



THE SPORT FLYER

NEWSLETTER OF THE SHELBYVILLE EAA CHAPTER 1326

<i>President</i>	<i>Randy Kelly</i>	<i>661-400-0203</i>
<i>Vice-President</i>	<i>Tim Rosser</i>	<i>570-751-3104</i>
<i>Secretary</i>	<i>Vacant</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>
		<i>July 2024</i>
		<i>Volume 21,</i>
		<i>Number 7</i>

***Ch-1326 Websites: <https://chapters.eaa.org/ea1326> or on Facebook
<https://www.facebook.com/groups/1348130305678885/>***

Chapter 1326 meets monthly on the Thursday preceding the Fourth Saturday of the month in the Shelbyville airport conference room 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: July 2024

Dear EAA Chapter-1326 members and friends,

The "Summer" Weather Daemons finally decided to roost. That's good because we've had lots of nice weather to fly in, so we've had multiple opportunities to fly Young Eagles and Eagles. We've been doing those in the mornings because it's been plenty hot and our little airplanes don't have air conditioners. The sun quickly creates thermals which cause a lot of turbulence, and coax lots of soaring birds to challenge you for the airspace.

Though those thermals and soaring birds don't enhance our Young Eagle flights in powered aircraft, they are great if you fly sailplanes. I didn't fly any Young Eagles in sailplanes recently, but I did get to solo fellow EAA Ch-1326 member Jake Washburn in a sailplane, plus I took up a 95 year old Strategic Air Command veteran for his first sailplane flight. (I think maybe we should have an "Old Buzzard" category. I'll have to talk to EAA about that. 😊)

The nicer weather has apparently induced lots of our fellow pilots to "get out of the hangar" on those sunny days, and we were pleasantly surprised (actually startled) by the turn out for the

June fly-in breakfast. (See the writeup in this issue.) The nice weather has seen lots of our folks head out for family outings, which is great but has also caused scheduling issues for getting our pilots, planes and Young Eagles coordinated. All in all, it's been a great month. Hopefully, you have all been enjoying the weather and are getting out to fly, enjoy time with family or just relax with a cool drink and friends.

One final piece of business. As you will see in a later report, the Chapter Secretary position is now vacant and I'm looking for a new volunteer to fulfill those duties and become a member of the board. I hope to see you at the airport soon.



Randy Kelly
President

Last Month's Meeting

Randy convened the meeting at 6:01PM. Randy and Leigh Kelly, Lamont Taylor and Mike Loehle were physically in attendance; Jake Washburn, Matt Wilkins and Mike Harris attended virtually.

The minutes from the May meeting as published in the newsletter were approved, and Leigh presented the Treasurer's report. Leigh reported that the breakfasts were still slightly profitable and there was no need to increase the requested donations to cover our annual expenses.

Old Business: Jake Washburn gave a report on the status of the RV-6 project. The RV-6 has been accepted by the Aviation Education related 501(c)3 charity controlled by Mr Derek Rowe of Tullahoma High School. All the major assemblies have been put onto dollies or onto shelves so the hangar is reconfigurable for breakfast or any other events.

New Business: We reviewed the roster of workers for the setup and execution of the breakfast. There was a discussion about future plans for the RV-6 build, but without more details from Derek Rowe about manpower or budget for tools there can be no definite plans. Jake Washburn took an action to discuss the issue with Derek. Randy announced that Sharon Tinkler had tendered her resignation from the secretary position, which Randy had accepted. Randy also announced that at the next meeting, July 25th that one of our Chapter Technical Representatives, Brennan Lewellen would be presenting a technical talk on "Care and Feeding of Rotax Engines".

The meeting was adjourned at 6:44PM.



Randy Kelly
Staff Editor

2024 June Fly-In Breakfast



The June 22 fly-in breakfast turned out to be one of the pleasant surprises of the year. As you may recall, the May breakfast was cancelled because we were short of workers plus the weather didn't look promising.

The Friday before the breakfast is our normal "setup day". Mark Cannon's Warrior was still out of the hangar for its annual inspection so when Tim Rosser and I showed up all we had to do was start setting up tables, chairs, the cooking stations and serving tables. Leigh inventoried and bought groceries. Tommy and Jo Anne Lynch (our usual potato casserole chefs) were out of town, so Leigh assumed an additional duty this time of cooking up the potatoes. We had enough Chapter members signed up for Saturday to cover all the cooking stations and the reception booth but none of our MTSU student volunteers were available but as long as we didn't have a huge crowd, we would be OK. The weather was looking pretty good the next day with mostly clear skies and moderate winds and temperatures being predicted. After the mediocre weather the "weather daemons" had thrown at us for most of the Spring we were enthusiastic we might have a decent crowd. (Editors note: I can still hear my late Momma's voice in my head, "...be careful what you wish for.")

The sun had already peeked over the horizon when I showed up about 05:50 to a beautiful and cool (so far) morning. I fired up the ovens for baking biscuits, preheating the potato casserole and started the coffee pots. Unbeknownst to me, all of these were going to be needed sooner rather than later.



Coffee is all perkin. (If only they knew what was coming.)

Shortly thereafter Leigh showed up to load biscuits into the oven, closely followed by Mark Cannon, Tim Rosser, Helene Wharton, Diana Socher and Sharon Tinkler. A little before 7 AM the meat and egg teams were busy slicing meats and scrambling eggs to go on the grill. Normally we're cooking meat about 7 and starting eggs and pancakes about 7:15AM. The first indication of anything unusual was the sound of an aircraft circling shortly after 7:00, which came in and parked and a pilot was headed our way a few minutes later. Fortunately, the first urn of coffee was hot but most everything else had yet to go on the stove or the grills.



07:05 A Stearman is our first arrival.



Where's the coffee??



A representative from "Van's Air Force" shows up second.

By about 7:15AM we had around 3 aircraft on the ramp, folks sitting down for coffee, more aircraft in the pattern but NO FOOD yet. (Remember the scheduled opening time is 07:30AM.)



Wait, it's still over 15 minutes till we're supposed to open!



...and here comes the first Cessna!



Early arrivals waiting for food.

The old saying "a watched pot never boils" is true, especially when you're suddenly realizing you're going to have more folks than you expect, you're short "servers" (folks to shuttle food between the cooking stations and the steam table) and you're now upping the portions. We're already flipping meats, eggs and pancake like crazy, upping the biscuit count and the grits and gravy are heating slower than expected. Consequently, it was a few minutes after 07:30 before we got all the food stations populated and started sending folks down the line.



Aviators congregating before heading for coffee.

The normal 08:00 rush seems to be 15 minutes early. Did I mention I was busy mixing and flipping pancakes? In the middle of the chaos, my phone chirps to alert me to a text. It's Zurg, asking how it's going and am I getting good

pictures. Dang! I look at the steam table and I've got over 2 dozen pancakes in the pan and the current batch of batter is "resting", so I run out to the flightline to shoot some pics then head back to start more pancakes.



The first line on the main ramp fills up.

The rest of the breakfast seems to be somewhat of a blur. Tim and Mark are cooking and serving meats at a good constant rate, Leigh is breaking out more biscuits, there's a constant light sizzling of eggs cooking on the grill and Sharon is alternating between taking money and looking for more flatware and plates. I ran out a couple times just long enough to shoot some shots and count aircraft.



Another line forms on the main ramp.



A Citabria claims the last spot on the South ramp.



Another line forms on the main ramp.



And still ANOTHER line forms farther down the main ramp!

By this point I've counted 33 aircraft and there are more in the pattern. As I turn back towards the hangar, I notice there are at least a dozen folks lined up out the door to the hangar, so I rush back in to do another couple dozen pancakes.



Oh no - the food line is stretching out the door!

I came out a few minutes later and recognized 3 or 4 more aircraft I don't remember seeing before and realized the parking had overflowed off into the grass on all 3 sides of the ramp.



Overflow past the East Ramp



Overflowing onto the grass to the South!



A beautiful Waco came to visit.



Nice Carbon Cub and classic Tri-Pacer with another Cessna rolling in. Yikes.

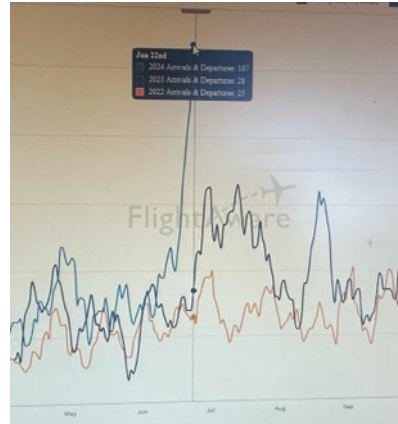


A Baby Ace "D".

We were still cooking and serving but things are starting to slow about 09:00. We ran out of tomatoes but fortunately there were still plenty of salsa, meats, coffee and potatoes for the late comers and our own folks to get a chance to eat breakfast. We officially closed at 09:30 though there were still folks eating and at least one straggler came in hoping to get a meal, which we're happy to do but he's stuck with the leftovers. As usual, the LEAST fun part of the breakfast is the cleanup. We washed down all the tables and started putting away chairs, packing up the leftovers to go to a charity and (ugh) started washing dishes, a lot of which were targeted to go home with Leigh and me so they go into the dishwasher. Since we don't track everybody that comes in, we didn't really have an "official" count, but we were pretty sure we had more than 40 aircraft fly in, and (based on plates, cups, and "donations") we think we had close to 150 diners.

By whatever metric we had available, it was a good day.

Postscript: The day after the event I got a text from member and MTSU student Jon Fernandez saying Flight Aware showed a BIG jump in KSYI traffic the day before and congratulating us for a successful event. Look closely at the traffic history for this period.



*KSYI flight
Operations for
June 22nd: 2022,
25 ops; 2023,
28 ops; 2024,
107 ops!!*



Randy Kelly
Staff Editor

Project Police Report



Evil Editor Zurg: Those of you who follow the "Sport Flyer" probably recall a couple of Project Police raids on Ch-1326 Vice President Timothy Rosser's Van's RV-8 build. That build is still progressing, and we expect future updates on that project. In the meantime, here's a report from Tim on a trip to pick up a critical part with a side trip to a well known aviation museum.

Hartzell Propeller Pickup and US Air Force Museum Tour

I ordered my constant speed propeller from Hartzell (through Van's) in December of 2022. I wasn't ready for the prop yet, but I had been experiencing some pretty lengthy lead times with orders for my project, so I wanted to try to

plan ahead. During the month of December, I had been working on laying out and cutting my instrument panel. When that was complete, I was working on wiring the airplane.

As I say, I was expecting at least 6 to 8 months before the prop would be ready. Imagine my (pleasant) surprise when in early April 2023 I received word that my prop was ready to ship. Hartzell, and therefore my prop, is located in Piqua, OH which is about 20 minutes north of Dayton. I had seen other builders' report in their blogs that they made the trip to Piqua to pick up their prop. The gears started turning and I decided it was time for a bit of a road trip. It's about a 5.5 hour drive to Piqua, just right for a quick trip. I contacted Van's and then Hartzell, asked them to hold off on shipping and started the discussion about me picking up the prop.

Well, not only were all parties more than accommodating of my plan of personally transporting the prop, the folks at Hartzell offered a personal tour of their manufacturing facility. My response? Oh yes, please!

I left on Thursday afternoon (April 18th) after work, getting to my hotel by about 2200. I was up early and at Hartzell's headquarters by 0900.



Welcome to Hartzell! (Nice address.)

First order of business was to sign for and then accept the prop. Now, in the lead-up to this trip, I had asked about the dimensions of the crate holding the prop. It's a 74-inch prop in an 80-inch-long cardboard crate. I drive a Toyota RAV-

4; not the largest of SUVs out there. After some head scratching, I devised a method of fitting and supporting a crate measuring 12X18X80 inches. A couple of Hartzell employees made quick work of getting the prop in my car and I headed over to the main entrance to meet my guide for the tour.



My, that's a tight fit in the RAV-4!

I had a few minutes to wait for my guide and in that time, thoroughly enjoyed looking at the displays in the Hartzell main entrance area. My guide arrived and the tour began. Though I expected the answer to my first question, I had to ask. No pictures were allowed to be taken inside the manufacturing areas. Oh well, I tried. I was first shown some of the administrative areas, particularly where their engineers work on new designs of propellers. As you can imagine, some of the latest modeling technology is used to design a propeller. We then moved into the manufacturing spaces and I was shown the entire process of taking the raw material (an aluminum casting) and making that into a complete propeller.

As you can imagine, some very high-tech equipment is used in the manufacturing process. One of the key things that impressed me was the

level of quality control Hartzell employs in the manufacturing of their product. My guide related an interesting story. They had added a new robotic milling machine that shaped the individual blades. I was told that it took upwards of a year to get the machine dialed-in and producing at a level that was acceptable to their standards. But then something odd started to happen. Every once in a while, this machine would produce a blade that was out of spec. They worked diligently to figure out why this was happening. They looked for trends and started to notice a few things. This only happened in the winter months. They looked at the time of day that an unacceptable blade was produced and they figured out the culprit. The machine was situated in the factory right by a large freight door where they received deliveries. They determined that when the door was opened on those cold days, the cold air caused the metal to “shrink” a tiny fraction, but that was enough for the part to fail inspection. Talk about close tolerances.

My tour ended and I had a few hours before I had to start my return journey home. Let’s see, Piqua is 20 minutes north of Dayton. What’s in Dayton? Well, among other things, Dayton is the home of the National Museum of the United States Air Force. I had never visited this museum before, but it had long been on my “must-see” list. The first way to describe the museum is, it is HUGE! It is overwhelming. It is humbling.



Welcome to the USAF museum.

There were a few displays that I wanted to be sure to see. I had only about 3 hours to spend in the museum before I had to head back home. So, I made a beeline to the farthest hangar because

I wanted to see the XB-70 Valkyrie. I would say this was an airplane that was ahead of its time. What an impressive aircraft.

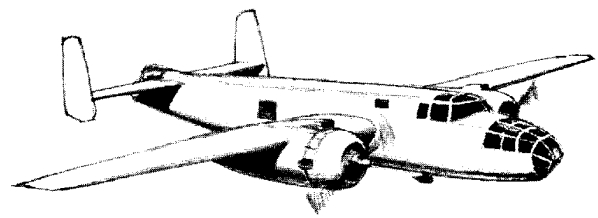
My dad was a tail gunner on B-24s in WWII, so I always spend some time at any -24 on display. I lingered at several displays, some favorites of mine, some were just such unique aircraft.



The Liberator in a place of dignity surrounded by fellow warriors.



"Dad's" crew station in more peaceful times.





Dual 50s. Those look menacing.

I mentioned earlier that I found the museum humbling; this is a frequent reaction of mine at aviation museums that house military aircraft. I always find myself marveling at the aircraft, but also thinking about the young men and women who served our country in those aircraft. For those of you who have served, a heartfelt thank you.



B-17 Flying Fortress on display.



P-40 Warhawk with a PT-22 "Recruit" trainer and Laister-Kauffman TG-4A training glider above.



An earlier A-36A Mustang (Also known as the Apache or Invader. It has a 3 bladed prop, 4 wing mounted 50 cal's and 2x50 cal's under the nose.)



A later P-51D (4 bladed prop and 6 wing mounted 50 cal's)



C-47 Dakota and Waco CG-4 Cargo Glider.



Messerschmitt ME 262 Schwalbe (Swallow). The first operational jet fighter.

After too few hours in the museum, it was time to head home. The drive was uneventful; overall, a perfect road trip. I'm looking forward to hanging the prop. I think when that happens, it will really start to look like an airplane. Thanks go to the folks at Van's and Hartzell for being so accommodating. As I say, seeing the high level of attention to detail and quality control, I have absolute confidence in my new Hartzell prop!



Timothy Rosser
EAA Ch-1326 Vice President
Timothy Rosser
EAA Ch-1326 Project Police

The Cook's Technical Korner

Editors note: well, cooking IS a form of technology too. As I reported earlier, Jo Anne Lynch was off on vacation last month and communicated to us the recipe for her potato casserole. For those of you who have admired Jo Anne's potatoes at the breakfasts, here is the recipe: Per casserole:

- 1 - 2 lb package frozen hash brown potatoes
- 1 can condensed cream of chicken soup
- 1 cup sour cream
- 2 cups shredded cheddar cheese
- 1/2 cup chopped onion

Salt and pepper

Preheat an oven to 350 degrees. Thaw the potatoes. Spray a 9" x13" baking dish with nonstick cooking spray.

Mix all ingredients in a bowl and pour into the greased pan. I like to add about 1/2 cup of cheese on the top.

Bake at 350 degrees for 1 hour or until browned and bubbly.

Enjoy!!

EAA Chapter 1326 Young Eagle and Eagle Report



Woo-hoo!! We were able to fly 6 more "Young Eagles" (YE) and 2 "Eagles" (E) since our last newsletter.



Lois, Randy, YE Wyatt and Dad Michael



Dad Michael and YE Marshall with Randy





YE Kalie, E Tasha, YE Skyllar and E Imana after flights with Randy and Lois.



YE Miquel looking like a pilot (with Randy and Lois).

We welcome the addition of their names to "the world's largest logbook" of Young Eagles at EAA Headquarters. (Editors note: Yep, you astute members noted I didn't have photos of all the YEs. As a reminder, we won't publish any photos of any YEs unless their parents give us a release and send us one of their pictures. This applies to any youth photos you send to us.)

Project Police Aircraft Spotters Quiz



Evil Editor Zurg

Last month's first Spotters Quiz was this WW-II veteran trainer.



Several of our readers answered the call. "Looks like a Schweitzer(sp?) glider trainer from WWII. Its name was some numbers and letters with a dash or space thrown in for taste" replied one of our Project Police. Another PP gave a more detailed answer, "(it is a) Schweizer (no 't') TG-3 (SGS 2-12). This particular one (in the photo) is in the possession of the National Museum of the United States Air Force. Basically, the TG-2 redesigned for wood and fabric construction. TG-2 was fabric over aluminum and steel, which were both declared strategic materials. Wing was moved from shoulder wing to low wing. Quite a few TG-2 still exist, but extremely few TG-3 because of the wood construction. I think I've heard of one (1) TG-3 still airworthy. And I didn't have to cheat with **CENSORED** this time." (Evil Editor Zurg notes: did you really expect me to allow the methods of my agents to be disclosed publicly?)

I'm impressed by my Project Police descriptions as it was almost the same as what I expected to say about this aircraft. The only important thing to add is that the TG-3 was designed as a trainer for WW-II Cargo Glider pilots. I'd also clarify that the original TG-2 was constructed with fabric covered aluminum ribbed wings and since aluminum was declared a "strategic" material during WW-II, the TG-3 was redesigned with wooden ribs, stringers and spars. Oh, and I ALMOST disciplined PP and Staff Editor Randy for the slightly misleading clue. The Revolutionary Rhyme clue was "Yankee Doodle" which was the nickname for the almost visibly identical Laister-Kaufmann TG-4. As I was unholstering my disintegrator, PP Randy reminded me that as an Electronic Warfare Officer, that deception WAS his former profession, and that clues were meant to lead you towards an answer rather than providing the exact answer. Well played PP Randy. Be sure to tell me of such a subtle 'deception' the next time.



OK, for our July 2024 quiz aircraft, I've selected one of the unusual aircraft Project Police member Randy spotted at the June breakfast.



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? Did you take a flight or ground trip to someplace you think your fellow aviators would like to visit? 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. **IMPORTANT LEGAL NOTE** - If you shoot pictures of minors at your event and they are easily recognizable, you need to let me know whether their parents or guardians give permission for us to use that image.

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

July 25th, 2024; Regular Thursday meeting, 6PM. KSYI airport. Technical program "Care and Feeding of Rotax Engines".

July 27th, 2024; EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, KSYI airport.

August 22nd, 2024; Regular Thursday meeting, 6PM. KSYI airport.

August 24th, 2024; EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, KSYI airport.

Special EAA Chapter 1326 Board of Directors Meetings are sometimes held on an unscheduled, as needed basis. If you need to be at one of those, you’ll be notified by email or text.

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 Leigh Kelly. 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 Randy Kelly: electriccrow@pobox.com

Vice President: timothy.rosser@mts.edu

Secretary Sharon Tinkler: tinkler@me.com

Treasurer Leigh Kelly: leighkelly@pobox.com

EAA Chapter 1326 Technical Assistants

Chapter Technical Assistants 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.

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	electriccrow@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. Please remember that any individually recognizable images of minor persons submitted for an article will be "blurred" unless we have permission from their parent or guardian. 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
- June Meeting notes
- June Fly-In breakfast report
- Project Police Report: Tim Rosser's Propeller trip and AF Museum Visit
- Cooks Korner: Jo Anne's yummy potato casserole recipe
- Ch-1326 Young Eagles flights
- Evil Editor Zurg's Aircraft Spotter Quiz
- Monthly plea for "Project Police" participation for new stories

