



THE SPORT FLYER
NEWSLETTER OF THE SHELBYVILLE
EAA CHAPTER 1326

<i>President</i>	<i>Mark Stauffer</i>	<i>443-618-1782</i>
<i>Vice-President</i>	<i>Randy Kelly</i>	<i>661-400-0203</i>
<i>Secretary</i>	<i>Sharon Tinkler</i>	
<i>Treasurer</i>	<i>Leigh Kelly</i>	
<i>Newsletter Editor/Writer</i>	<i>Randy Kelly</i>	<i>661-400-0203</i>
<i>Guest Editor</i>	<i>EE Zurg</i>	<i>unlisted</i>

January 2023
Volume 19,
Number 1

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

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

Happy New Year! 2023 is here and we start the year full of hopes, dreams and excitement.

I had hoped to fly by now, but Mother Nature and my schedule have not seen eye to eye so far this month. I will still do my best to honor my resolution to fly more this year than I did last year. With that said, I hope readers of this newsletter will pass along flights to breakfasts or fly-ins they are planning to take, so others can join in the fun. The chapter started a Facebook group page last year for this purpose and I will refocus my efforts to start using it more to disseminate information. If you’re a reader/flyer and want to pass along a destination I will add it to the Facebook page.

The chapter continues to work on our 2023 calendar of events. We already have a trip planned for the Beech Museum mid spring and we are working on some sort of control tower visit. I want to add a couple of social cookouts as well to our calendar. If you have a suggestion for an event, please pass it along to any of our officers.

As always, I encourage everyone to become more involved in Chapter 1326. We’re a small group, but we always want to welcome new members. Members are the life blood of a chapter and are what can really make or break a chapter. Please let us know what you would like to do, and then be a part of the group that makes it happen. I look forward to seeing everyone at our next chapter meeting and at the breakfast this month!



Mark

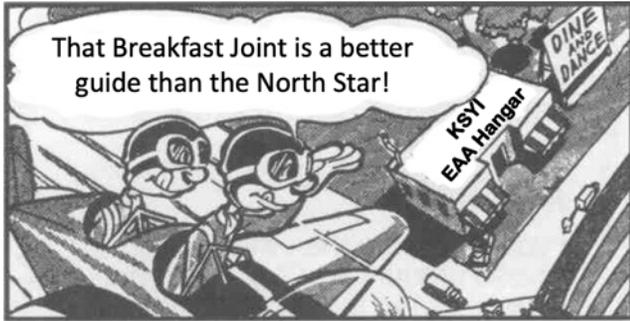
Last Month’s Meeting

There was no meeting in December. We hope everybody had a Merry Christmas and Happy Holidays.

Randy Kelly
 Chapter Secretary



**Reminder: January 26th, 2023 EAA Fly-in
Breakfast: 0730-0930**



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

Part 1:

After a week of hard work on “refurbishing” their house in TN (a still ongoing ordeal after over 2 years), supporting the EAA fly-in breakfast on 25 June and instructing at Eagleville soaring club the rest of the day, Chapter 1326 Project Police members Randy and Leigh Kelly decided it was time for a break. The next day (June 26) after some discussion of “whattcha wanna do today”, we decided to spend a more relaxing day going to see a museum and do some shopping in Huntsville.

So we loaded up the cooler with some snacks and sodas in preparation for a “day trip”. Since there is no “expressway” between “Shebbyville” and “Huntspatch”, we fired up the Garmin, set Redstone Arsenal as the destination and departed Southbound. Highway 231 twists and turns enough on its own, but we also decided to take some shortcuts through some other obscure backroads. We saw lots of cornfields, and went around enough hills and passed through enough tree shaded roads to experience LOS (loss of signal) several times on our satellite radio. Lots of cornfields. Adding to the creepiness of the drive, and as a reminder that Southern Middle Tennessee is tornado country, was the number of Earth sheltered concrete storm shelters in residents’ front yards.

Finally, we ended up in Huntsville at the US Space and Rocket Center. Unbeknownst to us beforehand was the fact that this was a “Space Camp weekend”, and the Center was packed with hordes of adults and kids with suitcases, Space Camp Backpacks, and blue flight suits. Not only that, but it was also the last day of an Amateur Radio Relay League (ARRL) outing, and one of the fields was filled with “hams”, their vehicles, and multiple amateur radio stations. We ended up parking a substantial distance from the museum, but it was a nice walk to the museum.

On the way to the museum, we crossed a rather large plaza. There were several statues in tribute to US servicemen.



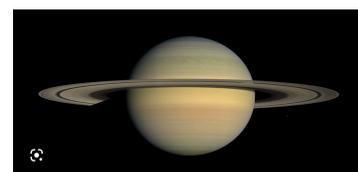
A tribute to the American serviceman in the park adjacent the museum. There’s another one in tribute to Army Aviators. (This is Huntsville remember.)

Then we stumbled upon a plaque in the middle of the field that talked about the planet Uranus, the 7th planet from our Sun in the Sol system.



Project Police Leigh Kelly compares the size of Uranus (#7) to a 1.37 meter Sol. (She didn’t touch, so rubber gloves were not required.)

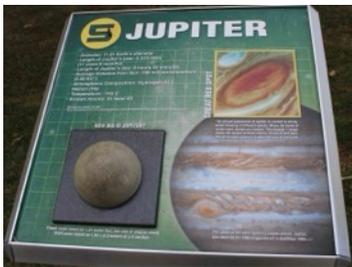
We kept walking towards the door to the museum, and then encountered another plaque for the 6th planet, Saturn.





Saturn (#6), about the size of a softball compared to Sol, if Sol was 1.37 meters in diameter.

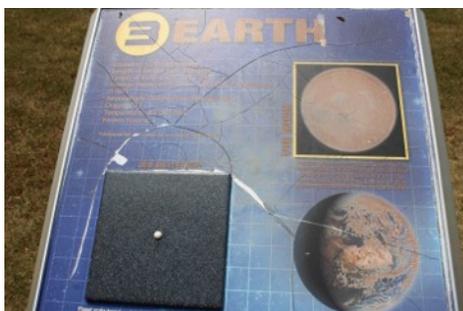
We were still over a hundred meters from the building, when we noticed the plaques were located at relative distances from Sol, except that for the distances, Sol was assumed to be 5 cm in diameter versus 1.37 meters. (No wonder we hadn't seen Neptune which would have been over 3 times the distance from the building that we were already at, or Pluto, if Pluto was even part of the display, since the astronomy community no longer considers Pluto a planet.) Continuing our walk towards the museum, we encountered the other planets orbiting Sol at the entrance.



Jupiter (#5) and the largest planet compared to a 1.37 Meter Sol.



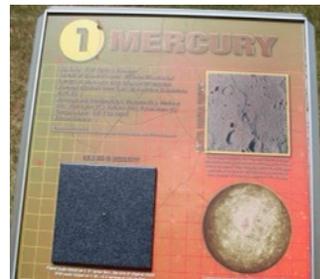
Mars (#4) Our nearest neighbor in the Goldilocks Zone, and just about half Earth's size compared to the 1.37 Meter Sol.



And the "3rd Rock from the Sun is?" (A small marble compared to a 1.37 meter diameter sun.)



Venus (#2). A "pea" compared to a 1.37 meter Sol.



Mercury (#1). A mere speck compared to a 1.37 Meter Sol.

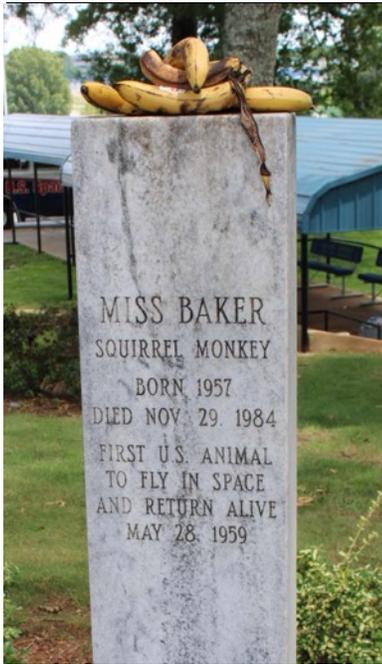


Sol was near the door of the museum and has a diameter of 109 Earths.

On the other side of the platform at the entry to the museum was a stone with fresh, and not so fresh bananas on top of it. That certainly demanded a closer look, as it looked like a tall headstone, which it was.



Miss Baker the Astro-Monkey



The grave of Miss Baker, the US's first primate in space outside the entrance to the museum. Guests regularly leave bananas (vs flowers) in tribute.

Entering the museum, there was a large line for tickets (did I mention it was a "Space Camp" weekend), but the membership queue was empty. Since we like supporting museums, we went over to the empty membership queue and purchased the Gemini (2 adults) 1 year museum membership, which gives us free admission for a year, plus memberships and other discounts at other museums. (We need to do a group visit before Jun 2023.)

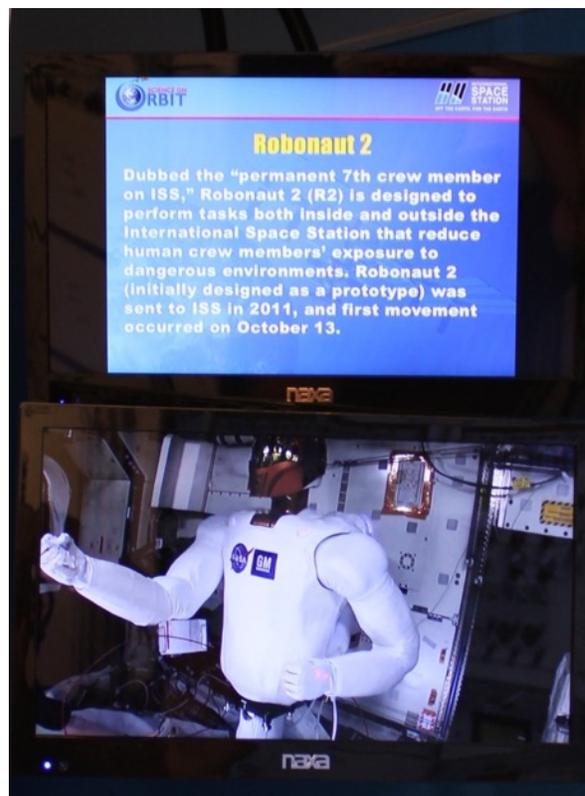
After only a short period in the main lobby and the "you are here" signs, we noted there were lots of museum exhibits, plus rides, simulations, etc, and looking at the time, we decided the place was too big to see in a day. We decided we'd just do a quick walk-through tour to see what was there before planning the subsequent trips. So off we headed to at least see the "big" things and "get a lay of the land".

There was an exhibit with some of the modules of the International Space Station (ISS), with displays of some of the science, and "other" stations.



Mock up of the ISS robotic arm control station. (Geek alert. Notice the model of Gort up in the upper right. If the visor opens, it means you are in deep doo-doo!)

We continued down the ISS hall, and passed by the zero-G toilet which had all kinds of strange tubes and fittings. (I did NOT lift the lid or take pictures.) A little farther we encountered a plaque description and full-sized model of "Robonaut", a remotely operated prosthetic upper body.

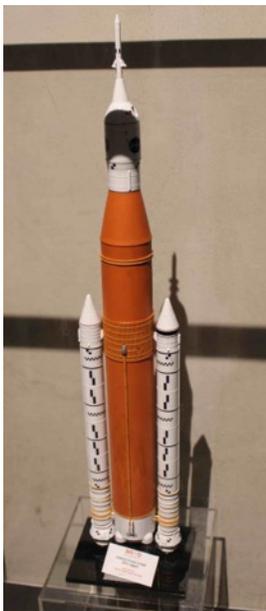


The "Robonaut" is essentially a physical telepresence device that can mimic human motions.



So here's their full size Robonaut – the anthropomorphic astronaut. (How many batteries does he take I wonder?)

A little farther along was an exhibit about NASA's Space Launch System and the current initiatives to go back to the moon.



A model of NASA's Space Launch System (SLS) rocket. (This is the rocket NASA used for the Artemis test in late 2022.)

There were a number of other exhibits in the main museum building, including space inspired toys, space race trivia, Hollywood memorabilia, and various space and missile weapon systems.



The coveted "Snoopy Pin" for NASA dedicated performers.

(<https://www.nasa.gov/directorates/heo/sfa/aac/silver-snoopy-award>)



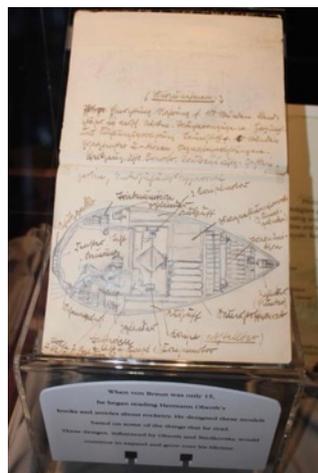
Space toys were the rage in the 60s. (So who told you trying to get women in technology was only a recent phenomenon.)



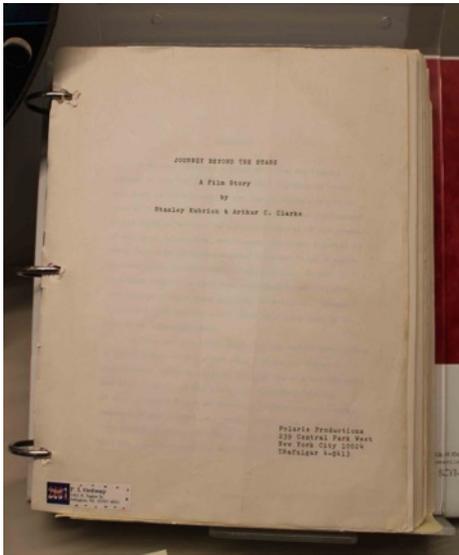
Time Magazine's take on the "Cold War" in space.



Werner Von Braun's copy of Hermann Oberth's book on rockets.



This was one of Von Braun's first "manned rocket" designs after reading Hermann Oberth's book when he was 15.



An early “2001 A Space Odyssey” script. “Journey Beyond the Stars” was the original name announced by Stanley Kubrick for the movie

before the final name was decided upon.

TO BE CONTINUED NEXT MONTH



Randy Kelly
Staff Writer



Evil Editor Zurg note: I hope you all had a happy holiday and a happy new year. All of my slave, uh, I mean servant robots, got an extra ration of oil and new blasters. (Do I know how to take care of my minions or what?) One of the great things about winter and the nasty

weather is that it’s a great time to fire up the heater in the hangar and do condition inspections and annuals. Unfortunately, if you are an A&P or IA, then everybody wants your help or service, and since our Chapter Tech Experts work on airplanes for a living as well as have families needing attention, they were plenty busy this holiday season. By strange coincidence, Charlie Becker, the EAA Chapters and Homebuilt Community Manager, contacted Staff Editor Randy Kelly with news of EAA Homebuilders Week the week of 26 January 2023. Looks like there will be all kinds of interesting technical seminars going on this month, so I think I’ll give our Tech Experts some time off.

Ch-1326 Technicians Korner: EAA Homebuilders Week – Online Event Starting January 23

An online opportunity to learn about all aspects of building your own aircraft

EAA will be hosting our third annual Homebuilders Week online learning event for aircraft builders:

(www.EAA.org/HomebuildersWeek).

It will be five straight days of educational forums covering a broad spectrum of aircraft building topics. It will start on Monday, January 23, 2023, and run until Friday, January 27, 2023. The live online presentations will be open to everyone interested in building their own aircraft. Sessions will start at 11:30 a.m. CST and run until 8:30 p.m. CST daily.

This event is an opportunity for a new person to jump in with both feet and learn a lot about the wonderful world of homebuilding. We will cover areas like getting started successfully and techniques when building with sheet metal, composites, steel, and wood. But it won't be just for the newbie; we are offering in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. There will be something for every builder, whether you are just starting out, knee deep in a project, or just received your airworthiness certificate — it is going to be a great learning opportunity.

EAA is working with industry experts, kit manufacturers, and other subject matter experts to provide top-notch material for builders. The sessions will be live and allow time for attendee questions. Recordings will be archived and available to EAA members for review.

EAA Homebuilders Week coincides with the 70th anniversary of the founding of the Experimental Aircraft Association in 1953. Those founding members of EAA lit the fuse on the homebuilt movement that provides affordable access to aircraft ownership and today has spread worldwide.

EAA Homebuilders Week is possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, Inc., and Van's Aircraft, Inc.

Visit EAA.org/HomebuildersWeek to review the schedule and sign up for a session.

Charlie Becker,
EAA Homebuilt Community Manager

Editors Note: See the last page of this month's newsletter for a schedule of the seminar events.

Project Police Aircraft Spotters Quiz



Evil Editor Zurg

Last month's spotters challenge was another classic warbird. This particular specimen was spotted by Project Police member (and friend of Zurg) Gary Aldrich of San Antonio TX at an EAA fly in.



Local Project Police member Michael Knight quickly replied to Zurg's challenge, and contacted Staff Editor Randy Kelly:

Yo, Randy:

I think this is an Interstate Cadet. A good view of the fin & rudder would confirm. However, if this is a "warbird", I would think it to be a civilian model impressed into service. There doesn't appear to be an extended greenhouse for dedicated observation or the attendant trailing

edge wing root cut-out. An Interstate Cadet was what Cornelia Fort was instructing in when she found herself amidst the Pearl Harbor attack.



The additional details on the "greenhouse" prompted the need for additional research, as many "vintage" or "restored" warbirds have been "tweaked", so I directed Staff Editor Randy to do some more research on the L-6. Here's a photo and the quick summary:



The Interstate Co. entered the aviation industry in 1940 with the S-1B "Cadet," a tandem seat liaison airplane. When the United States entered World War II, the U.S. Army Air Forces contracted with Interstate for 250 S-1B aircraft, designating the prototype as the XO-63. It was the last airplane to use the "O" (for observation) designation. Later, the USAAF designated the production airplane as the L-6.

The aircraft, however, had significant overheating problems that were only partially solved. It had the dubious distinction that fewer L-6s were built than any other USAAF liaison aircraft. The USAAF used the L-6 as a utility transport, liaison and training aircraft in the United States but never shipped it overseas. After the war, the remaining L-6s were sold as surplus.

The end result of this little search for the truth was this response to Michael:

Michael,

My contact says it is an Interstate L-6, which was the "militarized" production derivative of the Cadet. As you noted, the pictures I've found of the L-6 military version had an "extended greenhouse", which this particular version does

not. I have another picture of the other side of the aircraft with the registration N37142, which is registered as an S-1A, so I suspect you are the real winner in this competition. I'd say this is an S-1A painted like one of the S-1B military versions which were part of the original military order. Looks like a civilian Interstate posing as a "veteran". 😏 Oh, and as you noted, Cornelia Fort was flying an S-1A Cadet (registration 37345) during the incident portrayed in "Tora Tora Tora" (a HELL of a good movie.) This should be an interesting writeup.

Randy

OK, for this month's quiz, I'm going to pick another specimen spotted by Project Police Member Gary Aldrich of San Antonio TX at a recent EAA fly in.



As usual, send your answer or best "edumacated guess" to 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.

January 26th, 2023; EAA Ch-1326 Regular 4th Thursday meeting.

January 28th, 2023; EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, Shelbyville Airport.

February 23rd, 2023; EAA Ch-1326 Regular 4th Thursday meeting.

February 25th, 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

EAA CHAPTER 1326 NEWSLETTER

Vice President Randy Kelly: electricrow@pobox.com
 Secretary Sharon Tinkler: tinkler@me.com
 Treasurer Leigh Kelly: leighkelly@pobox.com

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!

HOMEBUILDERS WEEK SCHEDULE

CST	Monday 1/23/2023	Tuesday 1/24/2023	Wednesday 1/25/2023	Thursday 1/26/2023	Friday 1/27/2023
11:30-12:45	Building an Aircraft: What You Need to Know- Charlie Becker	Composite Construction Basics- Mark Forss	Top Five Project Killers- Lisa Turner	EAA's Homebuilt Movement: Past Accomplishments and Future Opportunities -Jack Pelton & Charlie Becker	Amatuer Built Aircraft Certification Process-Joe Norris
1:00-2:15	Wiring Basics - Dick Koehler	Buying a Used Homebuilt- Vic Syracuse	Flight Testing Basics-Gary Baker	Lycoming Engine Installation - Dave Prizio	Working with Wood 101- John Egan
2:30-3:45	TIG Welding-Charlie Becker & Earl Luce	The REAL Culprit in HB Accidents- Ron Wanttaja	Zenith Aircraft Kits & Plans- Sebastien Heintz	Panel Planning-Stein Bruch	Advocacy Update: MOSAIC, Fuels & More - Tom Charpentier & Rob Hackman
4:00-5:15	Sonex Aircraft & AeroConversions Products- Mark Schaible	Fabric Covering Basics - Mark Forss	Advanced Flight Systems- Rob Hickman	Garmin Experimental Avionics Solutions- Brad Brensing	Plans Built Aircraft: The Affordable Option-Tim Hoversten
5:30-6:45	Sheet Metal Basics - Mark Forss	Dynon Avionics-Michael Schofield	Gas Welding -Budd Davisson	Choosing Wheels & Brakes- George Happ	Van's New High-Wing RV-15-Greg Hughes
7:00-8:15	Kit Selection - Paul Dye	Van's RV Aircraft Kits-Greg Hughes	Finding an Engine for Your Homebuilt-Mike Busch	Painting Your Plane: DIY or Use an Expert?-Craig Barnett & Ken Reese	Maintenance Horror Stories - Vic Syracuse

To sign up, visit: www.EAA.org/HomebuildersWeek

THE SPORT FLYER
EAA CHAPTER 1326 NEWSLETTER
 C/O Randy Kelly

PO Box 767

Shelbyville, TN 37162-0767

<https://chapters.eaa.org/aaa1326>

ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

- Kommandant's Komments
- January Fly-in breakfast reminder
- Project Police report: US Space & Rocket Museum
- Ch-1326 Technicians Korner: EAA Homebuilders Week
- Evil Editor Zurg's Aircraft Spotters Quiz
- Monthly plea for "Project Police" participation for new stories

