



EAA CHAPTER 983

www.eaa983.org

RIVETING NEWS—September 2018

Inside this Issue

- AirVenture Report—The Incredible Rotating Pancake Griddle
- Annual Fly-In Preparations
- AnnElise is Who!
- AmazonSmile
- Safety Minute
- Academy Scholar Letter
- Aviation News

On the Horizon

22-23 Sept—Annual Chapter Fly-In. This year we are including a Pot-Luck Saturday evening, and a Pancake Breakfast Sunday morning.

8 Dec—Christmas Party

RIVETING NEWS Editors & Staff

- AnnElise Bennett
- Nate Carriker
- Joshua Tremble
- Kliff Black

Pancakes and Sausages at AirVenture

by Kliff Black

Those Magnificent Men (and Women) and their Amazing, Rotating, Mesmerizing, Pancake Frying Griddle Machine!

The good folks from Chapter 38 located in Warner Robbins, Georgia came up with the idea for various chapters to host a Pancake Breakfast at the AirVenture Chapter Pavilion. And Dave Smith was smart enough – at least willing enough – to put his neck on the line and secure the Wednesday morning slot for our Chapter 983.

The bad news was getting up before 5am to get to the site and begin preparations. No big deal under most conditions, but Kelly's Bar had two for one Spotted Cow on tap the night before. Well, not really. But that's my story and I'm sticking to it.

I know that Dave was worried about how things would go. He needed at least 10 to 12 willing and able volunteers to make this happen. No problem! The membership really stepped up and at one point we counted 22 folks from 983 serving well over 300 satisfied customers. We were collecting money, mixing batter, grilling pancakes, making coffee, collecting more money, grilling pancakes, hauling

trash, collecting money, grilling sausages, cleaning tables, discussing politics, grilling *more* pancakes, and mostly trying to break the record for the most cakes we could fit on the griddle at one time.

Operating the griddle did indeed take a certain amount of skill and cunning. In

(Continued on page 4)



Awestruck Griddle Crew

*Our mission is to preserve and encourage
the freedom to fly.*



Experimental Aircraft Association

EAA Chapter 983 Officers, Directors, and Leadership

Officers and Directors

Richard Keyt	President	817.279.7590	flykeyts@gmail.com
Dave Smith	Vice President	907.223.8598	n195fm@gmail.com
Kliff Black	Secretary	469.585.4772	zzWebmaster@eaa983.org
Ed Askins	Treasurer	512.948.1316	edmira76@gmail.com
Doug Crumrine	Director	817.449.4665	ftrflyboy@gmail.com
Tom Woodward	Director	817.579.1850	buhwana@charter.net
Don Christiansen	Director	214.729.6187	214dc@charter.net
Bill Eslick	Director	817.475.2194	wgeslick@gmail.com
Tom Thibault	Director	520.271.4886	tom@lachollatech.com

Leadership

John McComas	Membership	817.736.0320	Jmccomas51@gmail.com
Stuart Hill	Accounting	817.964.2875	stuarthillcpa@stuarthillcpa.com
Karen Woodward	Young Eagles	817.408.9576	ktwood@charter.net
Steve Wilson	Eagle Flights	817.279.1379	stevewilson@aol.com
AnnElise Bennett	Newsletter Editor	214.236.5169	anniegeese@yahoo.com
Nate Carriker	Newsletter Writer	682.240.2846	
Joshua Tremble	Newsletter Staff		
Kliff Black	Webmaster	469.585.4772	zzWebmaster@eaa983.org
Charlie Adams	Tools	817.219.0162	pecan_aa1@charter.net
Wendy Moore	Librarian	682.936.3002	

Technical Counselors and Flight Advisors

Martin Sutter	Tech Counselor	817.579.8765	martinsutter@charter.net
Dick Keyt	Tech Counselor	817.279.7590	flykeyts@gmail.com
Don Christiansen	Tech Counselor	214.729.6187	214dc@charter.net
Steve Wilson	Flight Advisor	817.279.1379	stevewilson@aol.com
Dave Christman	Flight Advisor	817.279.9899	rv8erdave@yahoo.com

Members-Directory (Members Only Content) on our Website

Login Required: <http://eaa983.org/wp1/members-only-content/members-listing/>

Disclaimer: The information presented in this Newsletter may be out of date or include omissions or other errors. All information is provided "AS IS" without warranty of any kind. EAA Chapter 983, its members, and associates hereby disclaim all warranties with respect to this information whether express or implied, including the implied warranties of merchantability and fitness for a particular purpose. In no event shall EAA Chapter 983, its members, or associates be liable for any direct, indirect, incidental, special or consequential damages for loss of profits, revenue, data or use, or injury or death incurred by you or any third party in an action in contract or tort, arising from your access to, or use of, this Newsletter or any other linked web site or referenced information.

Experimental Aircraft Association Chapter 983, Inc. is a 501(c)(3) public charity organization
Donors can deduct contributions under IRC Section 170

Mail to: 8650 Westover Court
Granbury, TX 76049



Friends and Sponsors

These are just a few of our Chapter friends and sponsors. Look for more in the next issue of RIVETING News!



Annual Fly-In Sat/Sun 22-23 September

We officially start at 9:30am but need to be ready for arrivals as early as 9:00am. And of course, there's a LOT of setup to do on Friday evening and early Saturday morning.

We're expecting dozens of homebuilt, classic, and certified aircraft. Don't forget about the Silent Auction and Fly Mart. We need your unwanted stuff, and we need you to be sure and buy some stuff. After all, if you find you can't use something, then we can sell it for you next year!

Karen Woodward will be coordinating Young Eagles, and there are plans to offer Eagle Flights to adults as well.

More information is on our website at [Annual Fly-In](#)

PILOTS: Be sure to review the [Pilot Briefing](#)



PPOA VFD & EMS



Don't forget about helping out with tear-down and cleanup if at all possible!

(Continued from page 1)

addition to the *Mixers* and *Hotcake Runners*, we found that a crew of 4 to 8 at the griddle itself was at the same time effective, fun, and inefficient (which made it more fun).

Position number one, *The Dropper*, is key to getting a batch up and running with new batter plops. Not too small, not too big, but just the right size. Too far apart, and customers will be waiting. Too close together, and *The Flipper* will flip *The Dropper*... uh, utter a few choice words about cakes colliding.

Position number 2, *The Oiler*, makes sure there is no sticking. He really doesn't have much to do and generally just tries to look important (don't ask me how I know) and fill in for positions 4 thru 8 if they get distracted. He also



keeps the peace between *The Dropper* and *The Flipper*.

Position number three, *The Flipper*, is where the rubber meets the road and the spatula scrapes the goods. *The Flipper* sets the pace.

All cakes should take two turns

around the track. At the end of the first lap, *The Flipper* flips. If the griddle is too cold or is rotating too fast, things can get messy and batter may splatter. Another lap is required, and customers start to mumble about the jumble. If the griddle is too hot or too slow, cakes get burned, refunds are requested (always denied), and the crowd of happy eaters starts to look like a mob of angry critters - with teeth. But if all goes well, *The Flipper* scoops the cakes at the end of lap two, *The Oiler* dresses the platter, and *The Dropper* plops another set.

Chairs and Tables—Member Benefit / Fundraiser

EAA 983 tables and chairs are available for use by members as well as other groups. If you have a need for chairs (we have 175+) or rectangular tables (17 available), let us know. Tell your friends and neighbors! FREE TO MEMBERS! Suggested donation \$1/chair and \$5/table with a \$50 refundable deposit. Help with deliver may be available within Pecan Plantation for an additional donation to the Chapter. Email or call an Officer (listed on page 2) to schedule.

Things get really dicey whenever *The Flipper* misses a flip or a scoop. No matter the reason, it's always *The Dropper's* fault. And this is when *The Oiler* earns his keep.

Positions 4 thru 8 are entirely redundant. They are *The Managers* and *Quality Control* specialists. It's their job to point out and discuss every cake-mistake in great detail. They must also compliment those



working positions 1 thru 3 by saying things like, "You're doing a great job, BUT...". Distracting discussions about fast airplanes, great landings, incredible upset recoveries, and great, great, grandchildren's baby teeth are also in order.

In all seriousness, I want to thank Dave for getting our Chapter involved in this event. A good time was had by all, and I hope we can do it again next year.

We also owe a special thanks to EAA's Charlie Becker (Chapters Director), John Egan (Chapters Manger), and especially to Keith Lindsay and other members from EAA Chapter 38 of Warner Robins, Georgia for their untiring work as the pavilion hosts. They provided the griddle, procured supplies, organized everyone, and generally made this event possible. They even provided plans for the rotating griddle, and our chapter is building one to be ready in time for the Fly-In!

A host of volunteers including Ken Miller, Bill Eslick, Dick Keyt, Doug Greene, Dave Cole, Mike Parrish, Tom Thibault, Pat and Mary Hoyt, Jason Tremble, and several others have been busy procuring, cutting, machining, aligning, welding, wiring, painting, and from what I've heard, discussing ways they might be able to make this thing fly. We'll give you the full run-down next month!

- KB



AirVenture Pancake Breakfast

EAA Chapter 38, from Warner Robins, GA, served as the lead Chapter for the event. Several of their members were in attendance. Their Chapter VP, Keith Lindsay served as the gate keeper for the program and provided almost all of the products we needed. They also provided us with tremendous guidance. Additionally, they were there early every morning during the week to help ensure each Chapter had a successful event.

The Chapter Pavilion had been refurbished and updated with power lighting and basic kitchen facilities. Charlie Becker, EAA Chapters Director, was visiting Chapter 38 in Georgia and during casual conversation about the

updated Pavilion was explaining the idea of allowing Chapters to utilize the Pavilion for Chapter activities while at AirVenture. The idea for a Chapter Pancake feed fund raiser was mentioned and Keith immediately volunteered his group to be the lead Chapter for the project. Because this was the first year and a trial program it was decided that the consumables should be supplied by EAA National in order to simplify the process for a visiting Chapters. The visiting Chapter would provide the labor and then receive the profits once the consumables were determined and subtracted

John Egan, EAA Chapter support manager, casually mentioned the program at the Leadership conference last April. During the first break, I cor-

nered John and said that we wanted to do it. He was a little taken back by the sudden request and asked me to give him a call as soon as I could verify we would have at least 12 members available to work. I did and we were the first Chapter to sign up. Not only did we have 12 members attend, we had 22 very enthusiastic members ready and willing to help. We served 351 people, and including small donations, our gross was \$2501. After all expenses our Chapter made a profit of \$1750 plus \$71 that included the sale of a couple of Ball Caps and small donations. Besides the money it was just a lot of fun. I greatly appreciate the fantastic response from the Chapter and want to thank everyone involved.

- Dave Smith

Buying on Amazon? USE THIS LINK

Automatically send 0.5% of your purchases to our Chapter 983 with [AmazonSmile](#).

Why not? It cost you nothing extra to help support our chapter. The AmazonSmile program is the same Amazon you already know. Amazon donates 0.5% of the price of your eligible AmazonSmile purchases to the charitable organization of your choice. Help support EAA Chapter 983!

If the links do not work for you, please try to copy and paste this address: <http://smile.amazon.com/ch/75-2704367> in your browser.

You can also go to smile.amazon.com and search for "Experimental Aircraft Association Chapter 983 Inc".

By the way, if you already have items in your shopping cart, you can switch to smile.amazon.com and the items will say with you.



Member Tip

Sam Butler shared a more affordable idea for a remote door opener for those of use who can't or don't want to spend hundreds of dollars for a remote for our hangar doors. Gama Electronics makes remotes for virtual every application. Here's a link to the option that Sam chose: <https://www.gamainc.com/product/pb3-remote/>

Safety Minute

Ed Askins shared a recent experience whereupon he realized fortuitously that a blood oxygen monitor ("pulse oximeter") was a good idea. They're readily available on Amazon.

Be sure to go to Amazon Smile and select "Experimental Aircraft Association Chapter 983 Inc." so that a portion of your purchase goes to support our chapter.

Click [HERE](#) to see a listing of several pulse oximeters available on Amazon.





Aviation News



German Doctor Flies Replica Fokker Triplane

Project Has Been Nine Years In The Making

A German doctor practicing in England, who has spent the last nine years building a replica of the Fokker Dreidecker Dr.1 triplane made famous by Baron Manfred von Richthofen, flew the airplane for the first time late last week.



Dr. Peter Brueggemann took off from Felthorpe Airfield in Norfolk, according to the report from the U.K. newspaper The Daily Mail. He took the triplane to an altitude of about 3,000 feet in a flight lasting a little over an hour. Among those welcoming him back to Earth were family, friends, some of his patients, and a representative of the German Luftwaffe, which has adopted the plane as a mascot.

The plane was built using technical drawings created by American aviation enthusiast Ron Sands in 1976. It is almost an exact replica of the WWI airplane, built with many of the same materials as were used nearly 100 years ago. It is even fitted with two replica Spandau 7.92 mm machine guns that make a lot of noise and smoke but do not fire a projectile.

Dr. Brueggemann has been dubbed the "Red Baron of Norfolk" by his patients. He described sitting in the cockpit wondering if taking off was a great idea, but then he just committed, applied full throttle, and took to the air. He said that the airplane was difficult to control at first because it pulls hard to the right. But he had gotten advice from other pilots about how to combat the torque, and the flight was a success.

Dr. Brueggemann says he hopes to fly the airplane to Germany next summer.

Source: Aero-News.net

New Generation Solar Cell Empowers Autonomy For BVLOS UAV Operations

Technology Developed By Alta Devices Unveiled At InterDrone Conference In Las Vegas

UAVs (unmanned aerial vehicles), or drones, are among the earliest autonomous vehicles – performing many functions without human intervention. The next challenge for UAVs is the coming adoption of BVLOS (Beyond Visual Line of Sight) regulations. The adoption of these rules liberates drones, but also places new demands on them; they need to be able to fly for extended periods and have the right instrumentation for many newly practical applications, such as precision agriculture, mapping, railroad inspection, and search and rescue. Therefore, these aircraft require sufficient power to enable long-distance flight.

The most likely form of power that will make this possible is solar power. However, these solar cells must be able to generate significant power from direct or indirect light, be lightweight, and, be able to integrate directly into the aircraft. Alta Devices new Gen4 solar technology uniquely meets these requirements.

The technology is being unveiled this week at InterDrone in Las Vegas. Lightweight, thin and flexible gallium-arsenide solar cells from Alta Devices enable designs that are not possible with other solar technologies.

Alta cells provide a new level of mechanical and design flexibility for the UAV industry due to their high power-density combined with the ability to bend around curved surfaces. Alta Devices is the world-record holder for single junction solar cell efficiency at 28.9%. The newest generation product from Alta demonstrates a significant weight reduction from the previous version resulting in an improved power to weight ratio.



Source: Aero-News.net

Who's Who at 983

Note: In the interest of folks getting to know each other better, we're including a section to introducing recent and longer-termed members.

Who are you? AnnElise Bennett

Who's your crew? My favorite college boyfriend, Jack, out of my life for 35 years, recently back for a second chance.

Long time or recent 983 member?

Recent, as of February 2017, when I got to Pecan.

Where do you live? Corner of Muirfield and Taxiway in the "Boldenow House".

Inspiration to take to the air? My ex-husband, Bobby made me an offer I couldn't refuse shortly after our wedding in 1997. "If you'll go to ground school and pass your written test, I'll buy you an airplane". Sure enough, I passed the test and he brought home a 1965 C172 that he'd been maintaining. Part of the deal included the CFI (former) owner. I soloed on July 4, 2000 and passed my check ride on Wright Brothers Day, December 17, 2001.

License, Ratings and Hours? PPSEL. Aviating has always been my most intense recreation. 800+ awesome hours.

Favorite Wings? My 1965 C-182, "X-Ray".

Most memorable flight experience? The first time I landed at Oshkosh in X-Ray. Memorable enough by itself, but there was a moment of excitement as I was cleared for 36L and upon initiating my turn to final, the controller frantically canceled that clearance as a jet was also cleared for 36L. I yanked back on the yoke and went up and over as the jet went under me, and then was immediately thanked, and cleared for 36R.

Near Miss/"Educational" Moment? Landing without elevator control as a "baby" pilot after picking my 172 up from the shop. Calmly and successfully handling that emergency gave me the confidence to stretch my skills into many long loooooong solo cross-country trips and my favorite thing to do with X-Ray—air racing.

Favorite aviation movie or book? I'd usually rather do it than read about it or watch a movie about aviation.

Brush with Aviation Greatness? I've been fortunate to be exposed to much Aviation Greatness. I'd have to name two folks here. The first would be my wingman, Bobby Bennett, for giving me the gift of aviation. Bobby inspired many of his friends to become aviators and impressed them endlessly with his can-do flying skills. I wouldn't be in the aviation



world if I hadn't been in Bobby's world.

My other choice would be meeting and working around Lee Behel, Founder of the Sport Class at the Reno Air Races, among many other distinguished accomplishments. Lee was an innovative and inspirational individual who turned heads as he brought light into every room he entered.

Future Aviation Goals/Projects? Having accomplished my second biggest aviation goal to sell my 78-acre private airport in Kaufman, 9TX2, and moving to Pecan Plantation, I'd say spending as much time in and around airplanes and aviators and sharing my love of aviation with anyone who will listen would be my #1 goal from here on out.



EAA Academy Scholarship

Each year our Chapter sponsors a young adult, age 16-18, to the EAA Air Academy held late July in Oshkosh, WI. Air fare and camp fees will be paid. Those interested must submit an application by about mid-January. Please visit our website ([Scholarship](#)) for more information.

Our 2018 Academy Scholarship was awarded to Jacob Greene (no relation to our own Doug Greene) who sent the following about his experience:

Dear EAA Chapter 983,

Thank you for giving me this amazing opportunity. I would have never been able to afford this camp without the sponsorship from the chapter.

This camp was not only an amazing opportunity but an amazing experience.

Throughout the week we attended a class taught by Mr. Brian Lee who has over 20+ years in Boeing's Stability and Control Division. He gave lessons on reacting and determining if weather is appropriate for your pilot rating to what computers controlled on your aircraft. He also provided a lot of insight in the world of homebuilt aircraft. Alongside the classroom we also spent time learning about and applying aircraft fabrication and maintenance. This included: welding, composites, sheet metal, wood and aircraft technology. Besides all the practical knowledge that I obtained throughout the camp, I also learned a great deal of aviation history through the EAA Museum and my experienced camp staff.

From the bottom of my heart I sincerely thank you for this awesome experience.

*Sincerely,
Jacob Greene*



Experimental Aircraft Association Chapter 983, Inc

Our mission is to preserve and encourage the freedom to fly. Founded in 1992 in Granbury, Texas (southwest of Ft Worth), Chapter 983 has grown to over 120 members, with an average of 50-60 attending our regular meetings on the second Saturday of each month. Members and guests start arriving around 9:30am for social time with coffee and snacks. Our guest speakers are informative and entertaining, covering a wide range of aviation-related topics and activities including hands-on training. There are stories from members, safety discussions, a raffle, and more. Our membership includes several technical and flight advisors who donate their time and assistance to help others. Join us for an entertaining and enlightening morning!

The purpose of our Chapter is to promote, encourage, and facilitate...

- an atmosphere where all are welcome to join-in and become a part of recreational aviation.
- an environment that celebrates and nurtures the participation of families and the spirit of volunteerism within the world of recreational aviation.
- an environment that fosters safety and high standards in the design, construction, restoration, and operation of all types of recreational aircraft.
- recreational aviation activities that provide educational opportunities.
- a positive, productive, and cooperative relationship between the Chapter and those governmental agencies and private enterprises that provide aviation services and facilities to the benefit of members of the Chapter.
- membership in the EAA (Experimental Aircraft Association, Incorporated).
- the mission, vision, goals and objectives of the EAA through programs and services within the Chapter family.

History

A significant portion of our Chapter history from about the year 2000 may be gleaned from online [Newsletters](#) and Newsletter Archives. A State of Texas tax filing indicates the Experimental Aircraft Association Chapter 983, Inc was registered February 27, 1992. The officers were Gary Green (Pres), Dennis Trusty (VP), and David Moore (Sec-Treas).