

RAMP PAGE



The Newsletter of EAA Chapter 323

VOLUME XVIII, NUMBER 2 - February 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>

February 18th Meeting

Propeller Maintenance

Rich Worstell will bring a discussion on the proper maintenance of propellers. Those fans up front that keeps the pilot cool. Watch him sweat if it stops!

Bring a friend

President's Message



Time to Dust off the Brain Bag

We are off and running in the New Year. Evans did a great job with his light aircraft presentation at our first meeting. Ultra lights and LSA are certainly good options to try if the "Standard" aircraft is not on your radar. We had enjoyable discussion and everyone seemed to enjoy this perspective we sometimes don't include. Thanks again Evans.

Today Pam and I flew our bird up to Westhiemer at Norman, OK to visit our 2½-month-old grandson, Derek; he is a growing little boy, thanks for asking. It was an interesting trip, in preparation I was going through my bag doing a little early spring cleaning, removing old charts (backups?), WX printouts, and pages with unintelligible scribbles of winds aloft, forecasts notes and transponder codes. Seems I was to need a little of the same for my head. It had been a while since I had "talked to the tower". Flying off my grass strip and usually to uncontrolled fields I had gotten lazy with FAA speak. As I passed over Ardmore and headed into Norman I realized I had to really stop and think about what I was going to say and what was being given back. We all need to do a little brain maintenance ever now and again. Today presented not only that opportunity, but also some really nice crosswinds, it was 300 at 17 and gusting 26 for runway 35 at Norman. It was a great windy flying day we made 186 MPH in the Cherokee on the way back to Brushy Creek; 41 minutes, very fun!

Hopefully you will have a chance to tell a good story about our Valentines gathering out at Cedar Mills at the Lodge, Thanks to Rich and Jan for the use of the facility. We have to maintain those relationships. I know if Pam isn't happy with me I will not be flying! So I hope your Valentine has had chance to enjoy our party at The Lodge.

Speaking of maintenance, our next two programs should help get you up to speed on Props and engine maintenance, be sure to check the website and newsletter for the dates and times. It's about to be springtime and time to do some maintenance, dust off the brain bag and aviate!
See you on the ramp!
Rick

Valentine's Party at Cedar Mills Lodge

All Chapter members and their wives or guests are invited to attend the annual Valentine party on Feb.13 at 6:30 P.M. The party will be held at the Cedar Mills Lodge in the marina. A brisket and tenderloin dinner will be provided by Rick and Pam Simmons and everyone is asked to bring your favorite dish as a potluck. It will be a fun time for all, so please come on out and enjoy fellowship with fellow Chapter members. The marina is located approximately 10 miles north of US 377. Turn right and follow the signs to the marina. In marina turn left at Pelican Landing restaurant and follow the road to the Lodge on the right. We are looking forward to seeing everyone there.

Boy Scout Troop Leaders Texoma Valley District,

(Provided by Leldon Locke)

Leldon Lock has been asked to host the Boy Scouts of America aviation merit badge (MB) class. This will be his fifth course for the Texoma Valley District. Since it is a non Eagle (not to be confused with Young Eagle) required MB, offering the MB every third year seems to give most boys a chance to participate and have a good experience without distracting from important troop and district activities.

The course will consist of three, one-hour meetings at Grayson County Airport. Youth attending should be able to complete the merit badge by the end of the course. There is no cost to the boys for the MB. Boys are encouraged to read and study the aviation merit badge booklet.

No flying activity of any kind is required for the merit badge or included in the course. However, arrangements have been made to coincide with Sherman's EAA Chapter 323 providing free airplane rides to youth ages 8 through 17 on Saturday, March 27th at Grayson County.

The Chapter will be supporting Leldon in this effort. The course events are as follows;

Thursday February 18

Meet at the Terminal Building Grayson County Airport 7pm – 8pm
Introductions, course outline, requirement, registration
Topic: Tour Perrin Air Force Base Museum

Thursday March 4

Meet at Terminal Building 7pm – 8pm
Topic: Fixed Base Operations (FBO) and Aircraft Maintenance
Tour: Hangars and maintenance facilities

Thursday March 11

Meet at Terminal Building Grayson County Airport 7pm - 8pm
Topic: General Aviation, power plants, and aerodynamics
Tour: General Aviation aircraft on ramp

DC-3s Flocking to Join AirVenture Birthday Bash

(From EAA)

They're coming from everywhere; some three dozen DC-3 and C-47 aircraft that have already shown interest in participating in "The Last Time..." 75th anniversary celebration of the aircraft at EAA AirVenture Oshkosh 2010.



The list of potential aircraft that will be participating in the DC-3 mass arrival is still being finalized, but many of the participants are listed at www.TheLastTime.org website dedicated to the formation arrival coming to Oshkosh.

The registration list for the mass arrival on July 26 is now officially filled at 35 aircraft, because of limitations at the staging airports. Other DC-3/C-47 operators are welcome to participate, however, by individually flying to AirVenture, which will be held July 26-August 1 at Wittman Regional Airport in Oshkosh. Those aircraft are encouraged to contact Adam Smith at EAA headquarters at asmith@eaa.org.

"This is a tremendous response in just the several weeks since the 75th anniversary commemoration was announced," said Smith, EAA's vice president of membership. "We are still receiving inquiries from owners of some very special DC-3s, and we welcome all of them to be a part of AirVenture 2010, whether or not they are able to participate in the mass arrival."

Several of the DC-3s have been regular visitors to Oshkosh in past years, while others have made only rare appearances or have never been here. In all, it promises to be the largest airborne group of DC-3s assembled since World War II, and likely for the last time ever.

One of the details being solved currently is parking for this many magnificent DC-3s at Oshkosh. It's anticipated that AeroShell Square, along with the Warbirds and Vintage Aircraft parking areas, will be fully engaged to showcase these venerable airplanes.

Fewer than 100 of the aircraft remain airworthy in the United States, meaning that nearly half of the current fleet could be present at AirVenture 2010. The weeklong festivities at Oshkosh will also include historical and technical forums/presentations, fly-bys and a special evening DC-3 commemorative program at Theater in the Woods.

Additional EAA AirVenture information, including advance ticket and camping purchase, is available online at www.airventure.org. EAA members receive lowest prices on admission rates. For more information on EAA and its programs, call 1-800-JOIN-EAA (1-800-564-6322) or visit www.eaa.org. Immediate news is available at <http://twitter.com/EAAupdate>.

The Human Element in Aviation

(From FAASafety.gov)

A GA Guide to Human Factors Human factors: It's a topic discussed at most aviation safety seminars, as well as a fundamental subject during pilot and mechanic training. Yet, despite widespread awareness of the importance of human factors in safety, it continues to play a key role in a majority of today's aircraft incidents and accidents. Encompassing everything from fatigue and workload management, to integrating the latest advances in technology, the topic of human factors covers a wide spectrum. The FAA Aviation News team, along with staff members of the FAA's Civil Aerospace Medical Institute (CAMI) teamed up

to produce an issue dedicated to this important subject. Headlining the issue is the article, “The Importance of the Human Element,” written by Dr. Thomas R. Chidester and Dr. Carla A. Hackworth. The article provides readers with a solid foundation on human factors and addresses the question several might ask: Why should I care? The article also discusses how CAMI research helps explain and pinpoint human factors that may lead to an error. “When errors do occur, FAA experts try to understand the factors that led to those errors,” the article states. “One important goal is to determine whether a given error is a one-time error or a potential pitfall for other people.” For more information on how FAA human factors research helps improve your safety, go to: www.faa.gov/news/aviation_news.

There is a wealth of information from our EAA and AOPA websites, but the FAA also provides information, one of which is <http://www.faasafety.gov/default.aspx>. Check it out.

Oldest Boeing Airliner in Flying Condition

(Provided by Evans Gauthier)



This is as it should be -- passengers in closed cabin, pilot in open cockpit so he will stay awake. The airplane is in Spokane, WA and is the oldest flying Boeing in the world.

After 8 years of repair and rebuilding, and 8,000 hours of toil, the Boeing 40C rolled out last winter as a finished airplane, but it took a few weeks for the snow to melt before it was taken out of the hangar. Project personnel received the Standard Airworthiness Certificate from the FAA and completed the engine pre-oil and fuel flow tests for the first of the taxi tests.

Facts about the Boeing 40 project:

221 1/2 gallons of dope/reducer and 120 yards of 102 ceconite fabric.

12 gallons of poly urethane paint for the sheet metal.

The wings have 33,000 individual parts in them.

The airplane weighs 4080 lbs empty and has a gross weight of 6075 lbs..

It is 34 ft long and 13 feet tall with a wing span of 44 1/2 feet.

Wing loading is 10 lbs per sq ft and power loading is 10 Pounds per HP.. It should cruise at 115 mph using 28 GPH, and 32 GPH at 120 mph. It carries 120 gallons of fuel in three tanks.

350 two-inch brushes were used to apply 6 gallons of West Systems epoxy, and 181 rolls of paper towels were used for cleanup.

A total of 62 volunteers worked on the project to some degree, 21 of whom performed a significant amount of work, and nine of them worked on the plane continuously throughout the 8-year project.



Newsletter Inputs

I am still looking for inputs from Chapter members that have flown somewhere, had a flying experience they wish to share, any information they would like to share, anything. Please send to rprichardson@verizon.net. This is your newsletter.

2010 Calendar of Programs and Events

Month	Programs	Events
Feb	18 – Propeller Maintenance	13 – Valentine’s Party at Cedar Mills Lodge
Mar	18 – Engine Maintenance	20 – Engine Maintenance Workshop @ 3T0 27 – Young Eagles at Grayson County Airport (KGYI)
Apr	15 – RV-12 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 rprichardson@verizon.net

Rick Simmons
 Phone 903.818.8066
 Fax 903.564.4334
 rr52s@yahoo.com



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Chuck Wilson
 Jeff Hanson
 972-347-2781
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 A & P Mechanic
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 2464 County Rd 855
 Farmersville, TX 75442-6014
 972-784-7544
 n188tx@flytc.net

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

EAA Chapter 323 Sherman, TX

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