



# The Ramp Page - March 2024

**EAA 323's Monthly Newsletter  
Vol 55, Ed 02  
Sherman, TX  
Celebrating our 55th year of service!**

Email: eaa323@hotmail.com

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

Like us on Facebook @eaa323



**We meet every Third Thursday at 7pm at the Sherman Municipal Airport (SWI)  
1200 S Dewey Sherman, Tx 75090!  
Please come and be our Guest!**

## President's Mission Brief:

*By Frank Connery*

In the words of the Polynesians of the south pacific, BooYah! That is their native greeting. We had a great time cruising the south pacific, and now it's back to work. Sounds like the B737 simulator at SEOSU was a hit on our first Saturday event. Thanks to Michael Mitchell for agreeing to host the tour.



On the horizon is April 8th and a total solar eclipse. We will be joining TAC for a hamburger lunch at their hangar. The peak is around 1:45 not sure when it starts. Maybe 30 minutes prior. Hope to see you there

Mark your calendars, May 9-11 the EAA Ford Tri-Motor is scheduled to visit and sell rides. We will be asking for volunteers throughout that weekend. This is a good opportunity for the chapter to make some money. It's also a flying museum. Fingers crossed for weather. Should be a great weekend.

Hope to see everybody at the meeting and at City Limits at 530 prior to the meeting for burgers. BooYah

Keep 'em Flying,

Frank C



## EAA 323 Monthly Gathering: Ray Aviation Award presentation:

By Ed Griggs

Those who were present during this past Gathering were treated to the Official awarding of the Ray Aviation award to our very own, Tucker White. Tucker is a Junior at the Sherman High School, plays the clarinet in the Band and had the lead in the schools production of "Oklahoma". Now, in his spare time, he will be attaining his Private Pilots License.

He stated that "while time is on his side, he has not made the choice between going Military or Commercial"! Either way, Congratulations and best of luck in this, as well as future endeavours.



Tucker White and Scott Johnston,  
Sherman High School Principal



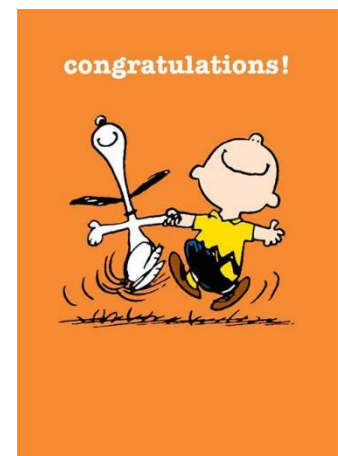
Mike McLendon (TAC President), Meredith White (Mom), Tucker, Tony White (Dad), Pamela Howeth (Sherman City Council), Thomas O'Neal (Sherman ISD Deputy Superintendent)



Rex Lawrence (EAA323 Vice President), Mike McLendon (TAC Club President), Meredith White (Mom), Tucker White, Tony White (Dad), Mr. and Mrs. White (Grandparents)



Whether young (18+) or old(er), Contact  
Mike McLendon, EAA 323's Eagle  
Coordinator for a free  
Introductory/Discovery flight!





## Challenge Air For Kids & Friends

By Mike McLendon

Challenge Air For Kids & Friends is excited about the 2024 Dallas Fly Days we have, allowing you to share your passion for flying with our special Co-Pilots. We are looking for pilots to fly with us on March 17th AND April 6th at Dallas Executive Airport. Pilots can donate their time to help children with special needs experience a pivotal point in their lives. Taking flight reveals new opportunities for the children and a day our Co-Pilots won't forget.



**PILOTS AND VOLUNTEERS NEEDED TO HELP FLY KIDS WITH SPECIAL NEEDS!!**

**SATURDAY APRIL 6TH**

Challenge Air for Kids and Friends, a national children's nonprofit organization, is recruiting volunteers, and pilots for its "Fly Day" event.

**REGISTER**  
**CHALLENGE.AIR.ORG**

**Saturday, April 6th, 2024**  
Hosted by Ambassador Jet Center  
5225 Voyager Drive, Dallas TX 75237  
Dallas Executive Airport

- ✓ As a pilot, you'll have a dedicated load team to assist with the loading and support of the VIP co-pilots and their families.
- ✓ Pilots may take on multiple missions in a day, ensuring that as many children as possible can experience the joy of flight.
- ✓ Many of our volunteers find participating in Challenge Air Fly Days to be a deeply rewarding and fulfilling experience.

Contact Janine Smith-Jaraczewski (214) 351-3353 [janine.smith@challengeair.org](mailto:janine.smith@challengeair.org)

## American Airlines (AA) Integrated Operations Center (IOC) Tour Opportunity

By Mike Montefusco

All,

There is an opportunity as mentioned in the email below, for up to 20 members to join Mike Montefusco in a tour of the American Airlines Integrated Operations Center (IOC). The cutoff is Mar 15 (if you can get with Mike, he might be able to squeeze you in!).

Please provide the following information:

- Full and complete Name as it appears on their Driver's License
- E-mail address
- Cell number
- any Foreign Nationals should bring passport as well

Any questions, please contact Mike Montefusco at [mike@ppgs101.com](mailto:mike@ppgs101.com).



## Lone Star Aero Club to host Guest Speaker Mary Wallace “Wally” Funk

By Mike Montefusco

Mary Wallace “Wally” Funk will be our most welcome guest and speaker at the Lone Star Aero Club (LSAC) dinner meeting on Thursday, April 4, 2024 at Ernie’s Seafood Restaurant in North Richland Hills. There are limited seats available for the price of your dinner OR you can see and hear Wally’s presentation from the comfort of your home via Zoom.



Wally is an American aviator, commercial astronaut, and Goodwill Ambassador. She was the first female air safety investigator for the National Transportation Safety Board, the first female civilian flight instructor at Fort Sill, Oklahoma, and the first female Federal Aviation Agency inspector, as well as one of the original Mercury 13 women astronauts.

Funk became the oldest person to go to space on July 20, 2021, at age 82, flying on Blue Origin's New Shepard spacecraft during its suborbital flight, breaking a record held by John Glenn for 23 years. Funk continues to hold the record for the oldest woman to travel to space. Funk is one of the last two surviving members of the Mercury 13 group. She is also the only one of the thirteen to have traveled to space.

There is limited dinner seating. You must buy your own dinner at Ernie’s to attend this live presentation. To be added to the attendance list for dinner and presentation, please complete the form located at: <http://www.lonestaraeroclub.org/web-form.html>

Ernie’s Seafood Restaurant, 8206 Bedford Eules Rd, North Richland Hills, TX 76180; <https://www.erniesseafood.net>  
5:30 – 6:45 pm: Dinner Meeting, 7:00 – 8:30 pm Presentation

To watch this presentation via Zoom, please complete the form located at: <http://www.lonestaraeroclub.org/web-form.htm>

## VMC Club

By Ed Griggs

As we missed last month’s meeting due to the cold, Next month we will be watching a training video entitled “A Fuel’s Errand?”! Flight planning is a fine balance between thinking through every possibility and going with the flow. When a fuel stop reveals the fuel isn’t flowing at the pump, will you backtrack with a tailwind or press on with a “creative solution”? Or is it time to exercise Plan C?

EAA VMC Clubs are extensions to local EAA chapters and offer 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. Through the EAA VMC club programs, visual flight rule pilots have improved their proficiency, and they love it. We cant wait to see you there!

Texoma Aero Club is located in the Executive Hangar just north of the Control Tower at North Texas Regional Airport. Use the gate just to the west of the intersection of Don Ort Rd and Airport Rd. Text Ed Griggs, VMC Coordinator, at 903-436-1405 for the gate code!

## EAA323 VMC Club Question of the month: March 2024

By EAA VMC Staff, (Answer on Page 10)

Question: When performing turns about a point, at which point in the maneuver is the bank at maximum value?



EAA VMC Club  
Question of the Month





## EAA 323 First Saturday Event: SOSU Visit

By Micheal McLendon

12 Chapter Members travelled to Durant on Saturday March 2 to visit Southeastern Oklahoma State University Flight School. Michael Mitchell was our tour guide.

At the Flight school, Mike Gaffney, Program Director, presented their static 737 Max simulator. That machine gives their students a step ahead of other flight schools turning out candidates for Airline Transport .

The group toured flight operations, maintenance area as well as the flight line.

Michael escorted us to his personal hangar to show off his beautiful and very OSU orange RV12 built by high school students in McKinney.

Thanks to all at SOSU



## Texoma Aero Club March 2024

By Mike McLendon, TAC President

TAC will not conduct a March meeting but will resume monthly meetings in April with a Pancake Breakfast.

A Total Eclipse is due April 8 and TAC will do its part to make the best of the event by firing up the grill for hamburgers and brats starting at noon in our hangar. Stop in. Don't forget the dark glasses.

Update on our aircraft.



Glenda has been removed from service with TAC. This decision was approved by TAC BOD. As you know from past newsletters, She has been undergoing an avionics upgrade which is now almost complete.

Lucy is up flying as much as the weather permits. We've given several Discovery flights lately. Also several new members have come on board and our Ray Aviation Scholar, Tucker White, has started his flight training in Lucy with John.

Two CFI's have been added to the roster. Martin Cruz and Brady Boling. Martin is available to take on new students. Brady is working with his daughter, Landry, presently. He is a corporate pilot.

Work on N7589M, a C175 is progressing well. Wes and Vic are getting close to the finish with firewall forward while Rex, is making considerable headway with the avionics install. N7589M will be a high performance aircraft with a new Continental IO360 engine and constant .

All are welcome at TAC.

Blue Skies,

Michael McLendon

## 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. You can always go to <https://www.eaa.org/ea/aircraft-building> and start your own blog! Email your updates, pics or any questions to Ed Griggs at a\_model\_guy@ymail.com. Thanks!



**Three words to live by:**

- Aviate
  - Navigate
  - Communicate
- “Fly the Danged Plane”**

## **AIRCRAFT MAINTENANCE: CORROSION PREVENTION FOR WHEELS, BRAKES**

By Jeff Simon, February 5, 2024, [https://www.aopa.org/news-and-media/all-news/2024/february/05/aircraft-maintenance-corrosion-prevention-for-wheels-brakes?utm\\_source=ebrief&utm\\_medium=email](https://www.aopa.org/news-and-media/all-news/2024/february/05/aircraft-maintenance-corrosion-prevention-for-wheels-brakes?utm_source=ebrief&utm_medium=email)

Aircraft wheels and brakes are remarkably simple and reliable. Unfortunately, it isn't wear and tear that sends them to the scrapyard but corrosion. Aircraft owners, it turns out, are well equipped to win this particular battle.

The wheels and brakes of our aircraft sash through rain, sleet, and snow, ensuring that the time we spend on the ground is safe and well controlled. But all that moisture takes a toll on vulnerable magnesium, aluminum, and steel components. When it comes to the wheels, they are most susceptible to corrosion at the hub bearing bore.

The wheel bearings are coated in grease, and protected from the elements by a felt disk sandwiched between thin steel shims. The felt is designed to be coated in grease and serve as a barrier to water making its way into the bearings. It's an ancient design by any standard, made worse by the fact that it's frequently neglected, left without grease or mistakenly coated in oil. Without proper maintenance, the felt acts as a sponge for water instead of a barrier to it. The result is predictable: more corrosion.

When the aircraft is parked, moisture that made its way into the bearings or hub will eat away at the bearing cups and cones, as well as the exposed aluminum (or magnesium) of the wheel itself. The bearing cups and cones are designed to be replaced and are fairly inexpensive. The wheel halves are a different story. If corrosion pitting on the wheel is allowed to progress unchecked, replacing a complete wheel assembly for a typical 6.00 x 6 main wheel can cost upward of \$1,250. So, it pays to catch corrosion before it's too late.



Without proper maintenance, corrosion can cause expensive damage to aircraft wheels and brakes. Photo courtesy of Stephanie

According to Vernon Rodgers, technical support training manager at Aircraft Wheel and Brake by Kaman (owners of Cleveland Wheels and Brakes), simple preventive maintenance tasks performed by an aircraft owner can help keep corrosion at bay and wheels and brakes in top condition. The FAA specifically allows aircraft owners to service landing gear wheel bearings.

Additionally, owners can remove, install, and repair landing gear tires, which includes disassembly of the wheel itself. Performing these tasks will help protect wheels from moisture infiltration and corrosion. Cleveland offers technical data and manuals to supplement the aircraft manufacturer's maintenance manuals. If you haven't worked on your aircraft's wheels before, be sure to have your A&P mechanic show you how to do it safely and properly.

In addition to improving maintenance practices, Cleveland recently introduced improved seals to help keep moisture out of the wheels and bearings. The new seals are made from a resilient rubber compound, molded to fit the inner and outer wheel halves. This new design eliminates the oil-soaked pad entirely and promises to streamline the maintenance process and improve wheel protection against the elements.

In addition to the wheels, the brakes have their own areas of corrosion concern, particularly the inside of the brake caliper. Hydraulic fluid is hygroscopic, meaning that it can absorb moisture from air that it is exposed to. Although most of the brake system is sealed, the reservoir is vented. If left long enough (typically many years), moisture can accumulate at the lowest point in the system and cause corrosion.

Since the lowest point of most brake systems is the brake caliper, that translates into corrosion around the caliper piston bores and leaking brake fluid around the caliper pistons. The typical solution is to replace the piston O-rings, but when the corrosion gets extensive enough, the O-ring cannot effectively seal and the caliper will need to be replaced. The solution is to bleed the brakes every couple of years to ensure that the brake fluid remains clean and free of moisture. Bleeding the brakes is not considered preventive maintenance. However, with the proper tools, it's fairly simple to do under the supervision of an A&P mechanic.

When it comes to aircraft wheels and brakes, a little preventive maintenance goes a long way to protecting your aircraft and your wallet. Best of all, the FAA has given you the authority to do much of the maintenance yourself. Until next time, I hope you and your families remain safe and healthy, and I wish you blue skies.



Photo by Chris Rose.



Moisture in the brake system can cause corrosion and leaks from the caliper pistons. Photo courtesy of Jeff Simon.





## Quiz: 6 Questions To See How Much You Know About Aircraft Systems

By Boldmethod, 01/29/2024, <https://www.boldmethod.com/blog/quizzes/2024/01/how-much-do-you-know-about-these-6-aircraft-systems/>

Ready to get started? Answers on page 16

1. The engine driven alternator fails in a single-alternator aircraft. What happens?



The magnetos quit

The engine dies

The battery stops charging

Everything electrically driven shuts off

2. In a carbureted engine, airflow that passes through the Venturi...

Increases speed and increases pressure

Decreases speed and increases pressure

Increases speed and decreases pressure

Decreases speed and decreases pressure

3) When you extend flaps on your aircraft, what does it do to your performance?

Decreases stall speed

Allows for a shallower approach

Increases maneuverability

None of these





4) In most piston aircraft, the heater works by ducting fresh air around what?

The carburetor	Engine cylinders
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Exhaust shroud	Heating coils
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5) What is the purpose of oil in reciprocating engines?

Cooling, sealing, and cleaning	Sealing, cooling, cleaning and lubricating
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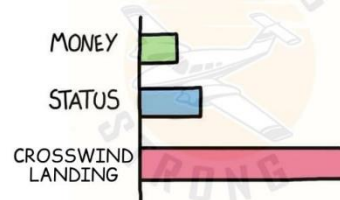
Lubricating, sealing and cooling	Only lubricating
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6) Which aircraft instruments get information from the static port?

Vertical speed indicator and altimeter	Airspeed indicator and altimeter
--	----------------------------------

Airspeed indicator, vertical speed indicator and altimeter	Vertical speed indicator and airspeed indicator
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### WHAT GIVES PEOPLE FEELINGS OF POWER



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## Pilot's Tip of the Month: "Manifold Pressure Check"

Featuring David Gagliardi, <https://pilotworkshop.com/tips/manifold-pressure-check/>

Subscriber question: "I'm transitioning to a Piper Arrow. I would check RPM on the takeoff roll in the Cessna 172 (usually about 2400 RPM until it started moving). RPM on the Piper Arrow with a constant speed prop is always redline but manifold pressure seems to vary. Is something wrong with the airplane?" —Kaniki I.



David: "Good on you for noticing. I think this is the most overlooked engine check during takeoff for non-turbocharged piston airplanes.

It's a two-part check. Before engine start, look at the manifold pressure gauge. It gives an approximate measure of the ambient air pressure. If it was a standard day at sea level, it would show about 30 inches, which is pretty close to the air pressure of 29.92. As the air density decreases with altitude and temperature the indication on the MP will be correspondingly lower, as it will drop about one inch per 1000 feet of altitude. At a 5000-foot airport elevation airport, you would see about 25 inches on the MP gauge before start on a standard day. Make a note of whatever number you see before engine start.



David Gagliardi  
Transport Canada ATPL,  
SMELS, Instructor, Pilot  
Examiner

At wide-open throttle during the takeoff roll, the MP should be about one inch lower than what you saw before engine start. So, on that standard day at sea level, you should see about 29 inches of MP, but on that same standard day at 5000 feet, you should see about 24 inches of MP. Both readings are as expected for the conditions of that takeoff. A significantly lower manifold pressure is not right, and the takeoff should be rejected at low speed and the cause investigated.

In all cases, you should see full RPM if the prop governor is doing its job, so it's important to check that as well."

## EAA323 VMC Club Question of the month March 2024: Answer

By EAA VMC Staff. (Question from Page 4)

Answer: While some pilots might intuit that the maximum bank would be when the crosswind component is greatest, this is not the case. To maintain the required circular geometry, the maximum bank (and maximum turn rate) is required when the groundspeed is highest, i.e., when the aircraft is at the downwind point of the maneuver.

Note: This is important to understand when flying the traffic pattern from base to final with a tailwind on base. If a pilot overshoots the turn to final, the tendency is to use extra rudder in an attempt to correct the overshoot. This results in an uncoordinated turn, and a possible stall/spin scenario at low altitude.

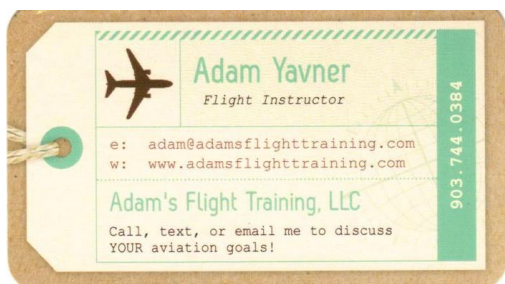
Source: FAA Airplane Flying Handbook, FAA-H-8083-3C, P. 7-7

## Aviation Words – "Adiabatic Lapse Rate"

<https://aviationoiloutlet.com/blog/12-aviation-slang-terms/>

The definition of this is that when there is thermal equilibrium, this rate represents the temperature changes resulting from altitude increases and decreases. As you climb in an aircraft, the air gets thinner, which means that in a stable system, the air is capable of holding less heat, so the temperature goes down.

In contrast, a diabatic process involves one in which there is heat transfer from one system to another. Of course, not a lot of flying includes a "stable system" does it?



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## The Arcane Aviation Texas Fact: Harold Kelly Hoskins, Tuskegee Airman and LtCol

By Daniel L. Haulman, Updated: Feb 22, 2022, <https://cafriseabove.org/harold-k-hoskins/>

### **LTC Harold Kelly Hoskins**

February 15, 1927-May 1, 2012

**Graduation Date:** 10/12/48

**Unit:** 332nd Fighter Group, 301st Fighter Squadron

Harold K. Hoskins, Sr. (15 February 1927 - Big Sandy, Texas – 1 May 2012) was an American pilot and Tuskegee Airman who was awarded the Congressional Gold Medal in 2007. He trained during World War II and served during the Korean War and the Vietnam War. In 1945, he joined the U.S. Army at age 18 and learned to fly at Alabama's Tuskegee Army Air Field.



While he did not serve overseas during WWII, he and eleven other African American pilots, who completed their advanced pilot training beyond Tuskegee, would be considered Tuskegee Airmen because they were assigned to Tuskegee Airmen organizations before those units were inactivated in 1949. In fact, between the middle of 1946 and the middle of 1949, all new African American military pilots received their flight training at bases beyond Tuskegee, because Tuskegee Army Air Field ceased pilot training by the end of June 1946, even though they were assigned eventually to the all-black flying units. Among those other flying training bases were Stewart Field, New York; Enid Army Air Base, Oklahoma; and Williams Air Force Base, Arizona. If one considers all eleven of these pilots as Tuskegee Airmen, there were more than 1000 Tuskegee Airmen who were pilots, 992 of whom completed their pilot training at Tuskegee

### The Program at Tuskegee

“Hands down, Tuskegee was much harder,” Harold Hoskins, shared during an interview with Melissa T. Miller of Military.com

As a former student both at Tuskegee and later at an integrated pilot school at Texas’ Randolph Air Force Base, and having served under Colonel Benjamin Davis and logged 9500 flight hours in the Air Force, Hoskins is in a unique position to compare both experiences. Since retiring from the Air Force, he has become Assistant V.P. of Student Affairs at California State University in Hayward.

“The Tuskegee program was so rigorous, you didn’t have time to think,” says Hoskins. “A history master’s student, who happened to be Jewish, was interviewing me for her thesis, asked me if I knew anything about the Holocaust. Honestly, all that was on my mind was ‘Can I get through this program?’ I didn’t have the faintest idea about the Holocaust, nor about anything else that was happening in American society either, for that matter.”



An initial part of the Tuskegee experience was getting hazed by upper classmen, a tradition brought over from the military academies and four national Black fraternities where many cadets had gone to school before enlisting in the Army Air Corps. Cadets were forced to “eat a square meal”: they were only allowed to sit on one corner of their dining room chair, made to sit perfectly straight, and bring their forks from their plates to their mouths at a perfect right angle, without moving their heads. If food was dribbled, the cadet had to stand up and scream the humiliating phrase, “I am a sloppy dummy.”

Pre-flight cadets were also awoken in the middle of the night, ordered to put on their rubberized ponchos and gas masks, and made to do various physical drills all night — while still being expected to do their full physical training regimen in the morning, which began at 6 a.m., as well as class all afternoon.

At the National Coalition of 100 Black Women SF's "Golden Girls Hats & Gloves Tea," Hoskins congratulated Opera Diva Hope Briggs for her performance with standing ovations. To inspire the Hoskins Family, Briggs sang the "Lord's Prayer" at his services May 5 in Danville, CA.

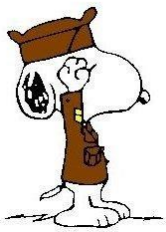
“I guess it was supposed to make you tougher,” explains Hoskins. “But when I got to Texas, I found out those white boys had no idea what hazing and fazing was all about. I didn’t let on, but Texas was a piece of cake.



“Just to give you an example, we had to hem our own pants and sew on our own buttons on our shirts at Tuskegee. At Texas, we had tailors!” he laughs. “At Texas, they even customized our shirts so they fit just right and we looked sharp. At Tuskegee, we had to make sharp folds in our shirts, wrapping them sometimes all the way to our backside, to make them fit properly.”

It is important to note that at the time African-American pilots trained at Tuskegee, the military was still completely segregated, which means the pilots’ planes serviced by African-American mechanics and other specialists. Armament specialists trained at Lowry Field in Colorado, radio specialists at Scott Field, Illinois, and mechanics at Chanute Army Air Field in Illinois.

In 1971, he retired as a U.S. Air Force lieutenant colonel after logging 9500 flight hours. Hoskins later become assistant vice president of student affairs at California State University in Hayward. After he retired from the service Harold continued his work in public service, earning a Masters of Public Administration from Cal State University. Harold was the Assistant Director of Student Services for the University and was a pioneer in the development, and management of student housing.



Culminating his lifetime of public service, Harold was awarded a replica of the Congressional Gold Medal from President George W. Bush on March 29th, 2007, at the Library of Congress in Washington, D.C. He was also an active member of the Diablo Black Men’s Group, and assisted in raising thousands of dollars for college scholarships for underprivileged youth.

Lieutenant Colonel Harold Hoskins passed away peacefully on Tuesday, May 1, 2012, leaving behind a long legacy of service to his country, commitment to education, and an eternal dedication to the community and to his loving family. We are honored to celebrate a life well lived.

# CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



Hangar



Hanger





## [Making Training Better for Primary Students \(Part I\)](#)

By Rod Machado, November 2023, <https://rodmachado.com/blogs/learning-to-fly/making-training-better-for-primary-students>

(You can call them Learners but I'll stick with 3,500 hundred years of historical precedent and call them Students.)

### When CFIs Go BAD!



**How Our Industry  
Might Offer Better Training  
To Its Primary Students**  
[www.rodmachado.com](http://www.rodmachado.com)

For decades the leaders in our instructor community have lamented over the damage caused by bad flight instructors. I'm speaking of CFIs who are more interested in building flight time than building competent pilots. These are the instructors whose single talent is the ability to deposit, in their students' minds, doubt that they might ever learn to fly someday.

Irked by the notion that teaching others to fly ultimately delays their upward career mobility, these bad boys turn cockpits into octagons where helpless students absorb the pummeling wrath of their immature personalities.

Leaders in the flight instructor community have only contempt for the pedagogical debris field left in the wake of these malpracticing CFIs. "Let's make CFIs take more training," some say. Other leaders say, "Let's increase the standards for CFI certification." But nothing seems to change, does it? While the mavens of our flight training industry are well-intentioned, most seem to be caterwauling off the same song sheet. These folks all profess to want better-trained instructors, and that, I believe, is the problem. I want something else. I want better-trained pilots, and the two are not necessarily the same. Nor will the attainment of the former ensure the creation of the latter. So, here are a few ideas (some new, some old) that might produce better-trained pilots and, by default, produce more competent and capable flight instructors. First, let's recount how we got where we are.



### **Credentialed Teachers: The Good, the Mediocre, and the Exceptionally Bad**

Becoming a credentialed school teacher in California requires applicants to spend four to five years in college studying education. Upon graduation with a teaching credential, society ends up with either a potentially great teacher or someone who can't escape the pedagogical gravity of mediocrity. The latter might be due to a lack of interest in the profession, poor character, insufficient intelligence or wisdom, etc. It might also be (as I will show later) that some people couldn't teach a rock to stand still.

Indeed, you recognize what a poor teacher is from your experience in the primary and secondary school system. Poor teaching explains why so many kids think the "equator" is a device that helps balance math equations. So why should we expect a flight instructor applicant with 40 hours (or even 100, 200, or 300 hours) of CFI-prep training, to be a responsible and capable instructor upon certification? I see no evidence that exposing CFI candidates to more training beyond that necessary for initial certification makes them better instructors. None! Yet, our industry insists that training (or the lack of it) determines whether someone becomes a responsible and capable teacher. Here is where the leaders of our instructor community should reconsider what makes our instructors competent and capable.

In 2016, the FAA introduced the Private Pilot Airman Certification Standards, which was supposed to usher in a new era of aviation training and safety. The results? In 2019, three of the most experienced designated pilot examiners in the United States responded during a group discussion by saying, "...we certainly have major problems [in] that there's a lack of stick and rudder skills... but the ACS has been out... two or three years for the private pilot and by this time you'd think that instructors should be learning to teach risk management." It's clear to me that the ACS, or Airmen Certification Standards (then and now) has done little (if anything) to increase the quality of flight instruction our industry offers.

The FAA's approach to flight instructor improvement via the ACS has been an attempt to alter reality through the use of language. Stick words on paper and insist that everyone comply with the edicts and the structure of reality should change to accommodate the text. The only place where this idea has merit is at Disney World's Fantasy Land. However, when you exit Fantasy Land, you enter Reality Land where you might find a loan officer holding an overdue notice on your mortgage payment. There has to be a better way to improve the quality of flight training by directly or indirectly elevating the flight instructor profession. While some of the best minds in our industry have combined their lobes to offer some good ideas, none seem to have had much of an impact...so far. Perhaps some of these ideas might help.

### When CFIs Go BAD!



## Make Pilot Applicants Better Consumers

For the past four decades, I've professed that educating the consumers of flight training elevates the flight instruction profession and produces better pilots. Most consumers know that a flight instructor's human nature is no different than that of doctors, mechanics, gardeners, etc. In every profession, there will be good people and bad people. As we wise-up with age, we learn that an individual's character increases the chance that he's trustworthy, empathetic, responsible, and dedicated to his profession. This is especially true of flight instructors. Since general aviation is less well-known to the non-pilot public, there's little access to the rumor mill that generates the buzz by which a consumer might assess an instructor's character.

It would be a game-changer if our aviation non-profit groups offered pre-flight training seminars/webinars for the general public on how to find a good, reputable flight instructor or even a good flight school. Yes, some groups offer excellent guidance and mentoring programs. These, however, are generally for those students already established in a flight training program. By then, it might be too late to undo the malpractice caused by some of aviation's worst CFIs. Should the GA division of the FAA suddenly undergo new management (such as if I ran it) and host these pre-training seminars, it could do so with impunity because it has no financial association with GA. Of course, should the FAA do this, it should be prepared to explain why it certifies (or allows to be certified) individuals who become poor instructors in the first place. To be fair here, the FAA (or their DPE representatives) can't take a measure of the CFI applicant's most essential personal quality that determines his capability as an instructor. I'm speaking of that person's moral/ethical character: his trustworthiness, empathy, responsibility, and dedication to his students. Nothing is more important than this quality to the profession of flight training, and nothing is more difficult to evaluate prior to initial instructor certification.

After all, it's not as if the FAA does a background search on an individual comparable to that done for a national security clearance. However, checking an instructor applicant's Facebook page might reveal that he has more demons than a census taken in hell. Therefore, by default, there will always be poor instructors around to traumatize hapless students.

That leaves those seeking advice on how to find a good flight instructor in a sticky wicket. Fortunately, there are several good YouTube videos on the subject. Unfortunately, too few flight training consumers even consider looking for this information before beginning flight training. Don't fret. There is a way to help these consumers, but it requires money, time, and a willingness to make a significant contribution to general aviation.

Here's how this might work by way of a short lesson in pop culture.

About 30 years ago, the Pepsi soda company paid Michael Jackson 15 million dollars to hold a can of Pepsi in an advertising video. No, not drink it because Jackson didn't like the stuff. Pepsi benefited by having its drink associated with a famous Pop Star. As a bonus, Jackson threw in an impromptu safety video on the fire dangers of using Jheri Curl near hot stage lighting. The point here is that advertising (marketing) works. Pepsi's sales went up, and not "in" smoke, either.

Today, using social media, it's easy to precisely target those in the market for flight training. You're ready to roll if you have enough cash, a generous benefactor, or a rocking Go-Fund-Me page. Your objective should be to advertise the importance of finding a good flight instructor before beginning flight training. You'll tout the apparent benefits of doing so, such as more fun, less cost, quicker training, and the chance to learn exceptional piloting skills. You can also share with potential consumers the perils of spending time with a bad flight instructor, someone whose personality can rub entire cities the wrong way. A wise person that you are, you won't mention any the names of people or flight schools, nor should you hint at such. You want to stay non-biased and apolitical here.

If you think this idea won't work, chat with the folks who invest billions of dollars in advertising around election time. The behavioral objective of political advertising is to get people to check a box next to someone's name or some proposal. Your flight training objective is to help a potential student identify and select a good instructor while depriving bad instructors and bad flight schools of that student's money. In this way, bad instructors and bad flight schools might get the message that they must change their behaviors or leave the aviation business.

This is just one way to educate flight training consumers. But wait, there are many other things to consider here.





## Send Bad CFIs Packing to the Airlines

Time-building instructors inflict some of the worst damage that occurs during flight training. While I've defended time-builders in the past, I've only defended those who do good work, not the hackers. This wasn't as much of an issue in the early 2000s when regional airlines were hiring competent low-time pilots with a minimum of 500 total flight hours. In 2009, the crash of Colgan Air Flight 3407 initiated an FAA-inspired rule change that mandated a minimum flight time of 1,500 hours and an ATP certificate for all airline new-hires (with the exception of allowable variations to this rule). General aviation both benefited and suffered because of this rule.

GA benefited by having a few more experienced flight instructors in the business, even if only for a short span of time. It suffered because a disproportionate number of those flight instructors either didn't want to teach or had no business teaching others to fly. Some of these instructors felt forced to teach to gain experience and grudgingly performed poorly as a result. An example of such an instructor might be the 22-year-old CFI who managed to fly his 18-year-old primary student into convective weather, vaporizing both of them in the process. This instructor was notorious for mocking his student(s) on social media and even managed to film evidence of his immaturity prior to and during the fatal flight. Instructors of this ilk have no place in the flight training business. Nevertheless, there he was, unmonitored, unaware and unsupervised. Herein lies the rub.

Early in 2023, I wrote an article supporting the idea that competent 500-hour commercial and instrument-rated pilots should be allowed, once again, to be hired for regional airline positions. This would remove many poor-performing instructors from harming our flight training industry and move them to an environment where they can be adequately supervised, nurtured and educated.

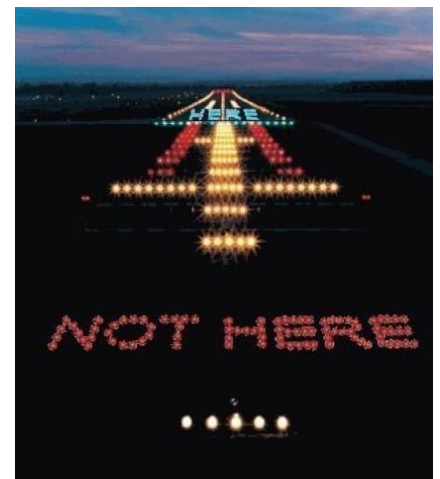
Wait a minute! Before you go all "Kung-fu" on me, let's remember that this is where nearly all time-building CFIs eventually end up. Yes, some of these people are terrible flight instructors. Nevertheless, you might say, "We don't want this caliber of individual working for the airlines." Well, that's not for you to decide, is it? The airlines don't call you and ask for your opinion about everyone they hire, do they? The airlines have their own selection system for pilot new-hires and you are probably not involved in it.

With proper supervision and training (something that poor instructors failed to receive at their flight school), they're likely to survive and thrive in the airline environment. That's not my opinion, that's a fact supported by all the low-time flight instructors hired by the airlines prior to years 2000 (pre 9-11) and 2009 (post-Colgon). Most of the flight instructors hired during this time were capable instructors. However, I personally know more than a few who were just terrible at the profession—terrible! Nevertheless, even these poor instructors appear to survive and thrive in the airline environment, perhaps because they receive dual instruction rather than give it.

Here's another reason to move low-time instructors to airline flight decks. By the time the average flight instructor reaches 500 hours of flight time, he's acquired about 90% of the practical experience he'll obtain during the next 1,000 hours of flight time. In other words, the next 1,000 hours could become a boring repetition of his first 500 hours of experience. The risk to general aviation is that the post-500-hour flight instructor might fall out of love with his students' well-being, while his logbook's waistline becomes his tempting mistress.

Furthermore, while accumulating 1,500 hours of total flight experience the typical instructor seldom travels more than 250 nautical miles from his home airport, and perhaps only does that one time (i.e., the commercial certificate XC requirement). Nor will he gain experience flying airplanes much different from those in which he initially trained. Most of his flying will be done during the daytime with very little experience in actual instrument conditions. Therefore, the flight time acquired beyond the initial 500-hour mark does very little to elevate the general level of experience of a potential airline new hire. So, to the FAA and Congress I say, "Can't we just let our people go?" Change the rules to allow these lower-time CFIs to go to the airlines where both GA and the airlines will benefit.

**End of Part I, Part II follows next month**



## Aircraft of the Month: Bücker Bü 131 Jungmann

[https://en.wikipedia.org/wiki/Davis\\_D-1](https://en.wikipedia.org/wiki/Davis_D-1)

The Bücker Bü 131 Jungmann (freshman, young man) is a basic biplane trainer aircraft design and produced by the German aircraft manufacturer Bücker Flugzeugbau. It was the company's first aircraft, as well as being the final biplane to be produced in Germany.

On 27 April 1934, the first prototype Bü 131 performed its maiden flight, which was roughly two years after the company had been founded in Berlin-Johannisthal by Carl Bücker. Anders J. Andersson had led the aircraft's design effort. Comprising both metal and wooden construction, the Bü 131 was designed to be suitable in the trainer role, and even to perform aerobatic manoeuvres. The first deliveries of the Bü 131 occurred in 1934, the Deutscher Luftsportverband (DLV) being a key early customer for the type. Later on, the Bü 131B was selected as the primary basic trainer for the German Luftwaffe. In this capacity, it was operated in large quantities throughout the Second World War.

Throughout the 1930s, there had been substantial demand for the Bü 131, multiple large export orders and production licenses were issued as a result. The Kingdom of Yugoslavia was the largest pre-war export customer for the type, flying as many as 400 Bü 131s at one point. Hundreds were produced locally by the Spanish aircraft company Construcciones Aeronáuticas SA (CASA). In excess of 1,300 Bü 131s were operated by the military air services of Imperial Japan under local designations of Kokusai Ki-86 and Kyushu K9W. The Bü 131 remained operation with numerous air forces for decades after the conflict, some choosing to retain the type through to the late 1960s. It has proved to be a relatively popular biplane with private pilots, who have often elected to have their aircraft refitted with modern engines for increased performance.



Specifications: Bücker Bü 131 Jungmann

### General characteristics

Crew: 2

Length: 6.62 m (21 ft 9 in)

Wingspan: 7.4 m (24 ft 3 in)

Height: 2.25 m (7 ft 5 in)

Wing area: 13.5 m<sup>2</sup> (145 sq ft)

Airfoil: NACA 3410.5[12]

Empty weight: 380 kg (838 lb)

Gross weight: 670 kg (1,477 lb)

Powerplant: 1 × Hirth HM 504 four-cylinder inverted air-cooled in-line piston engine, 75 kW (100 hp)

Propellers: 2-bladed fixed-pitch propeller

### Performance

Maximum speed: 183 km/h (114 mph, 99 kn)

Cruise speed: 170 km/h (110 mph, 92 kn)

Landing speed: 82 km/h (51 mph; 44 kn)

Range: 650 km (400 mi, 350 nmi)

Service ceiling: 4,300 m (14,100 ft)

Time to altitude: 1,000 m (3,300 ft) in five minutes and 12 seconds

2,000 m (6,600 ft) in 12 minutes

3,000 m (9,800 ft) in 23 minutes

4,000 m (13,000 ft) in 45 minutes

Wing loading: 46.3 kg/m<sup>2</sup> (9.5 lb/sq ft)

Power/mass: 0.120 kW/kg (0.073 hp/lb)

Answer's to question from Quiz on Page's 8 and 9

1) If your alternator fails, it will no longer be charging the battery, and if your aircraft isn't equipped with a standby or emergency battery, the electrical load will be drawn from the main battery. This would eventually lead to a complete electrical failure if immediate actions aren't taken.

2) Due to Bernoulli's principle, the speed of a fluid and the pressure associated with it are inversely proportional. That is, if the speed of the fluid (air) increases, the pressure decreases and vice versa.

3) Extending your flaps lowers your stall speed and allows you to fly a steeper approach at a slower airspeed.

4) Fresh air passes through an exhaust shroud that surrounds the exhaust manifold. This heats up the air, which then goes to the cabin.

5) The main purposes are for cooling, sealing, cleaning, and lubricating. For constant-speed propeller aircraft, oil actuates the propeller as well.

6) The airspeed indicator, vertical speed indicator, and altimeter all use static air. The airspeed indicator also uses ram air from the pitot tube to measure airspeed.



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

By Kim and Todd Bass

When you see a franchise branded business name do you think locally owned and operated? Franchisees buy into a business brand or name, marketing materials and business model to have a huge support network in their corner.

Locally in Grayson County there are hundreds of franchise businesses that are locally owned and operated by your friends and neighbors.

I can recall many many moons ago when my little sister was born, she was sick with severe asthma. My family had for many years used the Medicine Shoppe in Denison as our pharmacy. The pharmacist there and his team knew our names. They knew what sports and activities my sister and I were active in. He took an interest in all who came into his business. He was a friend to our family and our community.

There were many nights that my little sister would have episodes and need medication. Bob (our pharmacist) would go down in the middle of the night and get my parents the prescriptions that my sister needed. I always remember that. A core memory that I think of everytime I see a Medicine Shoppe sign. As I grew older and started a family of my own, we still used that pharmacy. He knew my daughters name, he asked about my parents, and grandparents.

I guess I tell you this story as a reason to shop small, shop local. Even though you see a franchise business, they are local, they are me. We donate to local events, schools, and community non-profits. We invest into our communities' growth and future. We are a small business franchise FASTSIGNS Texoma. Shop small, Shop local.

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

# FASTSIGNS®

**FASTSIGNS® of Sherman**

Todd and Kim Bass

1920 N Grand Ave, Sherman, Texas 75090

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



**Vogel Allstate Insurance Group**

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75090

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903-892-1081



**Rebecca Yavner, Agent**

214-785-8188

<https://rebeccayavner.exp Realty.com/index.php>

# KE Keystone Enterprises

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(903) 640-4928

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(972) 562-6898

[larryab5kr@gmail.com](mailto:larryab5kr@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 shopping is always a good practice, now is a time to be particularly generous.





## [EAA Webinars Schedule:](https://www.eaa.org/eaanews-and-publications/eaawebinars)

<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.

**Wednesday, March 20, 7 p.m.**  
**Presenter: Keith Clark**

**Subject: Fueling V F T - Learning from Mistakes to Prevent a Tragedy**  
**Qualifies for FAA WINGS Credit**

Everyday aircraft are fueled, and what happens during this time is the key to preventing a tragedy. Keith Clark from Phillips 66 Aviation discusses proper communication of aircraft fuel orders and strategies to ensure verification. Keith reviews examples of past mistakes and how to learn from these mistakes to prevent another aircraft misfuelling.

**Tuesday, March 26, 12 p.m.**  
**Presenter: EAA**

**Subject: Young Eagles Rally Planning 101**

Gear up for EAA's International Young Eagles Day, scheduled for June 8, 2024. This webinar will cover rally planning best practices, how to utilize Young Eagles online registration/digital signature app, and other program updates!

**Wednesday, March 27, 7 p.m.**  
**Presenter: Catherine Cavagnaro**

**Subject: Lessons from a Performance Chart**  
**Qualifies for FAA WINGS Credit**

We often rush through performance calculations to ensure our aircraft is up to the mission. Join Catherine Cavagnaro from ACE Aerobatics School as she explains that these charts have so much more to teach us than that. We'll consider takeoff performance and weight and balance, and learn important considerations for safe flight.

**Tuesday, April 2, 2024, 7p.m.**  
**Presenter: Chris Henry & Dick VanGrunsven**

**Subject: The Van's RV**  
**Museum Webinar Series**

The Van's RV series is one of the designs that changed the landscape of homebuilt aircraft. Tonight we will talk about the examples in the EAA Aviation Museum collection, as well as the history of the type.

**Wednesday, April 3, 2024, 7 p.m.**  
**Presenter: Mike Busch**

**Subject: Ending the War on Jugs**  
**Qualifies for FAA WINGS and AMT Credit**

Historically, the rule A&Ps were taught about cylinders was simple: If the compression reading was less than 60/80, the cylinder had to come off for repair or replacement, period. This works well for mechanics, who are always happiest when they have clear-cut guidance to follow. But it was bad news for aircraft owners, who have to shell out several thousand dollars each time a jug gets yanked, and occasionally suffer catastrophic engine failure when the cylinder installation isn't done precisely right. In recent years, we've developed far more effective methods of assessing cylinder condition, catching problems early, and remediating them without the need for costly and risky cylinder removal. In this webinar, Mike Busch discusses these modern methods, techniques, and practices.

**Thursday, April 18, 7 p.m.**

**Subject: Mr. Bearhawk's Wild Ride: Surprise Encounter**  
**with Extreme Turbulence**  
**Qualifies for FAA WINGS Credit**

**Presenter: Russ Erb and Karl Major**

Russ Erb and Karl Major, retired USAF flight test pilots, discuss their encounter with an invisible mountain wave rotor, and their subsequent analysis of what happened. Includes a re-creation video depicting the sequence of events, and details of how the airplane was inspected for damage after the incident and thoughts on how this event could have been mitigated.



[https://www.faasafety.gov/WINGS/pub/learn\\_more.aspx](https://www.faasafety.gov/WINGS/pub/learn_more.aspx)



EAA Webinars sponsored by



## Upcoming Events:

- Thursday, March 21      EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI)  
1200 South Dewey, Sherman, TX @ 7:00pm  
Subj: Weather or Whether, Spring in North Texas with Rick Simmons
- Saturday, April 06      EAA 323 First Saturday Event: TBD  
1200 South Dewey, Sherman, TX @ 8:00am  
More information to follow!
- Thursday, April 18      EAA 323 Monthly Gathering at the Sherman Municipal Airport (SWI)  
1200 South Dewey, Sherman, TX @ 7:00pm  
Subj: Charts and Legends with Rick Simmons
- Saturday, May 4      EAA 323 First Saturday Event: Charts and Legends Flyout  
1200 South Dewey, Sherman, TX @ 8:00am- ??  
More information to follow in the next newsletter.
- Thur – Fri, May 9-11      EAA Ford Tri-Motor Event at North Texas Regional Airport. More news to follow!

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

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Ed Griggs	PIO/Newsletter Ed	a_model_guy@ymail.com	903-436-1405

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