AGL, lower than 10,000' MSL and within 4 NM of the airport, what is your maximum speed?

250 knots

200 knots

230 knots

210 knots



Aircraft of the Month: Luscombe Silvaire 8-F

<https://www.luscombeair.com/.and.html> https://en.wikipedia.org/wiki/Luscombe_8

Luscombe Aircraft was a United States aircraft manufacturer from 1933 to 1950. Donald A. Luscombe founded the Luscombe aircraft company in 1933, in Kansas City, Missouri. Luscombe had already made his reputation as an aircraft designer with the Monocoupe series of light aircraft, but he felt that the tube-and-fabric method of construction was too expensive and inefficient. He planned to create a light aircraft that was all-metal monocoque construction.

Luscombe Aircraft closed in 1949, with its assets purchased by Temco Aircraft, also Dallas-based. Temco built about 50 Silvaire before selling the rights to the Silvaire Aircraft Corporation in 1955.

When TEMCO chose to discontinue production, the Luscombe tooling, parts and other assets were purchased by Otis Massey. Massey had been a Luscombe dealer since the 1930s. His new venture opened in Fort Collins, Colorado, as Silvaire Aircraft and Uranium Corp. From 1956 to 1961, this firm produced 80 aircraft. The make and model for all 80 was Silvaire 8-F, with "Luscombe" shown in quotation marks in company literature. Only one aircraft, N9900C, serial number S-1, was built in 1956. N9900C first flew on September 10, 1956 and was sold, according to the FAA aircraft database, to a dealer, Boggs Flying Brokers, in California the following spring. Six aircraft were built in 1957 (serial numbers S-2 through S7). Serial numbers S-2 and S-3 were shipped via C-46 aircraft to Buenos Aires, Argentina. The first aircraft was constructed from spares or MRB parts that were serviceable but remaining from TEMCO's prior production. TEMCO supplied enough inventory for the completion of approximately four aircraft.



Specifications Silvaire 8-F

Data from Jane's All The World's Aircraft 1961–62

General characteristics

Crew: one
Capacity: one passenger
Length: 20 ft 0 in (6.10 m)
Wingspan: 35 ft 0 in (10.67 m)
Height: 6 ft 3 in (1.91 m)
Wing area: 140 sq ft (13 m²)
Empty weight: 870 lb (395 kg)
Gross weight: 1,400 lb (635 kg)
Fuel capacity: 25 US Gallons (95 L)
Powerplant: 1 × Continental C90 air-cooled flat four, 90 hp (67 kW)
Propellers: 2-bladed metal fixed pitch, 5 ft 11 in (1.80 m) diameter

Performance

Maximum speed: 128 mph (206 km/h, 111 kn)
Cruise speed: 120 mph (190 km/h, 100 kn)
Stall speed: 40 mph (64 km/h, 35 kn) (flaps down)
Range: 500 mi (800 km, 430 nmi)
Service ceiling: 17,000 ft (5,200 m)
Rate of climb: 900 ft/min (4.6 m/s)



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. Thanks!!

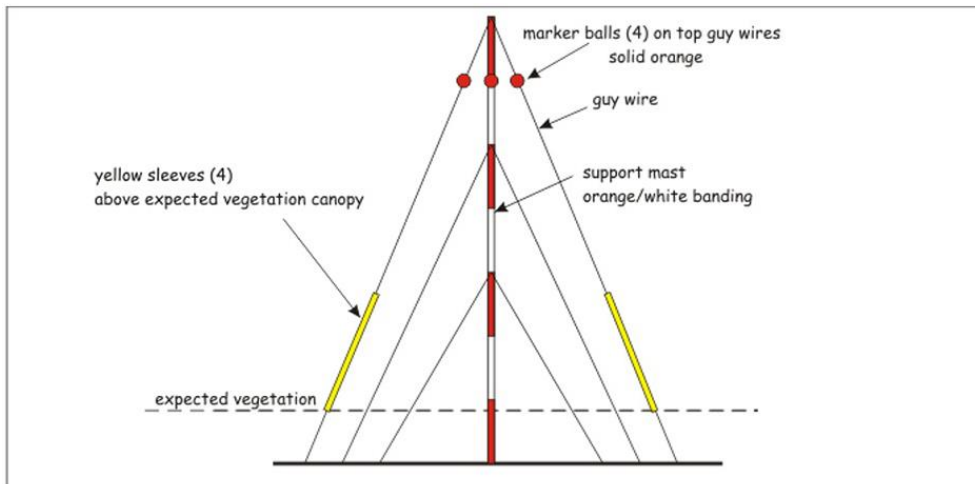
An online EAA Builder's Log that is free for all EAA members to use to document their projects and demonstrate compliance with the FAA's 51 percent rule. If you're a homebuilder who hasn't yet utilized the FREE online EAA Builders Log, you're missing out! Go to <https://eaabuilderslog.org/?blhome> and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

Aviation Words — MET Towers

By Ian Brown, Editor

A recent TC advisory circular, AC 601-005, referred to MET towers and their risks to aviators. These towers, often associated with wind farms, are set up to measure meteorological conditions, primarily wind. We should all be aware that it's our responsibility to make sure that we know of ANY obstacles in our flight path. A meteorological tower can be quickly erected and decommissioned. Nav Canada maintains a list of these towers.

Meteorological towers tend to be less than 90 meters (300 feet) in height so if you don't fly locally where this might be a problem, then this probably doesn't affect you. If you do have a local aerodrome where there might be a concern with MET towers over 90 meters in height, you might want to check your local area for the erection of new MET towers, especially if you are a crop duster er . . . crop sprayer . . . aerial application specialist, or just a paramotor flier out for fun.



Answers to the Quiz on Page 11

According to the Pilot's Handbook of Aeronautical Knowledge, the main difference between warning and restricted areas is that the U.S. doesn't have sole jurisdiction over warning areas that are found over coastal and international waters.

The minimum equipment required to enter Class B airspace is a two-way radio and a transponder with altitude reporting capability.

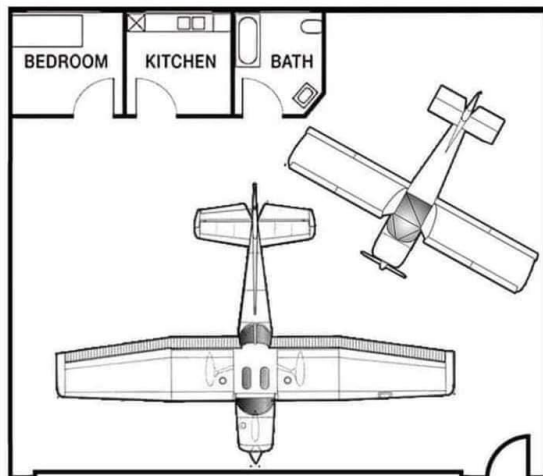
The maximum allowable speed to fly under the shelf of Class B airspace is 200 knots.

An MOA or Military Operations Area is designated special-use airspace where military aircraft execute training missions. This airspace is used to separate military aircraft from nonparticipating aircraft.

During the day below 1,200' AGL, you must have at least 1 SM of visibility and you must remain clear of the clouds.

Unlike other forms of airspace, such as Class C airports, where the speed limit is 200 knots when below 2,500' AGL and within 4 NM of the airport, Class B airspace does not have a maximum speed. However, any time you're less than 10,000 MSL feet in the CONUS, your maximum speed is 250 knots, regardless of airspace, unless your plane cannot safely operate that slowly. (FAR 91.117)

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n168tx@flytx.net

Supporting Our Community, Shop Local, Shop Texoma:

By Todd Bass

Connect. Shop. Buy.

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

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

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

FASTSIGNS® 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.exp Realty.com/index.php>



Vogel Allstate Insurance Group

5621 Texoma Pkwy, Sherman, TX 75090

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



5629 Texoma Pkwy,
Sherman, TX 75090
903.893.BIKE (2453)
TexomaBicycle@gmail.com



Keep Calm SHOP LOCAL

Here are some ways you can continue to support our local businesses during this season where they may experience economic hardship.

- Buy gift cards now for later use.
- Buy items now for future pick up.
- If you know a business owner, ask how you can help them during this time.
- Keep your membership current. Most places rely on your dues to operate.
- While tipping is always a good practice, now is a time to be particularly generous.



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.

10/14/20 @ 7 p.m. Subject: Strategies for Limiting, and Protecting Yourself from, Liability as an Aircraft Owner/Renter
Presenter: Jack Harrington, Paul Herbers, Alan Farkas, and Jim Anderson

This webinar will cover contractual liability that may affect an aircraft owner or renter through hangar leases, airport use agreements, and agreements with FBOs or other entities. It will also reference aviation-related waivers that might either limit or increase an airman's exposure to potential liabilities. The session will provide specific examples of common injury and property damage claims that arise in aircraft operations. The presenters will comment on effective utilization of aviation releases and their legal effect. The webinar will also address the realities of aviation insurance coverage in this day of increasing premiums and limited liability coverages. Finally, council members will explain the relationship between the aircraft owner's or renter's insurance coverage, and the coverage provided by EAA for Young Eagles flights.

10/20/20 @ 7 p.m. Subject: Emergency Bailout Procedures for Pilots and Survival Equipment
Presenter: Allen Silver **Qualifies for FAA WINGS credit.**

Allen Silver is an FAA master parachute rigger and former FAA-designated rigger examiner who will be talking about how to use a parachute in an emergency bailout and some survival equipment pilots can use. Do you have a plan if you have an emergency? Do you have the right parachute fit for you? Once you decided to bail out of your aircraft do you know what to do next? These are some of the questions that will be answered during this webinar. You may download handout material from Mr. Silver's website at www.silverparachutes.com to use during and after the presentation.

10/27/20 @ 7 p.m. Subject: Flying Clubs – Growing Participation in Aviation
Presenter: David Leiting

EAA's initiative to support the formation of flying clubs by the members of EAA's chapter network continues to grow, and David Leiting from the EAA will help you learn the ins and outs of forming a separate nonprofit flying club at your local airport!

11/3/20 @ 7 p.m. Subject: Van's RV-14 HOMEBUILDERS WEBINAR SERIES
Presenter: Greg Hughes

Greg Hughes of Van's Aircraft will discuss their latest design, the RV-14.

11/10/20 @ 7 p.m. Subject: The International Aerobatic Club Turns 50 Years Old and It's a Golden Birthday!
Presenter: Mike Heuer and Lorrie Penner

IAC historian Mike Heuer and IAC magazine editor Lorrie Penner will take you on a ride 50 years in the making. Find out how the IAC got its start, how it has evolved through today, and where they see themselves 50 years from now. Hear stories that you may have heard before and a few you may have never known.

11/11/20 @ 7 p.m. Subject: True or Magnetic?
Presenter: Prof. H. Paul Shuch **Qualifies for FAA WINGS credit.**

Pilots are frequently confused by compass corrections. Is East always Least? Is West really best? Why are runway headings referenced as magnetic, but METAR and TAF winds reported as true? What's the difference between a course and a heading? When do you use which? Get your bearings with this webinar, which qualifies for FAA WINGS credit.

EAA Webinars sponsored by



Upcoming Events

- Saturday, Oct 17 Monthly Gathering at Texoma Aero Club hangar, North Texas Regional Airport (KGYI), 9:00am
Subject: How to get started in a homebuilt with Jim Smisek
- VMC Club Monthly Gathering at Texoma Aero Club hangar, North Texas Regional Airport (KGYI),
immediately following the Regular Chapter meeting
Subject: Pilot Workshop Online Scenarios
- Movie at the Hangar Night, Texoma Aero Club, 6:00pm
- Saturday, Nov 07 First Saturday Event: Redbarn Café in Sulphur Springs. More information to follow!!
- Saturday, Nov 17 Monthly Gathering at Texoma Aero Club hangar, North Texas Regional Airport (KGYI), 7:00pm
Subject: Chili and Project Walk Around with John Halterman
- Thursday, Dec 17 Christmas Party @ 6:30PM at the Richardson's. More details to follow.

Officers/Board of Directors/Key Coordinators

Name	Position	Email Address	Contact Number
John Halterman	President	john.f.halterman@hotmail.com	903-819-9947
Paul Tanner	Vice President	planetanners@yahoo.com	903-819-1940
Sean Noel	Secretary/ VMC Coordinator	sean_noel23@yahoo.com	903-816-0094
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 / 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: