



Shelbyville Sport Flyers

EAA Chapter 1326

NEWSLETTER

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Hello everyone! Hope you have taken advantage of the beautiful weather and have gone flying some! Have seen several flying by my house!

Shelbyville Aviation Day was very successful, we had a few retail and food vendors who cancelled due to Covid, but all in all it was a great day! WE "thank" everyone who came and participated.

We hope that you are planning to join us for breakfast Saturday morning, serving line starts at 7:30 AM until 9:30 AM. It's always fun to see everyone's smiling faces and see just how many fly or drive in! So come and join us, it should be a beautiful day to fly!

Susie

**PS: Have a Happy Halloween!
It's one of my favorite holidays!**



Shelbyville Aviation Day

September 25, 2021



1942 Grumman G44 Widgeon

World War II Warbird Widgeon, serial # 1267, USCG V219

Original Specifications	
Class	Amphibian
Length	31 feet 1 inch
Wingspan	40 feet
Height	11 feet 6 inches
Empty Weight	2,020 lb
Gross Weight	2,500 lb
Performance	
Maximum Speed	120 mph
Cruise Speed	100 mph
Range	600 miles
Service Ceiling	10,000 feet
Rate of Climb	100 ft/min

History of the Grumman Widgeon

The Widgeon was developed in 1940 as a smaller version of the venerable G-21 Goose. Grumman felt that there was a need for a smaller executive transport plane. It is a 5 Place cabin amphibian monoplane. It was issued on April 5, 1941 as a G44.

The Widgeon was quickly pressed into service in World War II as an Army OA-14 and a Navy JAF-2. The G44A was improved in October of 1945. Widgeons served as observation planes and sub hunters. They would carry 2000 depth charges for submarine hunting and the world. The Royal Navy called them Goats. The French produced a number of Widgeons called SCAN-176 for the military. Overall, Grumman produced 276 Widgeons including 176 for the military and 300 under license. The French built 41 SCAN-20s. After the war, Grumman improved the 30s under license. The French built 41 SCAN-20s. After the war, Grumman improved the hull by deepening the "V" on the forward hull to improve water handling.

Widgeons were originally equipped with 200hp Ranger engines and wooden fixed-pitch props. They were not great performers, especially on one engine. After the war lighter and more powerful engines were available and more have been converted. Conversions include the 240hp Continental O-470, the 260hp Continental IO-470, Lycoming GO-435 and GO-480, Continental IO-520, Lycoming TIO-540, and Lycoming 680-13 round engines.

It was delivered to the USCG in June of 1942 as one of 25 ambulance Widgeons. The ambulance Widgeons had barn doors on the top of the fuselage to enable stretchers or machine guns. Its military designation was JAF-1.

It was declared surplus in December 1946 and given the civil registry of N91040 Howard Morton purchased it in April of 1947 for \$5,000. In 1964 it was sold to a Dean Franklin Super Widgeon in Alaska where it remained until 1976. It got converted to a Dean Franklin Super Widgeon in 1967 with Continental IO-470M engines. The Dean Franklin Widgeons are significantly faster (115-200kts) than most IO-470 Widgeons. This one struck a rock landing in Portage Lake in Alaska in 1972 and suffered some damage which was repaired.

In 1985 the plane was completely disassembled and repaired due to extensive corrosion. It was converted to Continental IO470E engines at that time. In 2019 it was bought by Tim Pope of Nation Air to be used for training trips and bear viewing trips. Tim made some nice upgrades: new windows, Garmin radios, L3 ADSB transponder, overhauled engines and props. VrateWings bought the plane in June of 2020 for flight training. They made an epic journey from Soldotna, Alaska to Coalinga, Alabama. They flew down from Alaska to Alabama via the ALCAN highway. In 2021 the plane was sold to Corey Gillard and moved to the Nashville Tennessee area.

Our Widgeon has a max gross weight increase to 5500lbs on land and 5200lbs on water. The engines are 260hp each. There are 6 seats in this airplane.









2021 EAA Chapter 1326 OFFICERS

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Mission Statement

The mission of the Shelbyville Sport Flyers Club, EAA Chapter 1326, is to enhance the quality of aviation life for its members by providing information about aviation, flying, and mechanical/maintenance knowledge shared by fellow members, guest speakers, and special events which respond to the expressed needs and desires of all members.

