



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>Sharon Tinkler</i>	
<i>Secretary</i>	<i>Randy Kelly</i>	<i>661-400-0203</i>
<i>Treasurer</i>	<i>Tommy Lynch</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>

***November 2022
Volume 18,
Number 11***

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 readers of this newsletter. As I write this, we are a couple days away from Thanksgiving, and as usual, I always seem to ask where has the year gone? It just seems like 2022 has just flown by.

The chapter had a very important meeting this past Thursday. As we know, active membership in the chapter has slowly declined over the past few years. I wanted to have a good discussion with the members about where we wanted the chapter to go and how do we get there over the next couple of years. And just as importantly, who was going to lead the chapter into the future.

I asked the members how we should approach 2023. Should we go into a survival type mode? Can we continue the monthly breakfasts? Do we continue to try to add events and activities? What can we accomplish with the current membership that we have? The membership responded with resounding "let's continue to do activities that we can accomplish," which includes continuing with the monthly breakfast. Two members have already committed to organizing a control tower visit and a chapter trip to the Beech Museum in Tullahoma in 2023.

From there we will add activities throughout the year as we are able to support them.

We also discussed who will lead the chapter into 2023. Randy Kelly and Sharon Tinkler swapped Vice President and Secretary positions and Leigh Kelly volunteered to replace Tommy Lynch as Treasurer. Nobody volunteered to take over the position of President, so I agreed to stay in that position for another year. So, your slate of officers for next year is:

President – Mark Stauffer
Vice President – Randy Kelly
Secretary – Sharon Tinkler
Treasurer – Leigh Kelly

So, there you have it. For 2023 your chapter is going to continue the monthly breakfasts, support aviation at Shelbyville airport, and just try to do some cool things throughout the year. Hopefully by doing these things, we can continue to grow our membership and build a stronger chapter.

I will encourage anyone who has a passion in aviation to be a part of Chapter 1326. Our chapter doesn't want to only be a "breakfast" chapter. We want to reach out to youth, we want to plan fly out trips, and we just want to be more engaged with the flying

community at Shelbyville airport. If any of these have a place in your heart, please come be a part of the chapter.

I look forward to seeing you at the airport!



Mark

Last Month's Meeting

The regular "Fourth Thursday" Ch-1326 monthly meeting got postponed because individual scheduling problems meant we couldn't get a quorum of officers. The October meeting was postponed until Thursday 17 November.

Mark Stauffer kicked off the meeting a few minutes after the scheduled 6:00PM start time. The following members were in attendance: Mark Stauffer, Sharon Tinkler, John and Helene Wharton, JoAnne and Tommy Lynch, Mark Cannon, and Randy & Leigh Kelly joined remotely via WebEx.

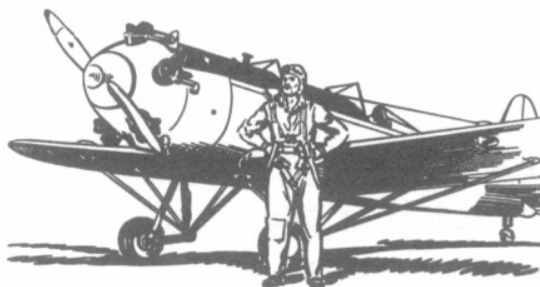
Mark gave an excellent synopsis of the meeting highlights in his "Kommandant's Korner" remarks, so I won't repeat them again here, other than to note the new officer nominations were approved unanimously by all the Chapter members present.

One final note, since the October meeting was actually held in November, we won't hold another meeting in November.

Randy Kelly
Chapter Secretary



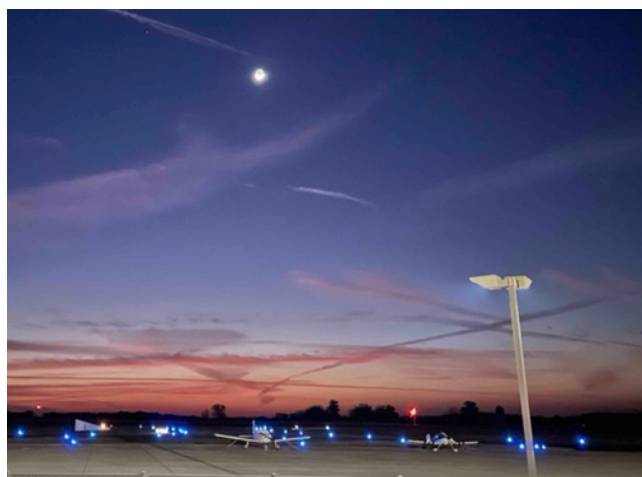
October 22nd, 2022 EAA Fly-in Breakfast



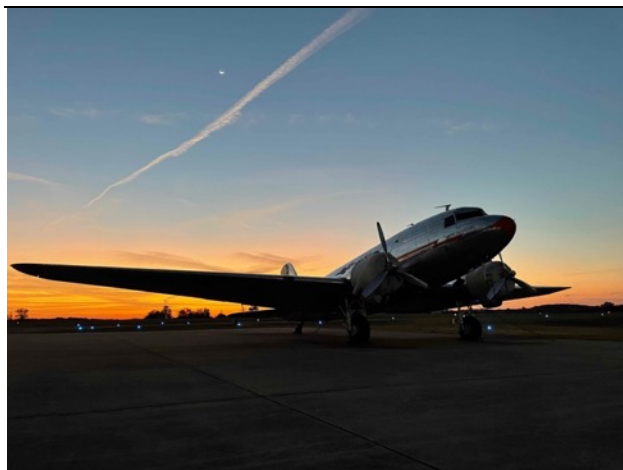
I'm just here for the breakfast!

The Friday Oct 21st setup day was another fantasma (is that even a word?) setup by the skeleton crew of "Super" Tommy Lynch, Helene Wharton, and Mark Cannon. (Randy and Leigh were still staying with family in Sparta as their house was still in "remodel" and they had released the VRBO "Barndominium" they had been renting back to the landlady so she could get "big bucks" during the el-primo horseshow season.

Saturday the 22nd, Randy was the first show at "O-dark-30", or in this case, closer to about 0615L. Actually, that was a perfect arrival time, as the sun was just starting to lighten the Eastern horizon, in a prelude to another wonderful day in aviation.



Luna and contrails over the KSYI flightline at "Oh-dark-30ish".



Good morning "Flagship Detroit", this is your 0615 wake-up call!



Time to wake up RV-6

After his obligatory few minutes to take a few shots, Randy then proceeded to open the Ch-1326 hangar, started filling the coffee pots, and pulling perishables out of the fridge. Tommy and JoAnne Lynch and Leigh Kelly showed up, and we started preheating the ovens in preparation for receiving the potatoes and biscuits and finished loading the remaining coffee pots. Mark Cannon and Helene Wharton showed up a few minutes later, and then the meat slicing and cooking, egg-scrambling, pancake batter mixing, and "steam table" steaming began in earnest for the arrival of hot food.



The proverbial "calm before the storm."

About 0715, the sun started shining in the door, and the first customer showed up early (as usual). We quickly directed him to the coffee pot while we started cooking.



First customer of the day

By about 20 after, the first pans of meats prepared by Mark Cannon were on the steam table, Helene began pouring eggs on the griddle, and Randy was starting the first batch of pancakes. By the scheduled 0730 start time, food was in the pans and ready for our customers, who eagerly rolled through the door.



Meet and greet, then eat!



The serving line is open! Come and get some vittles!

The beautiful flying weather Saturday after a couple weeks of significant rain meant folks were itchin to go out and fly somewhere, so we had lots of planes fly in. Editor's note: there seemed to be as many planes on the flight line about "mid breakfast" as there had been for last months KSYI Airport Day fly in, except this time, everybody came to eat breakfast.



The flight line is filling up!

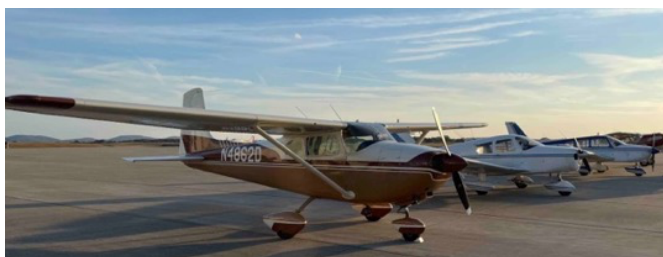
Evil Editor Zurg is a hard task master, so despite all of Randy's flapjack flipping, there were lots of planes to go look at. Sometime after the initial surge, Randy got far enough ahead to escape and shoot some photos.



Steen Skybolt "Crooked Lady" and a Stearman, at the North end of the ramp. (Sounds vaguely like the name of a classic Disney movie doesn't it?)



Another member of the STOL Club comes to visit.



An old Cessna trying to blend in with the Pipers



An old but humble member of the Piper GA community decided to visit to KSYI.



A Kitfox with big feet. (Rumor has it, this was a local glider pilot who figured an engine would make it easier for him to keep to a schedule, especially with intermediate stops.)



Linemen were keeping on their toes (even in golf carts) to get the crowd parked and fueled.



A "fish out of water"? Big problem. A "Lake out of water"? No problem.



Nice Long EZ. Don't see many of these here. (We had lots of these out near Mojave CA, which was home of Burt Rutan's "Rutan Aircraft Factory (RAF).")



Business class in style. An old Cessna "Businessliner" makes an appearance.



First time for new member Rachel Boles and her spouse volunteering to help process the breakfast crowd. ("Set a spell. Ya'll come back now, y'hear.")



Cozy cockpit, but why do I have the feeling somebody is looking over my shoulder?



Does anything look strange about this 172? (Big ass front fork, a cowl flap, constant speed prop, and vortex generators. That's pretty cool.)



An RV trying to hide under some Cessna's wings.



Man, that Velocity looks fast just sitting there



"We don't need no stinkin' paint. As long as the air molecules fly faster over the top of the wing, we don't care what it looks like." 😎

Although usually we seem to have a couple definite "surges", the actual flow of folks this time seemed to be a little more constant than usual. Editor's note: I was only able to escape from "flappin jacks" for about two 5 minute periods to meet EE Zurg's photo shoot requests.

The flow tapered off pretty significantly about 15 minutes before the scheduled 0930 closing time. The final count was just shy of about 100 participants, but the number of airplanes that were flying in, and the fact folks were exiting then re-entering the building to talk to friends made it seem like we were busier than we actually were. Anyway, we're still going to chalk this one up as another successful fly-in breakfast.



Randy Kelly
Staff Writer



Evil Editor Zurg note: A couple of newsletters ago, Ch-1326 Technical Expert Ken Rutschow gave us an excellent short article on the use of torque seal (a.k.a. "bird s..t") to keep our aircraft connections nice and tight (or certainly give us indications of something deciding to unscrew itself). One thing that airplanes and motorcycles have in common, is the (from our perspective) crazy prices the jobbers ask for parts. As the cold and damp months of Winter approach, and we spend more time working on our aircraft than we do flying them, Ken brings us another article on "wisdom" of using our "experimental" category certificates (or production certificates for that matter) to look for less expensive parts from "local" suppliers.

Ch-1326 Technicians Korner: Advice on Safe Practices for Sourcing Parts

Hello fellow EAA Chapter Members! First, I'd like to apologize for not stopping by personally for any recent chapter meetings or breakfasts, but my current schedule which in addition to my full-time job, also includes taking three master's degree classes, an hour commute both ways, keeping the household running, and oh, last but not least, keeping the wife at least a little bit happy!

This month I'd like to offer some input and advice focused on safety for all of us. One of the advantages of "experimental" or homebuilt aircraft is the slightly more "relaxed" requirements on the use of parts to achieve a specific function in those aircraft. Unfortunately, those of us who work as A&Ps/IAs tend to see a number of instances, in both production built aircraft and homebuilt aircraft, where somebody uses "substandard" parts and hardware. That is, they are substandard when it comes to the items of airworthiness, or keeping your family, friends, and yourself safe and likely to be able to continue to return to the skies on a regular basis.



There's one of these near almost every airport.

Where am I going with this? Okay, in addition to places like Aircraft Spruce, Chief Aircraft, and CessnaParts.com, there are some other very well-known aviation parts companies out there, such as LA, HDA, AA, TSA, YLHSA, AZA, and even one that may be more popular is the WIMHLATSA. So, you ask, why have I not heard of these places? Are they a well-kept secret that only some know about? No, you all know of these places, and I would bet, most of you have used these when you have been working on your projects. Okay, so who are they? How about,

Lowes Aviation, Home Depot Aviation, Ace Aviation, Tractor Supply Aviation, Your Local Hardware Store Aviation, Auto Zone Aviation, and the very popular, Whatever I May Have Laying Around The Shop Aviation! Are you guilty? Do you feel guilty? The big answer is, it depends.

For anything that is a part of keeping the aircraft structurally together in all flight regimes, and critical for the operation of the aircraft, please, PLEASE, do NOT use non-standard, non-MIL-Spec hardware or materials. Do NOT use automotive grade or hardware store grade, hardware, that we like to call Chinesium or something made of Swiss-cheese! It is not worth the pittance in savings that you think you are pocketing. Also, if you find that the proper aircraft grade hardware, say a bolt is wearing out or smoking, it is a good indication that something else is out of adjustment, broken, or simply needs attention.



*Who needs "ceconite" when you have "Duck Tape" ®?**

*Editor's Note: Yea verily, that was a real photo. Supposedly it was a bush plane that somehow seriously pissed off a bear, and yes, real "duct tape" was used as a field repair to ferry the aircraft to a proper facility. (Somehow, I suspect emergency "ferry permits" are a little easier to get from an Alaska FSDO than from somebody like the Nashville TN or Van Nuys CA FSDOs. Actually, you gotta wonder how many bush planes show up at fields patched up with no ferry permits at all.)

So please, strive to be great engineers and do not skimp on buying aviation grade hardware for your aircraft structures and controls! Use those other popular suppliers on your homebuilt for hardware on your pleather-covered seats, or your cup holders!

Have fun, build-it correct, take your time, and fly safe!



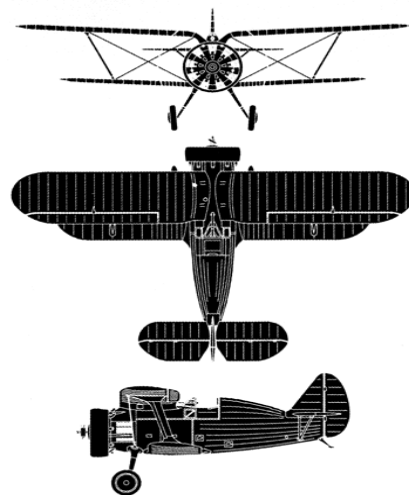
Ken Rutschow – A&P/IA, SEL

Project Police Aircraft Spotters Quiz



Evil Editor Zurg

Last month's spotters challenge was this silhouette of a fighter from the period of the Spanish Civil War, and early period of the so-called "Great Patriotic War".



We had two participants in last months quiz, one of Zurg's minions from back in flight test country (Edwards AFB) and our own Michael Knight. Both of them correctly identified this aircraft as a Polikarpov I-15. This was a Russian fighter in the Spanish Civil War and the early portions of "The Great Patriotic War," better known as World War II in western longitudes. Very unusual for this era was the use of a gull wing for the upper wing

instead of cabane struts. In fact, Michael noted that the Russian name for the aircraft was “Chaika”, which is Russian for “Seagull”.

If you haven’t heard of Comrade Polikarpov, don’t be surprised. Seems he didn’t get along with the Communists too well, and probably the only reason they didn’t just knock him off was they needed him more to design airplanes. After spending time in a Gulag (one can only imagine for “re-orientation”), Polikarpov was released from prison in August 1932 and “volunteered” (apparently) to help Andrei Tupolev with a monoplane prototype fighter, the I-14. Tupolev had concerns about the maturity of the I-14 and ordered the prototyping of two biplane versions, the I-14A and I-14B. Polikarpov was given the I-14A project, and developed a straight wing biplane, the I-5, which became a production Soviet fighter. The I-5 evolved into the gullwinged I-15. There were actually two later derivatives of this aircraft, the I-152 and I-153. The I-153 had a straight upper wing, instead of the gullwing of the I-15, and the I-153 had retractable gear.

For this month’s Project Police Quiz, let’s jump forward in time to the premier airframe of a different aircraft technology. (No, it’s not a flying Butterfinger bar.)



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.

November 24th; EAA Ch-1326 Regular 4th Thursday meeting was CANCELLED after the Nov 17th meeting.

November 26th; EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, Shelbyville Airport.

December ?: There are currently NO pre-planned events in December, so that all our folks can enjoy the holidays with their families. Be advised - those of you who are builders, be aware that there are always Project Police roaming around ready to drop in on you. AND, if you decide to take any family or friends to visit any aviation related museums, be aware, Zurg may task you with a trip report, and pictures.

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

EAA CHAPTER 1326 NEWSLETTER

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: electricrow@pobox.com
Treasurer Tommy Lynch: maddoglynch@comcast.net

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	
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Engine Installation

TBD		
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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	
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Instrumentation and avionics requirements for VFR/IFR

Jack Bosse	Bossej3@gmail.com	
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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!

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:

- Kommandant's Komments
- Oct Chapter Meeting Notes
- October Fly-in breakfast report
- Ch-1326 Technicians Korner
- Evil Editor Zurg's Aircraft Spotters Quiz
- Monthly plea for "Project Police" participation for new stories

