



The Ramp Page April - May 2022

Vol 53, Ed 05

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



Email: ea323@hotmail.com

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

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President's Mission Brief:

By John Halterman

Hello EAA 323!

I'm writing this just after our EAA 323 Pancake Breakfast and FlyIn. We had an excellent turnout with most of the ramp including the grass areas for tailwheels filled up at one point this morning. We also received nice donations from the event, donations that will help Us to continue our activities for the Texoma area! I do need to thank PK solutions, Cedar Mills Resort, Texoma Aeroclub, and EAA 323 members for the food, supplies, and volunteers. Well done!



Saturday morning before pancake fly in. Some low clouds and haze over the Red River!

As for upcoming activities, on Thursday May 19, 7 pm, Sherman Muni Airport Terminal will be our annual Charts N Legends event hosted by Rick Simmons. It'll be a great review of some history in aviation and a set up for our June Saturday event.

On Saturday June 4 at Cedar Mills Airport, we will have a glide to landing competition to make up for last year's weather. The target is to glide from over the Willis Bridge at a specified altitude to land at Cedar Mills (3T0). Competition starts at 10 am. A board meeting will start at 9am at the hangar on the west end of the airport to discuss some general business and set the agenda for the 2nd half of 2022. Feel free to join the meeting.

Also, Frank Connery will be helping with badges for club members to ensure all have one. When you're at a chapter meeting, just let us know and we'll get you fixed up. We're in the process of ordering more.

Recently, we had a Young Eagles event and flew 10 (it was a make up for a rain date) and had a good conversation on aircraft insurance. Thanks to everyone for making this happen.

Last, the RV14 project is progressing. If you want to participate and help out or just stop by, contact Frank Connery or Steve Riffe for details.

Take care!

John F Halterman

EAA 323 President



EAA 323 Monthly Gathering (Apr): “Just in case” with Chad Smolik

By Ed Griggs



Aviation Insurance Experts is an independent insurance agency like no other.

We are a complete Aviation Insurance agency and a complete Property and Casualty Insurance agency all in one. It is comprised of the best companies where the real experts work behind the scenes for your benefit. Each of these companies specialize in different insurance products. You benefit by getting the best insurance products that fit your needs at the best price available.

Chad Smolik
5713 Comanche Peak Drive
Fort Worth, TX 76179
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682-583-0474

At our last gathering, Chad Smolik, Aviation Insurance Experts, gave us an informative presentation and direct “speak” about Insurance and how to ensure that you and yours are covered in case of an emergency, which hopefully, you will never need to deal with!

“I was raised in the cockpit and started flying at 16 years of age. Got my private license in 1985 at 18 years old. Went to college, met a girl, got married at 20. Started a family at 21 and that ended the money for flying but I was always around aviation. Raised 4 kids, 3 boys and a girl (Amanda).”, Chad stated.

Ironically, it was Amanda that showed an interest in aviation which got back him back into the cockpit after 27 years. Today, she is awarded by AOPA as a distinguished flight instructor and ranked in the top 100 flight instructors in the nation. She helped start a flight school 3 years ago and it is ranked in the top 6. She just turned 25 years old with about 3,500 flight hours and 400 multi engine instruction given.

“Professionally, I was a Stockbroker when 911 occurred. After 911, I switched to insurance. With over 20 years of insurance experience and a lifetime of aviation experience, Aviation Insurance Experts is the mix of my profession and passion.



Picture of Chad with the Crowd!

Young Eagles Flight celebrates introducing potential new “Pilots” to the air!

By Ed Griggs

Sunday, April 30th, EAA 323 flew 10 Young Eagles. Thanks to all the pilots and ground crew that helped out. It was a great to see that participation!



Ross Richardson helping Michael Mitchell to park his Vans RV-12



Rick Simmons arriving to help out!



John Halterman, Club President, walking around, making sure that everything is running smoothly!



John Horn arriving in his Kitfox!



Mike Montefusco arriving in his Calidus Rotorcraft! Loving the new paint scheme!



Pancake Breakfast fundraiser a success!

By Ed Griggs

What a showing we had on Saturday, May 14th and if you missed it, you missed a good one! We had at least 30 planes to show up and even more foot traffic! It was a very successful Breakfast!!



Steve Riffe, Frank Connery, Leldon Locke and John Horn forming the heart of the Pancake serving line!



John Halterman showing off his artistic skills!



Ross Richardson and his wife, Paula, enjoying breakfast before heading back to the line!



Waadee Hudson, Pam Horn, and John Halterman enjoying an early morning cup of coffee! And what a morning it was!



Master Chef Rick Simmons keeping an eye on the line! Remember, "Don't pat and flip once!"



Proof that we will let anyone show up at our Fundraisers!



Great group of people having breakfast, enjoying the fellowship of each other! That's what it is all about!



Texoma Aero Club making strides and beginning their 4th year of service to the Texoma area!

By Michael McLendon

Texoma Aero Club members and Aircraft can be found just about everywhere! From helping out with fly-ins to Young Eagles flights, TAC is there to assist and help out!



TAC became a reality by a few EAA 323 members deciding to fill a gap in aviation in the Texoma area. There was no club available for those who wanted to fly but had no desire or need to own an aircraft. In 2018 we did it, establishing a club with the help of AOPA and EAA and a lot of research and discussion, desire and faith.

TAC celebrates the end our 3rd year of operation at North Texas Regional Airport (NTRA)(KGYI) and is beginning our 4th year, welcoming new members and another CFI, Trey Bradshaw, who is a graduate of SOSU, Durant and Flight Instructor at the college. You can contact Trey at (903)818-7592 or treybradshaw3@gmail.com.

Trey joins our growing list of instructors who have made TAC a successful flying club: Sean Noel, Daniel Hileman, Adam Yavner, John Halterman, Jim Hankins, Zion Otto. Note, as a club member, you may retain any CFI for flight instruction, either on our list or your choosing. The CFI does not have to be a club member but the club requires a completed CFI application with credentials.



“Lucy” the club 172, is equipped with IFR. Using 8 Gallons per hour at \$85/ hour dry. If you haven’t flown her recently, check the weather and make a reservation.

Our aircraft use Ethanol free MoGas 91 octane (as well as 100 LL AVgas) and is currently available at \$4.26 per gallon. Aircraft are available to club members only so check out our website for club membership information.

Nathan Wieck Club, newly elected Board member, recently achieved his Private Pilot Liscence in 2021. If you want more information on his experience and cost of obtaining a PPL, contact him at nathan.wieck@gmail.com.

We established the Third Tuesday in the month as our meeting date unless there is some circumstance whereby we cannot meet.



“Glenda” N4594U, has been outfitted with a new certified transponder and GPS source (Trig 22) for ADSB out capability. With fuel cost under \$5 per gallon and hourly rate of \$60 per hour dry, you can fly for under \$100 per hour.

Come check us out at Hangar E2 (just north of the the Control tower at North Texas Regional Airport (NTRA)(KGYI)) You can contact me at michaelmclendontac@gmail.com or text me at (404)825-4795 for further information about Texoma Aero Club. Come to Have Fun, to Learn, and above all else, Be Safe.

Pilots N Paws:

By Rich Kreekon

The next time you are thinking about that \$100 hamburger, might I suggest that you look up Pilots N Paws. Pilots N Paws is a 501c3 charitable organization who, through the help of general aviation volunteer pilots, transport rescue animals by air.



The mission of Pilots N Paws is to provide a user-friendly website communication venue between those that rescue, shelter, and foster animals and pilots and plane owners willing to assist with the transportation of these animals. Founded in February of 2008, Pilots N Paws continues to make a difference in the lives of innocent animals.

We have flown thousands of rescue animals, military working dogs, service dogs, and dogs soldiers have adopted from war zones to safe havens provided by rescues and families.

We encourage everyone to please alter your pets and become responsible pet owners.

Together we are making a difference and will continue to do so as long as this need exists. To find out how you can help, please visit pilotsnpaws.org.



[How to Sabotage Your Flight Training!](#)

By Rod Machado, May 2021, <https://rodmachado.com/blogs/learning-to-fly/how-to-sabotage-your-flight-training>

Are you interested in sabotaging your flight training experience? OK, then let me help. Here's how to do it.

Before you begin your flight training, demand to fly with as many different instructors at the flight school as you possibly can. Insist on being bumped from one instructor to the next. Don't fly with just one instructor. Switch instructors every few hours to obtain the different perspectives they offer about how to fly an airplane. Whatever you do, don't fly with one instructor long enough for him to develop an understanding of how you learn. You don't want that knowledge to get out. If, perchance, you begin to trust one instructor, then treat this like a prison break—get out of there quick: run, leave, scoot, scat, boogie. Switch instructors immediately because you never want to trust anyone in aviation (that's how they get you). Most importantly, if an instructor starts trusting you and begins offering you more cockpit responsibility, then it's time to switch instructors again.

It doesn't take a Sherlock Homeboy to get my drift here. This is the worst possible advice anyone can give a student pilot. Unfortunately, it's advice similar to what many student pilots hear when they sign up for flight training at some (by no means "all") flight schools. The sad part is, it's also advice that almost guarantees a student's inability to make acceptable progress toward earning a private pilot certificate if he or she makes any progress at all.

For instance, at a local Southern California flight school, one young lady was forced to switch back and forth between eight different instructors as they became available for training. After eight months, nearly \$15,000 in debt and no solo, she quit flying out of frustration. What a terrible shame it is to ruin someone's ability to experience and enjoy aviation for the rest of her life.

So here's the straight skinny about agreeing to fly with multiple instructors. The only time it's beneficial for you to switch instructors is if your present instructor is incompatible, incompetent, incapable or unwilling to teach you properly. Heavens knows there are instructors like this in aviation, and they should be avoided at all costs. If you have a bad CFI, then find a better one. If you have a good CFI, then elect to train with that person exclusively until earning your certificate. Period! You are the consumer and you have every right (and personal responsibility to yourself) to choose the person with whom you want to train.

Believe it not, some flight schools will try to convince you that it's in your best interest to fly with many different instructors during your primary training. If you believe this nonsense, then you might also believe that the Bronze Age began with the invention of the tanning bed (it didn't). What these flight schools don't tell you is that the only benefit occurring here goes to the flight school, not you, the student.

With many part-time instructors on staff or a high turnover of CFIs on staff, it's in the school's best interest to keep those instructors busy. I don't begrudge them for doing this, but I'm not an advocate for these types of schools. I'm an advocate for student pilots. So let's examine the methods of persuasion that flight schools use to promote flying with multiple instructors instead of just one good instructor.

The most common reason flight schools promote flying with many different instructors instead of flying with the best instructor for you is availability. Students are told that they'll never have to worry about scheduling a lesson because there's always at least one instructor with an opening in his schedule. While that might be true, how does this benefit you? Well, there's no benefit here because the flight school assumes that all instructors teach equally well (very unlikely, in my opinion). If you're considering a flight school based solely on the number of available flight instructors, then your priorities (and chakras) need realignment. Your objective shouldn't be "I just want to fly and I don't care who teaches me." Instead, it should be, "I want to train solely with the best instructor for me." (Please read my article on "How to Find a Good Flight Instructor.")

Instructor availability at a flight school should be assumed, otherwise, why would you even consider training at this school? I wouldn't purchase a car based on whatever car is on the dealership's lot that day. I look for a specific car—the best car for me—then I visit the dealership selling that brand. Your objective is to look for a flight school with the best instructor that fits your needs, then create a schedule to fly with this person exclusively. Rest assured that any flight school attempting to bump you from instructor to instructor is doing this more for its benefit than yours.



FunPlacesToFly

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

When the “instructor-availability” Jedi-mind-trick fails to persuade you, some flight schools will then unleash their next most popular tool of persuasion. I call this the “many perspectives” approach. In these instances, flight school managers attempt to convince you that flying with several different instructors provides you with many more perspectives on how to pilot an airplane.

Perspectives? Hmm, doesn't it seem as if someone is trying to enroll you in an art class? If you encounter the “many perspectives” sales pitch, then ask the flight school manager why you need so many perspectives on how to fly an airplane when you don't, as yet, even have one perspective on the subject. The fact is that if you fly with a good instructor, then he can at least teach you to fly as well as he does, right? Right! So you only need one perspective—your “good” flight instructor's perspective—when learning to fly, especially since no art class is involved.

The “many perspectives” idea is a guaranteed way to confuse any student during training. Fly with three instructors and you get three different views on how to fly an airplane. Ten instructors; ten different views, and so on. Yes, these differences might appear relatively minor to an experienced pilot. To a beginner, they can represent conflicting and contradicting opinions about flying that turn sense into nonsense.

Some flight schools will tell you that all their instructors use the same syllabus for training; therefore, there are no differences in how students are taught. If you believe that, then you must also believe that the Iron Age was a time when people wore neatly pressed clothing (it wasn't). A syllabus only tells an instructor what to cover and when to cover it. It doesn't tell him “how” to cover a topic—a disposition dependent on the instructor's experience, skill, knowledge, etc. This is where differences between instructors can inspire confusion and distraction in a student's mind.

There's another big—and I do mean BIG!—downside to the “many instructors” recommendation that some flight schools fail to share with you. Training with one “good” instructor instead of many different instructors means that no single instructor acquires a contiguous history of your training personality. No single instructor learns your strengths, weaknesses, skills, capabilities, and learning strategies. Consequently, no single instructor fully learns how you learn.

When you switch from instructor to instructor every few hours, each instructor needs to verify your skill level to his satisfaction “once again” before you advance in training. That means you'll spend unnecessary time reviewing material already learned. Ultimately, training delays increase and additional money is spent inefficiently on training. If you want proof of this, then ask any student who, by default, ended up losing instructor after instructor due to being hired by an airline. Years ago in Fairbanks, Alaska, I met a student who ended up having 15 instructors over a two-and-one-half year period. She finally ended up with a private pilot certificate and spent \$35,000 in the process.

Perhaps the most important and often unrecognized reason for limiting your training to one good instructor is trust—trust in your instructor. Trust means predictability, which means you don't need to keep second-guessing your instructor's behavior. Trust implies that you're confident that your instructor will keep you safe and prevent you from being harmed. A lack of trust means you'll never quite relax in the cockpit. The way students learn to trust their instructors is by spending time training with them—one on one—and not by switching from instructor to instructor. There is no substitute for trust when it comes to fortifying and accelerating the flight training experience.

Just to be clear, I'm not saying you shouldn't fly with part-time instructors. I'm saying that, if you are going to fly with a part-time instructor because he or she is a real pro, then train with that person exclusively. Yes, it may take more time to earn your pilot certificate. However, if this is the only option you have for training, then it's clearly the best option for you. The fact is that some flight schools endorse the “many instructor” program not because it's good for you. They do so because it's good for them. Your objective in taking lessons is not to keep the flight school in business. It's the flight school's business to stay in business. Your objective is to learn how to fly safely at a reasonable cost all the while enjoying the process. Whatever you do, don't participate in sabotaging your flight training by letting the flight school bump you from one instructor to another. Find a good instructor and stick with this person.

As a final note, none of what I previously said matters if you're enrolling in an art class. After all, if one instructor teaches you to paint the eyes and nose on the same side of the face, so be it. If another instructs you to always leave off the subject's left ear and one nostril, that's fine, too. The worst that can happen is that your finished portrait looks like the guy who pointed out a spelling error in the arm-tattoo of a Hell's Angels biker.



EAA323 VMC Club Question of the month: May 2022

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

This month's question:

What is an Arrival Alert Notice? Does your airport have one? Answer on Page 11!

Pilot's Tip of the Month: Open Door In Flight?

Featuring Wally Moran, <https://pilotworkshop.com/tips/airplane-open-door-03-22/>

Subscriber question: "What should you do if your door pops open in flight?" — Francis S.

From Wally: "A cabin door popping open just after takeoff can be a very distracting event and has been the cause of several accidents.



The natural pilot action is to attempt to get the door closed as soon as possible, and this is exactly the wrong thing to do. The most important thing is to maintain aircraft control. In my experience, it is almost impossible to get an open door closed in flight, so don't get distracted trying.

In most airplanes, the door will only open a few inches as there is a lot of airflow preventing it from opening too far. There may be some slight loss of performance, but aircraft control should not be a problem. If your POH has a procedure, follow it. In general, avoid high speeds, and return and land using normal procedures.



Wally Moran
DPE, NAFI Flight Instructor
Hall of Fame

In the worst case scenario, it is possible (but not probable) that the door could come off and hit something on the tail. This is a very low probability, but that could cause controllability problems. So there is good reason to maintain aircraft control and keep the speed from becoming excessive.

If this happens to you, give up on the idea of getting the door closed. Return and land and close the door on the ground."

CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER



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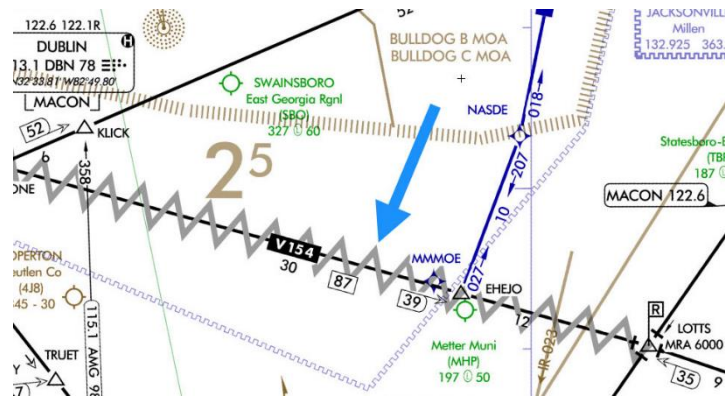
Quiz: Can You Identify These 6 Common Enroute Chart Symbols?

By Corey Komarec | 05/11/2022, <https://www.boldmethod.com/blog/quizzes/2022/05/can-you-identify-these-6-common-enroute-chart-symbols/>

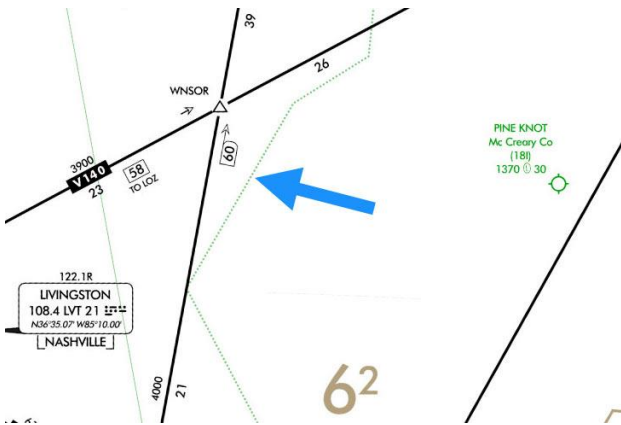
Answers on page 11!

1) What does this zigzag line represent?

<p>Radar coverage loss expected on route</p>	<p>Altered MEA</p>
<p>Unusable route</p>	<p>Route transitions an MOA</p>



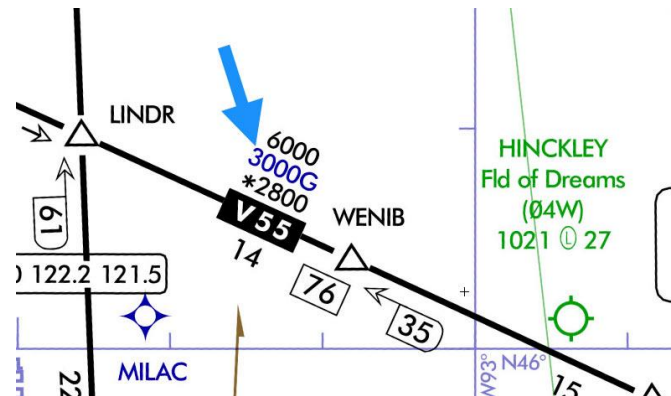
2) This green line represents...

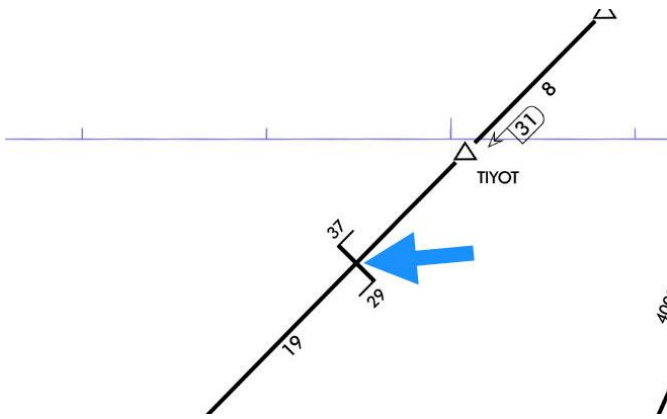


<p>State boundary</p>	<p>Military Training Route</p>
<p>ARTCC boundary</p>	<p>Time zone boundary</p>

3) Why is the "3000G" colored blue?

<p>GPS MEA</p>	<p>OROCA</p>
<p>MAA</p>	<p>MSA</p>



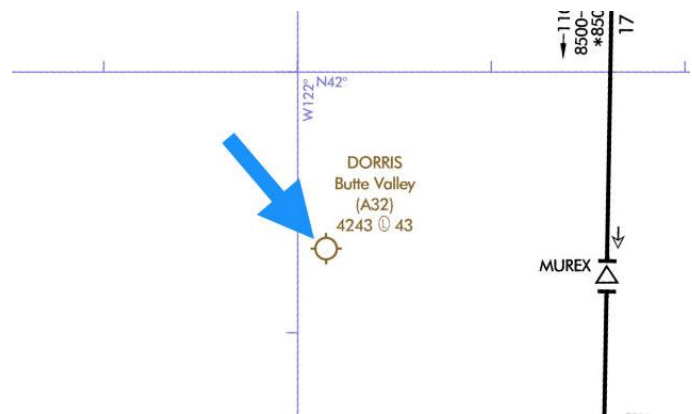


4) This symbol denotes a...

Tactical air navigation fix	Changeover point
Altitude change	DME fix

5) Why is this airport colored brown?

The runway is not paved	An approach at this airport exceeds a normal 3-degree glide path
No published approach procedures	Military operations take place here



6) What does the "X" on top of the VOR/DME represent?

VOR/DME out of service	Minimum Reception Altitude
Compulsory reporting point	Minimum Crossing Altitude



Aircraft of the Month: Aviat Husky

<https://aviataircraft.com/>

Husky's Useful Load \pm 975lbs*

To fully enjoy the backcountry, you need gear. The Husky's practical CG (Center of Gravity) Envelope is designed to let you stow more and carry more – and do it safely.

That means a nicely equipped* Husky aircraft can carry up to 842 lbs, dramatically increasing the mission profile of the aircraft. Other manufacturers may claim high useful load numbers for their planes, but those numbers can be deceiving. The CG Envelope of other planes is significantly less than a Husky's due to the design of the airframe itself. Husky stands alone in its class for its CG Envelope, performance and load carrying capabilities.

A Husky hauls more, but provides impressive fuel economy. You and your passenger, and all the gear you pack, can fly 800 miles without refueling. And, the stamina and brawn of a Husky means you won't have to circle to get over that peak – you can just pull back and climb.

* The Husky has a gross weight in excess of a REAL ton (2250 lbs.) \pm 925lb Useful Load. *Standard features + right side landing light, rear seat and defrost kit, aft stowage, side baggage, base and Garmin 530 = 1358 lbs empty.

Specifications: Globe GC-1 Swift

General characteristics

Crew: one
Capacity: one passenger
Length: 22 ft 7 in (6.88 m)
Wingspan: 35 ft 6 in (10.82 m)
Wing area: 183 sq ft (17.0 m²)
Empty weight: 1,275 lb (578 kg) on wheels
Gross weight: 2,200 lb (998 kg) on wheels and floats
Fuel capacity: 50 US gallons (190 litres)
Powerplant: 1 \times Lycoming O-360-A1P four cylinder, four stroke piston aircraft engine, 180 hp (130 kW)
Propellers: 2-bladed Hartzell Propeller, 6 ft 4 in (1.93 m) diameter

Performance

Maximum speed: 145 mph (233 km/h, 126 kn)
Cruise speed: 140 mph (230 km/h, 120 kn)
Stall speed: 53 mph (85 km/h, 46 kn) flaps down, power off
Range: 800 mi (1,300 km, 700 nmi) at 55% power
Service ceiling: 20,000 ft (6,100 m)
Rate of climb: 1,500 ft/min (7.6 m/s)



Aviation Words – “Fuselage”

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

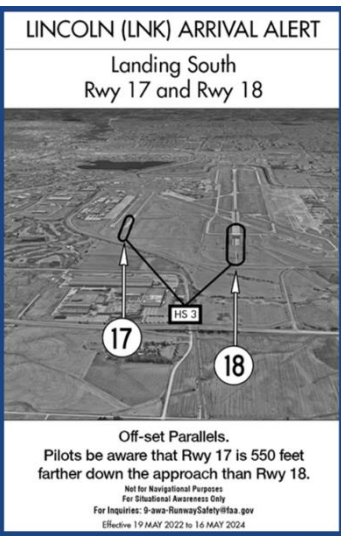
May 03, 2022 – As I've mentioned before, it's surprising how many aviation words come from our French neighbours in Quebec (well, France actually), and “fuselage” is no exception. You may be aware that in French the “-age” on the end of a word might often come from the process of doing something or something happening, much like “-ing” might be used in English. Turn, turning, run, running. Okay, I'm sure you get the picture.

It turns out that a “fuseau” is a spindle or spindle-shaped object. So fuselage means something like a “spindling” or something shaped into a spindle. To “fuseler” something means to shape it into a spindle. So next time you hop into your spindle-shaped aircraft, you'll know why it's got a fuselage.

Much nicer than flying something with a spindle, don't you think?

EAA323 VMC Club Question of the month May 2022: Answer

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



The answer: The FAA is taking several proactive steps to address wrong surface events, reduce the potential for pilot confusion and help improve safety in the National Airspace System (NAS). To manage wrong surface events where an aircraft lines up to or lands on the wrong runway, taxiway, or airport, the FAA releases Arrival Alert Notices (AAN) at several airports with a history of misalignment risk.

Arrival Alert Notices (AAN) are graphics visually depicting the approach to a particular airport with a history of misalignment risk and language describing the misalignment risk. In addition, AANs will incorporate new standardized hot spot symbology as illustrated on the sample AAN below.

The AANs will be released in the May 19, 2022, charting cycle. The FAA will initially release AANs for the following airports and will continue to monitor wrong surface events at these locations to determine whether to create additional AANs.

- Lincoln Airport; Lincoln, Nebraska
- Flying Cloud Airport; Flying Cloud, Minnesota
- Tucson International Airport; Tucson, Arizona
- Reno-Tahoe International Airport; Reno, Nevada
- Palm Springs International Airport; Palm Springs, California
- Reid-Hillview Airport; Reid-Hillview, San Jose, California
- Daniel K. Inouye International Airport; Honolulu, Hawaii
- Idaho Falls Regional Airport; Idaho Falls, Idaho
- McKinney National Airport; McKinney, Texas
- Greater Rochester International Airport; Rochester, New York
- DeKalb-Peachtree Airport; Chamblee, Georgia

Answers to the Quiz on Page 08 and 09

- 1) The zigzag line represents a portion of the airway that has been designated as an unusable route.
- 2) This is the time zone boundary that separates eastern and central time.
- 3) This designates the MEA if you were to be navigating by the use a certified IFR GPS.
- 4) This is a changeover point and this is where you would switch from one navaid to the next.
- 5) When airports are colored brown on enroute charts, it means there are no published instrument approach procedures for any runway at the airport.
- 6) This indicates that there is a minimum crossing altitude when crossing the VOR/DME. In this example, there's a minimum crossing altitude of 11,500' MSL when you're crossing the CHE VOR Eastbound on Victor 101 (MCA V101 11500E).



Supporting Our Community, Shop Local, Shop Texoma:

By Todd Bass

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

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

The answer is simple – shop local.

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

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

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

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



FASTSIGNS®

FASTSIGNS® of Sherman

Todd Bass
1920 N Grand Ave, Sherman, Texas 75090
<https://www.fastsigns.com/608-sherman-tx>



Rebecca Yavner, Agent

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



Vogel Allstate Insurance Group

5621 Texoma Pkwy, Sherman, TX
75090
<https://agents.allstate.com/david-vogel-sherman-tx.html>



EAA Webinars Schedule:

<https://www.eaa.org/eaanews-and-publications/eaawebinars>

These live multimedia presentations are informative and interactive, allowing the presenter to use slides and audio, while audience members can ask questions and be polled for their opinion. Pre-registration is recommended since space is limited to the first 1,000 registrants.



3/8/22 @ 7 p.m.

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

Presenter: Chris Henry and Ben Page

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

5/18/22 @ 7 p.m.

**Subject: Pass Your Checkride, Part 1: Paperwork & Oral Quizzing
Qualifies for FAA WINGS credit.**

Presenter: Larry Bothe

Get your paperwork right so the examiner is happy. Do your homework. Bring everything you need. Learn the common errors in the oral quizzing portion of the checkride, and how to avoid them. You have more control over your practical test than you think you do. Take advantage of these things, and pass the first time.

5/25/22 @ 7 p.m.

**Subject: Pass Your Checkride, Part 2: The Flight
Qualifies for FAA WINGS credit.**

Presenter: Larry Bothe

Do the flight portion of your checkride like a pro. Perform maneuvers in ways that always work. Learn how to correct maneuvers that aren't working out. What will the DPE accept, and what is unacceptable? All this and more in this detailed flight portion guidance to your checkride, including a quick five-minute review of the paperwork and oral quizzing presentation. Fly well, and pass the first time.

6/1/22 @ 7 p.m.

**Subject: Failure to Rotate (Burned Valves)
Qualifies for FAA WINGS and AMT credit.**

Presenter: Mike Busch

Savvy Aviation's Mike Busch discusses the function of exhaust valve rotator caps and their importance to keep unwanted deposits from sticking to the valve seat. Mike will review the causes of burned exhaust valves, and discuss ways to prevent and remediate without removing the cylinder.

6/7/22 @ 7 p.m.

**Subject: One Week Wonder Build: AirVenture 2022
Homebuilders Webinar Series.**

Presenter: Mark Schaible/Charlie Becker

Coming up at AirVenture 2022, EAA will be organizing a group of volunteers to build a Sonex Waix in 7 days. This webinar will provide an overview of the build, equipment, and volunteer opportunities.

6/8/22 @ 7 p.m.

**Subject: Home Flight Simulation for Training and Proficiency – Part II
Qualifies for FAA WINGS credit.**

Presenter: Evan Reiter/John Albers

Home flight simulation is widely considered an essential training aid for proficiency, avionics familiarization, and communications practice. But are you getting the most out of your home simulator experience? Following our introductory session in March, pilots and "flight simmers" from Flight Simulation Association return to present a detailed look at home flight simulation hardware. With a focus on using simulators integrated with real, human air traffic controllers, we'll look at the computers, flight controls, and peripherals that make up the ideal home flight simulator — for beginners through to advanced "simmers."

6/14/22 @ 7 p.m.

**Subject: Aluminum Overcast, the history of EAA's B-17
Museum Webinar Series.**

Presenter: Chris Henry/Ben Page

The B-17 is an icon of World War II, and the legendary bravery of the combat crews is still talked about today. EAA's B-17 tours the country to educate and inspire. Join EAA Aviation Museum staff members Chris Henry and Ben Page as they discuss the history of EAA's B-17, N5017N.



EAA Webinars sponsored by



Upcoming Events:

- Thursday, May 19 EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI),
1200 South Dewey, Sherman, TX @ 7:00pm
Subject: Charts and Legends with Rick Simmons
- Saturday, Jun 04 EAA 323 First Saturday Event: Charts and Legends Practical with Rick Simmons, Planning session at
Cedar Mills (3T0) afterwards.
- Thursday, Jun 16 EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI),
1200 South Dewey, Sherman, TX @ 7:00pm
Subject: Aviation Jeopardy with Mike Montefusco

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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 WWII)*



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