



THE SPORT FLYER

NEWSLETTER OF THE SHELBYVILLE EAA CHAPTER 1326

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***May 2023
Volume 19,
Number 5***

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

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

Kommandant's Korner

Hello to our Chapter members and those non-members who read our newsletter.

I want to take a moment and talk about the relationships we build through aviation and how they can affect our lives. There are thousands, if not tens of thousands, of stories out there about how an aviation relationship made an impact or changed a person's life.

I've written in these pages before about my friends from Neenah, WI who I camp with every year at EAA Air Venture. We've known each other for going on 18 years now. The group has grown slightly, adding new friends, and now sons and daughters. We stay in touch during the other 51 weeks of the year, sharing what is going on our lives. My friends knew that I was coming to a crossroads with my work and that I was looking for a change. I called one of these friends the last Friday evening in March to talk about some Excel spreadsheet data migration challenges. After 10 minutes of "geek" talk, we got caught up on our lives, promised each other to stay in touch, and then hung up. About an hour later he sent me an accounting job position with the Neenah Joint School District where he is employed as an IT guy. I hadn't even brought up

my work situation in our conversation. I really didn't think much of it at the time and went on with my Friday evening. The following Monday morning, he called and asked if he could make an email introduction, saying I would be perfect for the position. One thing led to another and 45 days later I started as the Accounting Manager for the Neenah Joint School District in Neenah, WI. As I type this I am sitting in the basement of another friend while waiting to close on our old and new houses. None of this wouldn't have happened if I hadn't had a relationship through aviation. Clare is holding down the fort in Nolensville and should be up here by the end of June.

So, by now you can guess that I have stepped down as President of Chapter 1326. It has been an honor to serve the Chapter as either President or Vice President for the past 15 years. The Chapter has always been a small but dedicated group of people and we have done some really fun things despite its small size. I am certain the Chapter will carry on this tradition and hopefully expand its scope once MTSU becomes part of the Shelbyville Airport community.

I want to close with asking everyone to continue building relationships through aviation; you never know when they may have a life changing effect on someone's life. And remember

that EAA can be a wonderful starting point for that.

I wish everyone the absolute best in the future. If you're ever at EAA AirVenture please look us up.

Best regards and blues skies.



Mark Stauffer
EAA Ch-1326 Past President

Last Month's Meeting

A video Board Meeting of EAA Chapter was held on April 27, 2023, at 1816. Members in attendance were President Mark Stauffer, Vice President Randy Kelly, Secretary Sharon Tinkler, and Treasurer, Leigh Kelly.

Old Business: None conducted.

New Business:

1. Mark Stauffer has accepted a new job in Neenah, Wisconsin, in the local school district. Planned start date for Mark's new job was May 15th. This opportunity came up suddenly, and they couldn't turn down the opportunity. Needless to say, we were all shocked and saddened at losing Mark and Claire! They will be missed! They will be living close to Oshkosh....so....hard not to be envious of that! The "official" changeover of the Presidency to VP Randy Kelly takes place May 1, 2023.

Action Items:

Transfer of records from Mark to Randy: Hangar keys, name tags, Copy of Bylaws, **Financial issues**: transfer the name and signature on the Debit card and the bank documents to Mark's successor.

Notification to EAA National

of the Chapter leadership change (delayed until after the May Meeting when the occupants of Board positions will be resolved). Discussion: There is just NOT

enough time to prepare a going away party for Mark and Claire.

2. Informal Discussion of Future Events and Changes: We spoke of a possible May/June social event in the form of a BBQ at the T-hangars for local aviators. Discussion will occur at the May Meeting Thursday May 25th.

3. We discussed the increased liaison with MTSU prior to them coming to Shelbyville Airport. Tim Rosser was suggested for more information.

4. We discussed creating a new Chapter 1326 Logo with possible "cross talk" with the MTSU mascot, "Lightning."

5. Informal discussion of future pilot visits: Status of Tim Rosser's RV-8, Status of Tommy's RV-6, and another Arion/Lightning visit. There is also the possibility of another BNA Tower visit. Any destinations of interest out there? Please chime in!

Meeting was adjourned at 1915.

Sharon Tinkler
EAA Ch-1326 Secretary

April 22nd 2023 EAA Ch-1326 Fly In Breakfast

Setup as usual was the day prior to the breakfast. So on Friday April 21st Mark, Helene, Randy and Leigh proceeded at normal pace and had the place ready for the cooking team in a little over an hour, and we could all head back home to finish home chores and get a good night's sleep in anticipation of an "early" start Saturday.

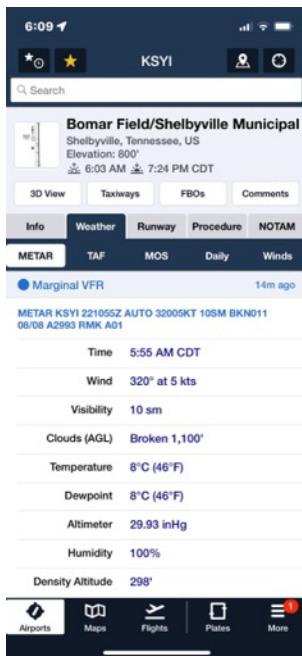
Friday evening though, the weather started looking ugly, and a big storm went through in wee hours of the morning.





Wicked weather bearing down on KSYI Friday night!

Saturday, the first of the team “showed” about 0600 to start coffee and heat the ovens, the weather and ceiling still looked pretty nasty.



Saturday morning METAR still looking ugly.

The “ugliness” wasn’t just in the weather. About 0630, the lights in the EAA hangar flickered. Unknown to us, we had lost an electrical phase. The ovens weren’t heating right and the burners wouldn’t get hot enough to boil grits and gravy. We replaced fuses that looked good (they were), and still no luck. All of our cooking is on grills which weren’t affected, so we started a backup plan of heating water on our gas fired grills. By 0700, we still had zero dewpoint

spread and 1000ft solid ceiling, but some light was starting to highlight the edges of the scud.



Ceilings looking pretty low before official start time, but some light is starting to peek through.

Suddenly a set of lights came back on again and the ovens and stove started working. So we were a little behind, but pretty sure we would have all the food ready not too long after the official 0730 start time. The first customer came in little after 0730. We gave him some coffee and asked him to standby until rest of food was ready. Also by now, we were starting to see some sunlight come through holes in the sky.



Mark Cannon greets our first “drive in” customer.

About 0745 our first aircraft came in. The grits and gravy were now ready so we rolled food out to the hungry aviators. The sun was opening holes in the overcast, and more airplanes started to appear in the pattern.



Holes started appearing just about opening time.



Yay! The first airplane arrives.



Fly in #2 arrives.

By 0800, we were getting a small steady stream of aircraft into the KSYI ramp. We kept cooking and serving (and staff writer Randy kept sneaking out to shoot pictures for Evil Editor Zurg.)



The 0800 rush was not so busy today.

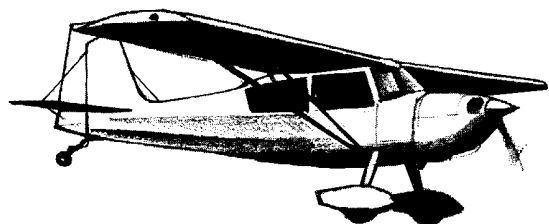
The sky kept clearing out, and the count of aircraft kept climbing.



A classic "straight tail" Skylane arrives.



A Citabria flies in.





ANOTHER Citabria gets marshalled in.



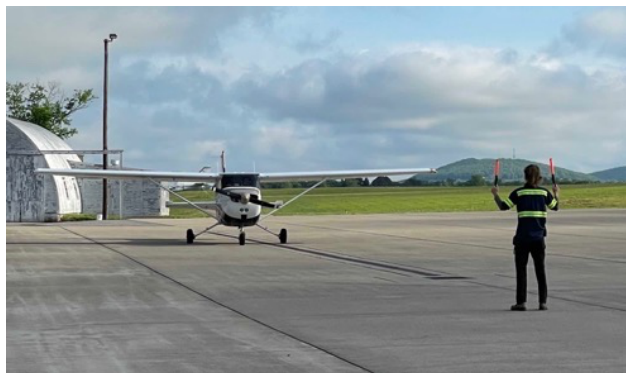
Planes+aviators+coffee = Lie swapping!



Two more of Doc Piper's progeny all in a row.



The Bonanza crowd is finally represented.



The marshallers finally getting busy.



A fuel guy working for his "free" EAA breakfast.



The flightline finally gets "Mauled"



An RV-12 and a Just Highlander arrive.



Here's a new one. "Fences" on the horizontal stab, inboard of the elevator aerodynamic counterbalance. (Zurg note: Flight test EAAers – have any of you seen this configuration before?)



More RVs arriving.



The vintage "Executive Class" is finally represented.



A micro "something" arrives. Dig the use of 40knot painters tape on the intake. (Zurg note: Staff Editor Randy didn't capture a tail number so we don't know for sure what this is, but I believe it's a Hipp's J-3 Kitten ultralight.)

Eventually the "fly in" count climbed to 21 aircraft just before 0900. We kept cooking and serving but the rush was definitely over by 0900. Given our "informal" count, we served between 60-70 folks, so despite the bad weather, electrical problems, and late start, we were ready to declare "Victory!" for another EAA Ch-1326 fly in breakfast. At the scheduled official shutdown time of 0930, we started, and on short order converted the breakfast venue back to a hangar.

IMPORTANT ANNOUNCEMENT: Due to manpower issues and the possibility of the KSYI runway NOT being ready for aircraft by the "normal" "fourth Saturday" fly-in breakfast date, the fly-in breakfast for Saturday May 27th is **cancelled**. We hope to see you all for the June 24th EAA Ch-1326 fly-in breakfast.

Randy Kelly
Staff Editor

April 1st 2023 Ch-1326 Beech Heritage Museum tour.

Part 2: Planes, planes, and more planes....

At the end of part 1, I was still wandering around the North Hangar which had a collection of Beech 18s, a few Staggerwings, and some models. Hidden in the back was a Beech 18 cockpit missing the rest of the aircraft set up as "climb in and touch" display.

An unlikely pair. A Beech-18 in formation with a USAF F-16?

I showed the above photo to a senior member of the USAF Test Pilot School staff who informed me that this photo was taken when a Beech 18 was used as part of the “Qualitative Evaluation” phase of the curriculum where new test pilots are exposed to aircraft of all different types and handling qualities.

After wandering around the North hanger, Leigh and I then ventured down to the Louise Thaden cabin section, which had a large collection of early Beech memorabilia and some Travel Airs. (Remember, from Part 1, that Travel Air was the original company started by Walter Beech, Clyde Cessna, and Lloyd Stearman in Wichita KS.)



Leigh checks out a Beech 18 cockpit and attempts a control check. (Are the yokes supposed to look like that?)



“Honey, I shrunk the Beech!” (Nice Beech 18 model hiding in a niche on the floor.)

There was also a “photo wall” of lots of pictures of Beech 18s from various places and times. As with many museums, there were way too many pictures around, although one picture caught this author’s eye:



Mark and Claire (hiding behind Mark) Stauffer admiring the exhibits in the Louise Thaden Cabin

The Thaden Cabin exhibit was (as are all museums) loaded with loads of Louise Thaden memorabilia, newspaper articles, trophies, and some clothing.





Louise's bag, Leigh; Leigh, Louise's bag. (Note: "Bag" is aircrew slang for flight suit.)

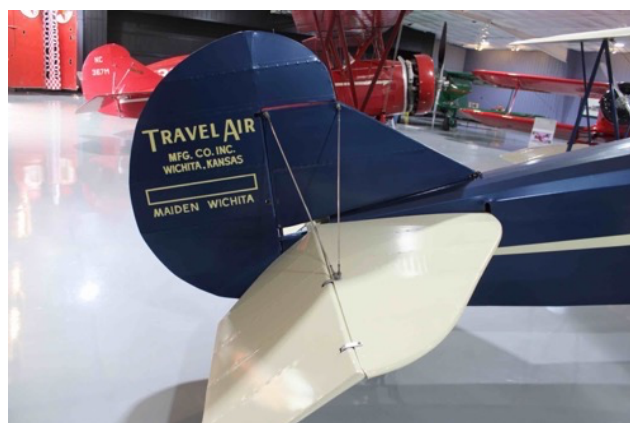


Thaden's Women's Air Race Trophy (Note: see part 1 in last month's Sports Flyer, or ask your friendly neighborhood "99" for the significance of this.)

Attached to the back of the Thaden Cabin, was an annex with memorabilia and several versions of the Travel Air aircraft. There were some beautiful restorations, some of which even looked flyable.



The first Travel Air production model aircraft.



Maiden Wichita?? (Who says old aviators had no sense of humor?)



PP Leigh Kelly investigates a Mystery Ship. (This one looked flyable.)





This Mystery Ship aileron is a beautiful piece of craftsmanship. Remember, this is fabric and dope over wood/metal.

After touring the Thaden cabin and Travel Air section, I moved on down to the South Hangar. The first thing I encountered was a set of wooden wind tunnel models. Apparently, Beech was one of the first small aircraft designers to use wind tunnel models to optimize their aerodynamics.



Beechcraft wind tunnel models.

Inside the South hangar, Leigh and I met up with most of the other Chapter members who were busy comparing notes on airplanes. The South hangar definitely housed the more unique (dare I say esoteric) pieces of the Beechcraft collection, from early/first production models, to uniquely modified airframes.



The first production Beech V-35.



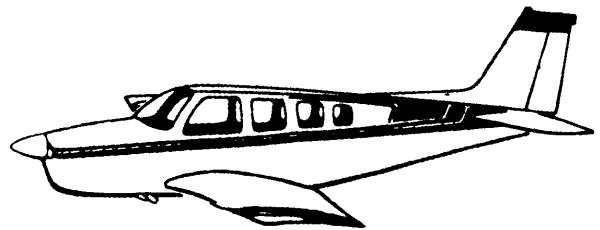
Hum. An EAA sticker in a Beechcraft. What's up with that?



The Griffon Lionheart. Well THAT explains the EAA sticker.



The Ch-1326 team members comparing notes about all the Beeches. (Excuse me – “Beeches” is short for Beechcraft (pl), less I be accused of tasteless puns.)





A Beech Debonaire, converted to turbine power. (Seems like a logical upgrade given the Turbo T-34 Mentors that the government flew.)



Beech King Air used by the US Navy Test Pilot School. (Editor's note: The USAF Test Pilot School also uses King Airs in their curriculum, but none of those have made it to museums yet.)



A Beech Baron twin converted to a "single engine". (The wing modifications must have been pretty fun.)



A V35 single converted to a twin. (Another fun wing modification project – though I suppose they could have gotten the wings off a Twin Beech.)

There was even a full size "V35 Beech Cutaway" display, which Beechcraft apparently built as an exhibit for a court case against Beechcraft to "educate" jurors on the technologies involved in aircraft construction. (The exhibit placard implies the "suing attorneys" would present fiction to jurors who were not knowledgeable about aviation. I'm sure that would never happen.) Unfortunately, I didn't take a picture of the entire cutaway, but I did take a shot of the mechanical mechanism used to "mix" pitch and yaw commands into the two "V-tailplanes".



The simplicity of the "analog" mechanism that mixes pitch and yaw inputs to the two tailplanes.



Apparently, one of the "Three Musketeers"? (The other two were nowhere to be seen.)

As with many of my museum visits, the number of exhibits and digital photos I shot far exceeded the time or newsletter space I have available to me. My final recommendation is that if you are an aviation aficionado, this is an excellent museum to visit and spend the better part of a day wandering around.

After a memorable morning at the Museum, it was time for our lunch reservations, so we loaded up the vehicles and headed out to the Whiskey Trail BBQ and Steakhouse in Tullahoma. We had a room all to ourselves, and enjoyed good aviation tales, barbeque, and refreshments.



I didn't know Bigfoot had a passion for BBQ, or whiskey.



Happy EAAers waiting for their delicious BBQ lunch. (Bigfoot did NOT come to visit us.)

Randy Kelly
Staff Writer



Technicians Korner: A Near Tale of Woe, or "The Fracture Mechanic Strikes Again!"

Evil Editor Zurg: There is a "not so well known" cliché in the aviation business. That

is, "aviation is like a self-cleaning oven, it cleans up its own messes". The point of this "tongue in cheek" saying is that despite the excellent safety record of the aviation business, it is very unforgiving of negligence, or downright unsafe behavior. Such behavior by either pilots or mechanics can easily start a chain to an accident unless someone breaks the chain. Oh, one of the other things about the aviation business, is the willingness of aviators to share their "tales of woe" to save their fellow aviators from possibly befalling a similar fate.

This is actually a success story, that almost ended up as one of those "tales of woe". It's the story about a maintenance problem that started a chain of failure events, like those described in "Stormy" Weathers poem, "The Fracture Mechanic", that we reprinted a few months ago. (Editor's note: available at <http://erberman.org/trailingedge/2303%20The%20Fracture%20Mechanic.pdf>.) This story is based on a factual incident, but like many great "screen plays", the author has embellished the story to make it easier to tell, and to teach the essential lessons. There was never an accident. Nobody was hurt, and no names, locations, or aircraft identities will be revealed to, as Obi Wan Kenobi said in the original Star Wars, "...avoid any imperial entanglement."

Part 1: The first link of the chain.

Long ago and in an airfield far far away, there lived a simple single engine aircraft, utilized by a flying club. It was a simple, sturdy aircraft. Easy to fly, and a "workhorse" for the club, and fly it they did, for years and years and years. In fact, it's still happily carrying aviators into blue skies today. But the happy ending wasn't always assured. Like every aviator and their machines, any simple error was capable of starting a chain of events that could have resulted in a serious if not fatal accident.

Like all "loved" airplanes, this one got lots of attention from its owners and users. A special paint job, regular oil changes, and a couple washings a year. Like all airplane (and motorcycle) owners know though, the high expense and difficulty of replacing aircraft parts, and the desire to "get in the air" are competing

activities. All of these activities are essential to the health of the aircraft. Unfortunately, the competition between the requirements of these actions are also conducive to “cutting corners”, and cutting corners is one of those “openings” described in the poem “The Fracture Mechanic”, which in this case would plant the first point of one of those “chains of events”.

Over a decade plus of successfully serving its club members, this airplane responded to the touch of lots of pilots, endured many missions, flew many takeoffs and landings on unimproved surfaces, and was worked on by many mechanics who endeavored to get her back into the hands of competent pilots as soon as possible. Anybody who’s ever operated on unimproved surfaces knows the propeller lives a tough life. It is prone to stains and strain from errant grass stalks and occasional sticks, nicks from occasional pieces of FOD, constant use as a “handle” to move the aircraft and so on. Fixed pitch propellers also occasionally need to be rebalanced and sometimes repitched, even under good conditions. So over the decade plus of successful service, both her propeller and engine had been removed and remounted several times. Because the bolts looked good, people were eager to fly again, and AN prop bolts ain’t the cheapest, the same bolts that came out got put back on again, and retorqued. Funny thing about torques, too much is just as bad, if not worse, than too little. Add to the confusion, depending on what the bolt is used for, and what it’s attached to, it may even have different values. (Editor’s note: we talked to another A&P who was familiar with this specific model/type aircraft, and he told us that the maintenance manual for that “assembly” had two different torque values. Several of the parts associated with the engine mount vibration dampers were also either not “aviation standard” or missing. See Ken Rutschow’s technical article “Advice On Safe Practices for Sourcing Parts” from the Nov 2022 *Sports Flyer*.)

Anyway, let’s consider a verse out of Scott “Stormy” Weather’s poem, “The Fracture Mechanic”:

*“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.”*

Prop bolts are definitely in a “high stress” part of the engine. Every time a bolt is torqued, it “stretches” just a teeny bit, and the thinnest part of the bolt is in the threads which have sharp corners. This poor girl’s prop bolts had been torqued (maybe even overtorqued) multiple times, and over the decade plus period of this story, a crack started on one of them, and it continued to grow.

One day, one of the pilots noted a different sound. Talking with the other pilots, they started listening more, and several of them heard an occasional “buzz” at low RPM, kinda like a vibrating panel. They looked carefully and felt around, but nobody could find anything, but they stayed vigilant. A number of “flying days” later, a new pilot took the old girl out for her weekend workout, and when pushing her around to put her back in the hangar, he pulled on one of the prop blades and it “gave” a little. “That’s not right”, the pilot thought, so he grabbed a blade and gave it a good solid “back and forth” motion perpendicular to the plane of rotation, to discover her prop had “play” in that direction that was noticeable when compared to the spinner.



“Uh George, is that supposed to move like that??”

After a couple seconds of “it ain’t supposed to do that is it” self introspection, the pilot shot a quick movie with his phone, sent it to the appropriate operations folks, and said “this plane is grounded until somebody can look at it.”

The club ops folks echoed the “grounded” verdict and contacted maintainers. Word spreads quickly in a small club, and all the pilots started sharing their thoughts. Suddenly, the occasional “buzz” at low RPM, like that of a vibrating panel, that several of them had noticed, but nobody had been able to find, made sense – the “accident chain” had just been broken by a pilot paying attention and noticing something different than it had been during preflight.

Next month: Exploratory surgery.



Randy Kelly
Staff Writer

Project Police Aircraft Spotters Quiz



Evil Editor Zurg

Last month’s spotters challenge was this beauty, which should have been an easy answer for our Ch-1326 members who went on the Beech Heritage Museum tour. (I’m wondering why none of them emailed Staff Editor Randy with an answer.)



Lionheart at Beechcraft Heritage Museum

Within a day or two, Randy had received two correct answers from our “plane savvy” readers. First was expert “Project Policeman” and ex “Leading Edge” Editor, Russ Erb, who submitted, “The Griffon Aerospace Lionheart. An attempt to make a composite version of the Beech Staggerwing. Note the lack of interplane struts...’

Next was our resident aircraft “ID-er” Michael Night, “That is a “Lionheart”(?), a composite, cantilever take on the Beech Staggerwing. There's supposed to be one at

Moontown, maybe another at Tullahoma in the museum...” (which is where we saw this one.)

According to the Griffon Aerospace website the Lionheart began as the personal project of Larry French. Stemming from his admiration of the vintage Beechcraft Model 17 Staggerwing. Larry set out to recreate the 1930’s era legend by using modern composite aircraft production techniques. After a July 27, 1997 maiden flight and subsequent display at EAA AirVenture Oshkosh they had sold 5 kits, and a new company, Griffon Aerospace was born.



Lionheart in flight. A thing of beauty.

The Lionheart was similarly sized to the classic Staggerwing with the same classic lines, but the Lionheart’s composite construction gave it enough strength to forego the Staggerwing’s wing struts. Also, instead of a yoke, the Lionheart had dual sticks for control. The Lionheart was powered by a Pratt & Whitney R-985 Wasp Jr. radial engine, the same basic engine that powered the final two Beechcraft Model 17 S and W models. The Lionheart is no longer in production.



This last month Staff Writer Randy received a special request from one of our faithful readers, who is an avid aviation film aficionado, and asked “can we have an aircraft from a classic movie?” The Evil --- I mean, benevolent Zurg is happy to oblige our dedicated readers. So, to test your movie aircraft identification skills, here is this month’s mystery aircraft.



Oh, and the Benvolent Zurg AGAIN offers a clue. You should first identify the movie, THEN look at the mystery aircraft closely. It may not be what you originally thought.

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

May 25th, 2023; Regular 4th Thursday meeting. 6PM at the KSYI conference room.

May 27nd, 2023; EAA Ch-1326 Fly-In Breakfast, is CANCELLED due to Summer staffing and possible runway closure.

June 22nd, 2023; Regular 4th Thursday meeting. Program and location is TBD.

June 24th, 2023; EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, KSYI airport.

July 22nd, 2023; EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, KSYI airport.

July 27th, 2023; Regular 4th Thursday meeting. Program and location is TBD.

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:

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Secretary Sharon Tinkler: tinkler@me.com

Treasurer Leigh Kelly: leighkelly@pobox.com

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EAA CHAPTER 1326 NEWSLETTER

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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

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<https://chapters.eaa.org/ea1326>

ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

- Kommandant's Parting Komments
- April Meeting Minutes
- April Fly-In Breakfast
- **May 27 Fly-In Breakfast is cancelled!**
- Beech Heritage Museum Tour Part 2
- Technican's Korner: Propeller bolt woes
- Evil Editor Zurg's Aircraft Spotters Quiz
- Monthly plea for "Project Police" participation for new stories

