

RAMP PAGE



The Newsletter of EAA Chapter 323

VOLUME XVIII, NUMBER 4 - April 2010

We meet at the Sherman (TX) Municipal Airport, the third Thursday of each month at 7:00 PM.

Visit us at: <http://www.eaa323.org>

April 15th Meeting

Joe Nelsen will have a presentation of items of interest on Sonex aircraft's Sonex light sport qualified amateur built aircraft. Pamphlets will be provided describing the complete kit, including an engine kit. If time permits two videos by Sonex will be shown. There will be a question and answer session at the end.

Bring a friend

President's Message



The log says the last time I flew was 2.- 27, before that 1.-.25. Today is 3.-.22. I am setting here watching the last of the snow melt and create more mud wondering if it will dry up again, rain is forecast later in the week and on Saturday. Meanwhile the bird sits in the roost and we both feel the rust creeping in. When I did fly in February it was in preparation for the biannual coming in April. I worked on turns, some stalls, slow flight and of course some soft field "practice". Hopefully I will get some time again before I go find an instructor.

I have a friend who used to be an air traffic controller in the Navy. We frequently talk about aircraft and things aviation. He told me of a website that has a pretty darn good simulator for ATC. It is at <http://www.atc-sim.com/>. Very realistic, from what he says, so I tried it out, 3 hours later I was still working departures off STL. They just keep coming. Think about all the conversations you have had with ATC and then give this site try, its very humbling. It also gives you a chance to practice situational awareness, 3-D thinking if you will. (Hint if you get overwhelmed, hit pause and fix it, can't do that for real but this is just a game.)

So how are you making it through the last days of winter? I hope you have spent some time making a plan to keep your aviating life in good shape through the coming, hopefully dryer, months. We have several good opportunities to fly Young Eagles coming up with our Club or others here in North Texas. Also the Maintenance workshop planned for last month at 3T0 will be rescheduled soon, check the calendar on the website for updates. Well its sunny 70 degrees and still muddy, guess I'll try some arrivals!

See you on the ramp! Rick

Final Flight

-Ross Richardson

I am always asking the membership for inputs on their flying or aviation activities. Well, here is mine.

February 2009 I sold my Skyhawk to fellow Chapter member, Jerry Sparks, who lives in Tucson, AZ. For the past year N7905U has been hangared at North Texas Regional Airport. Jerry decided that moving the plane to Tucson would be easier than moving to Texas right now. And, he would like to do some flying.

To keep legal since I cannot act as pilot in command, a pilot friend went along and was PIC. The trip would be three legs. I have flown these years ago and knew the route. We departed March 16th. The first leg was Sherman to Big Spring, then Big Spring to El Paso, and finally Ryan Field, Tucson. This time the wind was with us and we were averaging ground speeds from 125 to 135 kts. Not bad going west!



The weather was acceptable when we left, but we knew that we would get into some light rain and low ceilings towards Big Spring with improvements on to El Paso and that it exactly what we got. You can see what it started looking like as we move towards Big Spring. Now, we did have a lot of extras in the plane for this flight. Not only did we have the KLN 89/B certified GPS, but also we carried a Garmin 396 with XM weather. That was a nice help. You

can see the green rain we flew in with some yellow heavier rain just to the north of our path. We did the GPS 35 approach with 800' ceilings to Big Spring. Because of the workload for the approach, I did not have time to take a photograph of us breaking out right on the runway

centerline at Big Spring. After refueling and taking care of other business, we obtained our clearance, took off and climbed to 10000' heading towards El Paso.



Weather improved as forecasted - going to broken, then scattered, and clears at El Paso. We flew in and out of clouds at 10 and requested 11 to get on top. Then about ten minutes after reaching 11 we contacted El Paso Approach and were told to descend to 8, which got us under the clouds. I

guess we should have gone down in the first place. We did a straight in to runway 26 and parked at one of the GA FBOs to get fuel and a bite to eat. We parked next to a couple of other light aircraft there, two T-38 Talons.



Now it is on to Tucson and since the weather was VMC, I flew my *Final Flight* on this leg in my old airplane. I picked up the clearance, departed, and climbed to 12,000', as there are some mountains between El Paso and Tucson.





05U performed nicely, even easily climbing out better than 1000 fpm. One interesting thing we saw was a large dry lakebed and it was filled with dust devils. It was quite a view. We flew south of the lakebed and over the last mountain range before Tucson. Approach control had us make a rather quick descent and we were coming down about 1500 fpm to 6000 then vectored to our final approach to Ryan Field. I contacted the tower and was cleared to land on 6R and nailed the centerline and made a rather smooth landing. N7905U now has a new home. Maybe someday it will make its way back to Texas. It was a wonderful plane to own and fly for twelve years. So, for you

members that have planes, I still have a pair of headphones that can plug into your intercom and I can provide ballast for your flight. Just give me a call. Hope you enjoyed. And, if anyone has a story please send it in for the rest of us to enjoy.

Boy Scout Troop Leaders Texoma Valley District,

Leldon Lock completed the Boy Scouts of America aviation badge series. However, due to some scheduling conflicts the EAA Young Eagle flights will be rescheduled. Please visit the website or look in a future newsletter for an up date.

Visitors

Welcome visitors John Horn from Gainesville and Carl Mitchell from Era.

New Member

Welcome new member Clint Murphy from Whitewright.

For all of you that are mechanically inclined.....

Penetrating Oils Compared

From the Citabria pilots group (Evans Gauthier)

Machinist's Workshop magazine actually tested penetrants for break out torque on rusted nuts. Significant results! They arranged a subjective test of all the popular penetrants with the control being the torque required to remove the nut from a "scientifically rusted" environment.

Penetrating oil Average load

None	516 pounds
WD-40	238 pounds
PB Blaster	214 pounds
Liquid Wrench	127 pounds
Kano Kroil	106 pounds
ATF-Acetone mix...	53 pounds

The ATF-Acetone mix was a "home brew" mix of 50 - 50 automatic transmission fluid and acetone.

Note the "home brew" was better than any commercial product in this one particular test. A local machinist group mixed up a batch and all now use it with equally good results. Note also that "Liquid Wrench" is about as good as "Kroil" for about 20% of the price.

Two Men, One Cessna, 65 Days Aloft -- Nonstop

(reprinted with permission of Avweb.com)

Chet and Matt Pipkin plan to set a new record for time aloft in an airplane, a record that currently sits at 64 days, 22 hours, 19 minutes and five seconds, according to the men. The record was set in a Cessna 172, and the Pipkins intend to beat it in a (modified) 172 ... this time with a video feed and Wi-Fi. Like the current record holders, Robert Timm and John Cook, who set the mark between Dec. 4, 1958, and Feb. 7, 1959, the Pipkins plan to refuel via low-level flyby, transferring fuel from a truck. Timm and Cook



managed that over long straight flat roads in the Mojave desert until their plane's engine had deteriorated to the point where they could no longer climb away. Chet and Matt Pipkin plan to modify their engine with plumbing to allow for in-flight oil changes. As for their own essential fluids and waste, that too will be passed between the ground vehicle and aircraft. "This project is ridiculous," the men admit. "In fact, that is why we love it." But it does have a serious side -- the men hope to raise money for charity.

"It could create a huge opportunity to contribute so some great causes, and also inspire people to go do crazy things for the sake of living exciting, purposeful lives," the men wrote on their blog. The sentiments have come a long way from Matt Pipkin's first impression that the flight was "the dumbest idea he had ever heard." Target date for liftoff is Oct. 1, 2010, from Boise, Idaho.

Young Eagle to BSA Eagle

After last month's meeting several of us went to Braum's for some much-needed ice cream. When we entered, Evans Gauthier took up conversation with a Scout with many accomplished badges. After a short discussion, Evans discovered he was only fourteen and already working on his Eagle Project. While we were sitting there enjoying the ice cream, Ross made comment that he provided this young man his first airplane ride during a long ago Young Eagle event. After the ice cream we went back to talk to his mother and him and sure enough it was that boy. Small world and a good kid. Evans had a camera and took our picture.



P-49 Bush Ranch Prohibited Area To Shrink

(Reprinted with permission of AVWeb.com)

The prohibited area (P-49) surrounding former President George W. Bush's ranch in Crawford, Texas, will shrink, effective June 3. On that day, the three nautical mile radius will reduce to two nautical miles and the ceiling will drop from 5,000 feet to 2,000. "We're doing this per a request from the Secret Service," FAA spokesman Lynn Lunsford told the Associated Press. The previously prohibited airspace will be open to public use. Those who violate the remaining no-fly zone are likely to find themselves escorted to an otherwise unplanned landing and, perhaps, penalized.

The Secret Service is responsible for directing the changes. The FAA is responsible for implementing them. The Secret Service's determination follows a six-month security review of P-49, according to the FAA. The FAA has elected to take action without soliciting public comment because it restores airspace to public use and public procedures "would only delay the return of the airspace to public use."

2010 Calendar of Programs and Events

Month	Programs	Events
Apr	15 – Sonex light sport	
May	20 – High Altitude	TBD Altitude Chamber Tour
Jun	17 – Pilotage Training	19 – Pilotage Practical
Jul	15 – John’s Program	6 – BoD Meeting Planning update
Aug	19 – U.S. Thunderbird’s Crew Chief presentation and discussion	
Sep	16 – Summer Fly-in Reports	
Oct	21 – Leldon’s Program	2 – Brushy Creek Fly in 15 / 17 – 3T0 Splash in
Nov	18 – Danny’s Project Construction	
Dec	16 – Annual Christmas Party @ Richardson’s	

Looking for newsletter contributions. Places you have flown, flying experiences, where to eat, anything –send it in! Send to rpriehardson@verizon.net.

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Did you know...?

- § that your membership **expiration** date is printed on the mailing label. If your membership has expired please see Ross Richardson during the meetings to renew or go to the Chapter Web site and print the form and mail to Ross Richardson. Dues are a cheap \$20.00 per year.
- § that you must also be a member of the National EAA to belong to a local Chapter. This protects the Chapter for insurance. If you are not a National Member please join now and let Ross know your EAA # for the records.
- § Board of Director minutes are published on the chapter website.

Chapter Officers

Name	Position	Telephone Number
Rick Simmons	President	903-564-4334
Bud Smith	Co-Vice President	903-892-6568
Billy Dollarhide	Co-Vice President	903-870-0521
John Procter	Secretary	903-893-3536
Danny Offill	Treasurer	903-482-6651
Open	BoD	
Joe Nelsen	BoD	903-433-1534
Billy Dollarhide	BoD	903-870-0521

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