

THE SPORT FLYER NEWSLETTER OF THE SHELBYVILLE EAA CHAPTER 1326

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> October 2022 Volume 18, Number 10

Ch-1326 Website: https://chapters.eaa.org/eaa1326

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



Holy cow, where has the month gone? It seems like we just finished the September fly-in breakfast, and Shelbyville Aviation day, and already, "Evil Editor Zurg" has been hounding me for pictures and reports he demand...uh, I mean, he asked me if I would volunteer to provide for the newsletter.

Actually, this was a culmination of a very busy summer. We had successful Ch-1326 fly-in breakfasts every month this year, several months ago I attended the record-breaking Oshkosh AirVenture 2022, this last month we were invited to tour the Shelbyville airport based DC-3 "Flagship Detroit", we had a very successful flyin, plus our Chapter members helped support the Shelbyville Airport folks for their September Airport Day. I even provided Zurg all the pictures and stories he asked me to support. Although we would always like to have more tours and visits of fellow home builders' current projects, it was a very successful Summer nonetheless.

Now the weather has finally changed, and cooler less humid flying days are back with us, we're hoping for even more fly-ins, airplane builder visits, and museum visits. Currently, I'm off to Florida this week to see some more aviation related sites. (And yes, Zurg has tasked me to take more pictures and provide more stories.)

In the meantime fellow EAA members, have a Happy Halloween, and spooky but safe holidays.

Until next time.



Mark

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Last Month's Meeting

The September 22nd meeting was actually a Project Police Raid on the DC-3 "Flagship Detroit" currently sitting at Shelbyville (KSYI) airport. That was good, because going to see an antique airplane is a LOT more fun than sitting in a conference room doing business. The NOT so good part of that is that we didn't conduct any business but seeing as how we really DIDN'T need to do anything important, then that wasn't a problem. The next "regularly scheduled fourth Thursday meeting" will be next week, the 27th of October. Unless Kommandant Mark sends me words to the contrary, we will meet at 6PM in the KSYI conference room.

Project Police Report: September 22nd Raid on "Flagship Detroit"

On Thursday, September 25th, members of the elite EAA Chapter 1326 Project Police strike team, led by Ch-1326 Kommandant Mark Stauffer, walked across the ramp at KSYI airport to raid, uh, I mean visit the DC-3 "Flagship Detroit".



The Project Police team assembles.

Officially, "Flagship Detroit" is owned by the Flagship Detroit Foundation, a 501(C)3 nonprofit organization. FDF member and DC-3 pilots George Dennis and Blake Butler were our gracious hosts for this visit. In addition to Kommandant Mark, Ch-1326 members Clare Stauffer, John and Helene Wharton, Sharon Tinkler, Mark Cannon, and Tim Rosser were part of this Project Police force.

According to George and Blake, "Flagship Detroit" is the oldest flying Douglas DC-3 presently in the General Aviation fleet. (Editor's note: A DC-3 is NOT the same as a C-47) "Flagship Detroit" is, to be more precise, a DC-3-G102. She was delivered to American Airlines on March 2nd, 1937, and was number 24 of Americans' eventual fleet of 84 DC-3s. "Flagship Detroit" served in the American fleet between 1937 and 1947. (Editor's note: American retired their last DC-3 in 1949.) George and Blake walked the team around the aircraft and answered our various questions about not only THIS distinguished Lady, but DC-3 aircraft in general. As is obvious, the DC-3s and C-47s are "tail draggers", which means pilots inherit a number of "tail dragger" problems related to aircraft that don't sit level, and taxing an aircraft you can't see in front of.



Why does it feel like I'm climbing uphill?



Mama-mia, that's a biga tailwheel!



And some "robust" main linkages to boot.

One of the biggest surprises in the DC-3 was the visit to the cockpit. Although the flight controls, panel, and throttle quadrant look like any early "steam gauged" twin, the flap and gear controls at the copilots' position were, to put it mildly, "unusual". No dinky wheel or flap-shaped toggle switches here. These are "MANLY-MEN" (or "WOMENLY-WOMAN") flap and gear switches. (Ask a DC-3 pilot how this works, so you can have fun explaining it to any humanfactors professionals in your family, and watching their craniums explode.)

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Plumbers nightmare!!



So Sharon, tell me again how far out you can't see the taxiway lines?

During WW-2, the airplane was NOT conscripted into service, and continued to fly in American Airlines livery for a considerable amount of print advertising. She was never converted into a freighter. Oddly enough, since the Army Air Corps did not have a dedicated aircraft for the President during that period of time, "Flagship Detroit" was used several times to

carry First Lady Eleanor Roosevelt. We can only wonder what other WW-2 era political and entertainment personalities were ferried by this graceful aircraft.



A beautiful Lady always wants to be viewed from *her good side.*



So how long has the door to the head been locked??

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Other trivia: "Flagship Detroit" was one of the over 600 DC-3s produced. (Editor's note: I've seen claims of 607 and 620 total DC-3s, but am not able to confirm the accuracy of either number.*) As we mentioned earlier, "Flagship Detroit" was never modified to be a freighter. According to our pilot hosts, after "Flagship Detroit" left American Airlines in 1949, it was converted to a spray plane. When members of the yet to be formed "Flagship Detroit Foundation" were looking for a DC-3, they were able to convince American Airlines to restore "Flagship Detroit" to her original status and glory. Fortunately, many DC-3 parts were still available for the restoration project. Unfortunately, some pieces of the galley were NOT still available, but had to be constructed from raw material per the original plans. That makes "Flagship Detroit" a "labor of love" as well as vintage transport aircraft.

Thanks again to George Dennis, Blake Butler, and the "Flagship Detroit Foundation" for letting us tour their lady and ask questions. You aviation enthusiasts out there might consider joining or donating to the Foundation to keep this lovely lady flying. See their website <u>https://flagshipdetroit.org</u> for more information about support, display schedules, or even rides on "Flagship Detroit".

*Evil Editor Zurg postscript: Some of you astute Project Police may ask, "how could there have only been 600 something DC-3s out there with all the ones we continue to see flying or in the boneyards?" The truth is that the DC-3 was the civilian version. When you consider all the DC-3s, C-47 variants, including the Soviet and Japanese built clones, there were over 16,000 DC-3/C-47/C-53 airframes produced.



Mark Stauffer Ch-1326 Project Police

September 24th, 2022 EAA Fly-in Breakfast

MARMADUKE By Brad Anderson



Take me to the EAA Ch-1326 BREAKFAST !!

Saturday September 24 was going to be a VERY busy day for EAA Chapter 1326 as we were supporting both the normal "Fourth Saturday" Fly-In Breakfast, as well as the annual Shelbyville Airport Day.

Setup on Friday the 23rd was another skeleton crew as several members were out of town. John and Helene Wharton and Mark Cannon were the driving force getting all the tables and chairs and other equipment set up that day. Several of the Shelbyville Airport line folks volunteered to help but their own airport tasks delayed them until after the task they had offered to help had been completed. (We're grateful for the offer guys. Not your fault that the airport duties delayed you longer than you expected.)

Saturday the 24th kicked off early, but even by about 6AM, it was apparent it was going to be a beautiful day. A beautiful sunrise and some medium clouds forecast to burn off later in the day greeted both our EAA fly in crowd as well as exhibitors for the Airport Day festivities.

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Flagship Detroit in morning sun



Exhibit tents waiting for exhibitors

A little after 6AM, Mark and Clare Stauffer, and Randy and Leigh Kelly showed up and fired up the coffee pots. With the coffee pots "turnin and burnin", the remainder of the final prep could proceed at a more leisurely pace.

Mark Cannon started his ham and Spam slicing and cooking routine, Helene started breaking open eggs, and Randy pre-positioned the pancake mix and "secret ingredients" for the first batch of pancakes. Sharon Tinkler and Susie Henderson showed up, set up the welcome and change making table and started helping us get the other ingredients ready to cook. A little after 7AM the first pot of coffee was ready, and Helene and Randy fired up their grills (Mark was already cooking ham, SPAM and sausage), and about 7:15AM Helene and Randy started cooking eggs and pancakes.

As usual, the first guest showed up well before the 7:30 opening time, but he was happy to sit down with hot coffee while waiting for us to load food onto the steam table.





Helene's first customer arrives!



Susie Henderson working the sign in table.

As usual, a few customers floated (or rather, flew) in a little after 0730, and then planes started arriving on a regular schedule. The 0800 "surge" hit with a vengeance, with both people arriving to eat, and folks parking to attend the Airport Day festivities starting at 1000.



The 0800 Surge.

Since Evil Editor Zurg usually tasks Project Police Officer Randy Kelly to do double duty, cooking pancakes, and shooting pictures of fly-in attendee's aircraft, Randy would cook up a significant "buffer" of extra flap-jacks, run out to shoot some photos, then come back to start cooking pancakes again. Unfortunately, during one quick "photo shoot excursion" to the flightline, Randy's grill ran out of propane. The first indication of trouble was when Randy poured the next set of half a dozen pancakes on the grill, they didn't appear to be cooking as fast. Fortunately, the setup team had pre-positioned another propane tank next to Helene and Randy's grills, but by the time Randy could change the propane tank and start the fire up again, the grill had already cooled. It takes 5-7 minutes with the grill on hot to reach cooking temperature, and so by the time Randy was ready to start "flippin Jacks" again, the hungry crowd had consumed the existing surplus of pancakes and were waiting for more. Once the grill is hot, you can produce a dozen pancakes in about 4-5 minutes, so it didn't take long to get back on track.



Exhibitors and fly-in eaters showed up in all kinds of vehicles.

Because of the planned 1000AM start for the Shelbyville Airport Day, which included a number of food vendors (which we would be competing with), and competition for ramp space adjacent the EAA hangar for exhibits/aircraft displays, we planned to shut down our food service at 0900AM. Additionally, we had volunteered to help run some of the management functions (such as tracking volunteers, vendors, and "lunch passes" for all the folks supporting the airport displays and flight line. The 0900AM shutdown would give us time to clean up the hanger, set up our own EAA and Women in Aviation STEM booth, and get our volunteers to the other airport day management functions.

We had enough food for seconds for the existing crowd and enough for any extra fly-in folks that snuck in under the 0900wire, so we stopped cooking 5-10 minutes before closing time after having fed just about 100 people. As "Murphy" would have it, right at 0900, about a dozen flyers walked in expecting us to be open till the routine 0930AM closing time. Actually, they ended up being the "lucky" customers of the day. Because we had quit cooking, had just run out of an item or two, and the folks just hadn't gotten the word (and the "till" had already been closed and counted), the "lucky dozen" were given free access to the last of the leftovers. The end result was that we essentially fed a total of about 112 folks.

Most of the folks showing up for breakfast ended up staying for Airport Day, so their planes became part of the giant "static display" of general aviation aircraft for the non-flying visitors there for Airport Day. (Editor's note: Because of this "show up to eat – stay as a static display" phenomena, and all the other aircraft and exhibits there that day, we're just going to push the "breakfast attendee's airplane photos" to the "Airport Day" article in the November issue of "The Sport Flyer".

Randy Kelly Staff Writer



Evil Editor Zurg note: As Kommandant Mark noted earlier, it was a successful summer. This month I've got one of those rare problems editors sometimes have, mainly that of having more material than I could easily fit into the normal size of "The Sport Flyer".

Seeing as how for 2 months, I've put "part 2" of Project Police Pilot (and Staff Editor) Randy's report on his flight of an "experimental" category Schleicher ASK-23 on hold. I'm going to release that article this month.

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Experimental ASK-23 First Flight (sort of) Report



Not so fast Calvin!!

Part Two. A "First Flight" profile for a safe production glider.



An "Experimental" Production Item(.!?)

Evil Editor Zurg's note: In a previous issue of the "Sport Flyer", Project Policeman Randy relayed about preparing for his first solo flight in an ASK-23 single place glider. This seemingly "simple" addition to Randy's logbook, turned out to be more of an exercise in "Risk Management" than had been originally anticipated. Not only does the fact that a single place aircraft has the obvious limitation of not being to fly with an instructor the first time you "mount up", but this specific ASK-23 aircraft also turned out to be heavier than the "stock" ASK-23 used for the flight manual specified limitations, and additional research of both local and Internet accessible documents for the aircraft were required to satisfy PP Randy's suspicious nature about machinery with statistically significant probability of killing you for bad decisions. The fruit of Randy's research was a new weight and CG worksheet which placed Randy in his normal flight-weight-configuration at slightly AFT of the

aft CG envelope. (There is no need to remind those of you certified aviators out there, that AFT of the aft CG is NOT a good place to be.) The final outcome of this was PP Randy's decision to add weight under his derriere to bring the CG comfortably in the middle of the CG envelope.



ASK-23 Single-seat glider.

Even though this is a production glider and flown routinely by other experienced glider pilots within the club, it was the first time I'd flown it. Anytime you fly an aircraft the first time you should have a plan. When I first thought about flying the ASK-23 with an additional requirement of allowing some of our more advanced solo student pilots to fly it, I decided I needed to do a "mini-qualification" profile. I had already developed an expanded pre-flight checklist that covered all the items in the flight manual and had dry-ran it once, so next I built a set of "test cards" with some ground events, and a basic flight profile to give me insight into the basic handling qualities of the glider.

Ground Test Card:

- 1. Normal ground pre-flight per my expanded pre-flight checklist
- Cockpit ground familiarization: Adjust rudder pedals, harness, check reach to spoilers, reach to release, reach to canopy releases. Check the reach to the canopy jettison handle, but don't touch since I wouldn't be wearing a chute.

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Cozy cockpit. Looks like an ASK-21 except the pitch trim is outside of spoiler handle instead of adjacent the stick.

Flight Profile: Based loosely on a mission profile we used at Test Pilot School for our first flight with students in a Schweizer SGS 2-33. The "events" were:

- Normal T/O (includes a quick check of pitch gain both on the ground and immediately after becoming airborne so I could make a land immediately or continue TO decision)
- 2. Quick but limited check of control gains in all three axis above 200ft
- 3. Normal Aerotow high tow position
- 4. Box the wash above 1500AGL, down then clockwise around the wake
- 5. Release at 3K trim for Best L/D at 43 knots
- 6. 180 deg then 90deg clearing turn at 15-20 deg bank angle
- 7. Adverse yaw evaluation, rudder free
- 8. Straight Phase A stall

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- 9. Straight Phase B stall, 1 sec pro-spin controls
- 10. 360deg turns at best L/D 30 deg
- 11. 360deg turn at best L/D 45 deg
- 12. 360deg turn at min sink
- 13. Steady Heading Side-Slip
- 14. Above 1500ft altitude, evaluate spiral mode, best L/D 60 deg steepen,
- 15. Normal Pattern
- 16. Normal landing and rollout

My test cards lived in the back of my kneeboard pad for several weeks until I actually ended up with a couple hours between students, and enough "spare time" to fly the 23 myself. The next opportunity I had to fly the 23 was the 1st of May 2022, when some of my afternoon students cancelled out, and the ASK-23 was available. (Editor's note: there's another story behind that day's flying which shall get delayed until some future date.) So we towed the ASK-21 back to the hangar, put it away, then pulled out the ASK-23. the ground pre-flight checklist, Ι ran accomplished a positive control check, then we pulled it to the end of Runway 14. The winds were less than 6-8 knots with about a 45 deg right crosswind. (These are nominal conditions for Eagleville-Puckett airport this time of year.) We pulled the 23 to the "ready circle" and I climbed in and completed the ground items on the card.



At the "ready circle" waiting for tow.

Flight Results:

 Normal T/O: I started at neutral stick and once the ASI indicated airspeed, I brought in enough aft stick to get the nose gear off the ground. The ASK-23 seemed slightly more pitch sensitive than the ASK-21, and slightly less sensitive (from my recollection) than the Grob-103 with 2 pilots. Once airborne, I brought the aircraft up to about 6-10 ft AGL. Pitch gains were fine so I settled back down to about 2 ft AGL for the rest of the takeoff, and followed the tow plane up after it lifted off.

- 2. Quick lateral-directional control check: Once safely away from the ground, I rolled and yawed a few degrees to see how everything felt. The aircraft responded as I expected.
- Aerotow: The aircraft felt stable. The lateral control gains and control harmony were pretty good, and the 23 was easy to fly on aerotow. As I noted earlier, it did seem a little more pitch sensitive than the ASK-21, but also seemed less prone to "nose hunting" than ASK-21. (I'm "educated guessing" the 23 probably has a lower magnitude/shorter Dutch Roll period. I didn't have a Dutch roll point on card, and Dutch roll measurements using the "one potato two potato" measuring technique are not very accurate.)
- 4. Box wash at 1500AGL, down then clockwise: The 23 was easy to maneuver, and stable. Using the "normal" corner reference points I use on the Pawnee tow plane (horizontal stabilizer just below the rear-view mirrors or below the leading edge, and tailwheel aligned with the Pawnee's mains), I had no problem staying clear of the Pawnee's wakes or propwash.
- Release at 3000 ft trim for Best L/D of 43KIAS. I had plenty of trim authority and the 23 trimmed easily.
- 180 deg then 90 deg clearing turn: I had about
 20 deg of bank and was mostly looking for traffic.
- 7. Adverse yaw evaluation, rudder free: I rolled out to a point on the horizon, took my feet off the rudders, and put in a full aileron step in one direction. The ASK-23 response was similar to that of an ASK-21, in there was a noticeable lag in a heading change when the roll started. There was no noticeable yaw in the other direction or pitch coupling as seen in SGS 2-33.
- Straight ahead Phase A stall: Using about 1-2 knot bleed from best L/D. I got a slight control buffet and slight pitch over, and a slight roll off to one side. (I suspect I had a little yaw rate on entry.)

- 9. Straight ahead Phase B stall, 1 sec pro-spin controls: At stall indication, I went full aft stick, and full right rudder for "one potato". There was no noticeable roll for about ½ second, then the aircraft rolled to about 20 deg bank. When I neutralized the rudder, the roll rate stopped and I recovered normally by releasing up elevator and rolling out using coordinated controls.
- 360 deg turns at best L/D and 30 deg of bank: It was easy to maintain bank. No noticeable spiral tendency, and the stick appeared to be centered.



30deg bank. Easy to keep yawstring centered.

- 11. 360 deg turn at best L/D and 45 deg: Easy to maintain bank. No noticeable spiral tendency, and the stick appeared to be centered.
- 12. 360 deg turn at min sink (45 deg bank): Similar to turn at best L/D. It was easy to control airspeed, and no noticeable stick deflection to maintain bank.
- Steady Heading Side-Slip: No noticeable undesirable handling qualities. I had enough rudder and aileron control to generate significant sink and still maintain heading with about 20-30 degrees of bank and yaw.
- 14. >1500 ft, evaluate spiral mode, best L/D speed, 60 deg steepen: At 60 degrees of bank,

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there was a noticeable "outside" stick offset to maintain the bank at 60 deg, but still had pitch control. Slowly increasing bank, I ran out of elevator authority at about 70 deg of bank. I stopped increasing roll when I lost any ability to increase pitch and airspeed started to increase. It was easy to roll out using leading rudder and aileron.

- Pattern: Visibility was good, and I entered a normal downwind pattern. "Normal" (no wind) approach speed is 49 kts, and but with about 6-8 kts of wind and a crosswind, I elected to fly the approach at 55 kts.
- 16. Normal landing and rollout: Normal approach at 55 kts with base and final turns at about 600 ft and 300 ft. Good lateral stability despite some crosswind. I flew about a stabilized 10 degree crab on final and kicked the nose straight a few seconds before a rolling touchdown. A little aft stick reduced the weight on the front gear after touchdown, and it remained responsive to the rudder till below about 15 kts indicated.

Based on this flight, and with some discussion with our "ops officer", I had no qualms about our more advanced solo students flying this glider in the heart of the cg envelope. We decided we could endorse selected solo students to fly the aircraft but decided to increase the minimum front seat weight to 180 Lbs to make sure the students will be in the heart of the envelope. I'd LIKE to go do a quick spin entry investigation of this aircraft, but that will be postponed until sometime in the future as I will need to find someone who will lend me a chute, I need to go practice some spins in another glider (to reset my "gains"), and get the club to give me a waiver to allow me to do the investigation. We currently prohibit aerobatics in any of the club gliders. (Maybe next year. ☺)



Randy Kelly Project Police Pilot & Staff Writer

Project Police Aircraft Spotters Quiz

Evil Editor Zurg



Last month's spotters challenge returned to the category of "obscure early aviation experiments" with this vintage that was spotted

in the Saturn V hall of the U.S. Space and Rocket Center in Huntsville, AL.



I was pleased that two Project Police submitted comments to Staff Editor Randy on this one. Being an "Evil Editor", I did get a small amount of perverse pleasure that nobody identified the "mystery aircraft", despite some clues that I left. (I'm not going to identify the PPs who participated, least they take offense at being identified as not knowing the answer. However, you PPs know who you are, and know this, that you DO accumulate "Zurg participation points" for participating, even if you don't get a prize.)

Anyway, I digress. The correct answer to last month's Aircraft Spotters Quiz, was the 1908 "Quick Monoplane". One of our intrepid Project Police opined that though he didn't know what it was, he thought it was a Gustav Lilienthal. Although that was incorrect, it is almost certain that Mr Quick was aware of and inspired by the designs of Otto and Gustav Lilienthal.

The best and most succinct "short story" for this aircraft was probably the plaque adjacent the aircraft in its lofty perch. I quote directly from that plaque; "Alabama's Early Start in Aviation. William Lafayette Quick (1859-1927) was a vivacious individual. A blacksmith by trade, he was an inventive genius skilled with mechanics. Quick was often inspired by wildlife and nature. Watching vultures dip to earth then pull easily back into the skies, he made mental notes on their flight patterns,

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wing structure, gliding, propulsion and steering. He dreamed of manned flights at his home in New Market, Alabama. Quick was skilled with his hands and began to assemble a flying machine. Within months after the turn of the 20th century, he and his sons were conducting tests on propeller shapes, wing contours and methods of propulsion. He flew his design in 1908, five years after the Wright brothers' first flight. The streamlined airplane he developed, with retractable landing gear and a steering tail wheel, incorporated ideas that became integral parts of airplane designs years later."

This particular specimen of the Quick Airplane was restored by EAA Chapter 4980 of Huntsville, AL. For the curious (we ARE EAA members) who want to know more about the Quick Airplane restoration, see the article by Ch-4980 member, Chet Klier, at <u>https://earlyaviators.com/equick2.htm</u>.

On to this month's Aircraft challenge. I think we shall return to another fighter from the period of the Spanish Civil War, and early period of the so-called "Great Patriotic War". Can you identify this aircraft from this set of "3 view" drawings?



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? 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 electricrow@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.

October 22nd; EAA Ch-1326 Fly-In Breakfast, Sport Flyer Hangar, Shelbyville Airport.

October 27th; EAA Ch-1326 Regular 4th Thursday Meeting: Location KSYI Conference Room. Program; TBD.

November 24th; EAA Ch-1326 Regular 4th Thursday Meeting: Location TBD. Program; TBD.

November 26th; 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 <u>https://www.socialflight.com/</u>

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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).

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Inputs for the newsletter or any comments can be e-mailed to Randy Kelly at <u>electricrow@pobox.com</u>

From the **Project Police** legal section: As you probably suspected, contents of The Sport Flyer are the viewpoints of the authors. No claim is made and no liability is assumed, expressed or implied as to the technical accuracy or safety of the material presented. The viewpoints expressed are not necessarily those of Chapter 1326 or the Experimental Aircraft Association. **Project Police** reports are generally printed as they are received in the next "convenient" issue, with no attempt made to determine if they contain the standard aviator caveat of at least 10% truth. So there!

THE SPORT FLYER EAA CHAPTER 1326 NEWSLETTER C/O Randy Kelly PO Box 767 Shelbyville, TN 37162-0767 https://chapters.eaa.org/eaa1326

ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

- Kommandant's Komments
- Sept Project Police raid "Flagship Detroit"
- Sept Fly-in breakfast report
- "Experimental" ASK-23 flight report
- Evil Editor Zurg's Aircraft Spotters Quiz
- Monthly plea for "Project Police" participation for new stories

