



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

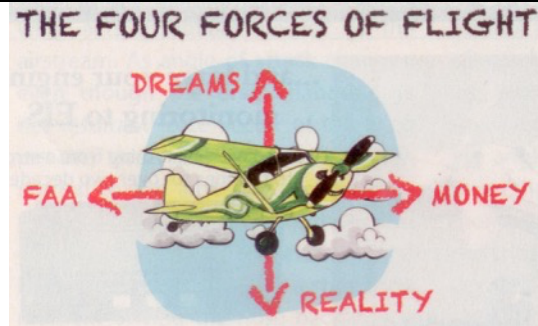


Mark? Hello Mark??



Greeting Followers of "The Sport Flyer". Evil Editor Zurg here. One of the obligations of being the guest editor of a volunteer organizations' newsletters is sometimes being asked to "stand in" for other organizational writers. Modern volunteer organizations are like the "4 forces of flight". No, not those 4 forces in the FAA Pilots' Handbook of

Aeronautical Knowledge, but the "4 forces of realistic flight", as shown in this popular illustration seen on T-shirts at EAA events.



The "reality" of real-world responsibility, and the need for thrust (as in wampum, greenbacks, geld) means your volunteers have to manage the other constraints in their professional lives even if it means some of their volunteer obligations sometimes have to come in second place.

The other "reality" is that in "healthy" volunteer organizations, that your fellow volunteers are willing to step up and "fill in" when life throws lemons in your direction. In that spirit, I am happy to fill in for this temporary literary crisis.

"The Sport Flyer" Staff Writer and Editor, Randy Kelly keeps me pretty informed of his communications with your Kommandant, so I'm comfortable speaking in his behalf.

I know Kommandant Mark is happy with the emotional and fiscal health of your organization and its members. Randy tells me Mark would like to see the Chapter grow both its technical programs and STEM activities such as Young Eagles and support to local schools. He's also hoping to see more group fly-outs to visit OTHER chapters hosting fly in events.

The biggest near-term hurdle is the annual EAA Oshkosh event in July. Mark is planning on attending the event and rumor has it other members are hoping to attend too. For this reason, the normal 3rd Thursday EAA Chapter 1326 meeting will NOT happen in July. For the moment, the July fly-in breakfast is still on the schedule. We will keep you posted.

Zurg, for Mark Stauffer

Last Month's Meeting

EAA Chapter 1326

Shelbyville Airport

Conference Room

Mark Stauffer, Presiding

The May 26 meeting kicked off at the usually scheduled 6PM with Kommandant Mark Stauffer presiding. It was another “abbreviated” meeting because of all the folks being gone for other summer activities. The members present were Mark, Helene Wharton, and Randy and Leigh Kelly.

Because of the limited number of folks there, we pretty much bypassed the formal Roberts Rules of Order for all the normal meeting stuff. The first item on the agenda was Mark had secured nametags for all the regular members from EAA National and printed names on them for us. Next, we had a brief discussion on what we wanted to do for our technical programs. Based on the poor response during the previous fly-in breakfast, the group consensus was that any technical programs shouldn't interrupt the "social" portions of any of the outings, and we didn't want to extend programs for too long to keep people late from their other days plans. The discussion was tabled until more members are available.

Next was a brief discussion on the impact of the news of fact that MTSU would be moving their flight operations to KSYI, and the arrival of the “Tennessee Downs” automotive club/track to the area. The consensus was that both of these would bring more potential members to the area that we will need to target in our marketing pitches. Next there was some discussion about June activities. June 11 was EAA National’s “Young Eagles” day, but it appeared we were going to be too short of pilots and aircraft to support this event. The 99’s Air Classic Race is scheduled the week of 21 June, but it appeared that based on the Tullahoma Airport’s decision to NOT suspend parachute operations during the period of increased transient air traffic, that our EAA members decided the potential liability issues of being associated with the event in an “official” capacity was too great.

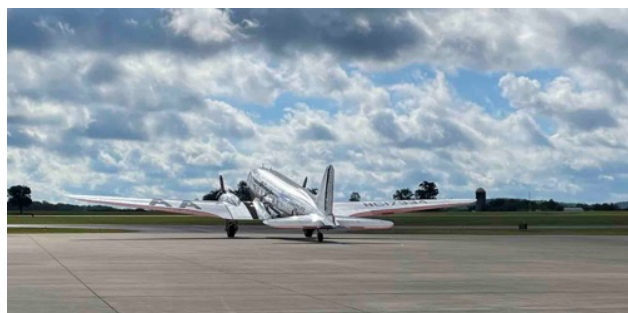
Next there was a short discussion about providing a Chapter sign for EAA Air Venture (as requested by National). This suggestion received a

positive response from the members present. There was also a short discussion of finding some “line drawings” of aircraft suitable for coloring by children that could be given out during upcoming family-oriented aviation events. This suggestion also received a positive response. The group pushed the planned video review to the next meeting, and the meeting adjourned at 7PM.

May 28, 2022 EAA Fly-in Breakfast



Ah, the beginning of summer. Another month of conflicting schedules, visiting relatives, post COVID “get the heck out of Dodge” trips and more than the usual chaos, but no real impact to our monthly operation. Setup day was “the usual” morning after the monthly Chapter meeting, and our first hint of how busy it was going to be when arriving at KSYI were several large clouds of blue smoke as the DC-3 “Flagship Detroit” started up, and headed out of town for an airshow.



Flagship Detroit departing. Alllll Abooarrrrddddd!"

There was no time to lose, so setup minions Tommy Lynch, Randy Kelly, and Leigh Kelly got to work setting up tables, chairs, grills, steam-table, etc, etc. This time there was a new addition, a PA system and monitor which we thought would be useful for the scheduled maintenance program and any supporting videos.

May 28th arrived right on schedule, and the team headed to KSYI to begin the breakfast “Preflight”. Driving in early, we were greeted (at least on the South side of town) by LOTs of radiation fog. We were

seriously wondered about what we'd be seeing at KSYI about the time folks were supposed to fly in.



Clear skies above? Radiation fog below!

When Leigh and Randy (the first 2 minions) arrived at 0615, the KSYI line crew were already opening the flight line and were able to open up the EAA hangar so we could get started. Leigh and Randy fired up coffee pots (as essential to aviation as fuel), quickly followed by Mark and Claire Stauffer, and Helene Wharton, and then Tommy arrived with potato casserole.



Busy minions cranking up the good stuff.

Because of all the practice we get at this and the pre-positioning of stuff on setup day, we basically were ready to begin about half an hour before official start time. People seem to be so used to us being there, the first couple showed up almost half an hour before we opened. We were happy to take their admission fee and hand them coffee cups while the coffee kept brewing.



The "calm" before "the storm".

As usual, an Aeronca Champ was first on scene. The Champ provided some slight amusement as we were

waiting for the grills to stabilize, as for some reason the Champ didn't like the initial parking spot he picked and wandered around the ramp a couple times till he found one he did like.



The early Champ gets the pancakes!

About 10 minutes before "show time", we started throwing stuff on the grills and populating the steam table. (Thanks to Tommy Lynch for fixing the heater in our steam table.) Just about the time we were ready to serve, our next customer, a vintage straight tail Cessna-172 pulled into parking. (Editor note: Somehow we missed taking a picture of the old straight tail Skyhawk.) About 0800, the crowd surge hit with the arrival of multiple conventional, experimental, and "unusual" aircraft.



Another older C-172 "shark-tail" arrives for fuel and breakfast.



Flight line was filling up.



Speaking of filling up. Keep the fuel coming, guys
(before the price goes up).



Unusual tail art on a (highly modified) Cessna 172
taildragger. No doubt related to the pilot's earlier
career?



Bigfoot arrives. (Hope we were able to fill his stomach.)



Huh? What are you trying to say??



OK. Now the cockpit art makes sense.



Another "Van's Air Force" Aircraft shows up.



Dig the New York tail art!



Other side of the tail.



You can only park on this side of the flight line if there's yellow in your paint scheme.

About 0900 when we were scheduled to start our technical program, Randy fired up the intercom and handed the mike to Ken Rutschow of MacAir. Ken gave a quick summary of what maintenance services they had available, and asked for questions – which was met by silence. (Hum. This is two breakfasts in a row where we offered a tech session, but it appears that tech sessions during “Breakfast”, when people looking forward to eating and communing with friends may not be a winner.)

We had a good crowd till about 0915, and very few leftovers (which the charity we give leftover food to was STILL grateful for.)

Randy Kelly
Staff Writer



Editor special note: Time for

a safety minute. After a nice breakfast, don't drop your guard during your return flight home. Eyes out – see and avoid. PP Randy Kelly had to leave cleanup duty early to instruct at Eagleville Soaring Club just West of Rover TN, and right up Hwy 41A from KSYI. After a 11:28 takeoff behind the

club's Pawnee tow plane, Randy and his student spotted a high wing bright yellow aircraft at about 2000 MSL flying “IFR” (I Follow Roads) slightly South of Hwy 41A approaching head on and co-altitude. A quick radio call to the tow plane confirmed tow also had the “bogey” in sight, and tow made another traffic call with no response from the other aircraft. At about ¼ mile horizontal separation Randy took control of the glider, pulled the release and both he and the tow plane took evasive action to avoid the other aircraft. After landing Randy and the tow pilot checked Foreflight which showed no ADSB tracks near the field near the glider field, so the other aircraft had either landed at one of the other nearby fields or was not ADSB-out equipped. Anyway – this was another example in the flawed concept of the “big sky theory”. Keep your eyes open and outside the cockpit in the VFR environment.



Evil Editor Zurg Comments: The “Summer Schedule” has kept most of the Chapter members occupied for the past several months and Ch-1326 hasn't conducted as many raids as last year. Fortunately, EAA is a vast organization with members scattered all across America (and actually the world) that I sometimes tap for interesting stories. For this month's feature article, I approached

“Buck” Rivetz to report on a project police raid. “Buck” is superbly qualified for this because of his previous familiarity with unusual or even covert modification facilities. Rumor has it he has been to the “data masked” facility in California as well as the “data masked” facility in the “data masked” desert. (Damn those censors. Even Evil Editor Zurg is not out of their reach.)

EE Zurg
Guest Editor

Project Police workshop covert raid on the “Wing Lab”**Date: April 3rd, 2022****Location: Data Masked location, somewhere in Middle Tennessee**

I received a confidential tip from a Chapter 1326 project police member of the movement of a Schleicher ASK-21 glider from a secret modification facility known as the “Wing Lab” somewhere in Middle Tennessee.

The confidant providing the tip could not provide an address, but only vague directions to landmarks which “Buck” had to narrow down using satellite imagery. The unusual beauty of such raids is the people and locations are usually so obscure, that actual security is pretty loose and “bubba credentials” will usually suffice to get you in the door. (That is NOT the case in some of the other facilities Buck has allegedly visited in the past.)

After plotting a “most likely” approach to the facility and leaving in sufficient time to arrive within the designated “window of friendly reception”, the plotted route took me deep in the Middle Tennessee farmland, where I passed horses, cows, goats, chickens, and llamas (llamas?? In Tennessee??). I usually travel with “tunes” on the radio and (no kidding) approximately 30 seconds before the turn off into the back road, Michael Jackson’s “Thriller” came up on the radio. (I hate when stuff like that happens.)

Several hundred yards from the final turn point a building fitting the description appeared through the trees as well as a view through the trees of what looked like access to a hidden runway.



Picture of WL from down the road



SECRET runway access?

When I pulled off the road at the “described” facility I could see glider trailers, and a Mercedes sports coupe parked in the grass (very unusual to find Mercedes sports cars in this part of the country).



Suspicious Mercedes on a “farm”.

The doors were open to the “Lab” and I could see the nose of an ASK-21 sitting in the main bay (which matched our intel). I exited my “Texas Cadillac” (disguised with TN plates so I would fit in) and peeked in the door to see three glider fuselages and a collection of parts which looked like they could belong to aircraft or even agricultural equipment.



Glider 3, there they be.

There were definite signs of experimental/aviators’ humor there so I assumed my “appropriate bubba persona” and announced my presence and willingness to help move the ASK-21 glider to its final location.



Definitely signs of Aviator humor here.

More importantly, I was invited to explore the “Lab” and various projects in it. The first noticeable thing was the slight smell of solvents. (I’m not good with scents, but I’m sure that if my sister “Hot” Rivetz had been here, she could have immediately identified the chemical compound and what composites used those

chemicals.) Like all good covert aircraft shops, there were several “in-progress” aircraft rebuilds on the floor.



Definitely looks like an ASK-21 fuselage ready for loading.

Nestled in various corners were the wings and horizontal stabilizer for an ASK.



ASK-21 Stab. See that single bolt? That’s what holds it on folks.



ASK-21 Wings. 2 Pins hold these on.

It appeared the shop DID have all the important pieces of a Schleicher ASK-21 glider handy around, supporting the rumor (and my cover story) of being there to help move an ASK, but there were lots of other strange pieces about of interest to any experimental builder and/or glider pilots. Besides the disassembled but airworthy ASK-21, there sat a DG-1000 reportedly recovered from the mountains North of Los Angeles near Wrightwood California and a “far from airworthy” Avia-Stroitel AV-4.



DG-1000 fuselage with (we were told) a scratch-built canopy



And an intact DG-1000 tail at the opposite end.

The DG-1000 appeared to be intact though it was obvious a fair amount of work including a new canopy had been done to it. There were other interesting parts laying around, including a recently molded canopy and “sub-assemblies” of the before mentioned Avia-Stroitel.



Home-blown canopy on the wall. (Probably worth more than the art on my wall.)



Uh, isn't this supposed to be part of something bigger??



Like maybe this??? (Anybody see anything odd about the canopy of the DG-1000 to the left??)

The Avia-Stroitel DEFINITELY had seen better days given the fact the fuselage seemed to be in two very large pieces and the biggest piece was apparently being reassembled with copious amounts of

carbon fiber and modern adhesives. (Again, I'd defer to my sister who seems to be an expert in composites.)

Soon more "volunteers" started showing up and in my "wanderings" I discovered a trailer suitable for moving large structures and "volunteers" starting to hook up trailers and move assemblies for loading.



"Custom-izable" glider trailer. One size fits darn near all.



Picture of special agents Don White and Phil Samson attaching the trailer to a "less than covert" vehicle.

The trailer was maneuvered around the barn...I mean lab, and backed up to the large doors where the volunteers were starting to roll out the ASK-21 fuselage on a conventional engine hoist. (That was a strange sight.)



Getting ready to load the ASK with the help of a temporary spar.



Loaded ASK ready to go to assembly field.

After loading up the ASK-21 fuselage, the “convoy” started off down the country road towards the nearest airfield.



10-4 good buddy. Looks like we got ourselves a convoy!! (Is it legal to have riders in aircraft trailers in TN?)

After the convoy arrived at the destination airport, we rolled the ASK fuselage off the trailer and returned to the “Lab” to retrieve the wings.



Unloaded ASK-21 fuselage. One trip down, two more to go to retrieve the wings!



Custom wing securing hardware.



ASK-21 wing all professionally loaded and ready for transport.

Two trips later, we had all the appropriate pieces and reassembled the ASK with appropriate amounts of axle grease (for the wing pins), lithium grease (for the hotelier flight control fittings), and elbow grease (for proper alignment of parts). I departed the scene before the final assembly took place, but those of you not familiar with what an assembled ASK-21 2-place glider looks like, here's a shot of the same aircraft a few weeks later after returning to service.



Voila, a flyable ASK-21 (same aircraft, but different day)

Thanks to all the project police personnel who provided the "tip" about the "Wing Lab", those who showed up to help us move the ASK, and special thanks to PP Randy Kelly (Ch-1326) for the photos.



"Buck" Rivetz
Project Police, Ch-661



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 electricrow@pobox.com.

Project Police Aircraft Spotters Quiz

Evil Editor Zurg



Last month I challenged you Project Police with identifying this unusual dual cockpit configured beastie.



There's an instructor on my tail!

It couldn't have been more than 5 minutes after I approved Staff Writer Randy to publish the May newsletter with the challenge that Project Police **Michael Knight** emailed Randy back, "Fairey Battle dual control trainer... (Sorry, can't stop myself)."

The last time I offered this aircraft up to our Project Police, we only had one guess come into our office, but it was a correct one from **Graham Byass** of Chapter 1000's Det 10, in Perth, Australia. Graham wrote:

"The mystery plane pictured in the July (*sic*) newsletter is a Fairey Battle trainer. There were only 100 of these produced out of a total of 2285 Battles built between 1936 and 1940. The first Battle flew on 10th March 1936.

The Battle was a dismal failure as a war machine but the British had no real alternative in the early stages of the war.

The basic Battle Mk1 was powered by a Rolls Royce Merlin, had a span of 54ft, length of 42ft 4in and a cruise

speed of 210MPH. Later marks II to IV were similar but differed in the model of Merlin engine fitted.”

It would appear that Fairey hadn’t figured out how to lengthen the cockpit and just cut off one fuselage and grafted another on behind it. According to the folks at Wikipedia, “The Battle was a robust aircraft which was frequently described as being easy to fly, even for relatively inexperienced pilots. The pilot was provided with good external visibility and the cockpit was considered to be roomy and comfortable for the era but the tasks of simultaneously deploying the flaps and the retractable undercarriage, which included a safety catch, has been highlighted as posing considerable complication. Climate control within the cockpit was also reportedly poor.”

“The Battle was obsolete by the start of the Second World War, but remained a front-line RAF bomber owing to a lack of a suitable replacement.”

“While found to be inadequate as a bomber aircraft in the Second World War, the Fairey Battle found a new niche in its later service life. As the Fairey Battle T, for which it was furnished with a dual-cockpit arrangement in place of the standard long canopy, the type served as a trainer aircraft. The Battle T was equipped with dual-controls in the cockpit and optionally featured a Bristol-built Type I gun turret when employed as a bombing/gunnery training. As the winch-equipped Fairey Battle TT (target tug), it was used as a target-towing aircraft to support airborne gunnery training exercises. Furthermore, Battles were not only used in this role by the RAF, several overseas operators opted to acquire the type as a training platform.”

OK, the last couple months we’ve picked definitely “OLD” aircraft. This month’s challenge may still be older than a lot of pilots out there, but it’s definitely younger than anything I’ve thrown out in front of the crowd recently. That said, here’s my challenge for you Project Police. What is this “relatively modern” looking beastie?



As usual, send your answers, WAGs, or even “edumacated guesses” to Project Policeman and Staff Editor, 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.

June 25th; EAA Ch-1326 Fly-In Breakfast, Sport Flyer Hangar, Shelbyville Airport. Program; TBD.

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

Sept 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:

President/Flight Advisor Mark Stauffer:

mark.stauffer1@gmail.com

Vice President Sharon Tinkler: tinkler@me.com

Secretary Randy Kelly: electriccrow@pobox.com

Treasurer Tommy Lynch: maddoglynch@comcast.net

EAA Chapter 1326 Technical Assistants

As we noted last month, we had three A&P mechanics, Kenneth Rutschow, Brennan Lewellen, and John Bosse who joined the chapter and offered their expertise as “EAA Technical Assistants”. I went by “Mac Air, L.L.C.”, our Shelbyville Airport maintenance

shop to talk with them the other day and they truly are “Jacks of Multiple Trades.” So rather than just stick their names in our Tech Assistant matrix, I thought it would be appropriate to list the areas of expertise they each claimed. Ken Rutschow’s areas of expertise (in addition to all the normal A&P stuff) is antique aircraft, sheet metal fabrication/repair, and certificated engines; he is also a Rotax engine specialist. Brennan Lewellen’s specialties include wood and fabric fabrication, sheet metal, certificated engines, and welding. Last but not least, Jack Bosse’s specialties include antique aircraft, certificated engines, sheet metal, composites, and avionics. So with that, I’ll try to fill in our new “EAA Chapter 1326 Technical Assistants” matrix.

EAA Chapter 1326 Technical Assistants

| | | |
|--------------------------------------------------------------|------------------------|--|
| Composite Construction | | |
| Jack Bosse | Bossej3@gmail.com | |
| Wood Construction | | |
| Brennan Lewellen | blewellenvw@yahoo.com | |
| Fabric Construction | | |
| Brennan Lewellen | blewellenvw@yahoo.com | |
| Aluminum Sheet Metal Construction | | |
| Kenneth Rutschow | Ken.rutschow@gmail.com | |
| Brennan Lewellen | blewellenvw@yahoo.com | |
| Jack Bosse | Bossej3@gmail.com | |
| Welding/Welded Steel Tube Construction | | |
| Brennan Lewellen | blewellenvw@yahoo.com | |
| Engine Installation | | |
| TBD | | |
| Certificated Engines | | |
| Kenneth Rutschow | Ken.rutschow@gmail.com | |
| Brennan Lewellen | blewellenvw@yahoo.com | |
| Jack Bosse (+ROTAX) | Bossej3@gmail.com | |
| Electrical Systems | | |
| Randy Kelly | electricrow@pobox.com | |
| Instrumentation and avionics requirements for VFR/IFR | | |
| Jack Bosse | Bossej3@gmail.com | |

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!



THE SPORT FLYER
EAA CHAPTER 1326 NEWSLETTER
 C/O Randy Kelly
 PO Box 767
 Shelbyville, TN 37162-0767
<https://chapters.eaa.org/eaal326>

ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

- Zurg’s Stand-In Kommandant’s Comments
- May 2022 Fly-In Breakfast
- Project Police Covert Raid on Winglab
- Evil Editor Zurg’s Aircraft Spotters Quiz
- Monthly plea for “Project Police” participation for new stories
- Technical Assistant matrix update

Shelbyville Aviation Day

Shelbyville Municipal Airport
 2828 Hwy 231 North
 Shelbyville, TN 37160
 931.684.1669

September 24, 2022
 10 AM to 2 PM

- Free Admission
- Free Parking
- Vintage Airplanes
- Warbirds
- Drones
- Food Vendors
- and lots more!