

RAMP PAGE



The Newsletter of EAA Chapter 323

VOLUME XVIII, NUMBER 8- August 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>

August 19th meeting

John Lozanski was the crew chief for the United States Thunderbird Precision flying team. He will give a discussion on his roles, duties, and experiences during that time

Bring a friend

President's Message



Who Knew?

Wow what a program John had on the IAC! Who knew that is a part of EAA? Is there an opportunity here to learn a little more about aviation? You remember that ticket in your pocket is not a license to fly as much as it is a license to learn. John really gave us that chance with a brief delve into the history, methods, and judging aspects of Aerobatic flight. The Box, Aresti, Categories and even a brief flight were explained. And it's right here in our own backyard, coming again in September. I hope he will keep us involved by sharing chances to volunteer at the Nation Championships at North Texas Regional.

This months program is going to be just as interesting, A visit from a Crew Chief with the Thunderbirds. Pictures, stories and possibly a few tall tales will definitely make this months meeting a must see event. This would be a good chance to bring that flying buddy you have been trying to get to come visit the chapter. Also Klint and Leldon will be back from Oshkosh and may have a story or two to share after the meeting so it looks to be a fun time.

We are also looking forward to the tour of the L-3 training facilities coming up in mid September. I'm sure that we can stretch this to include an early lunch somewhere. You have chance to help train these future air traffic controllers when you fly through that airspace so give 'em a call and help improve the future of aviation next time your out changing cash to heat and water.

My email box tells me of many flying opportunities I'm sure you get some also. Lets Go Fly or if your not licensed find a member who is going to an event and see if a seat is available, you just might have chance to talk to someone who is involved in aerobatics, knows a Thunderbird or even help train an Air traffic controller in Grayson County Texas- WHO KNEW?

See You on the Ramp!

Rick

New Member

Please welcome our new member Stanley Alluisi. Stanley has a PPSEL and a Pietenpol Aircamper.

The Check Ride

- Steve Straus

"How bad can it be? It's just another flight. I've practiced and prepared for this." At least those were my thoughts prior to the event. I now know better.

The Preparation

50 hours of dual with a really compatible instructor. He told me, then showed me, then had me do each maneuver over and over until I felt competent and comfortable. And 20 hours of solo to get to where I was comfortable even doing steep turns and stalls. (I don't care what you say, it's not a natural human instinct to intentionally make an airplane fall out of the sky. To master the recovery is, however, a terrific feeling.) Trips to other airports with much narrower and shorter runways than GYI; night flights and landings; dual and solo cross countries (yes, I got lost on my long solo X-C, a story for another day); discovering the joys of crosswind landings; each of these steps to a Private Pilot License were fun and challenging in their own way. So I thought I was ready for the check ride.



Check Ride Day

Out of the hanger, pre-flight inspection, run-up, talk to the tower, and take off for Durant to meet my instructor and the Designated Pilot Examiner. Noon on a hot June day (and my 65th birthday, no pressure!). Landed at DUA and parked in the transit area outside the FBO. At 1:00pm exactly the DPE walked in and told me I had parked in the fuel lane and to move the plane immediately. Not an auspicious start to our relationship. After I accomplished this task we walked over to the office at his hangar where we would do the paperwork and oral exam.

The paperwork isn't on paper any more, it's all computerized and connected to the Feds. The computer process was fairly new for the DPE. It took over an hour-and-a-half and three calls to their technical support people to finish the "10-minute process." The DPE was increasingly unhappy with system. (Note: You want your DPE to be in a good mood when you're being tested.) The administrative stuff done, my instructor left and it was time for the brief oral exam.

I don't know where I got the idea that the oral would be brief, it went on for 90 minutes! I couldn't seem to make him happy with any of my responses. Which was a shock to me as I had scored a 93 on my Knowledge Test (formerly known as the Written, but now it, too, is computerized). It's not that I didn't know the stuff, it's that he asked the questions in an inverted kind of way. After stumbling around a bit, I would discover what he was really asking and figure out a way to give a reasonable response. And did I mention that he had a brusque, no-nonsense tone of voice, a perpetual slight frown, and frequently expressed frustration with my less than stellar responses? My day was getting hotter.

Amazingly he then said, "Let's go fly." I was amazed because I really thought I looked like an idiot during the oral and couldn't imagine why anyone would put their life at risk with me in an airplane. (Did I mention that he had 17,000 hours in everything from rag wings to DC-3's to jets?) But, I didn't argue.

He reviewed my X-C flight plan to Wiley Post (OKC area), grudgingly agreeing that what I had computed would probably get us there. He then sent me out to pre-flight the airplane while he stayed in the air-conditioned office, saying that he “would be watching how I did the pre-flight.” This part I was actually comfortable with because I didn’t have to say anything, just do what I had done many times before.

Joining me at the airplane, he had a problem with his headset. Turns out the plane had an intermittent intercom problem, which he diagnosed and got us a work-around. (Did I mention that he is an A&P with IA? There is nothing he hasn’t seen before.) Before I started the engine he turned and said, “You’re going to pass the check ride.” I looked at him quizzically and he said, “I don’t give re-exams. So if you fail today, I’ll have to kill you. And I really don’t want to do that.” As you may imagine, I had mixed feelings about the outcome of this flight.

The X-C flight was terminated shortly after departing DUA airspace and he had me find my way to an alternate, a task I accomplished without pleasing him at all. Foggles on, unusual attitude recovery tests, all performed without any grace and, to listen to him, narrowly escaping death. Steep turns, stalls, s-turns across a road, turns around a point, climbing turns, descending turns, simulated engine out procedures, all were met with a STERN recommendation to do them differently than I had done them. I was sweating from the heat and from the tension. When he said to go back to DUA and do some short field and soft field work, I actually felt better because I knew the end of this ordeal was in sight.

After landing and taxiing (to the correct place), mixture, mags, and master, it got real quiet. He turned to me, stuck out his hand to shake mine and said, “Congratulations. You’re a good, safe pilot.” Huh?! Instead of a bullet behind the right ear I got, “You’re a good, safe pilot?” Two things then became clear to me.

What I Learned

First, his manner had been to see how I would do in a variety of stressful situations. Would I aviate, then navigate, then communicate? Would I, first and always, keep the blue side up?

Was he gruff? Yes. Did he want me to do my best? Yes. Did he know more about flying than I do? Duh. His job, and he takes it with a seriousness that I hope I do, is to make sure that it’s okay for me to enjoy the privileges of flight in a small airplane and safe for the rest of you when I’m up there.

Second, the oral exam and check ride were learning experiences. I learned a lot in that short time. I learned that I’m not bad, but could be so much better. I learned that I won’t quit learning. I learned that the better I am the more I’ll enjoy flying. And I really, really enjoy flying.

PS – I called and asked him to give me a few lessons on procedures. He agreed.

Chapter Projector

Evans Gauthier was able to locate and purchase a projector for the Chapter to use at meetings. The Board of Directors authorized that the Chapter pay about half (\$240.00) of the purchase price (\$465.45) to repay Evans immediately. A hat was passed to further pay off the projector and we collected \$104.00 at the last meeting. We will be passing it again and making monthly payments to Evans until it is paid off. Thanks to everyone who helped and to Evans for getting the projector.

Chapter Planning Session



On Saturday July 10th, the Board of Directors held its semi annual planning session to discuss projects and events for the Chapter. The balance of 2010 was confirmed and we started into 2011. The 2010 calendar in the newsletter is updated and look forward for the 2011 calendar to be printed later. If you have any ideas or would like to make a presentation, please contact any of the Chapter Officers.

ID Badges and Hats

Member, Danny Offill, is providing Chapter badges, free to members. If you do not have one contact Danny at the meeting or send him an email at doffill@admubenefits.com to order yours. Chapter hats are also available and contact Rick Simmons at rr52s@yahoo.com. The hats are \$15.00 each.

Chapter Website Members Only Section

There is a Members only section in the Chapter website. Please be sure you have inputted your information or updated it as necessary. First time access is your first and last name initials in capital letters plus your EAA number without any leading zeros for the user ID and password. You should change it after the initial login. If you have problems contact Billy Dollarhide at dollarhide@cablone.net.



Some humor stolen from August Reader's Digest

Horsemen Cometh: Honor the Blues

Here is a neat video of the Blue Angles; the start with the Bearcat to the present F-18. Check this out at <http://www.asb.tv/videos/view.php?v=b222a7cb&br=500>. They even are flying in formation together. It is about nine minutes long.

Tower Training School at KGYI

- Evans Gauthier

Did you know there is an Air Traffic controller's school at KGYI? Over the next 10 years nearly 85% of the FAA's air traffic controller will be retiring, which means they'll be hiring over 17,000 new controllers. Now, most of them will come from Grayson County. Evans contacted Jim Christy at L-3 Communications (Link Simulators) and they have set up a tour for EAA Chapter 323 at 0900 18 Sept. Suggest we met at the terminal or the restaurant on the field and then motorcade a few blocks to the school. Evans strongly requests that we use this opportunity to invite some young people to join us on this tour. Depending on the number interested in attend, priority will be given to those accompanied by a potential student and new EAA Chapter member!

Board of Directors Position Filled

One position on the Chapter BoD had been vacant for some time. Rich Worstell agreed to accept the position if elected by the membership during the last meeting, and he was.

2010 Calendar of Programs and Events

Month	Programs	Events
Aug	19 – Thunderbirds Crew Chief	
Sep	16 – Summer Fly-in Reports by Winn Harris and Evans Gauthier	18 - Tour L3 Tower Controller school at GYI (Evans)
Oct	21 – Aviation Program by Leldon Locke	2 – Brushy Creek Flyin 15 / 17 – 3T0 Seaplane Splash/Fly in
Nov	18 – Current Member’s Aircraft Projects	18 – Bring your plans and photos
Dec	16 - Christmas Party @ Richardson’s	

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

Rick Simmons
 Phone 903.818.8066
 Fax 903.564.4334

rr52s@yahoo.com



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Other events

Sept 18 - The BFTS museum, Terrell Municipal Airport - Terrell, TX, is hosting a Fly-In to honor the WWII British pilots who trained here and the American officers and civilian staff who assisted with that training. For more information please contact Freda Freeman: 972-524-1714.

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
Rich Worstell	BoD	903-815-3660
Joe Nelsen	BoD	903-818-0496
Billy Dollarhide	BoD	903-870-0521

EAA Chapter 323 Sherman, TX

Ross Richardson – Editor
2115 Turtle Creek Circle
Sherman, Texas 75092