



# ***THE SPORT FLYER***

## ***NEWSLETTER OF THE SHELBYVILLE EAA CHAPTER 1326***

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***February 2023  
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***Ch-1326 Website: <https://chapters.eaa.org/eaal326>***

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*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.*

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### **Kommandant's Korner**

Hello Chapter members! Evil editor Zurg sent me a reminder that time flies when you're having fun and that I need to put together a few words for this month's newsletter. Not one to upset Zurg, I set about to do just that.

As you'll see later in the newsletter, this month's Chapter meeting centers around a new Webinar just released last month called Wiring Basics. It is led by long time EAA Sportair electrical workshop instructor Dick Koehler. This webinar is not only for homebuilders since its information can be useful to any aircraft owner.

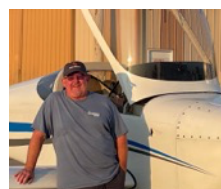
About 20 years ago, I attended an EAA Sportair electrical workshop in Frederick, MD taught by Dick Koehler. In the day long class we learned how to read and understand basic circuits, use specialty tools, solder and other skills. By the end of the day we had built a couple of simple circuits using different styles of connectors, all installed in a nice aluminum box. After eight hours of class, I left with a new skill set and confidence that I could perform some minor wiring. I actually ended up wiring my entire Zenith 601XL project, including the panel, several years later.

Speaking of Sportair Workshops, EAA offers many kinds of courses, both online and in person, in a variety of disciplines. You can learn TIG and/or gas welding, fabric covering, sheet metal basics, composite construction and more. A complete line up can be found here: <https://www.eaa.org/shop/sportair-workshops>.

These workshops are just one of the many benefits of being an EAA member. I hope you will get to experience one of these workshops in the future.

We've had several suggestions from our members for future programs and projects for this year and we are looking forward to exploring these possibilities. There's a growing interest in working with youth to get them excited about aviation. If you have a suggestion or want to lead a project please let us know!

I look forward to seeing you at this week's meeting and the breakfast on Saturday!



Mark

**Last Month's Meeting**

The regular "Fourth Thursday" meeting scheduled for Jan 26 was rescheduled to a WebEx virtual meeting on Tuesday 24 January to accommodate the members schedules. Mark Stauffer, Randy and Leigh Kelly, Sharon Tinkler, Mark Cannon, and Tommy Lynch attended the meeting.

The first item was to confirm attendance for setup and the Fly-In breakfast Saturday 28 Jan. A normal team size was expected.

Next item was to review work on the social calendar. JoAnne Lynch is planning a visit to the Beech Heritage Museum at Tullahoma Field on Sat 1 April. This will take the place of the March "4<sup>th</sup> Thursday" meeting. Joanne says we will need RSVPs NLT Mar 15 to make our reservations. Plan to meet at KSYI and carpool to Tullahoma.

Sharon Tinkler is investigating the possibility of a KBNA Tower tour later this year.

Randy Kelly suggested a Huntsville Space and Rocket Museum tour in the summer. Mark has a friend who is a docent and took action to contact his friend about a possible "behind the scenes" tour.

There was a discussion about other possible tours. Mark Stauffer suggested a tour of the Arion Aircraft by Nick Otterback. Randy Kelly suggested a tour of the Motlow State Flight Simulator Complex in Shelbyville, and Randy took an action to contact Rachel Boles to see if she could help set up a Motlow tour. Somebody suggested a tour of Warbirds Mx/restoration work by Mac Air at Shelbyville. There was also discussion of "Video/Movie Events" for some of the "4<sup>th</sup> Thursday" meetings. Randy took action to brainstorm some classic aviation movies, while Sharon Tinkler took action to explore some vintage/antique aircraft videos, either of which might be used for the February "4<sup>th</sup> Thursday" meeting.

Some other items. Randy took an action item to approach Heritage Realty in Shelbyville to use their training room for meetings so we wouldn't

have the time and space constraints of the KSYI conference room. Mark took an action item to approach EAA National to get a list of all national members in TN so we could contact them about events. Randy took an action item to talk to EAA Insurance folks about insurance requirements for "outings". Randy took an action item to talk to EAA national about changing the name of chapter in the EAA records. (Editor's note: the week after the meeting the group made an "offline" decision that the February 4<sup>th</sup> Thursday meeting would be a video tech session. See the calendar at the end of the newsletter.)

Randy Kelly  
Staff Writer

**January 28th, 2023 EAA Fly-in Breakfast**

**MARMADUKE** By Brad Anderson



Take me to the EAA Ch-1326 BREAKFAST!!

After the Holiday Hiatus, it was apparent that everybody was itching to get out again. We had gotten the newsletter out early, plus updated the event calendar on the SocialFlight.com aviation event website. Even before setup day, Staff Editor Randy Kelly had received 2 calls from non-chapter members to inquire whether the breakfast was still on. We also had additional complications the week prior when Randy discovered a blown fuse had taken out two of our

refrigerators resulting in the loss of 2 gallons of orange juice and about 10 dozen eggs. (Editor's note: Actually, because of the low temperatures so far this year, we were pretty sure the eggs were fine, but

As usual, setup day was the day prior, in this case, Friday January 27<sup>th</sup>. A normal size crew, consisting of Tommy Lynch, Mark Cannon, Helene Wharton, and Randy and Leigh Kelly converged on the EAA hangar at the appointed time, and made short work of the initial setup.

Saturday, Randy and Leigh showed up first about 0615L at "first light" to open the hangar and start filling the coffee pots. It was apparent the "Dawn Patrol" as active at KSYI. A fuel truck marked with position lights was already on the flightline when they arrived, and there were two Bell JetRangers in Air-Evac livery on the ramp, one of which already had anti-collision lights on and preparing to crank.

Randy filled the coffee urns, while Leigh started the ovens for the biscuits (our longest "lead time" item.) A few minutes later, Mark Stauffer showed up. We put coffee in the filters and had just started to plug them in when the sound of a turbine cranking sent Randy out on a mission to shoot pictures for Zurg.



*AirEvac "Dawn Patrol" getting ready to start*

By the time Randy returned to the hangar, pretty much the whole crew had shown up. It was good to be over the holiday manpower shortage. Final preparations proceeded as normal, with the exception of several of the crew running outside once the second Jetranger cranked to head out.

(One of the symptoms of being an "aviation addict" is the desire to go see what's taking off.

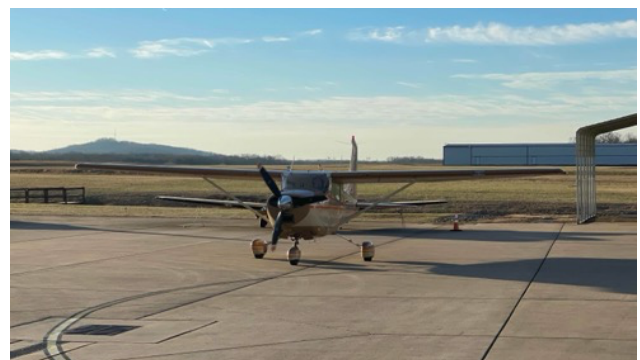


It was definitely apparent the local aviation crowd missed us, as the first customer (a "repeat customer") showed up 20 minutes before opening time, which was even before the first pot of coffee was ready. (At least he didn't have to wait long.)



*The first customer shows up.*

Helene Wharton and Randy Kelly had the grills fired up and stabilized by that time as they normally start cooking eggs and pancakes about 15 minutes before official opening time. Randy flapped about 2 dozen "jacks" onto the steam tray then ran out to see the first airplane had arrived and was already sitting vacant at the fuel pit.



*A classic Skylane is the first airborne arrival!*





*0730, the serving line is open!*

As is customary, planes started showing up pretty quickly after the 0730 time, and by 0745 the first two transient rows by the EAA hangar were full, and the marshallers were busy doing their normal “flight line macarena” to get people into organized rows.



*A parked Cirrus and a busy marshaller!*

It wasn’t long before we had people lined up in front of the serving table, to registration, and backed up to the door. The flight line was filling up fast. (Another symptom of “aviator’s disease” is having to go check to see what’s flown in.)

The 0800 “rush” began early and ran late. Airplanes continued to arrive, and at some point, every seat in the place was taken. Likewise, the whole South end of the transient flight line was full.



*Aviators discussing airplanes and breakfast*



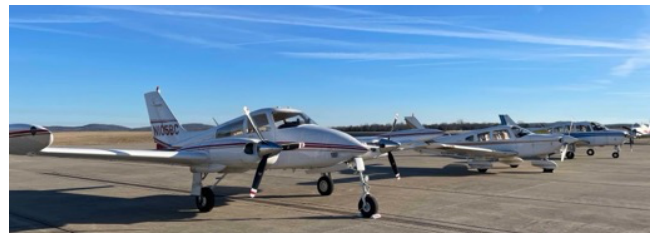
*A Barrows “Bearhawk Patrol”*



*A well preserved Cessna 150 came to visit*



*A lovely old Cessna 170 (in my spouse’s favorite colors)*



*3 different “marques” in a row (Cessna, Piper, Beech)*



*A vintage Ercoupe looking good*





*Cessna 195 Businessliner*



*Snoopy perched in the 195's window*



*A full house! Nearly all seats filled at once!*

It's not unusual for an aircraft or two to arrive that gather special attention, and this day we had several. A gyrocopter (a rare sight at KSYI) arrived, and by virtue of having such a "thin profile" with the rotor stopped, was marshalled into a place of honor right next to the Ch-1326 hangar for viewing.

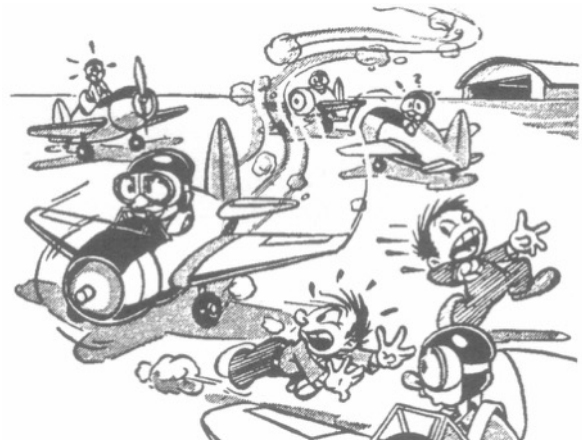


*A Hornet Gyrocopter on a chilly day!*

Additionally, we had an RV-14A, named "Rosie" arrive with some VERY distinctive tail art.

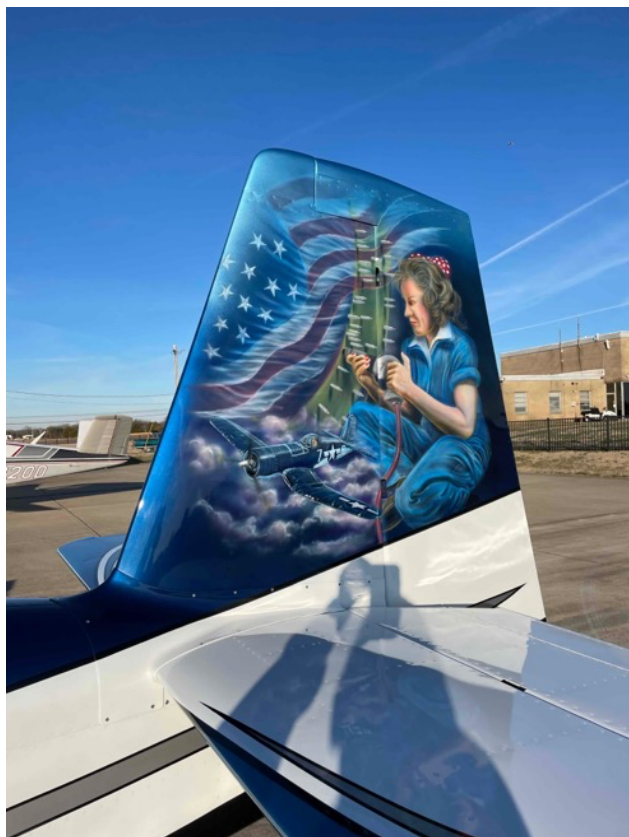


*"Rosie" with rather plain nose art, but...*





*"Rosie the Riveter" works under a B-24 Liberator on the right tail....*



*...and above an F-4 Corsair on the left tail!*

The Marshallers now could rest, shifting the load over to the fuelers as there were lots of thirsty airplanes on the line. (Editor's note: We talked to one of the "linemen" who came in to eat, and they said this had been the best business day of the year so far.)



*Fuel truck crews were very happy*



*The "RV" row*

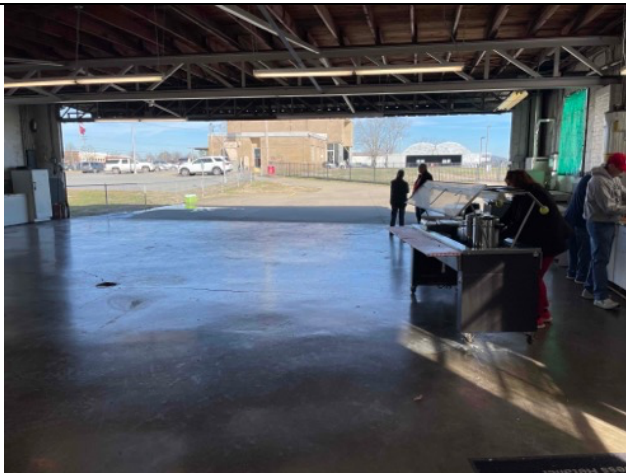
Did I say the place was full? It stayed pretty full till just about 0900 when folks started heading back to their next stop or points of origin.

By about 0920, we had stopped cooking and a few of the "late comers" helped clean up the leftovers. (We had only about 2 pans total of leftover biscuits, pancakes, and eggs to take to the charity we always donate leftover food to.) With the "cooking and serving crews" free, they started stowing extra chairs and tables.

Again, with a "full team" available, the clean up proceeded at a "normal" rate, and we had the hangar all cleaned up and stuff stowed by 1030. It was a very successful "first breakfast of the season".







*All cleaned up and ready to pull airplanes back into the Ch-1326 hangar*

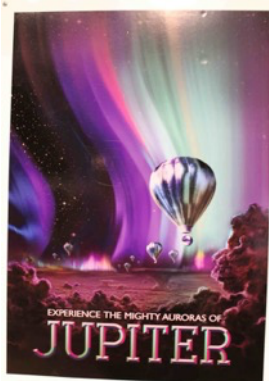
We didn't count airplanes, but it looked like we had served about 110 people, NOT including the linepersons whom we feed. By almost all measures we could deem this a successful event and a great way to start the new year.

Randy Kelly  
Staff Editor

## **Project Police Report: Huntsville AL, US Space and Rocket Center Visit**

### **Part 2: Planes and rockets and engines, oh my!**

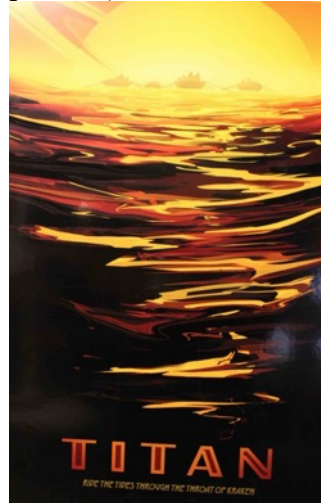
Along one of the walls we encountered a bunch of "travel posters" to places only robots have been to so far, plus some places that are not only a long way, but also a long TIME (in the future) away. Seeing as how Mars is almost NOT science fiction, the first place on our "sci-fi" travel tour is Jupiter.



If you're into clouds, Jupiter may be the place for you. (Be sure to bring a good anti-radiation suit, and be prepared for a good workout, since the Juno gravity is about 2 ½ times that of Earth's.)

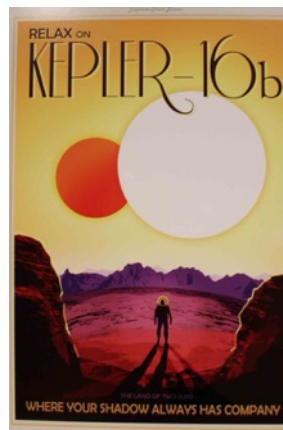
Jupiter may have lots of stripes and swervy clouds, but Saturn is no slouch when it comes to extraterrestrial sights either (at least

according to the imagineers who did these posters.)



Advertisement for a long distant future boat trip on the seas of Titan orbiting Saturn. (We advise you NOT to smoke or throw your butts into the "water" as there are also hydrocarbon seas there.)

Enceladus for geyser lovers. Booking tours now. Better get your seat before the price goes up (we'll worry about the technology later.) 6<sup>th</sup> largest moon of Saturn. Mostly Ice, but with a lot of steam and ice geysers.



Thinking out in the farther future, and about 200 light years out, you may plan on visiting a planet with a double star. (At least it's closer in both space and time than Tatooine, where Luke Skywalker admired the twin stars of the Tatoo system.)

We were running out of time, so we exited the main museum and headed out to some of the outdoor exhibits for a quick look around. There was no shortage of NASA as well as other aircraft, a number of different rockets, and missile hardware.





The freeway facing side of the US Space & Rocket Center Museum.



The Space Shuttle full scale model under refurbishment.



NASA G-II shuttle approach simulator aircraft.



A spare nose cone could make a nice shed or porta-pottie.



PP Randy next to an A-12 "Oxcart". (Size DOES matter!) This was the first production version of the Lockheed Skunkworks aircraft which later

evolved into the YF-12 Interceptor and the SR-71 Reconnaissance Aircraft.



Atlas-F on a transporter trailer. (This was the initial workhorse of the US ICBM fleet.)



A collection of US rockets and missiles. How many can you identify?



The Saturn 1-B.  
Development vehicle for developing the technologies needed for the Saturn V.





Ch-1326 Project  
Police Officers  
Randy and Leigh  
Kelly underneath the  
Saturn 1B.



A terrestrial model of "Tranquility Base"



The Rocketdyne  
F-1 engine for the  
Saturn V. This  
thing consumed  
1350 gallons of  
kerosene a  
second! (Wow.  
How far could  
you drive your  
diesel car/truck  
on 1 second  
worth of fuel for  
this beauty?)



PP Leigh Kelly  
pointing out the  
Saturn V (and  
museum) behind  
her.

The last building we RAN through as part of our "scoping mission" was the Saturn V building. Oddly enough, the first thing we encountered in the entrance lobby was totally unexpected, a "Quick" monoplane, built and apparently flown by an Alabama resident William Lafayette Quick, in 1908.



The "Quick Monoplane" hanging in the front  
hall of the Saturn-V building.

In addition to housing important pieces of the Saturn V rocket, there was a lot of Werner Von Braun's memorabilia as well as one of the US research V2 rockets.



The V2 rocket  
and its engine.  
Looks pretty  
modern doesn't  
it? Basically it is  
a scaled up  
improvement of  
the basic engine  
design by Dr  
Robert Goddard  
(whom the US



Newspapers ridiculed after his first failures).



They even had a recreation of part of Von Braun's office, complete with his previous desk, his scale "rocket model" collection, and some

personal items.



Werner Von Braun's model collection. (We're gonna need a bigger office!)



One of Von Braun's notebooks, and "pocket calculator". (What's in your pocket protector?)



Slide rule trivia. NASA's usual slide rule of choice was a Pickett, but Von Braun used an Aristo. (It's German or course. K&Es oddly enough were American made.)

Whew! It was definitely a "whirlwind tour". There was WAY TOO MUCH to see (especially when you're a geek), and WAY TOO LITTLE TIME to see it. If you have a day you need to kill, and the hankering to visit an aerospace oriented museum, we highly recommend this one.



Randy Kelly  
Staff Writer

## Project Police Aircraft Spotters Quiz



### Evil Editor Zurg

Last month's spotters challenge was a "contemporary" (last couple decades) homebuilt spotted by Project Police Member Gary Aldrich of San Antonio TX at a recent EAA fly in.





I was a bit surprised nobody got this one. This little beauty is a Baby Great Lakes. The Baby Great Lakes was designed by Barney Oldfield in the 1950s, and is essentially a scaled down version of the Great Lakes Sport Trainer. It was a steel tubing and fabric design, and was usually powered by a VW or Continental A65 engine.



*Barney Oldfield's original Baby Great Lakes.*

Originally, they only expected to build a few prototypes, but it turned out to be a very popular homebuilt design. There was even a "Super" Baby Great Lakes derivative that was powered by 100HP category engines, usually an O-200 Continental, a O-235 Lycoming or O-290 Lycoming. Harvey Swack sold plans for the Baby Great Lakes for a number of years, but sold the rights to the design to Aircraft Spruce and Specialty in 1996.

This month's mystery aircraft is another prototype which flew and provided some valuable lessons, but never made it to the production phase.



As usual, send your answer or best "edumacated guess" to Staff Editor Randy Kelly, at [electricrow@pobox.com](mailto:electricrow@pobox.com).

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### **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](mailto:electricrow@pobox.com).

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### **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.*

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### **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.*

**February 23<sup>rd</sup>**, 2023; EAA Ch-1326 Regular 4<sup>th</sup> Thursday meeting. "Wiring Basics" webinar from the EAA 2023 Homebuilders Seminar, 6PM at Heritage Realty Group building, 2737 Hwy 231 N, Shelbyville, TN.

**February 25<sup>th</sup>**, 2023; EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, Shelbyville Airport.

**March** Regular 4<sup>th</sup> Thursday meeting is being replaced by the April 1<sup>st</sup> Beech Heritage Museum Tour.

**March 15<sup>th</sup>**. Deadline to RSVP for April 1<sup>st</sup> Beech Heritage Museum Tour. Contact JoAnne Lynch via Tommy Lynch, [maddoglynch@comcast.net](mailto:maddoglynch@comcast.net).

**March 25<sup>th</sup>**, 2023; EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, Shelbyville Airport.

**April 1<sup>st</sup>, 2023;** Beech Heritage Museum Tour, Tullahoma Airport. Time: TBD. Contact JoAnne Lynch

**April 27<sup>th</sup>, 2023;** Regular 4<sup>th</sup> Thursday meeting. Program and Location: TBD.

**April 22<sup>nd</sup>, 2023;** EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, 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](mailto:mark.stauffer1@gmail.com)  
Vice President Randy Kelly: [electricrow@pobox.com](mailto:electricrow@pobox.com)  
Secretary Sharon Tinkler: [tinkler@me.com](mailto:tinkler@me.com)  
Treasurer Leigh Kelly: [leighkelly@pobox.com](mailto:leighkelly@pobox.com)

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<b>Wood Construction</b>		
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Inputs for the newsletter or any comments can be e-mailed to Randy Kelly at [electricrow@pobox.com](mailto:electricrow@pobox.com)

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#### THE SPORT FLYER

#### EAA CHAPTER 1326 NEWSLETTER

C/O Randy Kelly

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<https://chapters.eaa.org/eaal326>

ADDRESS SERVICE REQUESTED

#### THIS MONTH'S HIGHLIGHTS:

- Kommandant's Komments
- January Fly-in breakfast reminder
- Project Police report: US Space & Rocket Museum
- Evil Editor Zurg's Aircraft Spotters Quiz
- Monthly plea for "Project Police" participation for new stories

