

# RAMP PAGE



## The Newsletter of EAA Chapter 323

VOLUME XVIII, NUMBER 5 - May 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>

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May 20<sup>th</sup> Meeting

Member Winn Harris

“How I built my own engine as a replacement for my RV-4 certified engine  
And  
The modifications done to my RV-4 to improve performance and appearance”

Bring a friend

### President's Message



Every so often those of us who slip the surly bonds must sit with someone who has the power to put us on the sideline. There is another opportunity for that to happen with the AME but that is a story for another day. I just flew with my original instructor for my BFR. Thankfully he signed me off so I am legal for another two years. I had to wonder what he thought of my skills as I flew away- 26 plus years later, several hundred hours in several different types of aircraft and Rick still cant keep the ball centered. Ok it was only half a bubble but I did catch grief over it. I probably need to set some time with Bill to get some more encouragement and hone my skills, but don't we all.

Summer is coming! Time to plan to fly some where, no plane- no problem. As those planning to aviate (or drive) to an event in the area let the rest of the members know by phone or email and offer up those extra seats. Maybe those using the extra seats will spring for gas or even better Lunch!!

Speaking of seats, Joe gave an excellent program last month on the two seat Sonex. I saw several folks taking notes about the plane maybe the building bug is about to bite! Our May program is expected to generate more aviation interest, but more about that elsewhere in this newsletter. June will be our annual Pilotage program/exercise with a fly out the weekend after. We also have a chance to have a cook out at SWI! It's a thinly veiled work party to hang two EAA signs on the big hanger advertising our club. Eight self tapping screws, a level and we're into the burgers. Danny has volunteered his hanger as the no fryzone, so be on the lookout for that information also. Young Eagles, Learn to Fly day , Fly ins, lots to do so Com'on!

See you on the ramp! Rick

## New Chapter 323 Sign



The two new signs are complete and sitting in Rick's hangar. We will have a "**Chapter work party**" and hamburger cookout Saturday June 5<sup>th</sup> at 4:00PM to hang the signs and will eat around 5:30PM. For those that have airplanes, bring them out and show them off! The signs will be placed on the north and south sides of the maintenance hangar at Sherman Municipal Airport near the highway. We have received permission from the City to put up the signs.

## The "Moose"

Several of our newer members may not know of The Moose. This is a fast-build kit airplane that Rich Worstell purchased several years ago and many of the chapter members volunteered to help build. The fast build is not really correct as it probably took another few thousand hours into finishing it. It was a great learning experience for those that helped. Rich has a wealth of knowledge, which he passed along to us. The aircraft is powered by a 400hp Russian M14 radial engine (<http://www.russianaeros.com/vedenyevproduct.htm>). It should be noted that this engine turns the opposite direction of American engines – therefore you have to apply left rudder on takeoff rather than right rudder. The aircraft has about 150 hours on it. Two years ago it went to Minnesota for several weeks and a few Chapter members traveled there to get some water flying in the north. Come on out to the hangar at Cedar Mills and get a view of this great bird. One other interesting thing is that there is no mixture control and to kill the engine you simply turn the key off. However, there is an elaborate start up and shut down for the oil system. This is probably the best-built Moose in the fleet.



## One of Two WAAS Satellites Failed

By [Mary Grady](#), Contributing editor  
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The Wide Area Augmentation System, which broadcasts GPS corrections used by aviators across North America, is powered by just two satellites, and one of them has failed. Intelsat, the company that provides the satellite service to the FAA, lost control of the satellite on April 3. The satellite will "drift out of orbit over the next two to four weeks," the FAA said on April 12. The most immediate impact will be felt in northwestern Alaska, where service will be unavailable at 16 airports. However, the FAA said that due to the lack of redundant coverage, WAAS users across North America may experience temporary service interruptions. Also, a "single-point failure situation exists until redundancy [is] restored," the FAA said. A replacement satellite should launch by the end of this year; meanwhile, the FAA is looking at other options to mitigate the impact. The Government Accountability Office raised questions last year about the lack of redundancy in the GPS system. "It is uncertain whether the Air Force will be able to acquire new satellites in time to maintain current GPS service without interruption," the [GAO report](#) warned. "If not, some military operations and some civilian users could be adversely affected

## Air Salvage of Dallas Summer Fly-in and Sale

Mark your calendars and tell all your friends! The Summer Sale will be Saturday June 19, 2010 from 8:00am-4:00pm. The Lancaster Airport will offer a 20 cent per gallon discount on fuel. Go to the ASOD website for more details, [www.asod.com](http://www.asod.com)

### 05U's New Home

*-Jerry Sparks*

After Ross Richardson and Bob Nunn were so kind to fly 05U out from Sherman, Texas to Tucson on Tuesday, March 16 I have enjoyed taking it out about once a week since then.

I used to own a 1966 C-172G. I had it for 14 years. So, comparing the handling of the two aircraft is interesting. The G model had the O-300 whereas 05U is a 1965F model with the Lycoming O-360 with constant speed (CS) prop and MASA STOL kit conversion. First question I get is how much faster is it? Not much, maybe 10 mph at 65% power. The big difference is in take-off and climb performance.

I am busy learning about the CS prop and playing with the radio stack, GPS, etc. I found I have really got to watch the climb out at 1100 fpm when I plan to stay in the pattern. I am not used to climbing that fast from my previous C-172! I had more time to enjoy the scenery on climb out.

On landing you need to watch the sink rate. With that CS prop set all the way in she doesn't float down the runway like my old C-172. I have found a little power all the way down helps me.

This aircraft fits the mountain country well and I am glad Ross agreed way back to sell it to me if that situation ever came up.

Flying out here in the mountains is a lot different that being a "flat land" pilot back in Texas. For instance, out here you don't see many transmission towers 2000 ft. above the ground because they are about 100 ft. high sitting on top of 9000 ft. mountains! Tucson is practically surrounded by 8000 ft. to 9000 ft. mountains except to the southwest.

Also density altitude can be a problem when taking off from higher elevation airports in the summer. It's not unusual for Ryan Airfield, at an elevation of 2417 MSL, to have density altitude of 5500 ft. to 6000 ft. in the summer.

I try to fly at least 1 hour a week usually in the late afternoon on the weekend. So, I've put about 4 hours on it since it has been here. I plan to start flying to neighboring airports and then venture out further from there.



The first picture is right after 05U arrived and Ross took a picture of me trying to push it back in the hanger here at Ryan Airfield in Tucson.

The second picture is Ross, Bob and me taking a stop at one of the Mountain Vistas above Tucson.





The last picture, I am standing along side it as my wife says “caressing your plane”.

Hope to be back in Texas one of these days when I retire. Anyone in Chapter 323 who wants to come out to Tucson to visit and see the sights out here please contact me!

## Study: Vision improves for cadets who fly flight simulator

From AOPA eBrief

People improved their vision after motivational readings or other psychological boosts, according to research by Harvard University psychologist Ellen Langer. As part of the study, cadets from the Reserve Officers' Training Corps were tested. Cadets who flew a flight simulator pretending to be fighter pilots had better vision than cadets who did not fly the flight simulator.

*Editor's note: maybe this should be our next project to improve our aging vision.*

## Other Local Events

May 22 - 23 — Fort Worth, TX. Meacham Int'l Airport (KFTW). Cowtown Warbird Roundup. Free Admission with \$10 paid parking (\$5 walk-ups and motorcycles) to this Fort Worth event hosting over 50 aircraft with airplane rides, balloon rides, children activities and more. An annual fundraiser for the Fort Worth Veterans Memorial Airpark. Contact John Zapp, 817-501-3641

May 22 — Greenville, TX. Greenville Municipal Airport (KGVT). EAA Chapter 914 Cookout. On May 22, our group will be hosting a cookout/fly-in at Greenville Municipal Airport We aren't planning anything fancy or special. We are just trying to get as many likeminded aviation enthusiasts in the same spot at the same time to swap stories, rekindle old acquaintances, or share in the "\$100 hamburger" experience that got most of us involved in sport flying in the first place. Contact Carl Brown, (903)454-1926

June 5, 2010 8:00 - 11:00 a.m. Pancake Breakfast Fly-In **Mid-Way Regional Airport, Midlothian/Waxahachie, TX**, Breakfast Tickets: 8 and above \$6, 3 to 7 \$3 and 2 and under is free. Classic Airplanes /Fighters and other attractions. Please call for more info. Contact: Tammy Phone: 972-923-0080

June 25-26, 2010, 1000 - 1530 Ada Air Expo **Ada Regional Airport, Ada, OK**, Seventh annual Ray Stout, Ada Air Expo and Fourth Annual Pigs Can Fly championship BBQ contest. Activities Friday evening features Julie Clark with other performers to be announced. Saturday activities begin with a free pancake breakfast and aircraft arrivals. Airshow begins at 12:00 noon. Aircraft and helicopter rides are available throughout the day. Sample world class BBQ beginning at 11:00 am. Attendance is free for all fly-ins and drive-ins. \$10 per car parking fee Contact: Don Childers Phone: 580-436-0770

**International Learn To Fly Day**  
• May 15 •

**Take Someone Flying and We'll Make Them  
A Member for Free! Together we can grow aviation.**

International Learn To Fly Day is rapidly approaching and we need your help. Whether you put on an official chapter function or you and your fellow chapter members do something on your own – we hope that you will be out flying on May 15 introducing someone new to aviation.

When you take someone flying, give them a complimentary EAA membership—it's on us! You'll find a return postcard in your May magazine on page 24, or you can print an online version at [www.learnstofly.org/newmember](http://www.learnstofly.org/newmember).

Questions? Contact us at [learnstoflyday@eaa.org](mailto:learnstoflyday@eaa.org) or 800-564-6322.

P.S. – Your Chapter President will be receiving a package this month with even more great chapter resources. Be sure to ask about it!

## 2010 Calendar of Programs and Events

| Month | Programs   | Events   |
|-------|--|--|
| May   | 20 – Winn Harris and his RV-4                                  |  |
| Jun   | 17 – Pilotage Training   | 5 – Sign hanging and hamburgers/4:30PM @ KSWI<br>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<br>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](mailto:rpRichardson@verizon.net).

**Rick Simmons**  
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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**

| <b>Name</b>      | <b>Position</b>   | <b>Telephone Number</b> |
|------------------|-------------------|-------------------------|
| 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***

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