

RAMP PAGE



The Newsletter of EAA Chapter 323

VOLUME XVIII, NUMBER 6 - June 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>

June 17th Meeting

Rick Simmons will bring us the annual pilotage training presentation at the Thursday meeting and then on the following Saturday (6/19) we will meet at the Sherman Municipal Airport at 9:00AM to put into practice those pilotage skills. Rick will present the mystery route to us then. Everyone with an airplane is encouraged to attend both sessions and if you have an empty seat, fill it with a fellow member. This has always been a fun event.

Bring a friend

President's Message



June 17th will be our annual Pilotage program/exercise with a fly out the weekend after. I have been stumped for a good exercise. After visiting with Rich last week out at Cedar Mills (3T0) he related a "game" he and some of his buddies played back in his early days of flying new J-3's. So I thought it would be a good exercise for us and encourage more flying and seat filling.

Here is the plan. First you (the pilot) need to find a co-pilot / navigator. An additional requirement will be a digital camera or cell phone camera for proving up your acquiring a visual of the sites. They could not get the pictures when Rich and his buddies were doing this in the 40's. You will need your usual VFR equipment, charts and so forth. You will be provided a copy of a copy of a chart with several locations marked and numbered. These may be airports, towns, landmarks or whatever else I can dream up. You will also receive an envelope; it will contain the first destination and another envelope, actually a series of them. The first aircraft will load up and taxi out at which time the right seater will open the first envelope, determine a course, time, fuel and particulars to get there, recording your times and courses as you go on the envelope. Once you have arrived at that location and the navigator has secured an aerial picture, open the next envelope, determine a course, time, fuel and particulars to get there and fly on recording your times and courses as you go. Everyone repeats till the final location. Of course we will eat!! The co-pilot/navigator will add a margin of safety to the event, provide a chance for those with out a plane to participate and in general create some flying fun. Of course if you can carry more than one please do so! I am still working on a contest feature to this so come to the June meeting to find out more! Don't forget if you going some place for fun let the rest of the club know- email or call around, fill a seat if your going

to a Fly in, Hamburger quest or just out practicing, there's lots to do so Com'on summers here lets FLY!
See You on the Ramp! Rick

Sonex Factory Trip to OSH, Wisconsin

As recalled by Joe Nelsen

May 1 and May 2, 2010 -The wife and I left on a Tuesday and arrived on Thursday in OSH for the Saturday and Sunday factory seminar. Friday was used to allow me to recover from the nasty head winds all the way while driving the truck and RV.

My good fly-buddy Bob Demunck had invited me to attend with him, as we both are seriously thinking of forking over the money to build a Sonex kit. I think Bob will get started before I can come to grips with selling N5000A, however!

Saturday was the first day, and we arrived at 0700-ish to just hang around. There were already about 30 other folks there doing the same. At about 0730-ish, the bright yellow Sonex' rolled out and the Monnett family pilots began fly-by's, al-al OSH Airventure, directly over our heads! There were three types flown, the tri-gear, the conventional and the V-tail version. If I recall, they all had the VW derived Aero-Vee engines. They all sounded just great, and all were very quick climbing and maneuvering. I was duly impressed!



Shortly, another nice polished Sonex showed up and it had the 3300 Jabaru installed, and it really was very impressive, and sort of sounded like my old N5000A, in an endearing way!

They all eventually landed and parked where we stood. We naturally got a real close up of all craft. Mighty nice!

We were asked to get inside and start the seminar. John Monnett and his son introduced everyone, and things got underway. We were given the short syllabus of the course contents we were doing before the demo's of building requirements and tasks were shown. John showed just how easily the horizontal stab could be cleco'ed and riveted on a flat table, so as to be square without any real jig. It was evident at that point that the value of the laser pre-drilled panels was the only way to construct, as some were thinking scratch building (not me or Bob!) We gathered up some pieces of carefully cut out aluminum and were shown how to fabricate a rib nose, spar connector, and a 6-inch wide piece of skin. The actual rivets will be other than the dime store pop rivets we were using (to save Monet some money). Bob has the end result item he and I were fortunate enough to finish with only three errors! We both gained lots of info on building techniques.



Saturday afternoon addressed other areas of the factory aircraft, with a mock-up of the cockpit, which we both tried on for size. Bob looked spectacular getting in, sitting in, and getting out. I, however, was not really comfortable with all the pictures of how to not look cool getting in and out. I don't care at all how I looked while in there, as my mind was already flying the thing!! We review also the other variations of the

Sonex line, looked at some projects in process, and at an engine installed, but not completed. Saturday evening was optional, and was to address aspect of the experimental department at Sonex, and the little turbine powered, mono-wheeled aircraft that was to be test run on Sunday PM. That little guy is really interesting! I wonder if Monnett will kit that for some of us to build! Looks really fast. He said later that it had about 250 lbs thrust, which doesn't seem like a lot, but on such a light airframe, doesn't really matter, I guess. Nothing more was admitted to, as it wasn't signed off by FAA for flight at that time, but appeared ready to be so designated. Bob and his cousin, Mary, with whom he was staying, Patty and I went to dinner at a nice Italian restaurant just north of downtown OSH.

Sunday started the same, 0700-ish, more fly by's, and yet another Sonex showed up, this time a purple one! The gentleman flying it was one of the volunteers assisting the others with the shop work, and he graciously allowed others to sit in the plane. I still liked the sound of the Jab-3300, sort of like I like the sound of my 0-300. Probably just wishing I didn't have to let her go to get one of these little Sonex's. Dam poverty!!

Anyway, we continued with demos of the Aero-Vee engine and its kit concept. I didn't know that it had aluminum cylinder barrels as well as heads. Huh. Each day is a new day, sometimes! We worked off and on, on the 'project' and got really behind when I realized I made a goof, and it wouldn't fit correctly. I had to remake one of the parts, but we caught up at the end, and only Bob and I know where the errors are! The instructor found three, and not the fourth! I wont tell, and Bob shouldn't either!! The highlight of the afternoon was John Monnett showing how to skin the wings, while they were hanging on the supports. He has a neat way to align symmetry and squareness with pendulums and witness holes strategically located in the end ribs and spars. Quite a lot of thought, and such a simple fix. That was John's key word of the weekend,

K.I.S.S. For the uninitiated, that's 'keep it simple, stupid! And, from my perspective, Sonex Corp has done an outstanding job on that! We cleaned up about 1600-ish, and chatted with others, and left for a relaxing evening. Bob took the flight out on Monday. Patty and I again battled strong headwinds all the way back to Texas. Sort of makes one wonder what you did wrong when you have headwinds both ways, doesn't it?

Thanks Patty, Bob, and all the great factory family at Sonex for a truly delightful trip and a lot of fun in between!

2010 Formation Clinic in Brownwood TX

-Winn Harris

(Editor's note – I published only one of the photos that Winn provided. Contact Winn if you want to see them all. Ask him for the slot locations that he refers to in the article, also)

I had an opportunity to fly to Brownwood TX and participate in a formation clinic with some of the best civilian formation flyers in the country. Over 32 pilots and planes participated. I wanted to share some of the pictures that were just posted at the clinic site.

We flew in groups of four Saturday and each group flew four times for a total of 128+ sorties out of Brownwood Airport. Sunday, a 24-plane formation flight was planned. One plane didn't fly (F4) so the Sunday formation flight went with 23 planes. Pictures are primarily from that flight. The photographer was a passenger in (D1). He had a great view of me on his right side. I'm (C2) the Blue plane, a RV-4, with the Yellow swatches trimmed in red. I've also attached the planning sheet for the Sunday flight.



It was a great time, challenging, and visually almost overwhelming. Literally, dozens of planes flying within a few feet of each other. I can hardly wait till next year!!

New Member

Please welcome Leif Batey of Denison as our Chapter's newest member. Leif owns a Cessna 172E and is a private pilot.

Membership Dues

There are several members that have let their membership dues expire. This is the only funding the Chapter gets to pay for our yearly insurance and keep the Chapter going. Please look at your mailing label and if you are overdue, please send a check to Ross Richardson and made out to EAA 323 as soon as you can. If there are any changes to your status please go to the website and print out an application form and fill it out with any changes. This helps keep our records up to day. At the same time you can go to the website, members only section and up date your profile.

FAA'S ADS-B RULE WILL COST YOU

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The FAA Thursday released a final rule dictating requirements for aircraft owners to operate in NextGen's ADS-B-required environment by 2020, and it's going to cost you. The rule addresses ADS-B Out. The FAA has previously (in the NPRM) estimated that the total cost to equip GA aircraft from 2012 to 2035 could range anywhere from \$1.2 to \$4.5 billion. It now estimates the quantified benefit to the GA fleet at \$200 million. Those figures appear under a section titled, "General Aviation: High Equipage Costs With Little Benefit." According to the agency, "The FAA fully acknowledges that the general aviation community will incur significant costs from this rule." However, the FAA says this must be balanced against the system's overall benefits, which are expected to include hundreds of millions of gallons of fuel saved and the realization of other operational efficiencies. The FAA says it considered three options to resolve GA's cost benefit concerns.

First, to lower costs for individual operators (general aviation pilots), the FAA has modified the systems' performance requirements and determined changes that eliminate the need for ADS-B antenna diversity. The FAA believes this will help make the rule cheaper to implement. Second, moving forward, the FAA "intends to explore the costs and benefits" for service expansions that may include: more low altitude coverage; radar-like terminal ATC services at airports not currently served; automated closure of IFR flight plans; enhanced search and rescue; and providing FSS with ADS-B positional display information to allow for more tailored flight service functions. The third option considered was to limit ADS-B requirements to Class A and B airspace. This was dismissed because the FAA believes failure to equip all aircraft would greatly reduce the system's benefits.

2010 Calendar of Programs and Events

Month	Programs	Events
Jun	17 – Pilotage Training	5 – Sign hanging and hamburgers/4:30PM @ KSWI 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.

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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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