



THE SPORT FLYER

NEWSLETTER OF THE SHELBYVILLE EAA CHAPTER 1326

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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: October 2024

Dear EAA Chapter-1326 members and friends. With the "dog days of summer" long behind us and the cooler days of Autumn upon us I hope you're getting some more flying in. The "cooler" days also unfortunately tend to be hurricane season which fortunately pretty much spared us in Middle Tennessee, but wreaked havoc among our fellow aviators in Florida, Georgia, the Carolinas and Eastern Tennessee. The only impact to our chapter as minimal attendance at our monthly fly-in breakfast due to us being completely socked in plus one of our normal volunteers having to head to the Gulf of Mexico to move their boat (which, like an airplane, is another "hull" you pour money into) to a safer tiedown.

Tragedy seems to bring out the best (and the worst) in our culture. Though the subsequent IFR weather prevented me and Lois from participating in the "airlift" of supplies to East TN and NC, we heard several of our local aviation community airlifted supplies to those folks in the aftermath of the storm. (We will try to get a report from them in future issues of *The Sport Flyer*.) During one of our "regular routine" visits to Costco, we were told they were short a number of survival items (like TP), which had been bought

up by earlier customers and sent to emergency distribution centers.

One of the more dramatic stories came from the fellow EAA member (and Young Eagles Coordinator) who was here helping us with breakfast last month. When the "excrement hit the rotary air circulator", said member immediately established liaison with the local aviation community and set up a General Aviation "beachhead" that brought in over 450,000 pounds of emergency supplies in the wake of Helene.

Depending on your source of daily information, there seems to be a lot of variance in the effectiveness of "on scene" government agencies on the local response teams, but it makes you proud to be part of a culture (EAA and the "US of A" General Aviator community) who either "led, followed, or got the hell out of the way" during this crisis response. I suspect those communities who got "schwacked" by Helene and/or Milton can still use our help, be it supplies delivery, financial support or prayers.

See you at the field!



Randy Kelly
President

Last Month's Meeting

President Randy Kelly convened the meeting at 6:04PM. Members present were Treasurer Leigh Kelly, Tony Millican and guests Cade Smith and James Hendrix III. Present "virtually" were members Sharon Tinkler, Jake Washburn and Evan Schaeffer. We did not have a quorum of officers so no official motions could be made for the meeting.

Old Business: Randy noted that the August minutes were summarized in the September Newsletter that had gone out except for the financial figures which are recorded in the "official" August 22nd, 2024 hard copy minutes. Nobody objected to the minutes, so we continued to the next agenda item.

Leigh Kelly gave the treasurers report of the current balances. The next "old business" item was the routine determination of who would do the setup and execution of the upcoming breakfast. Randy noted that due to the upcoming rain, Mark Cannon had already moved his aircraft out of the hangar, Randy had setup the tables and chairs, Leigh had completed the inventory and restock, Helene (Wharton) had already made the salsa and the only things to be completed for setup were to pre-position the biscuits and cook the potato casserole, which Randy and Leigh would complete Friday. Nobody else needed to show up on Friday.

Jake Washburn gave his report on the RV-6project. He had talked to Derek Rowe of Tullahoma High School. Derek informed Jake that any EAA members helping with the build when youths are available, will have to receive additional "youth protection" training and a background check by the Tullahoma school system. Jake also noted that Tullahoma will probably be able to supply some tools but that we (EAA Ch-1326) may have to procure some other tools to complete the build.

Randy gave the Young Eagles program report and noted that he'd flown 2 Young Eagles since the last meeting.

Finally, Randy noted that we had provided pilots and a flight plan to the Leadership Bedford program as they requested, but that they had "waved us off" the day prior after they had

determined that there were possible legal problems associated with us carrying minors in our aircraft.

New Business: Sharon Tinkler noted that EAA Ch-1326 member Michael Loehle had been selected for induction into the Tennessee Aviation Hall of Fame. The ceremony would be sometime in October. Sharon would provide more details later.

Leigh Kelly led a discussion on the subject of obtaining a 501(c)3 tax exempt classification for the Chapter. Leigh noted that there was a financial limit for organizations in our current 501(c)7 category for funds obtained outside of member supplied funds and that Ch-1326 was exceeding that threshold. During the ensuing discussion, it was noted that Ch-1326 had not planned to accumulate funds to these levels and that establishing and adopting a 501(c)3 status would allow us to legally collect/hold/expend more funds for aviation education purposes.

Finally, Randy opined that we needed to have more EAA interest versus business meetings. Three types of "functions" were discussed. 1. Tour of the aviation museum purported to be in Moontown Alabama. A "Swift" museum in Athens Alabama and the TN Aviation museum in Sevierville TN were also proposed. Randy took an action item to learn more of these museums and hours: 2. An aviation movie night. Randy asked that any member with a suggestion of a relevant aviation oriented movie provide a recommendation for a movie night, and: 3. An ATC visit or lecture. Jake Washburn took an action to contact a friend in ATC about the possibility of and ATC visit or talk.

There was no technical program this meeting and we had reached the end of the time we were allowed to remain in the KSYI building. Randy adjourned the meeting at 7:03PM.



Randy Kelly
Staff Editor

**Sept 28, 2024 Fly-In Breakfast.
A.K.A. "Hurricane Helene Breakfast"**



Since our "breakfast schedule" goes out months in advance on social media and the manual and electronic signs at KSYI go up Monday before the breakfast, we need to make a "go/no-go" decision the weekend prior to the breakfast. Such an "impactful" decision requires data, so I usually do a preliminary "worker count" a week out to make sure we have enough workers to setup and execute breakfast. Because of some Chapter "retirements" we already knew we were going to be missing some regulars, but now a former tropical storm down in the Caribbean had been classified as a hurricane and given the name Helene. All us aviators know the "weather daemons" are fickle, but the weather computer models are pretty accurate a week out and the probability of Helene heading into Louisiana or the Gulf Coast of Florida was pretty high. Regular Chapter volunteer Helene Wharton and her spouse John had a boat down on the Gulf coast that was now at risk. Helene told us they were headed out pronto to go move the boat to a safe harbor and she wouldn't be able to work. What? No Helene? Helene, our master "egg scrambler", fresh salsa maker and tomato and melon slicer! What were we to do?

When I was in the Air Force, one of our Air Force senior officers had the motto "Semper Gumby" or "always flexible", which in practice generally means you need to expect the unexpected and be prepared to make changes to get the mission done. In this case it meant working with Helene to make sure we could get her stuff done this time. Leigh and I volunteered to slice "maters" and melon. We were still short an egg chef, but teaching folks to cook scrambled eggs is

a lot easier than teaching them to scratch make salsa. Helene helped immensely by volunteering to make her famous salsa ahead of time, and we had previously taught some of our volunteer members from the Alpha Eta Rho Aviation Fraternity at MTSU how to cook eggs on our big grill. It looked like we would have plenty of extra volunteers so the "GO" decision was made. Helene dropped off the salsa before heading to the Gulf coast.



Leigh whippin up a couple of Jo Anne Lynch's famous potato casseroles.

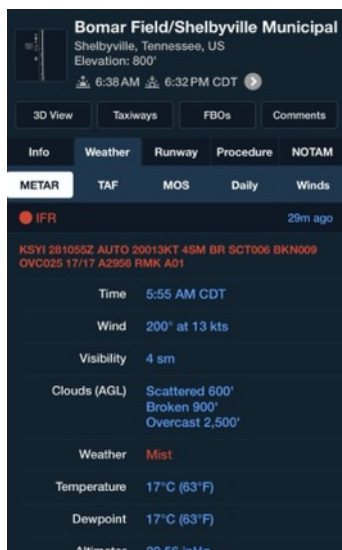
Before midweek, Helene (the storm, not our champion egg chef) changed course and accelerated so it looked like things were going to get nasty in Shelbyville before our normal Friday setup day. (Remember "Semper Gumby"?) With rain already visible on the ForeFlight map app, Mark Cannon went ahead and moved his Warrior out of the EAA hangar Thursday morning before the rain arrived, I setup the tables and chairs, and Leigh headed to Costco, Walmart and some other restaurant supply that I can never remember the name of to buy groceries. With all the heavy "setup" done, that was one less coordination item to accomplish at our Chapter meeting Thursday evening. Sometime during the meeting somebody joked about Helene being gone because of Hurricane Helene, who (Hurricane Helene) would probably get back before Helene (the champion egg chef), making it impossible to have a "fly in" breakfast, and delaying Helene getting back in time to cook eggs, and therefore maybe we should declare the event the Hurricane Helene party, in honor of Helene (the champion egg chef) and in

defiance of Helene (the hurricane). Whew! (Editor's note to Evil Editor Zurg: Yes oh evil master of grammar, that WAS a run on sentence but the grammatically correct version would not be near as funny.) Again, with all the setup complete, there was nothing to do Friday but watch Helene (the Hurricane) on the news and watch a whole lot of weather returns on ForeFlight heading towards Middle TN.

Saturday morning it looked dreary and damp, but it wasn't raining. I arrived at the EAA hangar at my "normal" time (a little before 06:00L) to fire up the ovens and coffee pots. After firing them up, I went outside to grab my customary "early shot" of the field. "Flagship Detroit" was sitting in the dark in a light mist and seemed to be taunting me about the low ceilings and IFR weather.



Flagship Detroit thinking "this doesn't look promising!"



The METAR isn't promising either!

Not long after I finished those startup duties, Leigh arrived, closely followed by Mark

Cannon and our other volunteers. Jake Washburn, Sharon Tinkler, Diana Socher, new members Evan Schaefer and his spouse Adria, Cameron Taylor one of our MTSU AHP volunteers, and Nathan Flores, one of our young Shelbyville Aviation Explorers.



The team was still cooking the first batch of food when the first customer showed up looking for coffee!



Sharon Tinkler and Nathan ready to start checking folks in!

The weather was never VFR but at least it was not unpleasantly hot and we didn't have rain. Because of the weather, we weren't expecting a big crowd so it seemed like a good time to train new people on some of the cooking duties. With Mark in his usual "meat slicer and cooker" duties, Jake started cooking pancakes on the griddle and I started scrambling up the egg mixture Diana was mixing. After a couple of griddles full, I handed over the egg scrambling duties to Cameron.





So, "Jake the Plane Captain" can flap a flapjack too?!



Cameron scramblin (eggs that is)!

Despite the weather, we did have a slow but steady stream of "regulars" plus even a few new faces. Folks seemed to be having a good time and there were lots of conversations going on, which with the slow pace, we could trade out workers and even go eat and chat with some of our visitors. While I went to get something to eat, Cameron took over cooking eggs and the final batches of eggs got cooked by our Aviation Explorer Nathan.



The "08:00 rush" is kinda small today!



Nathan scrambling up the final batch of eggs.

A little after 9:00 it was already looking like we were going to have more leftovers than usual, so we started shutting down and cleaning up where we could. We would never chase anybody away, but the folks at the last couple of tables standing were beginning to look apprehensive as we started folding up chairs next to them.



Nathan's sister showed up with a new pet. I wonder if we can teach him to fly?



With plenty of volunteers around, breakdown and cleanup were pretty easy. (I was even able to wash the pancake griddles before somebody else beat me to the sink. Normally I have to wait for everybody else to be done before I can get access to both sinks. We didn't have ANY airplanes fly in, but based on our "take" and the informal count we think we had about 30 customers. That wasn't a big surprise to us as we're used to seeing the "routine" crowd, but the folks at the airport still were pretty surprised at the

number of participants we had despite the dismal weather. We declared "victory" and headed out. See you all (we hope) at next month's breakfast.



Randy Kelly
Staff Editor



Evil Editor's note: I'm sure any of you who have built an airplane, helped build an airplane, or even just WANTED to build an airplane can empathize with our vulture friends above. Watching the beautiful flying days pass by while waiting for the latest shipment from Aircraft Spruce, accidentally dimpling your new wing skin after holding the trigger of your rivet driver a fraction of a second too long, or just wondering "how long is this going to take while I am still paying for groceries and a mortgage", is certainly frustrating. This month we join in empathy with fellow EAA Ch-1326 Project Police member and builder Lamont Taylor, who with a "project" Parasol in the shed begging for his time, decided to take flight in something a little more complete. After some "commiserating" with fellow Ch-1326 members Randy Kelly and more importantly, building and painting expert Mike Loehle, Lamont decided to "take the leap" into a Quad City Challenger II Experimental LSA. Experience shows that such "transitions", while not as tedious as building from scratch, can nonetheless still be an adventure. Lamont joins us this month in his first (and hopefully not last) contribution to our Project Police body of knowledge.

Project Police Report: My New Challenge(r-II)!



I have been repairing or building aircraft since 1983 and have loved every minute of it. I'm also an EAA "Eagle" pilot and have been taking flying lessons in an RV-12 LSA. I have a Loehle Sport Parasol that I've been working on for four years. It's my fourth project, but about 3 weeks ago I decided the sky was calling me and I needed to answer. So, the Parasol may be my last project, at least until I can fly regularly and maybe get the "building bug" again.



My Parasol. (A lot of assembly required still 🙄)

For those of us "middle class" folks who have grown up with the "aviation bug", we realize flying is NOT inexpensive. Fortunately, there are lots of options and the ultra-light, weight shift, glider and light sport aircraft categories offer some inexpensive options to train and even own your own aircraft. Building or purchasing an "experimental category" aircraft also tends to be less expensive, especially for those of us with actual repair and maintenance experience.

So, I spent a month researching the internet and "trades" and found three aircraft of interest; first, an Interplane Skyboy that was in Houston, TX; second, a Quad City Challenger II XL65 in Elkton, KY; and third, a Titan Tornado II in Philadelphia, Pennsylvania. After much studying and logistical planning, I decided on the Challenger II XL65, simply because there was no work to be done (Evil Editor Zurg: "- riiight!"), it was geographically closer to me, and it even had an "N" number (bonus points!)

Now it was time to go take a look, so, bright and early on October 12th my friend Mike Loehle, his brother Bryan and I hopped in a rental

truck and headed north to Kentucky. Two hours later we arrived at the farm that housed my (hopefully) "new" airplane. Hey, she lived in a hangar/barn on a farm and was a "working girl", so she was dusty and dirty from farm work.

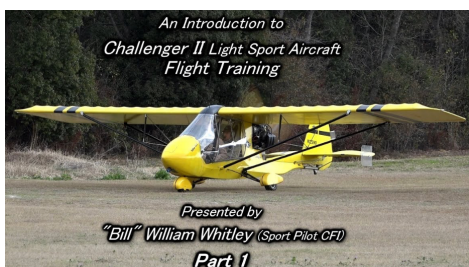


The "Working Girl" in her T-hangar. Looks good so far.



The Lamont fit check - GOOD!" 😊

A little dirt never stops the "Project Police", so we rolled up our sleeves and started inspecting her. Three hours later, after looking in all her nooks and crannies and conducting a 45-minute engine run, we made "the deal". We carefully broke her down and started loading her up on the trailer. Here's where we ran into the first little, itty-bitty problem, her "feet" were just a bit too wide to fit within the rails of the trailer. Fortunately with some careful aligning and "squeaking" of her sidewalls on the rails, we got her all loaded up. Hey! I'm an "airworthy" airplane owner. Woo-hoo!! (Now I have to figure out how to fly her once I get her home.)



*An Introduction to
Challenger II Light Sport Aircraft
Flight Training*

*Presented by
"Bill" William Whitley (Sport Pilot CFI)
Part 1*



Hum. No wonder her tires squeaked when we loaded her. 🤔



"Have we got her all loaded up Mike?"



Yay! All loaded up and we're ready to go!

We cranked up the truck, taking her away from her previous home and loving owner and embarked on a "three-hour tour" of the ground sights between Elkton KY and Shelbyville TN. She now sits in my back yard on her trailer.



New back yard home (till she's ready to fly.)

So far, I'm about half finished with her annual condition inspection, and I've started my list of "things I need to change." Add to that the second list I've started for "things I WANT to change" to make her more beautiful and comfier (LOL). (Evil Editor's note: Like I said. NO work? Riiight!)



The condition inspection begins!



Easy to service engine fluids.



*Front seat rubbing the rear rudder pedals?
That's a definite "must fix"!*



*A well
equipped
panel. (Sort
of. Note the
boat
compass!)*

I was hoping to have a nice easy time getting her "ship shape" when I got a call from the "Evil Editor" who informed me he was sending one of his minions to look at my new "baby" and casually he remarked, "so you will be keeping good notes for me right?"

"Uh, - sure!" I said, "I plan to journal my progress to the day of first flight so stand by for future articles from me."



Lamont Taylor
EAA Ch-1326



EAA Chapter 1326 Young Eagle Report



Despite hurricanes and bad weather, it was actually a decent month for Young Eagles in the Chapter. Last month as you may recall, "Lois" the Skylane finally came out of annual and was available to fly Young Eagles again. Unfortunately, with school starting up again, scheduling YEs during the week (when Lois and I are usually available) was more of a problem. Nevertheless, we managed to schedule and I took up Young Eagle Gauge on the first of the month in Lois and flew YEs Isaiah, Zachariah and Raylee in one of Eagleville Soaring Club's ASK-21 sailplanes before the end of the month. Additionally, Lois and I flew another Eagle, Miles (an ex Army Helo aircrew and medic) for his first "yoke time" in a small GA aircraft. Congratulations to our new Young Eagles and Eagle on their addition to "the world's biggest logbook"!

*Young Eagle Gauge.**Young Eagles Isaiah and Zachariah,**Young Eagle Raylee.*



And "Eagle" Miles makes 5 for the month.



Randy Kelly
Young Eagle Pilot

Project Police Aircraft Spotters Quiz



Evil Editor Zurg

Last month I decided to be different and instead of giving you a picture, I posed a trivia quiz question to you Project Police. That question was, name a USAF aircraft that is STILL operational and has outlived its replacement and name that replacement that it outlived. I even gave some hints.

Well, I was pleased as I actually had four responders this time. All four correctly "guessed" the B-52 and the C-130 on their first try but were unable to name the 3rd aircraft without some additional clues. After those clues they all correctly guessed the final aircraft to be the U-2. (Several other USAF aircraft were suggested, but then disqualified based on the specific mission of the "replacement" aircraft.)

The B-52 outlived both the B-58 Hustler and the XB-70 "Valkyrie". (The B-52 will probably also outlive the B-1 "BONE" bomber.) The C-130 outlived both the YC-14 and YC-15 prototypes. (Some PPs claimed the C-17 was a replacement for the C-130 but that was really more of a replacement for the C-141.) Finally, the U-2 outlived the SR-71 Mach-3 high altitude reconnaissance aircraft.



OK, for our October 2024 quiz, here's another prototype that looked good on paper, but didn't quite meet the designer's expectations.



As usual, send your answer or best "edumacated guess" to Staff Editor Randy Kelly, at electricrow@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

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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

October 24th, 2024; Regular Thursday meeting, 6PM. KSYI airport.

October 26th, 2024; EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, KSYI airport.

November xth, 2024; Regular Thursday meeting, 6PM. KSYI airport.

November xth, 2024; EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, KSYI airport.

December 2024. There are no official Chapter events scheduled for the month of December.

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: electricrow@pobox.com

Vice President: timothy.rosser@mtsu.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 electricrow@pobox.com.

EAA CHAPTER 1326 NEWSLETTER

Composite Construction

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Wood Construction

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Fabric Construction

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Aluminum Sheet Metal Construction

Kenneth Rutschow	Ken.rutschow@gmail.com
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Jack Bosse	Bossej3@gmail.com
------------	--

Welding/Welded Steel Tube Construction

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Engine Installation

TBD	
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Certificated Engines

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Jack Bosse (+ROTAX)	Bossej3@gmail.com
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Electrical Systems

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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. 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

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



ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

- Kommandant's Komments
- September Meeting notes
- September Fly-In breakfast report
- Project Police Report: My New Challenge(r II)
- Ch-1326 Young Eagles Report
- Evil Editor Zurg's Aircraft Spotter Quiz
- Monthly plea for "Project Police" participation for new stories