



THE SPORT FLYER

NEWSLETTER OF THE SHELBYVILLE EAA CHAPTER 1326

<i>President</i>	<i>Randy Kelly</i>	<i>661-400-0203</i>
<i>Vice-President</i>	<i>Tim Rosser</i>	<i>570-751-3104</i>
<i>Secretary</i>	<i>Sharon Tinkler</i>	
<i>Treasurer</i>	<i>Leigh Kelly</i>	
<i>Newsletter Editor/Writer</i>	<i>Randy Kelly</i>	<i>661-400-0203</i>
<i>Guest Editor</i>	<i>EE Zurg</i>	<i>unlisted</i>
		<i>June 2024</i>
		<i>Volume 21,</i>
		<i>Number 6</i>

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

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

Kommandant's Korner: June 2024

Dear EAA Chapter-1326 members and friends,

It seems the weather daemons wished to have one final fling in Middle Tennessee before the Summer weather started to move in. Despite days of rain and some nasty wind days we managed to sneak in 6 Young Eagles plus an Eagles flight by watching the weather forecasts the last few months and sending out "who's available" notices to the parents. The end of the school year and the start of "vacation season" always throws schedule twists at us and this year was no different. Between school schedules, relatives schedules and maintenance daemons we ended up too short of volunteers to man the May breakfast and had to cancel. (Actually, it was probably just as well because the weather daemons were acting up that weekend too.)

However, the old saying "when nature throws you lemons, make lemonade!" came into play. Several of our EAA members got the rest of a "donated" RV-6 moved into our EAA hangar. (A homebuilt project in an EAA hangar? What a concept! Look for a story on that project in coming months.) With the breakfast date cleared, Leigh and I decided to go visit family and friends across 4 states AND I went and got a self-launch

glider endorsement in a Pipestrel SINUS motorglider. (Standby for a story on that soon too.) All in all, it has been a good month despite the weather daemons' best efforts to dampen our spirits. Hopefully your Summer is shaping up too. See you at the airport.



Randy Kelly
President

Last Month's Meeting

Randy convened the meeting at 6:01PM. Randy and Leigh Kelly and Mark Cannon were physically in attendance; Vice President Tim Rosser, Secretary Sharon Tinkler, and Jake Washburn attended virtually. Later during the meeting new members Lamont Taylor and visitor Mike Loehle arrived in person.

Leigh Kelly presented the Treasurer's report and we reviewed the April Minutes that had been typed up by Sharon Tinkler. The financial report and minutes were approved unanimously.

Old Business: Our hangar breakfast in April on Shelbyville Airport's Aviation Day had a good turnout. We estimated 130 attendees based on the money collected, eggs cooked and coffee

cups used. We had 2 new Chapter members plus over 20 Young Eagles (YEs) signed up.

New Business: Randy noted there was a typo in the May newsletter regarding the June event dates and the correct dates were Thursday June 20th for the next Chapter meeting and Saturday June 22nd for the next breakfast. Jake Washburn gave an update of the RV-6 project. The aircraft transfer is "in work" between the donor, Al Beardsley (of the Upper Cumberland EAA Chapter), and receiver, Derek Rowe's Aviation USA, L.L.C. (a 501(C)3 charity). Jake reported "the plan" is to "host" the build in our EAA hangar. Derek has started construction of the wing dollies, but they are not ready yet. Jake Washburn is planning to build a cradle/dolly for the fuselage. Plans for completing the RV-6 build are in limbo until we can inventory parts to determine what we have and come up with a build plan.

International Young Eagles Day is June 8th. We will be unable to do a rally because we don't have enough pilots available to do one. We will plan on doing our YE rides by appointment with no more than two pilots flying and no more than 5 YEs waiting so that we will NOT be classified as a "Young Eagles Rally" (which would require us to notify the EAA Young Eagles Risk Management Office 30 days in advance so that they can provide additional liability insurance coverage). For future Young Eagles flights we currently have two aircraft available, Lois (Randy's Skylane) and Mark Cannon's Warrior.

An additional note was that nominations for Young Eagles awards are due to EAA Headquarters by June 16, 2024. Randy said he would forward information for nominating Young Eagles outstanding volunteers by 16 June 2024.

We welcomed new members Lamont Taylor and Mike Loehle. Lamont has experience in aircraft maintenance and Mike has extensive experience in homebuilt aircraft and paint systems.

The meeting adjourned at 6:47PM

Randy Kelly
Staff Editor

2024 May Fly-In Breakfast Cancelled



"Anything that can go wrong will go wrong." -
Murphy's Law

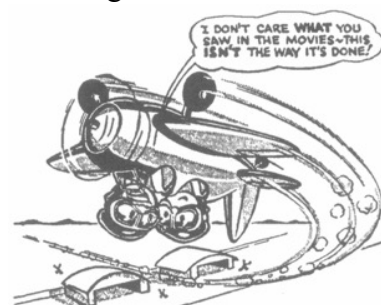
"Murphy was an optimist." - Kanard's Korrollary

Project Police Flight Report



Evil Editor Zurg: In April's Sport Flyer, Project Police Pilot (and Staff Editor) Randy had "decided" to do three FAA Safety WINGS flight events in a local FBO's Evektor Harmony. Randy talked about how he had pulled the Pilot's Operating Handbook (POH) and other important documents from Hawkins Flight Academy's Aviatize website to familiarize himself with the Harmony and what his preflight and planned "flight profile" would consist of to complete the minimum required items for those 3 WINGS Flight events. This month Randy presents his final flight report and conclusions.

Caveat: All the maneuvers performed during the flight were well within the limits of the flight manual and FAA regulations for normal flight. That said, I'll caution you - do NOT go explore the deep stall regime of the aircraft flight envelope yourself unless you have been trained to do that and/or have had more detailed stall, spin or aerobatics training.



Part 2: A "Harmonious" Flight (or "A Limited Flight Eval of the Evektor Harmony")

With a flight date on the books, my aircraft "study" complete, a hard copy of the checklist and Section-3, and a "flight profile" for my kneeboard, I was basically ready to go fly. A few minor items still needed to be done. I needed to make sure I had a payment method Hawkins Flight Academy would accept AND because this was the first time I had flown with them I would need to prove I was either a US Citizen or a "National" before they could provide flight training to satisfy the TSA requirement. That was simple enough as I had a current passport, so that went into my flight bag as well as my iPad, my latest powered aircraft and glider logbooks, and all the other support materials.

Tuesday morning March 19th, 2024 I showed up 30 minutes early to set all my stuff out and mentally rehearse again what we were doing so I could explain my preparation and my "mission plan" for my instructor. (I've discovered from previous "flights" in a new aircraft that some civilian trained instructors are not accustomed to a new student showing up with that much preparation plus also running a briefing.)

When my instructor, Caleb Kahler, showed up, I introduced myself, explained what I wanted to do and why, and finally noted that my overall objective was for both of us to "have fun". I gave him my logbooks, my pilot's certificates, and my passport so he could make the appropriate copies for his logbooks and the mandated TSA records. I then showed him the materials I'd printed out, gave him the WINGS event instructor worksheets, pointed out the "minimum" areas/events that needed to be covered and then reviewed the flight profile events I'd outlined. I noted that I had NOT calculated an exact gross weight or CG for us but had only done a "ballpark" estimate using "standard" weights and

about 75% fuel load to see that we fit into the "envelope". He was comfortable with that. All the paperwork and ground briefing took about 45 minutes and after the final ground checklist item (go to the bathroom), we "stepped" out to the aircraft. On the way to the aircraft, Caleb asked which seat I'd rather sit in. Though I'm used to flying sticks with my right hand and "yoking" with my left hand, I said I'd prefer the (normal) left seat to fly stick with my left hand and run power and avionics with my right hand. The different stick motions would mean I'd have to "think" more about what I was doing rather than using "muscle memory".

The aircraft had flown the previous hour and was on the main ramp. Since it had already been preflighted and just flown I didn't plan on draining and checking the sumps. We turned on the master to check the fuel levels and I checked the stall horn sensor to make sure it worked and see what it sounded like. It was a shrill electronic "beeeeeeeeeeeee", nothing like that bicycle horn that Cessna uses. (You think I'm joking - go take a look at the stall horn under the "glove box" of old "classic" Cessnas.) The gauges showed 1/3rd tanks and Caleb said it needed fuel so we pulled the chocks and pushed it to the fuel pit. While he headed to the "pay station" I attached the ground cable to the exhaust stack, pulled the fuel hose out to the far filler and pulled the caps.



Flush caps with latches - a good place to collect water!

I asked him to let me re-install the caps so I could see how they worked but reminded him to double check them for me during the walk-around. The Harmony uses flush-mounted caps with counter-sunk latches. They immediately reminded me of the "killer caps" that Cessna used

on their older singles which were notorious for allowing water that collected in the latch well to seep into the tank, but these were nice and tight and turned snugly. In hindsight while doing my notes, this was my faux pas of the day. Since Caleb had checked the sumps earlier in the morning and just flown a student for an hour, it was probably safe to assume there was no contamination in the tank, but that may not have been a good assumption if we had been a "transient" and weren't familiar with the fuel provider. Anyway, in the case of the Harmony, it only has two fuel drains, one for each wing tank sump but with no gascolator or carburetor sump up front.



Main tank fuel drains just forward of the flap hinges.



Nosewheel steering direct connections to rudder pedals but no gascolator drain.

With 1/3rd tanks to start and an additional 5 gallons on each side in an aircraft with only

about 31 gallons useable, we were now "fat" on fuel. I pulled out my checklist and did the walkaround. I'd already checked the stall vane and horn on the left wing and proceeded counter-clockwise per the POH and checklist. The leading edges were clean and there were plastic vortex generator vanes aft of the leading edge. A couple of the vanes had "departed the fix".



Adhesive mounted vortex generators. (One's missing. So how many do we need???)

The wingtips are flared and there is an electrically actuated trim tab on the left aileron. When I got to the trailing edge inside the aileron, I realized I hadn't dropped the flaps. I laughed and remarked "that's why we have checklists" to Caleb, then climbed up the wing and lowered the flaps. The Harmony has split flaps that are about half span and probably less than a foot wide in chord. Being used to my 182's big Fowler flaps (40 degrees of Fowler flaps are GREAT drag producers) and remembering the top of the "white arc" (V_{FE}) of the Harmony as 70 KIAS, I made a mental note to pay extra attention to airspeed during final descent. The empennage is pretty conventional but unlike the "split" elevator and offset trim tab of my Skylane, the Harmony has a full span elevator with a centrally mounted electrically driven elevator trim and a large "cutout" in the bottom of the rudder to clear the elevator and trim tab.



Electrically actuated aileron trim tab.



Split flaps under the trailing edges.



Full span elevator with electrically actuated central trim tab.

The right side VOR sensing antenna was loose so I tightened it up and noted to tell Matt and Mike. When I got to the engine compartment the checklist said Oil...turn prop to "burb" (burp?) engine then oil level check. I found a filler cap, but there was no dipstick! "Where's the dipstick?" I asked Caleb. (Evil Editor Zurg note: one of our Ch-1326 technical experts tells me the Rotax is a dry sump engine so you may have to pull the prop through a couple blades to "burp" it to accurately measure the oil level.)



Gurgle, gurgle - BURP!



Rotax oil filler cap. (Where's the dipstick?)

"Inside the oil filler" he remarked. OK, this was the first time I'd preflighted a Rotax, but yea verily, you remove the rather large oil filler cap, and inside the recess is the dipstick. That's actually a good idea as the "drips" go back in the engine when you check the oil. The rest of the preflight was uneventful.



So THERE is the dipstick!

The "Before Start" and "Starting Engine" checklists were straight forward and ran smoothly. The Rotax started up on the first blade (dual electronic ignition is great.) After it starts and smooths out, you run the engine at 2,500 RPM to warm up. It was pretty smooth and pretty quiet, but I had to consciously overcome some "cognitive dissonance" to run the engine to 2,500 RPM for warmup when that's close to the redline of the O-470 in my Skylane. The big vernier knob on the throttle was a "good" and "bad" feature. The large vernier control was real good on the ground when dealing with a high-revving geared engine, but actuating the push-button to override the friction lock felt awkward. (Editor note: I've talked to some pilots who do not like vernier controls because they want a more immediate response when they need to modify power settings.) We ran the "Taxi" checklist, listened to the AWOS and started to taxi to the active runway. Steering by the rudder pedals was pretty tight but not too "twitchy". Caleb noted the rudders were always connected to the nosewheel and remarked it was not unusual for most students to wander all over the taxiway.

The vernier throttle worked well during taxi. We got to the runup area and started the "Before Takeoff" checklist. The cognitive dissonance momentarily reappeared as I ran the engine up to 4,000RPM for the magneto checks, and after runup we went back to 2,500 RPM for the rest of the checklist. I went beyond my normal departure brief since we had a lot to do. I briefed the instruments I'd check on runup, airspeed alive, a "reference airspeed" for abort criteria, takeoff emergencies (no turns back below 500 ft), transfer of controls, crew duties, then quickly reviewed the maneuver series and airspace. Caleb had no questions, so I announced departure, rolled onto the runway and brought up power as smoothly as the throttle would let me. The vernier and friction controls fought me so power application was not as smooth as I would have liked. Gauges were good. I called "airspeed alive" and "gauges good", then "V1" when we hit 45 KIAS as briefed. (Note: Yes, I know there really isn't a "V1" in a light single, but it makes a good "reference" and is easy to call.) As we approached the 57 KIAS rotation speed the wind blew us off centerline and I came in with rudder and the nose IMMEDIATELY

jinked in that direction of the rudder. "Remember the connected nosewheel" Caleb remarked. I made a mental note to keep weight off the nosewheel for any future high speed ground ops.

I accelerated to Vy (65 KIAS) and pulled the flaps up at about 150 feet (per the POH) and continued the climbout. At 500 feet I turned crosswind and announced a crosswind departure. We continued to climb to 3,500 feet out about 6-8 Nautical Miles East to do our maneuvers. I made a few turns during the climbout to see how it tracked and used the electric trim to tweak the stick forces. The trim worked pretty good but the Harmony was pretty clean and the turbulence did require a decent amount of crosschecking and "pilot input" to stay within about +/- 3 KIAS during the climb. When we reached our altitude, we accomplished two 90 degree clearing turns. The aircraft turned easily at cruise power and I had no problem stopping turns within about 5 degrees of desired heading. After the second turn we slowed down to start the flight at minimum controllable airspeed (MCAS). I left the flaps up for the flight at MCAS and stalls. When my airspeed slowed to somewhere around the bottom third of the white arc, the stall horn came on (though I didn't notice it at first because of my noise cancelling headset) but the controls were still pretty responsive. The vernier throttle control worked well here as I could SLOWLY reduce power. The controls started to feel "mushy" below 40 KIAS so I stopped there. I added enough power for about another 3-4 KIAS and accomplished some 90 deg turns at 15 degrees of bank. The stall horn "squealed" in protest the whole time, but the aircraft was well behaved. I added power to get back to the top of the white arc, I left flaps up, then reduced power to idle (about 1500 RPM I recall) and established about a 1 KIAS/second bleed rate to do a straight-ahead Phase-A stall. On came the horn, the controls got sluggish and I started to feel some airframe buffet so I released back pressure, added power and recovered. I then said "I'm going to do a Phase-B stall, so at the stall indication I'm going to apply full rudder for 1 second then release and recover". (Evil Editor Zurg note: A "Phase B stall" is a standard flight test maneuver used to investigate the spin resistance/susceptibility of an aircraft. I involves stalling the aircraft, applying "pro-spin" controls for 1 second then neutralizing the controls. An

aircraft that does not react adversely within that 1 second period is considered "resistant" to a spin, which is what you normally want in a training aircraft.)

I came back on the power again, established the same slow bleed rate. Knowing that torque could cause the aircraft to roll faster to the left than to the right, I'd already decided that at the stall I was going to use right rudder. (Evil Editor Zurg note: in the test business, this is known as the "build up approach". You start simple, then accomplish maneuvers in increasing difficulty or risk. A Phase A stall before a Phase B stall and using RIGHT rudder versus left rudder the first time reduces the chance of encountering a hazardous condition before learning more about how the aircraft will handle in that condition.) The aircraft decelerated into the same mushy control regime and buffet as before. The stick was almost full aft so I applied full right rudder. This is one of those times when you experience "time dilation" and the world seems to go into "slow motion". I remember applying rudder then going "One one-thousand, release...." and just as I started to release the right rudder, the nose suddenly dropped and she rolled off to the right about 40 degrees. The world snapped back into "real time" - I kicked in full left rudder and the roll immediately decelerated, I released back pressure, called "recover", then used coordinated controls to pull up and roll out and added power. The vernier throttle control "unlock" button felt awkward so I ended up pushing the power in to some point then using the vernier to get back to a reasonable power setting. "That was unexpected..." I announced on the intercom. I don't recall what if anything Caleb said at the time. (Evil Editor Zurg: He was probably thinking "What the h..l did I agree to do with this yahoo?")

For me, those last 30 seconds were the most "interesting" part of the flight. Coming from the flight test community, any "unexpected outcome (result)" is a matter of concern and could be a reason to terminate the test and go home until you analyze the data. However, there is a BIG difference between an "unexpected" event and an "unanticipated" event. In the stall regime, what the aircraft does depends on the entry maneuver, the exact CG, any "residual" roll or yaw and even

just turbulence. A stalled aircraft may do nothing more than just bob its nose up and down and scream at you with the horn, or it may drop the nose straight ahead, or it can roll off on either side, or it can suddenly completely depart controlled flight. All of those results were "anticipated" and I had reviewed and practiced a response to each of those. So, although I didn't "expect" the Harmony to rapidly roll off to one side after only 1 second of "aggravated" input, I had certainly "anticipated" that outcome and had an immediate response available. When she "rolled off" but immediately responded to the rudder inputs, that made it an "interesting" result versus something to be concerned about. The Harmony was happy, I was happy, so now it was time to finish the profile.

Even after finishing the stall series, we were still at almost 3,500 feet and needed to lose altitude on the way back to the field. We headed back to the field and set up for the "emergency descent" event. (Editor note; the FAA doesn't specifically define an emergency descent as it is situation dependent. A power off high speed "clean" descent may make more sense for something like a pressurization emergency whereas a situation driving an immediate landing may drive a low speed high drag descent.) I "verniered" the throttle back to about 1,500 RPM and lowered the nose and accelerated to the maneuvering speed (90 KIAS). We discussed our options during the descent. I obviously could have gone well into the yellow arc if I needed more descent rate, but it was kind of bumpy so I decided maneuvering speed was a good safe bet. Alternatively, I opined we could drop landing flaps (30 or 50 degrees) and slip at the top of the white arc, or even just slow down well into the "backside" of the power curve to use "induced drag" to increase descent rate. All those techniques will get you down quickly, but without some "flight test" points I couldn't say which would work better for the Harmony. (Evil Editor Zurg notes: in some aircraft the airfoil will stall before you get to a definite "backside" of the power curve. The Harmony POH did not have a lift/drag curve provided but the climb charts did have a visible peak well above stall speed, so it is probably reasonable to assume that a power off full flap descent slightly above stall speed would generate a significant sink rate.) I didn't

specifically note what our maximum descent rate was during this power-off descent but we had no problem getting to an altitude I was comfortable with to set up for pattern entry.

During the descent, we pulled up the AWOS to check the winds, then I turned to a heading to set us up for a 45 deg entry into downwind for runway 18. I completed the before landing checklist, announced our position and intent, then reviewed what approach we would do. I noted the speeds I wanted to fly and said I would use 15 degrees of approach flaps and would use a turning slip or straight sideslip (A.K.A. "steady heading sideslip") to control my descent angle simulating a flaps malfunction (as "emergency procedures" were on all three WINGS flight events worksheets). We entered downwind, I announced downwind and intent to do a low approach and lowered 1 notch (15 deg) of flaps. I looked at the runway for reference then looked back at airspeed to see that I was right at the top end of the white arc. "Wow, this is really slick. It's easy to overspeed the flaps" I noted and Caleb chuckled and concurred. I "thumbed" in a little more nose up trim and "noted to self" to keep a closer eye on the backup ASI (which was easier to see while looking out to the left at the runway). The Harmony stayed "light" on the stick in the pattern and slipped pretty well. I sideslipped around the turn to base leg then transitioned to a straight slip on base and selected a building in the distance to use as my "flight track" reference. I didn't note any obvious airspeed indicator errors during the slips and control forces remained light. I called base, then turned to final and slipped down towards the runway using an "aim point" near the "captain's bars" about 1/5th of the way down the runway. At about 50 feet I stopped slipping and started adding power to go around. Just like during the stall recovery I "pushed" the throttle part way to get an initial power setting. There was a noticeable pitch change, but not much so I continued "verniering" in power till full power. We were already at 15 degrees of flaps which I left there until about 150 feet per the checklist recommendation. At 500 feet we turned crosswind and I noted I'd continue climbing to 1,000 feet and accomplish a normal landing with full landing flaps (50 degrees). I flew a normal pattern selecting the first notch (15 degrees) on downwind, then the second notch before entering

base. I was a bit on the high side (that's my typical GA airport pattern) so I went to full flaps (50 degrees) prior to final. The Harmony was coming down, but not like I expected (I've got 40 degrees worth of Fowler flaps on the Skylane which give me LOTS of drag), so now I'm adding slip and it's apparent I'm still going to be to the "captain's bars" before I can land. In my head, I'd originally been planning to do a touch and go, but with the 1st third of the runway approaching, about 5-6 knots of crosswind and with a so far "unknown" touchdown behavior, I decided a "full stop" was more in order. I told Caleb that after the flare that I was going to add a little power and treat it like a soft field touchdown. I flew glide speed down to about 30 feet then verniered in a little power and raised the nose higher to float farther in ground effect and settled onto the mains. Touchdown was smooth, but I had some rudder in to control the drift and as soon as the nose gear settled she "jinked". I was compensating as Caleb again remarked "remember the nosewheel steering is always connected". (Yea verily!) I came back on the stick to get the weight off the nosewheel which helped keep her straight, then we slowed down and exited at the center taxiway.

I glanced at my watch to check the time and said "I think we've got plenty of time for another pattern" so we headed back to the end of 18. At the end, we did a quick before takeoff checklist again (without a runup) and I briefed this would be a simulated engine out emergency. Caleb acknowledged and noted that 1000 ft midfield would work fine. We checked the pattern, announced our intentions for a closed pattern with a simulated emergency to a full stop then rolled onto the runway. Power up, gauges good, airspeed live, rotate and climbout. We raised flaps at 150 feet, turned crosswind at 500 feet, then climbed up and turned into downwind. I leveled off, repeated the plan for a simulated emergency and Caleb acknowledged 1000 feet midfield entry, then I made the downwind call. At mid field, I "verniered" power back to 1500 RPM idle and announced, "simulated power loss". I then verbally noted, "slowing to best L/D" (my glider vocabulary keeps sneaking in), then called out the items as I went through them, I checked gauges, checked the fuel selector, checked the ignitions, then noted that if I had time I would squawk 7700 and transmit a mayday. I turned

towards the runway and started adding drag first with flaps then with a slip. I had enough altitude that if I'd needed to land earlier in the runway I could have reduced drag and turned downwind for a short, modified pattern, but I had plenty of runway and with being unfamiliar with how much altitude I would lose in the turns, I decided the easiest and safest approach of just using the last half of the runway was the least risk. I descended into ground effect, pulled power all the way back, eased back on the stick to establish my landing attitude, and once she touched down I eased the stick back to keep the nose up and aerobraked until the nose came down on its own. This time the Harmony didn't "jink" as the nose gear set down so apparently keeping load off the nose gear until the slowest speed is one of the secret techniques for this aircraft. Only light braking was needed to make the next taxiway so I pulled off and announced we were clear of the runway. While taxiing back into parking I asked what our total time was, and Caleb noted we had flown about 0.8 hours.

The winds had been starting to pick up so we tied down the Harmony and headed back to the Hawkins Flight Academy Office. Caleb and I had pretty much talked about everything during the flight so there wasn't really anything to debrief beyond just a brief list of the maneuvers to make sure we'd covered all required areas specified in the WINGS flight event worksheets. We accomplished ALL of the flight maneuvers I'd planned for our "profile" in a bit over 0.8 hours and Caleb expressed surprise in he fully expected us to take 1.5 hours to accomplish all those tasks. He also noted it was good to fly with somebody more knowledgeable and communicative in the cockpit than what he normally saw with students. (Oh ye of little faith - we ARE the Project Police!) Then I helped Caleb get into the FAA Safety website to set up his FFAST instructor account. He established an account but got locked out during the login, so I went into my account and requested credit for those 3 activities. Fortunately, even though he was locked out, his account was active and I was able to request credit for those activities using his FFAST designated email address. I went to talk to Mike Harris and Matt Wilkins about settling my financial account for the day and gave them the brief summary of my "findings". Basically, those were:

- 1) Overall the Harmony was easy and fun to fly - it was light on the controls and very responsive;
- 2) the hard linkage between the rudder and nose gear required a bit of compensation during takeoff and landing in crosswinds;
- 3) because of the recessed fuel cap latches, I recommended that the sumps be drained and checked anytime the aircraft was left out in the rain;
- 4) the vernier controlled throttle and friction lock had a bit of a "learning" curve to get used to; (NOTE: when I went back to take pictures the next day I "played" with the throttle a bit and I think I just had the friction lock too tight because of the different feel between it and the one on my Skylane's throttle quadrant.)
- 5) I felt the aircraft might be "susceptible" to spinning if deep stalled with cross-controlled flight controls or inadvertent rudder inputs and that instructors should be prepared in case a student doesn't recover rapidly.

By the time I finished debriefing Mike and Matt, paying for my flight time, and general "hangar flying", Caleb was back in the office and was able to log into his FAA Safety Team account, access the "Instructor Portal" and validate my Flight Events. Supposedly, this completed the "Basic Phase" of the WINGS program for me, so I was curious as to how long it would take the FAA computers to figure that out and give me credit. I packed up my flight bag and headed home. After getting home I went online and there were already emails from the FAA Safety Team validating my activity, showing phase completion, and attaching a "completion" certificate as well as a "Flight Review" requirements completion certificate signed by the head of FAA Safety. It was a nice "finishing touch" to an enjoyable flight day.



Randy Kelly
EAA Ch-1326 Project Police (among other things)

Post Script: During my post mission "hangar flight" with Mike Harris, co-owner of Hawkins Flight Academy, I learned they were bringing 3 Van's RV-12 factory built Light Sport Aircraft (LSA) into the school, and the first one was currently at Mack Air being looked at by our EAA Tech Advisors for a thorough inspection and

annual. Soooo - sometime in the not too distant future I think we'll need another Project Police visit. As a final comment, I'll note that EVERY aircraft has different "angels" and "dragons" hiding in their performance and flying qualities. Occasionally going to fly a different aircraft than you normally fly is a great way to maintain proficiency, learn something new and provide a little recurrent "humbling" to keep yourself honest.

EAA Chapter 1326 Young Eagle Report



As I reported last month, we added at least 20 new names this last month to our list of "Young Eagles" hoping to get a flight. With the "rain daemons" finally being displaced by the "summer heat daemons" we were able to fly 3 more Young Eagles this month.



Welcome new "Young Eagles" Jack and Alex... 😊



...and Adron 😊



We welcome the addition of their names to "the world's largest logbook" of Young Eagles at EAA Headquarters.

Project Police Aircraft Spotters Quiz



Evil Editor Zurg

Last month's first Spotters Quiz was this early era of aviation homebuilt that Project Police member Randy recently spotted at Eagleville-Puckett field.



Several of our Project Police answered the call. (Oddly enough my Project Police usually ask to remain anonymous. Maybe it's their odd senses of humor.) One replied within a few hours of the newsletter rolling out; "I originally thought a "Pete-'n-Paul" air camper variant but what do I know? Got any T.E. Lawrence questions?" Another PP member replied, "Looks like a Pietenpol Air Camper to me."

Congratulations, both of you are correct. Talk about a "historic" aircraft worthy of an EAA article. Bernie Pietenpol wanted to design an aircraft that would be simple and easy to afford. The first Pietenpol flew in 1928 and used a 40 HP Ford Model A engine. Early Pietenpols tended

towards Ace 4 cylinder water cooled engines but in the 60s, Corvair engines became a popular powerplant. Some 30 or so different engines have turned up in Pietenpols over its 90+ year history, and kits are still available today. Built out of spruce and plywood, a LOT of woodworking skill is required. The parts for the modern kits are available primarily from that well known (to homebuilders) aviation supply company, Aircraft Spruce & Specialty Company.



OK, for our June 2024 quiz aircraft, I'm going to stay in our "heritage" archive but go forward in time about a decade from the Pietenpol. Oh, and I'll even offer another clue. The aircraft was nicknamed after a Revolutionary War nursery rhyme/song character.



As usual, send your answer or best "edumacated guess" to Staff Editor Randy Kelly, at electriccrow@pobox.com.



Project Police Tales Wanted

EAA members OR
aviation enthusiasts.
Do you have an

interesting project you'd like to talk about or show us? Have you seen an interesting or unusual aircraft? Do you have an interesting maintenance or build story? Did you take a flight or ground trip to someplace you think your fellow aviators would like to visit? Snap some pics and write up a short report or make some notes to give to our

staff writer Randy Kelly for inclusion into *The Sport Flyer*. We're not picky. *We don't care if you're from OUR EAA Chapter, some other EAA Chapter, or just an aviation aficionado* – we'll



publish your story anyway. IMPORTANT LEGAL

NOTE - If you shoot pictures of minors at your event and they are easily recognizable, you need to let me know whether their parents or guardians give permission for us to use that image.

Chapter 1326 Mission Statement

The Mission of the Shelbyville Sport Flyers Club, EAA Chapter 1326 is to enhance the quality of aviation life for its members by providing information about aviation, flying, and mechanical/maintenance knowledge shared by fellow members, guest speakers and special events which respond to the expressed needs and desires of all members.

Chapter 1326 Calendar

June 20th, 2024; Regular Thursday meeting, 6PM. KSYI airport.

June 22nd, 2024; EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, KSYI airport.

July 25th, 2024; Regular Thursday meeting, 6PM. KSYI airport.

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

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

For a good summary of aviation related social and training events in Middle Tennessee, check out the website <https://www.socialflight.com/>

CHAPTER 1326 ADMINISTRIVIA

To join Chapter 1326, send your name, address, EAA number, and \$20/year club dues to: EAA Chapter 1326, 2828 Hwy 231 N. Shelbyville, TN 37160-7326, attn Leigh Kelly. NOTE: You must also be a member of EAA National (<https://www.eaa.org>, or call 1-800-843-3612, \$40/year National dues).

Contact our officers by e-mail:

President Randy Kelly: electriccrow@pobox.com

Vice President: timothy.rosser@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.

Composite Construction		
Jack Bosse	Bossej3@gmail.com	
Wood Construction		
Brennan Lewellen	blewellenvw@yahoo.com	
Fabric Construction		
Brennan Lewellen	blewellenvw@yahoo.com	
Aluminum Sheet Metal Construction		
Kenneth Rutschow	Ken.rutschow@gmail.com	
Brennan Lewellen	blewellenvw@yahoo.com	
Jack Bosse	Bossej3@gmail.com	
Welding/Welded Steel Tube Construction		
Brennan Lewellen	blewellenvw@yahoo.com	
Engine Installation		
TBD		
Certificated Engines		
Kenneth Rutschow	Ken.rutschow@gmail.com	
Brennan Lewellen	blewellenvw@yahoo.com	
Jack Bosse (+ROTAX)	Bossej3@gmail.com	
Electrical Systems		
Randy Kelly	electricrow@pobox.com	
Instrumentation and avionics requirements for VFR/IFR		
Jack Bosse	Bossej3@gmail.com	

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

From the **Project Police** legal section: As you probably suspected, contents of The Sport Flyer are the viewpoints of the authors. No claim is made and no liability is assumed, expressed or implied as to the technical accuracy or safety of the material presented. The viewpoints expressed are not necessarily those of Chapter 1326 or the Experimental Aircraft Association. **Project Police** reports are generally printed as they are received in the next "convenient" issue, with no attempt made to determine if they contain the standard aviator caveat of at least 10% truth. Please remember that any individually recognizable images of minor persons submitted for an article will be "blurred" unless we have permission from their parent or guardian. So there!

THE SPORT FLYER

EAA CHAPTER 1326 NEWSLETTER

C/O Randy Kelly

PO Box 767

Shelbyville, TN 37162-0767

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



ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

- Kommandant's Komments
- May Meeting notes
- Project Police Report: Evektor Harmony flight
- Ch-1326 Young Eagles flights
- Evil Editor Zurg's Aircraft Spotter Quiz
- Monthly plea for "Project Police" participation for new stories