



# THE SPORT FLYER

## NEWSLETTER OF THE SHELBYVILLE EAA CHAPTER 1326

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*September 2022  
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**Ch-1326 Website:** <https://chapters.eaa.org/ea1326>

*Chapter 1326 meets monthly on the Fourth Thursday of the month in the Shelbyville airport at 1800 (or 6:00 PM, whichever you prefer.) Any changes of meeting date and venue will be announced in the newsletter or by text message.*

### Kommandant's Korner

Hello fellow chapter members and other readers of our newsletter. Tomorrow marks the Autumnal Equinox or what is better known as the beginning of Fall. It's kind of hard to believe that with today's prediction of a "very hot" 95 degrees. However, the forecast for this Saturday's monthly breakfast and annual Aviation Day celebration at Shelbyville airport is a pleasant, sunny 85 degrees. I hope everyone is able to come out to the airport and enjoy a fun day filled with aviation. Breakfast will start at the normal 7:30 am, and the Aviation Day event runs from 10 am to 2 pm. One note, we stop serving breakfast at 9 am to allow us time to clean up and get ready for Aviation Day. We'll resume our normal 7:30 - 9:30 breakfast hours next month.

This month's chapter meeting will take place on the Shelbyville airport ramp as we take a walk around tour of the DC-3 Flagship Detroit. We'll be led on a tour by Blake Butler as he tells us the incredible history of this beautiful aircraft. Please come out Thursday evening, September 22nd at 6 pm and bring an aviation friend for this great event.

With the changing of the seasons comes other changes. It is time to elect a slate of

officers to lead the chapter in 2023 and beyond. I have been either chapter president or vice president for the past 14 years and it is time for a change. I will be stepping down at the end of this year. It is time for a new leader to take the reins of the chapter and lead it down an even brighter path. Per our charter, we'll nominate a slate of officers at the October meeting and vote them in at the November meeting.

I look forward to seeing everyone this coming Saturday, September 24th at the breakfast and Aviation Day event!

Until next time.



Mark

### Last Month's Meeting?

There was no August meeting because we didn't have enough officers in town that day to do any business. The next scheduled "4<sup>th</sup> Thursday" meeting is September 22<sup>nd</sup>. Join us at KSYI for a tour of the DC-3 Flagship Detroit.

**August 27th, 2022 EAA Fly-in Breakfast**

It was another skeleton crew setup on Friday 26 August – even more so after Leigh and Randy Kelly had to pack up and move in with relatives somewhere else in Tennessee after volunteering to give back the VRBO they were staying in for the horse show (and then having their final home inspection flunked again).

Saturday the 22<sup>nd</sup> rolled in right on schedule, and even short handed, the group finished setup, braved the 0800 surge and fed a lot of happy flyers. The short story we got was that the crew served over 125 folks.

The BAD news is that with the absolute minimum manning they did have, nobody was able to shoot any pictures.

Randy Kelly  
Staff Writer

**Project Police Report: EAA AirVenture 2022 Safari**

Well, it's over. EAA AirVenture 2022 that is, and according to EAA HQ it was another record setting year. Here are the record breaking stats:

- Attendance: 650,000
- Operations: 18,684 aircraft ops over 11 days. Approximately 121 takeoffs/landings per hour when the airport was open. (Editor note: go search "eaa airventure 2022" on YouTube. Also of note, the entire US GA fleet is only a little over 200,000 aircraft.)
- Aircraft: 3,226 show planes including 1,375 vintage, 1,156 homebuilts, 369

warbirds, 137 ultralights, 87 seaplanes, 77 aerobatic, and 25 rotorcraft.

- Camping : More than 12,000 sites in aircraft and drive-in camping

The weather was beautiful starting Sunday July 24th, and lasted throughout the week with temperatures in the high 70's and low 80's with low humidity. What a wonderful difference from Tennessee!

I was planning on flying my RV-9A up on Friday July 22<sup>nd</sup>, before the show, however the winds at my destination, 79C Brennand airport, were forecast at 270 @12G18. Brennand is a great little airport, but the runway is north/south, 2450' by 40' with a row of trees and hangars on the west side. While I would have probably been fine, why chance it when the forecast looked better on Saturday the 23rd. (Besides, I could go harass my fellow Ch-1326 coworkers one last time before departure.:-)



*Tanks are topped. Ready to depart.*

I met up with Nick Otterback, owner of Arion Aircraft, early Saturday morning and we launched about 06:45 in the morning. We knew the weather was bad around the Chicago area, but it was moving ESE and our planned fuel stop was KDKB, Dekalb, IL. We kept a constant eye on ADS-B weather and started to make track adjustments as we got closer to Dekalb.



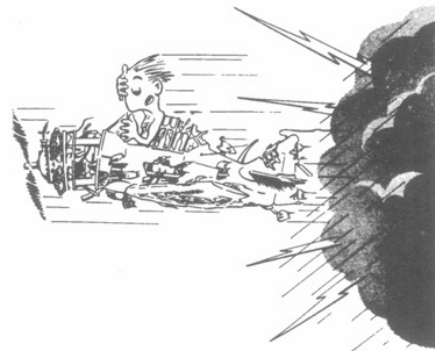
*Foreflight weather overlay not looking promising.*



*Not looking good out the window either.*



*BAD lightning off the right wing. Definitely want to stay clear of that!*



We kept diverting further west and ended up landing at KFEP, Albertus Airport in Freeport, IL. Thank goodness they had self-serve fuel because there was no one else at this airport!

Nick and I were quickly airborne again with a short 1-hour flight to our destinations.



*GOOD Lightning off the right wing.*

Nick was flyng the Arion factory demonstrator and needed to go to KOSH. The traffic headed in the Oshkosh arrival procedure was “challenging”, so I stayed at 5,500 to stay above the arrival procedure as I headed to



Brennand which is only a few miles NW of KOSH. Total flight time from Shelbyville to my destination was 4.5 hours.

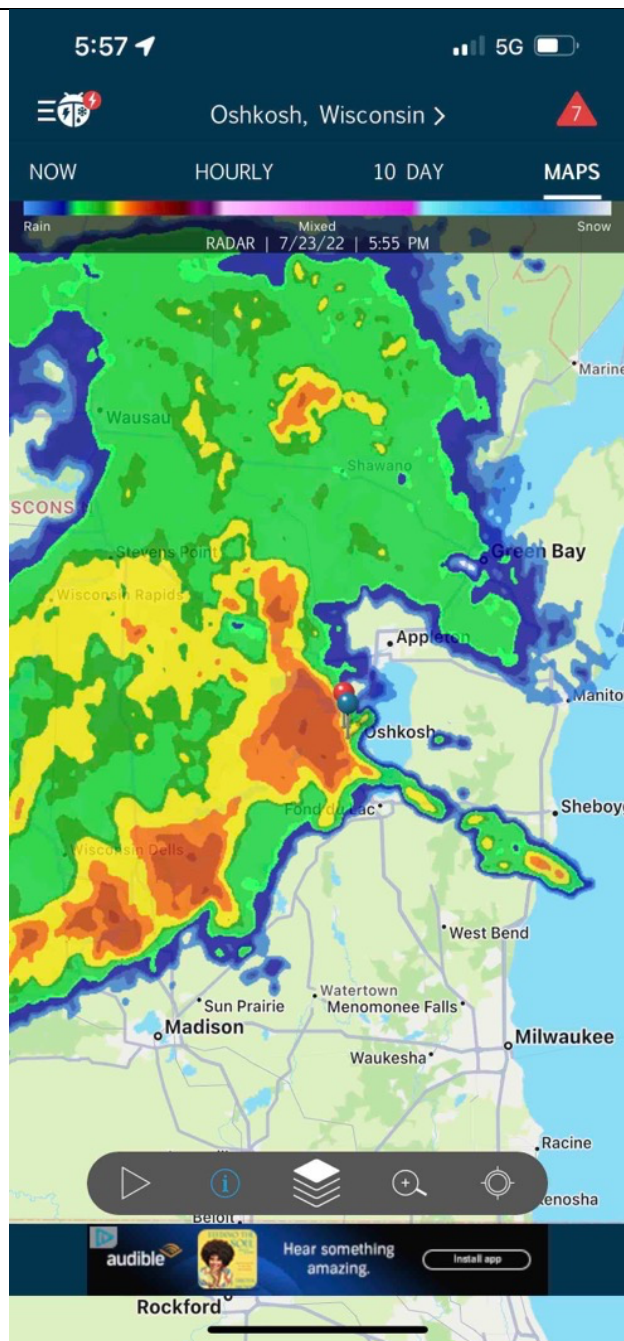


*The Oshkosh “Baby Elephant Walk” inbound.*

As I’ve said in previous posts, we camp at Camp Scholler, and it is quite a campsite! Early Saturday evening we had a severe thunderstorm with warnings of gusts of 60mph, but the RV-9A and I were there safe and sound before the storm arrived.



*Here comes the storm. Batten down the hatches!*



*Oh, this ain’t lookin good either.*



*“Sittin out the Storm”*



Fortunately, our Army General Purpose medium tent weathered the storm beautifully while we enjoyed a few adult beverages. (What better way to “weather” a storm than in a dry tent with friends and your favorite libations?)



*Airplanes and tents tied down. Time to relax with friends.*



*And a cold brew!*

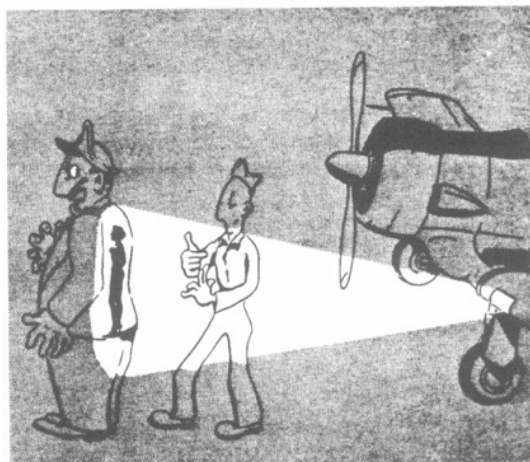
After that storm, the weather for the rest of the week was gorgeous, so we opened up the tent and prepared for the show!



*Night time in the campsite.*

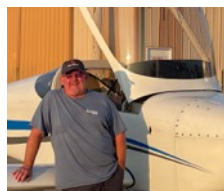


*What's a party tent without a disco ball?*



As for the actual Oshkosh show, it was really good! There is NO WAY I could come even close to describing all the neat displays, demonstrations, and other aircraft stuff I saw during this trip. I encourage you to go look at some of the stuff on the EAA website and YouTube. I was having such a good time I forgot to take as many pictures as I could, but I promised Evil Editor Zurg I'd write another article later for our Project Police corner and tell you about a couple of interesting new kits I saw. This year I spent a couple of afternoons over in the ultralight area and watched the rotorcraft and gyrocopter demonstrations. It brought me back to the many fun hours I had flying my Maxair Drifter XP503. I also flew the Boeing 787 Dreamliner simulator in the Boeing tent. For the record, it sure doesn't fly like my RV! I also attended a T-7A simulator session where they were showing off the capabilities of their new trainer for the military. Wow, it has a ton of capabilities! There are always so many things to see and do it's overwhelming.

As usual all good things must come to an end. When I left Shelbyville a week earlier, the return forecast was clear skies and hot. As the week progressed the forecasts worsened to daily thunderstorms. I decided that Saturday July 30<sup>th</sup> was my best window to return. I launched from Brennand airport at 7:25 AM. Fortunately I had smooth air and a small 5-10 push the whole way back, so the return trip to Shelbyville was accomplished in 3.8 total time with no fuel stop. Another successful Oshkosh trip completed. I can't wait to see what they have planned next year.



Mark Stauffer  
Ch-1326 Project Police



**Evil Editor Zurg note:** One of the nice things about EAA, is the organization has members all over the country who contribute their time and 'skill' to keep the wings of aviation sliding through the air smoothly. A number of those members even have decent senses of humor. (Regardless of what you see in the movies, I do have a sense of humor.) A friend of the chapter published this piece of technical (in more ways than one) prose in one of our sister newsletters. Without further ado, here is a piece by Scott "Stormy" Weathers, an ex Air Force Navigator, EAA Chapter-661 member, and sometimes poet.

### Ch-1326 Technician' Korner: The 'Fracture' Mechanic (Engineer Poetry)

While Cowboy Poetry enjoys a large following, I think it's safe to say that Engineer Poetry" is never going to become a thing. One might even argue that the term is an oxymoron. Nevertheless, I offer "The Fracture Mechanic" for your besmirched amusement. Perhaps some explanation is warranted. 'Fracture mechanics' is the study of how materials fatigue and crack and

ultimately fail under cycling loads. However, there is no such person or vocation as a 'fracture mechanic'. Similarly, the physics majors like to talk about quantum mechanics as a field of study, but no one is walking around the campus with a box of tools suited to the purpose. With that said, I submit the following verse:

### *The Fracture Mechanic*

A poem by Stormy Weathers

He is a fracture mechanic.  
And cracking is his art.  
He doesn't want to build airplanes.  
He'd rather take them apart.

He is working in the shadows,  
Always practicing his art.  
"The secret," he says, "to making it work  
Is knowing where to start."

"You can't just start from anywhere.  
It needs a field to grow.  
So I look for places where the stress is high,  
And I start by taking it slow."

"I look for ragged edges,  
Or an inside corner that's tight.  
That's where I can get a crack to grow  
With all the loads in flight."

Beware the fracture mechanic.  
Don't give him an open door.  
Keep the edges smooth and the corners round  
Or else you'll learn what for.

Don't let that crack get started.  
Don't beckon him in.  
Beware those nasty places  
Where the cracking can begin.

The fracture mechanic is watching  
And waiting for his cue.  
So, if you're building airplanes,  
This warning is for you.

Or if you're a maintainer,  
Be wary in your role.  
For a fresh new dent or a careless scratch  
Can start to take its toll.



The fracture mechanic stays alert.  
He never takes a nap.  
So do your best to keep him out.  
Don't let him spring his trap

Check Six and Fly Safe! ("Stormy")

With permission. Originally "published" in EAA Ch-661 Newsletter Sep 2022.

**P.S. Evil Editor Zurg note:** to keep this issue from being too lengthy, I've postponed Project Policeman Randy's ASK-23 flight report till NEXT month. Sorry Randy, but you know Zurg's rule, "Zurg rules!"

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### **Project Police Aircraft Spotters Quiz**

**Evil Editor Zurg**



Last month's spotters challenge returned to the WW-II vintage air transport category for the mystery airframe.



One of Zurg's minions in California, and our own Middle Tennessee Project Police member Michael Knight, correctly responded with, "A Douglas DC-5".

The DC-5 was designed in 1938 as a 16-22 person, short(er) haul civilian airliner. Legend has it, that people wanted to look out the window at the terrain, which drove the high wing design. The "tall" tricycle landing gear was an innovation at the time. It DID improve ground handling and pilot visibility on the ground (no big surprise), and the lower fuselage made loading passengers and cargo much easier. The gear and high wing design became very common with turboprop airliners

and cargo aircraft. Safety considerations at the time though made most airlines go back to low wings.

The prototype DC-5 (which later became property of William Boeing) impressed the Navy as the R3D-3 variant. KLM was the first commercial customer with an order for 4 aircraft. Capital Airlines ordered 6, and SCADTA (later Avianca) ordered 4. A dozen DC-5s were produced before the wartime production requirements of SBD Dauntless aircraft curtailed any further production of DC-5 aircraft, and only KLM received their DC-5 orders. Some of the aircraft made it to the United States Army Air Forces and made it through the war.

In 1939 the Navy ordered 7 aircraft which were delivered as R3D-1s and R3D-2s. After WW-II, production of DC-5s were NOT resumed, because the abundance of surplus C-47 aircraft which were converted to DC-3s for civil service. The sole remaining DC-5 from WW-II was sold to an Australian airline, and smuggled to the Israelis, where it served in the 1948 Arab Israeli war, ended up as a ground instruction trainer in Haifa, and was finally scrapped in 1955.

Well, you project police have correctly identified the previous 2 spotters quiz aircraft. Now here's our September mystery aircraft, which should be a little more of a challenge. Hint: This month's spotters quiz challenge aircraft was spotted in an aerospace museum not too far from Shelbyville.



As usual, send your answers, WAGs, or even "edumacated guesses" to Project Policeman and Staff Editor, Randy Kelly at [electriccrow@pobox.com](mailto:electriccrow@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 [electriccrow@pobox.com](mailto: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.*

**September 22<sup>nd</sup>**; EAA Ch-1326 Regular 4<sup>th</sup> Thursday Meeting; Muster location KSYI conference room. Program; DC-3 Flagship Detroit tour.

**September 24<sup>th</sup>**; EAA Ch-1326 Fly-In Breakfast, Sport Flyer Hangar, Shelbyville Airport.

**September 24<sup>th</sup>**; Shelbyville Aviation Day, 10AM to 2PM, Shelbyville Airport.

**October 22<sup>nd</sup>**; EAA Ch-1326 Fly-In Breakfast, Sport Flyer Hangar, Shelbyville Airport.

**October 27<sup>th</sup>**; EAA Ch-1326 Regular 4<sup>th</sup> Thursday Meeting; Location TBD. Program; TBD.

**November 24<sup>th</sup>**; EAA Ch-1326 Regular 4<sup>th</sup> Thursday Meeting; Location TBD. Program; TBD.

**November 26<sup>th</sup>**; EAA Ch-1326 Fly-In Breakfast, 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 Sharon Tinkler: [tinkler@me.com](mailto:tinkler@me.com)

Secretary Randy Kelly: [electriccrow@pobox.com](mailto:electriccrow@pobox.com)

Treasurer Tommy Lynch: [maddoglynch@comcast.net](mailto:maddoglynch@comcast.net)

### EAA Chapter 1326 Technical Assistants

#### Composite Construction

Jack Bosse	<a href="mailto:Bossej3@gmail.com">Bossej3@gmail.com</a>
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#### Wood Construction

Brennan Lewellen	<a href="mailto:blewellenvw@yahoo.com">blewellenvw@yahoo.com</a>
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#### Fabric Construction

Brennan Lewellen	<a href="mailto:blewellenvw@yahoo.com">blewellenvw@yahoo.com</a>
------------------	--

#### Aluminum Sheet Metal Construction

Kenneth Rutschow	<a href="mailto:Ken.rutschow@gmail.com">Ken.rutschow@gmail.com</a>
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Brennan Lewellen	<a href="mailto:blewellenvw@yahoo.com">blewellenvw@yahoo.com</a>
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Jack Bosse	<a href="mailto:Bossej3@gmail.com">Bossej3@gmail.com</a>
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#### Welding/Welded Steel Tube Construction

Brennan Lewellen	<a href="mailto:blewellenvw@yahoo.com">blewellenvw@yahoo.com</a>
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#### Engine Installation

TBD	
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#### Certificated Engines

Kenneth Rutschow	<a href="mailto:Ken.rutschow@gmail.com">Ken.rutschow@gmail.com</a>
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Brennan Lewellen	<a href="mailto:blewellenvw@yahoo.com">blewellenvw@yahoo.com</a>
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Jack Bosse (+ROTAX)	<a href="mailto:Bossej3@gmail.com">Bossej3@gmail.com</a>
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#### Electrical Systems

Randy Kelly	<a href="mailto:electriccrow@pobox.com">electriccrow@pobox.com</a>
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#### Instrumentation and avionics requirements for VFR/IFR

Jack Bosse	<a href="mailto:Bossej3@gmail.com">Bossej3@gmail.com</a>
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Inputs for the newsletter or any comments can be e-mailed to Randy Kelly at [electriccrow@pobox.com](mailto:electriccrow@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!



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***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
- Air Venture 2022 Safari
- Technician's Korner
- Evil Editor Zurg's Aircraft Spotters Quiz
- Monthly plea for "Project Police" participation for new stories

A promotional poster for 'Shelbyville Aviation Day'. The top half features a large, red, stylized 'AVIATION DAY' text with a winged 'A' and 'D'. Above it, 'SHELBYVILLE' is written in a smaller font. Below the text is a photograph of a vintage biplane on a tarmac. The bottom half of the poster has a red banner with the date and time: 'September 24, 2022 • 10 AM to 2 PM'. Below this banner are two small photographs showing people at the event. To the left of these photos is a list of activities: 'Free Admission', 'Free Parking', 'Vintage Airplanes', and 'Warbirds'. To the right is another list: 'Drones', 'Food Vendors', and 'And Lots More!'. Below the lists, it says 'Open to the Public' and 'Fun for the Whole Family'. At the very bottom, the location is given as 'SHELBYVILLE MUNICIPAL AIRPORT' and the address '2828 Hwy 231 North Shelbyville, TN 37160' with a phone number '931.684.1669'.