

W I N T E R 2 0 1 4

RIVETING NEWS



EAA Chapter 983 News

The FAA presents 13 members the Wright Brothers Award in the largest ceremony
EVER!

Aviators of Distinction



Front Row L to R: Jerome McChristian, David Guinn, Bob Satterwhite, Bill Rose, Larry Hale, Ed Brown

Back Row L to R: FAA Charlie Hamilton, Bob Winegar, Mac Angel, Murray Sloan, Marv Jensen, Roe Walker, John Parks, FAA Joe Murphy

Missing: Ray Nasypany

See story on next page

In this issue

- *Wright Brothers Award*
- *Veterans' Day Flyover*
- *Lycoming's Beginning*
- *Picture Quiz*

Upcoming Meetings

*Annual Christmas Party
December 13th @ 1800*

*March- Evening
meeting Hangar
Party Reboot*

*September 19, 2015
Annual Fly-in*



In a ceremony which took place in the beautiful heated and air conditioned hangar (check the floor out in the above picture) of Don and Cindy Rogers, Joe Murphy, DFW FAAST team supervisor and Charlie Hamilton, SW region Point of Contact for the FAAST team presented 13 Pecan Plantation residents and pilots, 11 of which are EAA 983 members, the Wright Brothers Award in what was considered the largest single presentation to one chapter at one time in the history of the award!

The ceremony lasted about an hour, during which Joe Murphy read a brief bio of each pilot who, along with their wives, were awarded a nicely framed plaque, certificate and pin. In addition the FAA presented the awardee with a compilation of their rating records as collected over the years by the FAA.

The awards were preceded by the usual EAA meeting of New projects, Old business and the EAA video briefing. After the award ceremony all attending members enjoyed a catered lunch. In this case, the members, who provided a side dish or desert, catered lunch. The chapter provided the hamburgers, brats, drinks and Beer. Chapter secretary Karen Woodward, who along with Don Rogers and others, cooked the burgers while the ceremony was taking place. I would like to thank Karen for the long hours she put in to assure the cook-out came off without a hitch. I would also like to thank Howard Siglar for remembering how to tap the keg as the rest of us were many years from remembering that skill.

In the picture above, in addition to the members listed in the photo on page one, we included the previous Wright Brothers award winners and the EAA Major Achievement award winners. They are:

Far L: Martin Sutter and Dick Keyt, EAA Major Award winners

Sitting L to R: Bruce Wilson, Tom Eanes, Sid Tucker and Jim Crain, Missing Henry Erlich and Terry Strange

We thank all the Awardees for their persistence, longevity, health and contributions to the Chapter and the Pecan Plantation Airpark.

Reminders

If you are buying fuel for a friend you need to be present at the pump

When fueling, be sure to ground your airplane. Fuel Vapors, when ignited by a spark or static electricity will ruin your day and your hairdo.

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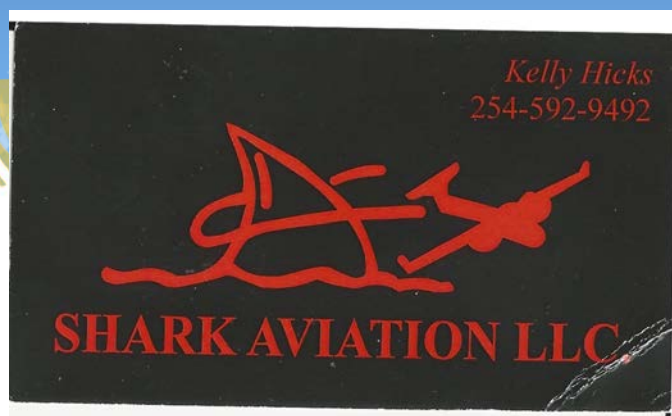
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Aircraft Detailing. Shark Aviation specializes in detailing of aircraft of any size you can afford. From J-3 cubs to Small jets. Prices vary depending on size. Located at Granbury Airport but she is completely mobile and "Plane wash can travel"
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FMI: buhwana@charter.net pixs: buhwana@charter.net

**The following articles are from our time at Oshkosh this year.
Articles are by writers of the ANN staff and myself.**

Lycoming Celebrates 85 Years Of Innovation In Aviation Technology

Starting As A Metal Fabricating Plant Lycoming Produces Engines For All Markets Of Aviation

Did you know that a woman started Lycoming Engines? It's true. In 1845 Madam Ellen Curtis Demorest started, what is now called Lycoming Engines, as a metal fabrication plant. In 1888 local investors bought the facilities and named it the Demorest Fashion and Sewing Machine Company, which produced sewing machines, bicycles, typewriters, duplicating machines, gas irons and printing presses. In 1891 a Demorest employee designed a bicycle which at the time sold for \$85 to \$125, a princely sum even then. Both sewing machines and bicycles were built in what is today's Lycoming engine plant and both could be seen at the Lycoming Pavilion at Oshkosh.

With the success and excitement of Lindbergh's 1927 solo flight across the Atlantic, Lycoming produced the first engine to be installed in a Beech-designed Travel Air biplane. The engine was a nine-cylinder, 215 horsepower R-680 radial. The engine went on to power the nation's earliest airlines. More than 25,000 R-680's were produced. Thousands of the R-680's flew in the armed services before and during WWII.

Further engine development spurred on by the wartime effort, enabled Lycoming to produce the world's largest and most powerful reciprocating aircraft engine, the XR-7755. The engine was a 36-cylinder, single-crankshaft, liquid-cooled, radial type power plant designed to generate 5,000 horsepower. The experimental XR-7755 engine, designed for the B36 bomber never flew and is now displayed in the Smithsonian Air and Space Museum.

In 1938, Lycoming introduced the O-145, which became one of the first modern, high performance light aircraft engines. In 1939, a 75-horse-powered version of the O-145 powered Igor Sikorsky first helicopter. Lycoming engines also made their way into automobiles where they powered the 1935 Auburn 851 Cabriolet Rumble seat with a Lycoming Flathead Straight 8 Engine making 115 horsepower, which could also be seen at the Lycoming Pavilion.

Over the years Lycoming has built in excess of 325,000 engines of which about 200,000 are still in service. Lycoming currently builds air-cooled, horizontally opposed, four, six, and eight cylinder engines available with power ratings from 100 to 400 horsepower. In addition the company provides Experimental engines under the Thunderbolt brand. Lycoming produces the only FAA certified aerobatics engines.

Lycoming's iE2, single button start system allows you to start your engine while the controlling module manages your mixture and propeller automatically. Currently available on the Thunderbolt Engines, Lycoming hopes to have it certified in the near future.

Share your Lycoming stories at [HTTP://www.lycoming85years.com](http://www.lycoming85years.com).

FMI: www.lycoming.com

A Look inside the Oshkosh Control tower

By Maria Morrison (15yo ANN reporter)

A Look Inside the Control Tower at AirVenture 2014
The Hardworking Controllers and their Operations

Watching the aircraft come in closely for landing, spectators marvel at their diversity, speeds, and proximity to one another. The real magic, though, happens inside the Oshkosh Tower. Inside, groups of three controllers work cohesively, clearing all kinds of aircraft for takeoff and landing, one after another. As their shift ends, the three exit the tower in their pink shirts, making them easily identifiable by anyone with a question on the operations of "the busiest tower in the world" (for one week).

Weeks before AirVenture begins, most controllers in the middle third of the United States bid for a coveted spot at Oshkosh. Through a select process, about 60 of the "best of the best controllers" are chosen to train for the "Super Bowl" of aircraft controlling, says Director of FAA Public Affairs in Chicago, Tony Molinaro. Part of the selection process is making sure that there is a new group of people every year. Controllers can serve a maximum of nine years at the Oshkosh tower, helping train the rookies so that the KOSH tower can always continue.

On 51 of the weeks in a year, the control tower at Oshkosh is a contract tower, with non-FAA controllers. During AirVenture, however, it is an FAA-run tower. The controllers are "a good kind of exhausted" by the end of the week. When their shifts at the tower end, most choose to take in the sights of Oshkosh as a spectator. They travel in their groups of three, and are always open to talk to.

When airplanes are entering Oshkosh's delta airspace by the hundreds, with multiple thousands daily, controllers certainly have their hands full. On fact, the work is far too much for one person to handle at once. Due to this, controllers spend their time, in and out of the tower, in groups of three. When it is their time to direct the aircraft, one member is the designated speaker. This person makes all the calls to aircraft within 10 miles of the airport. The other two members of the team look out for traffic and tell the speaking controller exactly what to say. The operations are "nothing like these people have done before" and aren't practiced in any other "normal" tower. Along with an unusual way of spotting and speaking to aircraft, the controllers also deal with a closer-than-normal separation between airplanes.

Fortunately, the tower isn't alone with this mass of aircraft. The controllers are split into three groups, who rotate throughout the week. On the ground, in carts dubbed as "Moo Cows", controllers line up aircraft awaiting departure. Miles away in the town of Fisk, controllers sit in a mobile home, working as the approach and departure control for Oshkosh. Using radar, the controllers at Fisk deal with aircraft 11-30 miles away from KOSH, "blending" all the approaching aircraft onto a path to the runway, and "pulling" departing aircraft away from one another. In order to keep the frequency clear, pilots are told to rock their wings instead of respond to calls, and follow "navigation guides" such as colored circles and arrows on their way to the airport.

Whether they are working in MooCows, mobile homes, or the landmark that is the KOSH tower, these controllers are some of the busiest people at AirVenture, but couldn't be happier. Says Tony Molinaro: "I've talked to controllers and asked "what is the coolest stuff?" And they say; "Well, I've got a huge cargo plane one minute and two F-16's coming in, and then I've got a WWI bi-plane." It can't be better than that."

FMI: eaa.org/airventure

Continental Announces First Flight Of Its 300 HP Jet-A Diesel Engine

Oshkosh, Wisconsin on July 29th 2014 –Continental Motors Group Co., Ltd. of Hong Kong, China announced today that it has achieved first flight of its 300 horsepower Jet A fueled aircraft piston engine. Designed for single and twin-engine aircraft, the CD-300 is a 300 horsepower class engine that adds to the already successful 100 and 200 series engines in the Continental Diesel lineup.

The CD-300 achieved its maiden flight in July at Continental's German development center in Altenburg. The company's flying test-bed exhibited rates of climb and cruise performance that exceeded engineer's expectations. "For us, the maiden flight of the CD-300 signifies a further milestone in the development of our Continental Diesel aircraft engine program. In conjunction with the CD-100 and CD-200 series engines, we now cater fully to all performance categories," explained Rhett Ross, President of Continental Motors, US. "Just like most Continental Diesels, the CD-300 is designed on the basis of tried-and-trusted technology. Owners and airframe manufacturers call for modern high performance engines, while allowing for significant reduction in total ownership costs. Our goal is to listen and provide the technical solutions that answer their needs" continued Ross.

The CD-300 series engine has three-liter displacement and generates up to 310 HP (228 kW) at 2,300 rpm for low operating noise. Continental equips all of its CD engines with true single level control and an electronic engine management system. Common rail technology, direct injection, turbo charging, liquid cooling and an advanced reduction gear system complete the state-of-the-art design features of the new engine.

Continental has started the type certification process for its 300 Series Diesel aircraft engine. This will be the sixth innovative jet fuel aircraft engine to be certified by Continental Motors for General Aviation aircraft. The type certification will be conducted in accordance with the requirements of the European Aviation Safety Agency (EASA) followed by FAA and CAAC validation. The engine is expected to be certified in 2016.

FMI: <http://www.continentalmotors.aero>

Mindstar Creates New Interactive Simulator Software

Now Allows Pilots to See other Aircraft and Hear Other Pilots on the Network

Electronic aviation simulator software has come a long way as far as control response time, airport databases, and realism is concerned. However, there is one aspect that hardly get touched upon. "When this first started, it was originally born out of the idea that, at our home in Leesburg, some of these people who have been flying for 50 years cannot use a radio... We've got all these Redbirds, how can we use all these Redbirds and let people practice using the radio? So we've got a King Air facility, 172s at the flight school... And they're all networked together (using the Mindstar software) and they can practice radio work together at their home airport." Says Mindstar president Stasi Poulos.

The new Mindstar software allows any simulator using Microsoft Flight Simulator X or Lockheed Prepar 3D to join the network of any active simulators, all able to communicate with each other and ATC. Scheduled to release late this year, this software, Airspace VR, allows any simulator operating with the approved programs to interact with others and a live ATC. When the product releases, they plan to have a controller working real-time at different airports. This allows pilots to experience crowded frequencies, following ATC instructions, and communicating with other pilots.

This software also shows the aircraft of other pilots. If someone in a 172 living in Washington lands at KOSH at the same time that the pilot of a Fairchild 71 living in New York does, the two will see each other's aircraft and be able to hear live radio transmissions with the tower. "We rehearsed," says Poulos, "we had one simulator in Germany and the other one in northern Virginia. And we pick an airport and fly at it, and it's like we're right in the same space."

Months before AirVenture, Redbird simulators planned a display at the AOPA tent, offering ten minutes of simulator time to anyone who wanted it. Mindstar jumped on the chance to display their new product and cut a deal with Redbird and AOPA. They exchanged the standard software with their network, upgrading nine solo simulators to a comprehensive, interacting group of pilots and controllers. (cont)

While they are still working out the details of having real interacting frequencies, Mindstar hopes to expand the software to fit many more simulator programs, so that anyone can have the experience of interacting with other aviators in the digital world.

FMI: www.AirspaceVR.com

One-Of-A-Kind QED Has Humble Beginnings

Built From Scratch By Various People With Unique Talents

While every aircraft at Oshkosh is something to look at, the GeeBee super QED II was one of the stars of the show this year. Built from scratch under the supervision of late project leader Jim Moss (passed away September 1, 2013), the QED directly resembles the "standard" racing GeeBee, with a few modifications. There is a different engine, seating for two, and it is twice as large.

Yes, an average adult can stand comfortably underneath the wing of this low-winged airplane, making it twice the size of a R1 or R2 (racer one or racer two) GeeBee. Although the Grandville Brothers, the creators of the GeeBee, created the QED it never saw production. The Grandville brothers were struck by the depression in 1934 and went onto separate careers. The single QED that they did create was flown until it crashed into the Potomac river in 1939, then went to a museum in Mexico, where it still sits on display.

The QED, having never become a great racer, was all but forgotten until Jim Moss began researching it in 2002. In 2004, he employed the help of Kenny Brynestad to begin building the tail. Once the tail was done, Brynestad moved onto the wings, using wood supplied by Lyle Sindlinger. He worked off plans that were photographed in a university in Texas, and given to Moss and his crew. Next on the project came Frank Hoogkamer, who welded and fabricated the fuselage. "As Jim put it: "Everything on this airplane is attached to what I've (Hoogkamer) done." Says Hoogkamer of his contributions to the construction of the R6H. The QED is referred to as the R6H because it is GeeBee Racer number six and has a Hornet engine. However, building this airplane from scratch caused it to have landing gear from a Beech 18 and being powered by a Wright 1820 Cyclone, gaining the nickname R6"C".

Although Cawley's South Prairie Airport in Buckley, Washington is certainly not the most populated airport in the Pacific Northwest, Moss quickly acquired more help for his project. Without going to Mexico to see the original, they began building this one-of-a-kind airplane from the ground up. Tom Fraiser constructed the landing gear and controls. Tom Jenson made the fuel tanks, modifying them several times for CG reasons. Ron Robinson was in charge of all the painting of the aircraft as well as keeping the project alive after Jim Moss' death. Rich Alldredge, along with doing the electrical work, was the test pilot.

1. The QED first flew on September 26, 2013 at Olympia Regional Airport in Washington. The flight was trouble-free, albeit some known CG problems. Although project leader Jim Moss was not there to see the flight, his legacy lives on the both the aircraft he created and the people he brought together. Says team member Hoogkamer, "Jim had a unique way of taking people with unique talents and making them work together."

Prior to taking on the QED project, Jim constructed a wide array of interesting aircraft, including a Laired Super Solution, an aircraft that Jimmy Doolittle flew before moving on to a GeeBee R1. Moss was known for "making things happen," and helping anyone who wanted to learn. "He would stop by every once in a while to check on the progress of our project. Not his project, our project... I am proud have been a part of Jim's life."

The QED will return to its home in Berkley at the end of the week, stopping in Spokane, Washington for a while on the way. It will continue to visit air shows and other aviation events, showing off this one-of-a-kind aircraft.

FMI: www.facebook.com/QED2oshkosh

Chapter owned tools

1. Dynavibe Prop balancer.
2. Electronic scales for weighing aircraft
3. Prop torque wrench for Hartzell-MT Props.
4. Torque wrench 5-80 ft pounds.
5. Nose seal tool.
6. Various cable crimpers and cutters.
7. Hose mandrels.
8. 'C' clamps. C-6, C-11, C-18.
9. Rotary angle finder.
10. Grinding wheel dresser.
11. Printer for updating glass panel.
12. Hobby-Air forced air breather.
13. Citation HVLP spray unit with fresh air breather.

Chapter Member Special tools

1. Tire bead breaker, wheel balancer, sparkplug cleaner/tester, aluminum tube bender and flaring tool, Cam Loc pliers, Handheld Digital Prop Tach checker, Punches for panel instruments, brake bleeder pump.	Charlie Adams	817-219-0162
2. Large glass bead machine, Cylinder wrenches, Ring compressor bands.	Gary Bricker	817-219-0524
3. Engine hoist, Pipe expander to tighten 1 3/4" exhaust slip joints. Don Saint 817-578-7339	Don Saint	817-578-7339
4. Sparkplug tester and Gap tool.	Steve Wilson	817-279-1379
5. Engine hoist.	Bill Eslick	817-579-5593
6. 36 inch brake/shear/roller, tube beading tool.	Damon Berry	817-219-0007
7. High Wing Jacks Cessna 177/182	Sid Tucker	817-279-9237

Can you identify these airplanes at this year's fly-in from the



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(If you don't know what Facebook is ask your grandchildren.)

www.facebook.com/Eaa983

Veterans Day Missing Man Formation

There are many ways to express our gratitude for the service done for us by our Veterans in these United States. Every year Veterans Day brings a multitude of parades, gatherings, speeches and other demonstrations of thanks. It's with great respect that we begin our day honoring our veterans with a Missing Man formation flight.

The formation has its roots in WWI and was performed privately and infrequently by the British to honor fallen fighter pilots. Its first public demonstration was by the RAF for King George V in 1935.

The United States adopted the tradition in 1938 at the services for Major General Oscar Westover but it didn't become commonplace until the Air Force Thunderbirds performed the maneuver to honor the men and women who were then POW's in Vietnam.

Here in Pecan we have an abundance of men and women who have sacrificed time, health, family and only they know what else on our behalf.

It is to honor these Service members as well as those who have gone before that we fly the "Missing Man" formation.

Pilots Dick Keyt, Ray Lewis, Damon Berry, Joe Sasser



Flight Design Still Leading LSA Market After 10 Years.

Flight Design Announces The Vision Touch Avionic Suite On The C4

Flight Design had several interesting announcements at their press conference this morning.

First, Flight Design's introduction of the Rotax 912 iS Sport in their CTLS series of airplanes. The 912 iS Sport is a further improvement on the fuel injected 912 engine series launched in 2012. The iS produces the same horsepower as the 912 but with higher torque and reduced fuel consumption.

Flight Design also announced that they are working with KARI, Korean Aircraft Research Initiative, using a CS as an UAS (Unmanned Aerial System). A California Police department, as an aerial platform for police work, has ordered the CS model. They have now sold about four aircraft for this use and expect to sell more.

In addition, Flight Design has partnered with Able Flight to provide scholarship programs to disabled individuals who wish to learn to fly. They recently graduated a class of pilots, some who were paraplegic and even quadriplegic. Congratulations to the graduates!

Flight Design is proceeding quickly with their C4 model, four-place certified airplane. The C4 will be guided by two 10.5 inch Garmin G3X flight screens and powered by a Continental IO-360A ('A' for Alternate Fuel) engine producing 180 horsepower. The C4 will integrate a full airplane parachute system, push rod control system, and large and convenient doors for easy entrance. The cabin will be 54" wide and a dramatic skylight roof. Flight Design is leading the industry in passenger protection and has designed a 'Safety Box' around the occupants, not unlike a racecar. Targeted areas of the fuselage have been reinforced to offer unparalleled protection and Flight Design hopes this will be the standard of the LSA industry in the future.

Oliver Reinhardt, Flight Design's Technical Director, was honored by the ASTM (American Society for Testing and Materials) with the Presidents Award. The purpose of the ASTM President's Leadership Award is to acknowledge individuals who, early in their ASTM career, have significantly advanced the Society's mission through extraordinary accomplishment, example, and vision. The Award signifies the promise of continued success of ASTM International, made possible through the inspiration and positive contributions of new volunteers.

Flight Design is scheduled to open their US factory next month and have broken ground in Newport, Vermont

When asked how the delay of the FAA part 23 rules would effect the progress of the C4, Mr. Reinhardt stated 'Not at all. The C4 and Flight Design would be happy to be the Guinea Pig for the implementation of the Part 23 rules.' A further question about the stability of the Ukrainian factory and their employees, due to these tumultuous times in that region was answered by Mr Reinhardt by replying that he was concerned about his employees, whom he referred to more as his friends and Flight Design has taken the necessary precautions to move people to a safe location.

FMI: www.flightdesign.com

Arion Aircraft Produces The Lightning XS Kit With Builder Assistance

The Lightning XS Kit Is All About Choices.

Arion Aircraft, LLC was founded in 2004 to produce and market a kit plane designed by Nick Otterback, Pete Krotje and Ben Krotje. The trio started putting together design elements of the Lightning at their hangar in Neenah, WI. All three felt there was a need in the market for a good looking, sweet handling, moderately priced kit aircraft, with a reasonable build time. They spent a great deal of time picking out design concepts of other aircraft that looked well engineered and adapted those ideas into the Lightning design.

The Lightning XS kit has a redesigned forward fuselage structure that gives the builder the option to choose engines up to 160 hp. Taller landing gear for bigger props, bigger brakes, and 20 gallon fuel tanks are among some of the features of this new kit. It contains much of the same stuff as the classic but is only firewall aft. Then you choose from a list of firewall forward packages they offer to go with it. These include Lycoming type engines O233-O320, 115 hp to 160 hp, UL Power UL350-UL390is, 130 hp to 160 hp engine or Jabiru 3300. If you have a different engine in mind then you can save the money on the firewall forward and just buy what you need.



Arion Aircraft, LLC offers build classes at their facility in Shelbyville Tennessee for the Lightning experimental or the E-LSA LS-1.

Building classes typically run a week at a time. A builder works with two experienced craftsmen eight hours a day for 5 days. Proper techniques for bonding, fitting, assembly, hardware selection, and tool use are taught during the course as the builder works on his airplane.

Generally during the first week of class it is possible to complete the entire basic structure of a Lightning and have it ready for the paint shop. This does not include optional items, such as wing tip landing lights, or the speed fairing kit. Optional items can, and are, a part of the build assist program; however, there is additional time needed to complete them, and will be scheduled accordingly. In fact, most builders opt to install items like the wheel pants, during the flight test period, making them good raining day projects.

Painting is the next step. Some builders will trailer the plane home after the first week and complete the painting and final assembly there.

After painting, you and your Lightning return to continue construction. During the second week all major sub-assemblies are completed and ready for final assembly. The firewall forward systems are finished, and some avionics installation begins. The third and final week is the home stretch. The wings go on, the panel is finished, and a weight and balance performed. On Thursday night, a DAR from the FAA will come to inspect your new Lightning and if all is good, will grant an AWC. This leaves Friday to test fly your new Lightning for the first time if weather permits. Don't worry about the first flight, one of their qualified test pilots will take it up for the first time.



Changing of The Guard

For the last two years I have served as your EAA 983 Newsletter editor. I took the job over from Garrett, who did a wonderful job but now it is time to pass the wand on to someone else.

I have not delivered the newsletter on any particular schedule, just got it to you when I had stories to deliver. Now, I have run out of stories and suggestions of what to write about and perhaps a new, fresh individual can pick up the ball and improve upon it.

In the past I have written about our individual members, collated an AME list, and corralled enough members to put together a nice Wright Brothers Award Ceremony and lunch. I've included articles of mine and other ANN writers (with permission of course) from Oshkosh and added as many pictures as I could fit in the bandwidth.

So with that in mind, I am looking for someone to write the newsletter. I will be glad to stay on as a consultant and help you get started in Pages (Apple product) or Word (Microsoft product), neither of which I ever really became proficient at, but I will pass on what I know. I'm sure there are other formats that would work just as well.

Let me know if you are interested. If more than one person is interested, then I suggest sharing the load and both submitting ideas and stories. In fact that is an excellent idea.

Thanks you for reading and for those who send positive comments.

Let me know if you are interested.