



THE SPORT FLYER

NEWSLETTER OF THE SHELBYVILLE EAA CHAPTER 1326

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Ch-1326 Website: <https://chapters.eaa.org/ea1326>

Chapter 1326 meets monthly on the Fourth Thursday of the month in the Shelbyville airport at 1800 (or 6:00 PM, whichever you prefer.) Any changes of meeting date and venue will be announced in the newsletter or by text message.

Kommandant's Korner

Hello, Chapter 1326, and our other readers of this newsletter!

As I write this, EAA AirVenture 2022 starts in less than a week. I'm making my packing list, checking long range weather forecasts, and in general just getting ready to head to the "big show."

What does Oshkosh mean to me? Well, it's probably like most of the stories you've heard in the past. Airplanes, friends, camaraderie, and things of that nature. I started going to AirVenture in 2006 as an employee of Arion Aircraft, and believe me, the first couple of years were overwhelming! The show grounds are massive, you get lost, there are people everywhere, and there are so much going on! After a 9-5 day in the sun talking to dozens of potential customers, we'd walk back to our campground in Camp Scholler and rehash the day over ice cold beers. To this day we do the same thing with our entire group consisting of Arion employees and "civilians" like I am now.

For a little background, Arion Aircraft started at Brennand Airport, just northwest of Oshkosh. We had a local dealer who was also an investor in the company and during these AirVenture weeks I got to know Tom Hoffmann and his son Aaron very well. They would come to our campground in the evenings, and we would all just hang out and enjoy our friendship and love of aviation.

This campsite setup worked pretty well until 2010. AirVenture 2010 is also known as Sloskosh #1. It

was an absolute mess. On the Saturday morning before the show started, we were standing in four plus inches of water running through our campsite. Cars, trucks, and campers were all stuck in the rich Wisconsin mud. Walking to the shower required "muck" boots. Someone in the group, it may have been me, said "we need to build a deck". That simple phrase started our transformation from a campsite to "the compound." That year we went with Aaron Hoffmann to Menard's (a Lowe's/Home Depot on steroids), bought 2x4's and OSB and built a deck. Sitting high and dry, we were the envy of the campground. 12 years later we have grown to an Army GP Medium, wooden floor, full bar, lighting, movie projector, and some years even a mirror ball! All of this is possible because of our friends who live nearby in Neenah, Wisconsin.



Luxury camping



The soft glow of prop wash

Over the years I have made friends that I make a point to see every year. Even though I'm no longer in the aviation industry, I still go by and say hello to all the vendors with whom I've known since 2006. Even though I haven't seen them for a year, it is just like yesterday when we meet. Our circle of friends at the campground continues to grow every year. One of Aaron's students 12 years ago is now a co-worker and fellow camper. Another co-worker of Aaron's is now a fellow camper with his wife and daughter. A childhood friend of Nick Otterback's camps every year with her father and uncle and comes by our campground nightly for a drink and conversation. We have all experienced the campground showers, the rain, the heat, the cold, and the morning yodeler. I stay in touch with all these people throughout the year and we always look forward to the next AirVenture.

I can't wait to get to AirVenture this year and experience another wonderful week with friends. My only dilemma now is whether to fly or drive. I love flying up, but since I work outside the aviation industry, I must be back at work by a certain date. I would hate to leave days earlier, just to meet a good weather window.

If you're at the show this year, please look me up. If you don't have my number, stop by the Arion Aircraft booth in the homebuilt display area and ask Nick, Jason, or Mike to find me. Then stop by our "compound" for a refreshing "adult" beverage of choice to finish off the day. You won't regret it. I hope to see you at the show!

Mark

Last Month's Meeting

EAA Chapter 1326

Shelbyville Airport

Conference Room

Mark Stauffer, Presiding

The June 23rd meeting kicked off at the regularly scheduled 6PM hour, but in the KSYI lobby as the KSYI conference room was being remodeled, so we sat in the

"pilot's lobby/mission planning area". Attendees were Mark Stauffer, Mark Cannon, Tommy Lynch, Randy and Leigh Kelly. It was, as they say, a very informal meeting.

The first topic was possible alternative meeting locations during an upcoming KSYI conference room remodel. Randy volunteered to ask if it would be possible to use the conference room at the Heritage Realty Group office just a mile down 231 North towards Shelbyville for the August meeting. The July meeting is cancelled due to folks hoping to go to Oshkosh.

Item number two was "who's available to help setup and cook" for the June 28 fly-in breakfast. (See the next article.)

Item number three was possible upcoming programs, but the program director was not available. Randy noted that the Chapter Tech Advisors had been approached about any possible technical sessions but nothing was planned yet. Somebody (sorry I don't remember who) talked about a program dealing with an historic Detroit airport. (Actually, since Ford built LOTS of aircraft during WW-2, that could be a very interesting topic.)

Item number four was the financial report. Treasurer Tommy did not go into great detail on the inflows and outflows of the Chapter's bank accounts, but noted the increased "breakfast contribution" amount and good weather had finally enabled the Chapter to pass the "break even" point, and we were now \$15 ahead of the net for the year. (That was good news. We are now in prime "breakfast earning season".) Hangar rent and gas (for the hot water heater and furnace) were the big fiscal offenders of the year, with one \$800 bill for gas IN ONE MONTH (after somebody decided to turn up the heat in the hangar to avoid freezing the pipes). There was a brief discussion about switching to electric heat since electricity is provided and we suspect the minion that turned up the thermostat worked for the landlord.) Also, as the price of fluorescent tubes goes up, we discussed going to LED lights. (There are apparently LED bulbs that fit the existing fixtures but require bypassing the ballast.)

One piece of new business. Randy noted he had sent out emails with "very rough" sketches of possible Ch-1326 logos and hadn't received any comments. Randy took an action to clean up the sketches and send out again (or post to the newsletter.)

About 1845L, the meeting degenerated into general "hangar flying" and Commandant Mark decided to call it quits for the evening.

June 28, 2022 EAA Fly-in Breakfast

Ah summer. Warm weather, sunny skies, vacation, and family commitments. Another month with a skeleton crew setup.

Tommy Lynch, Randy Kelly, and Helene Wharton were on the roster for setup. Tommy was blessed with lighter than anticipated traffic and arrived 45 minutes early. By time Randy and Helene arrived at “usual 0830” muster time, Super Tommy had moved out his airplane, moved all the cooking tables and grills into their spots, setup all of the tables and most of the chairs.



It's a bird, it's a plane it's Super Tommy

Randy helped finish putting out chairs, and started prepping the biscuits, while Helene started prepping the food containers and setting up the cooking stations.

Saturday morning was beautiful. Because of the (as usual) excellent work by the Friday preparation team, we were basically ready to go except to start cooking by 0700.



The “Calm before the Storm”



Peaceful Quiet Morning at KSYI (Theme from “Jaws” playing in the background.)

It was a nice and cozy and a quick review of Foreflight confirmed a quickly rising 75 degrees, and 89% humidity. That's a sure recipe for “sticky” buns, so we were (NOT) EAGERLY waiting to fire up all those gas grills and starting to cook in that hangar. At least we could open the main hangar door for lots of ventilation.

6:55 LTE

KSYI

Search

Bomar Field/Shelbyville Municipal
Shelbyville, Tennessee, US
Elevation: 801'
5:32 AM 8:05 PM CDT

3D View Taxiways FBOs Comments

Info Weather Runway Procedure NOTAM

METAR TAF MOS Daily Winds

VFR 20m ago

METAR KSYI 251135Z AUTO 14007KT 10SM CLR 24/22 A3003 RMK A01

Time 6:35 AM CDT

Wind 140° at 7 kts

Visibility 10 sm

Clouds Clear below 12,000'

Temperature 24°C (75°F)

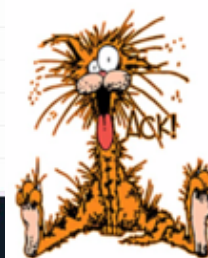
Dewpoint 22°C (72°F)

Altimeter 30.03 inHg

Humidity 89%

Density Altitude 2,264'

Airports Maps Flights Plates More



Foreflight forecast, warm & humid. Ackkkkkk!!

The first airplane arrived shortly after 7AM. Although the food was still being cooked, there was plenty of hot coffee on hand already.



First arrival. (Somebody finally beat the Champ to breakfast!)



Come on in. The coffee's hot!

The normal 0800 "surge" hit with a vengeance. Although it's easier to "stockpile" scrambled eggs, sausage, and ham, that doesn't really work well with pancakes. Randy escaped for about a minute to shoot pictures of the flight line and returned to a near empty pancake pan and a call from Kommandant Mark to "start flappin' some jacks". The biscuits and gravy were running out too, so Leigh and Mark started another couple pans of biscuits and a batch of gravy.



First 0800 surge arrivals



A classic Cessna-170

After cooking about 3 dozen more "flapjacks" Randy escaped momentarily again to check the flight line. By 0830, the flight line was full all the way to the ramp North of the SYI ops building, and marshallers were going crazy trying to direct aircraft, fuel aircraft, and keep planes clear of the fuel trucks. Planes were even backing into the grass on the North side of the ramp.



“Over here – over here!”



Another busy day for the linemen pumping fuel.



Taildraggers love the grass

About 0915, things started to slow down considerably. Folks were wrapping up their conversations and heading towards their airplanes or cars. As usual, a few minutes before the official closing of 0930, we had declared victory with another successful fly-in breakfast, and the line personnel showed up for a quick breakfast. Even after feeding the line-folk, we ended up with a little more left over food than last month

(especially biscuits and gravy), much to the delight of the charity we donate the left-overs too.

Randy Kelly
Staff Writer

Editor special note: Time for another safety minute.



During the June Fly-In breakfast cleanup, I had time to talk with the “line folk” about the mornings operations. As usual we figured the fuel sales would make the airport management happy. Out of curiosity, I relayed that it looked like one of the aircraft coming in had ignored the marshallers, and surprisingly, one of the linefolk noted they had SEVERAL aircraft ignore the marshallers. While the pilot in command is not (as near as I can find references for) REQUIRED to follow any marshaller signals, many FBOs will use marshallers to enhance safety and guide taxiing aircraft on a busy ramp. When operating away from your “home airport” where you have your own dedicated parking spot, it is strongly recommended you follow marshaller’s signals. So, while I’m not going to write a complete article on all the common ground marshalling signals, it’s probably important to note the two most common signals you may see from a marshaller who is either asking you to follow his/her directions, OR trying to pass you off to another marshaller.

	<p>Fig 1 <u>PROCEED TO NEXT MARSHALLER</u> Right or left arm down, other arm moved across body and extended to indicate direction of next marshaller.</p>
	<p>Fig 2 <u>THIS MARSHALLER</u> Arms above head in vertical position with palms facing toward aircraft.</p>

Marshaller “CAN I HAVE YOUR ATTENTION?”

For more information, refer to the “Airport Operations” section of the AIM, OR, here’s a link to an AOPA video for a quick review: <https://youtu.be/7sioLHPigg>

Randy Kelly
Staff Writer

Experimental ASK-23 First Flight (sort of) Report



Not so fast Calvin!!

Part One. Preliminary Ground Work

Our local glider club has a production ASK-23, which is a single place glider. However, N19RT carries an Experimental Category Airworthiness certificate.



Schleicher ASK-23



An "Experimental" glider?

Why the experimental certification? Nobody knows. However, since it is a club, and everybody is an "owner", and the glider is NOT for rent, this is apparently legal. Here are the important specs:

23.1 ft long fuselage
4.6 ft High (tail)
49.2 ft Wingspan
17.44 Aspect ratio
Utility category: 5.3 to -2.65 Gs
794Lbs max gross

Empty weight 543lbs CG -28.5" (aft of datum)
CG limits: -11.2 to -17.9" (aft of the datum)
Datum Point = "Bezugspunkt", BP leading edge of wing root rib

Some glider clubs do their initial training in ASK-21s and do their solos in ASK-23s. Frankly, I think an initial (or even early solos) in a different glider than what they did their training in is "an unnecessary risk". We wanted to let our "more advanced" students fly the 23 to build up some time and relieve scheduling pressure on the ASK-21s, but I was hesitant to "sign off" on the concept until I had flown the ASK-23 myself. So I decided to go fly the aircraft, AFTER digging into the documentation and doing a quick handling qualities assessment.

My first challenge was to do the basic preflight. The club has no "approved standard preflight checklist" for their aircraft. There is a basic procedure outlined in the ASK-23 manual but no real checklist. Just to be thorough, I modified a checklist I'd built for the ASK-21 gliders to omit the rear cockpit items and retain the "flow" and all the items also included in the ASK-23 flight manual. I dry ran the checklist on the aircraft a couple weekends before so I was comfortable using it the day I had time to fly the ASK-23.

Next I wanted to find a nice "comfortable" middle of the envelope CG to fly in. The ASK-21 trainers we have are very stable because of the forward CGs we normally fly at, but the ASK-23s are known to be more susceptible to departure if mishandled at slow airspeeds while thermaling. (Especially during steep slipping turns, abruptly applying inside rudder to center the yaw string has apparently surprised a number of pilots.) Having spun multiple aircraft during my time in aviation, I'm not uncomfortable in that part of the envelope, but flying an aircraft for the first time and especially considering it as an "upgrade" for the

club's more advanced student pilots, I wanted to check its stability in the slow flight regime close to stall.

With only one seat, and a minimum pilot weight, there was little doubt as to the "safe loading" before flight, but as a previous flight tester, finding a weight to put me comfortably in the center of the CG envelope was a high priority. First problem: I couldn't find a W/B worksheet either in the aircraft (Sooo – what does that "W" stand for in ARROW again?) Seeing as how the flight manual states you need a minimum of 154.3 lbs in the front seat and we had an empty weight and CG for the glider, and a max gross weight, and the allowable CG envelope, this should be all that was needed to make sure we could fly the glider – or IS it?

Hey, there's only one seat, and we have an empty weight, and a max gross weight, and a minimum seat weight, this should be a no brainer. But again, WHERE IS THE CG? Although the flight manual did have load limits and CG limits, it did NOT have the moment arm of the pilot seat, which makes it impossible to calculate an exact CG.

So – time to do some research. The flight manual and the empty weight CG worksheet provided a CG envelope of between 11.2 to 17.9in aft of datum, and that the leading edge of the wing was the datum. The ASK-23 flight manual says 154.3 lbs at most forward seat position will put you at aft limit of CG envelope. Flight manual also says the "baggage compartment" weight maximum (in the wing glove areas) was 33.1 lbs with negligible impact on CG, so I assume the moment arm of the wing glove area was 0". The flight manual also says the 1kg trim weights (2.2 lbs) give the equivalent CG shift as 3.84 lbs but does NOT say at what seat position. I made an assumption that lighter pilots would have shorter legs so would calculate the 3.84 lbs impact at forward position. The ASK-23 flight manual also stated the empty weight was 529lbs, and the aircraft had a max gross weight of 794lbs.

After some Internet searching, I found a flying club in New Zealand who has ASK-23s and stated the pilot moment arm was 17.95" in the most forward position. From this I calculated that

the trim weights must have a moment arm of 31.2". Additionally, since the ASK-23 appears to have the same seat pan/back as the ASK-21, and the moment arm difference between the front and back seat positions in the ASK-21 is (49.21"-46.65" =) 2.56" then I could estimate the ASK-23 pilot moment arm to be 15.39" in the aft seat position.

Now, a "mystery" appeared. The empty weight and balance document for THIS tail number stated the empty weight of 543lbs, and a max gross weight of 838lbs, a difference of 14lbs and 44lbs from the flight manual figures. Using these figures yielded a maximum pilot weight of greater than that allowed in the ASK-21 seat which is the same basic design as the ASK-23 seat, so for safety purposes, we considered the max GW of the ASK-23 to be the flight manual specified 794 Lbs.

Anyway, with all these pieces of information, I designed a new WB spreadsheet. (Thanks to fellow CFIG and Eagleville Soaring Club member Jeb Buck who designed an Excel based ASK-21 WB worksheet, which I modified for this purpose.)

ASK23 Weight & Balance - N19RT. DRAFT				
DATE OF LAST WEIGHT & BALANCE			5/5/17	
INSTRUCTIONS : Fill in GRAY SHADED cells. Calculated values are in YELLOW SHADED cells. See official Weight & Balance for additional details. A RED cell(s) indicates out of range, should this appear.				
DATUM POINT : Leading edge of the wing				
WARNING : Minimum front seat pilot weight is 154 lbs if solo (no rear pilot/passenger), per the manual.				
	WEIGHT (LBS)	ARM (IN)	MOMENT (LB-IN)	NOTES
EMPTY GLIDER	543	-28.5	-15475.5	Official W&B Values
FRONT PILOT*	180		3231.0	
		17.95		
BAGGAGE	0	0	0.0	Wing Glove 33.1 Lbs max
TRIM BALLAST	0		0.0	2.2Lbs trim weight equivalent to 3.84Lbs at pilot station
		31.2		
OTHER			0.0	Usually not necessary
TOTAL	723	---	-12244.5	
	MINIMUM	ACTUAL	MAXIMUM	OK?
WEIGHT LIMIT	N/A	723	794	YES
CG LIMIT	-11.2	-16.94	-17.9	YES
FRONT SEAT WEIGHT MINIMUM - SOLO **				YES

New ASK-23 Weight and Balance computation sheet

My flight weight was 160lbs, and I had a 20lb ballast bag making the total seat weight was 180 lbs, and the CG was at 16.94" forward of the datum, and comfortably forward of the aft CG limit. So NOW that I was relatively sure I had a

safe envelope to do a first flight, NOW I needed to have a flight profile.



CG is good. Now, what to fly?

To be continued in the August edition of “The Sport Flyer”. Join us then for “A First Flight Profile.”

Project Police Aircraft Spotters Quiz



Evil Editor Zurg

Last month I challenged you Project Police with identifying this unusual but modern looking high wing pusher configured air vehicle. To my surprise, not a single Project Police member even

ventured a guess as to the identity of this airframe. Nobody even anybody noted the strange resemblance of the aft end of the aircraft to the Cessna Skymaster.



According to an article by Jason McDowell in FLYING magazine, this unusual specimen is actually THE Cessna XMC, for (no joking) “eXperimental Magic Carpet.” Only one was built, and it was first flown in January 1971. The XMC was intended to serve as a research aircraft, enabling the company to more thoroughly explore various concepts, technologies, and

manufacturing technologies. Oddly enough, it was the first aircraft Cessna ever built with swept wings.

Looking at the stats, the XMC resembled a futuristic 150. It was equipped with the same 100 hp Continental O-200 four-cylinder engine, it weighed approximately 1,000 pounds, and it had two seats. Even the wingspan was similar, only 6 inches less than the 150.

But as similar as the technical specifications may have been, the two airplanes were VERY different, which was the entire point. The XMC’s engine was relocated to the aft end of the fuselage, and the traditional tail was replaced with a twin-boom arrangement that resembled the much larger Skymaster twin. This decidedly new look was a significant departure from the existing airframes, especially the swept wings.



Because the powerplant was unchanged and the weight was similar to the 150, Cessna did not expect the XMC to exhibit markedly different performance. Instead, the company used the airplane to evaluate various manufacturing methods, such as metal bonding, to reduce the cost of production aircraft. A later modification of the XMC would see the introduction of a propeller shroud, intended to explore improvements in propeller efficiency and noise reduction.

Cessna’s interest in the XMC extended beyond the technical aspects, however. In a 1971 *Popular Science* interview, Cessna president Del Raskom explained how one of the benefits to the pusher-propeller layout was the ease of cabin entry. He felt that this was more difficult in a traditional tractor-prop layout, and he touted the XMC’s wider, lower cabin and comparatively massive doors.

When asked about the swept wing, Raskom claimed it was chosen for style and visibility. While the visibility from the XMC’s cabin was undoubtedly fantastic, it’s possible the sweep was primarily a function

of the center of gravity. Many aircraft with aft-mounted engines struggle with a center of gravity that moves too far aft with an empty cabin, and the XMC's wing sweep might have actually been utilized to position the fuel tanks farther forward. This would have helped to prevent the airplane from tipping onto its tail with an empty cabin, as the Rutan EZ models will do if the nose gear isn't retracted.

Well, last month's more "modern" entry seems to have stumped the Project Police force. Knowing how well you Project Police love a challenge, I think I'll try ANOTHER "not so antique" challenge. Behold this interesting specimen, which should look familiar (but may not be what it appears.)



As usual, send your answers, WAGs, or even "edumacated guesses" to Project Policeman and Staff Editor, Randy Kelly at electriccrow@pobox.com



Project Police Tales Wanted

EAA members OR
aviation enthusiasts.
Do you have an

interesting project you'd like to talk about or show us? Have you seen an interesting or unusual aircraft? Do you have an interesting maintenance or build story? Snap some pics and write up a short report, or make some notes to give to our staff writer Randy Kelly for inclusion into *The Sport Flyer*. We're not picky. *We don't care if you're from OUR EAA Chapter, some other EAA Chapter, or just an aviation aficionado* – we'll publish your story anyway. ALSO, later in this issue you'll notice an *EAA Chapter 1326 Technical Assistants*. These are EAA and/or other aviation technology enthusiasts who may or may NOT be a real expert in that area, but are willing to share their knowledge and building expertise with other members who need some help (or just a sympathetic ear) while accomplishing their build. If you are able/willing to serve/help in this capacity, please contact Randy Kelly at electriccrow@pobox.com.

Chapter 1326 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.

Chapter 1326 Calendar

EAA Chapter 1326 Board of Directors Meetings are now held on an unscheduled, as needed basis. If you need to know when, you're already on the e-mail notification list.

July 23rd; EAA Ch-1326 Fly-In Breakfast, Sport Flyer Hangar, Shelbyville Airport. Program; TBD.

July 28th; EAA Ch-1326 Regular 4th Thursday Meeting: CANCELLED for Oshkosh, by gosh!

August 25th; EAA Ch-1326 Regular 4th Thursday Meeting: Location TBD. Program; TBD.

August 27th; EAA Ch-1326 Fly-In Breakfast, Sport Flyer Hangar, Shelbyville Airport.

September 22nd; EAA Ch-1326 Regular 4th Thursday Meeting: Location TBD. Program; TBD.

September 24th; EAA Ch-1326 Fly-In Breakfast, Sport Flyer Hangar, Shelbyville Airport.

September 24th; Shelbyville Aviation Day, 10AM to 2PM, Shelbyville Airport.

For a good summary of aviation related social and training events in Middle Tennessee, check out the website <https://www.socialflight.com/>

CHAPTER 1326 ADMINISTRIVIA

To join Chapter 1326, send your name, address, EAA number, and \$20/year club dues to: EAA Chapter 1326, 2828 Hwy 231 N. Shelbyville, TN 37160-7326, attn Tommy Lynch. NOTE: You must also be a member of EAA National (<https://www.eaa.org>, or call 1-800-843-3612, \$40/year National dues).

Contact our officers by e-mail:

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EAA Chapter 1326 June Newsletter Errata

Last month, I erroneously attributed our three Chapter Technical Advisors, A&P mechanics, Kenneth Rutschow, Brennan Lewellen, and John Bosse worked for “Mac Air, L.L.C.”. They actually work for “Mack Air L.L.C.” Our apologies to Charles and our advisors for inadvertently misspelling their company name.

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Inputs for the newsletter or any comments can be e-mailed to Randy Kelly at electricrow@pobox.com

From the **Project Police** legal section: As you probably suspected, contents of *The Sport Flyer* are the viewpoints of the authors. No claim is made and no liability is assumed, expressed or implied as to the technical accuracy or safety of the material presented. The viewpoints expressed are not necessarily those of Chapter 1326 or the Experimental Aircraft Association. **Project Police** reports are generally printed as they are received in the next “convenient” issue, with no attempt made to determine if they contain the standard aviator caveat of at least 10% truth. So there!



EAA CHAPTER 1326 NEWSLETTER

C/O Randy Kelly

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<https://chapters.eaa.org/ea1326>

ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

- Kommandant's Komments
- June 2022 Fly-In Breakfast
- Experimental ASK-23 glider first (sort of) flight prep
- Evil Editor Zurg's Aircraft Spotters Quiz
- Monthly plea for "Project Police" participation for new stories
- June "Sport Flyer" Errata (Oopsie)
- Technical Assistant matrix update

SHELBYVILLE
**AVIATION
DAY**



September 24, 2022 • 10 AM to 2 PM



- Free Admission
- Free Parking
- Vintage Airplanes
- Warbirds
- Drones
- Food Vendors
- And Lots More!

**Open to the Public
Fun for the Whole Family**

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