THE SPORT FLYER

NEWSLETTER OF THE SHELBYVILLE EAA CHAPTER 1326

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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

Dear EAA Chapter-1326 members and friends,

July was Air Venture month, and although none of our local Ch-1326 members were able to make it to Oshkosh this year, I've gotten a report and pictures from some other friends who did attend. We've already got lots of stuff for this month's newsletter so EE Zurg "suggested" holding that report till next month.

In other news, MY airplane, "Lois" the Cessna Skylane, is finally flying again. She had been grounded for almost two years because her maintenance logbooks had inadvertently gotten packed into one of our PODS when we moved from California and didn't show up till this Spring, when we finally were able to move into our house. EAA Ch-1326 tech advisor Brennen Lewellen and A&P Dakota Simpson of Mack Air LLC at Shelbyville airport got her annual wrapped up late July and Lois is back in the air. I'm looking forward to flying some "Young Eagles" in Lois again now that she's airworthy.

Speaking of "Young Eagles", anybody familiar with that program is well familiar with EAA's commitment to promoting aerospace careers and aviation among our young adults. Many of you may NOT be familiar with another youth education program out there, Learning for Life's "Exploring" program. (Learning for Life is a coed subsidiary of Boy Scouts of America that focuses on life skills and career-exploration for young men and women between 10 and 20 years of age.) My spouse Leigh and I have been trying to start a new Aviation Exploring post to provide young people in Bedford County between 14 and 20 years of age with the opportunity to explore a variety of aviation careers. We are very happy to reveal that Motlow State Community College has agreed to sponsor it and if all goes according to plan, we expect to be up and running later this year. Since the focus of this AE post will be on a wide variety of aviation careers and will not be limited to careers for pilots, we'll need help from members of the Shelbyville area aviation community (including EAA) who have expertise in aircraft construction, aircraft maintenance, aerospace medicine, weather forecasting, air traffic control, radio-controlled models, etc. If you have expertise in any of these areas, don't be surprised if you hear from us soon asking for your help.

We are hoping in the next few months to start giving some "Young Eagles" rides to local youths. Some of those "Young Eagles" will probably be some of these Aviation Explorers, but

we've learned there may be some additional restrictions when dealing with the Aviation Explorers. Stand by for more information, and a call for Young Eagle pilot volunteers.

In the meantime, we hope to see you at the field or at the monthly breakfast this week.

Randy Kelly
EAA Ch-1326 President

Last Month's Meeting (Who invited Murphy to movie night??)

The July 2023 meeting was scheduled for the normal "fourth Thursday", but during the July 22nd breakfast Ch-1326 members couldn't think of any pressing business, so we thought it might be time for another "Ch-1326 Aviation Movie Night." While cleaning up after the breakfast, somebody noted they had not seen "Sully" so we decided that would be a good idea. We coordinated with our Shelbyville airport representatives an got permission to use the KSYI conference room TV for our movie, and permission to "stay late" (after 7:00PM) as long as there was an airport representative available to lock up. Fortunately for us, KSYI "lineperson" and MTSU student Jon Fernandez volunteered to stay late. So, we had a venue, a primary movie ("Sully") and even a backup plan (a documentary about Bob Hoover). What could go wrong?

Almost all aviators are familiar with "Murphy's Law", paraphrased "if something can go wrong, it will…." (Note: Murphy actually was a real test engineer at Edwards AFB in the 40s. Fewer people are familiar with "Kanard's Korrollary", paraphrased, "Murphy was an optimist!") With all the essentials for a simple meeting in place, things started to go horribly wrong. First, the copy of "Sully" that supposedly existed in the "Kelly DVD collection" was nowhere to be found. That was resolved when we found a copy at Walmart, plus Jon Fernandez had a copy. Then the DVD reader in my favorite standby MacBook, which we normally used for meeting movies, gave up the ghost. That was resolved with the purchase of an inexpensive BluRay player from Walmart. We were concerned that the spare HDMI cable sitting in the "cable box" at home would not be long enough, so we also purchased a 12' long HDMI cable as a backup. With all the correct pieces available, we announced the formal time for the movie night, then discovered that two of the parties who really wanted to watch "Sully" had other plans that night. No problem.

We showed up for "movie night" at the announced place and time for a minimal crowd (Mark Cannon, Jon Fernandez, and Leigh and I), and took a vote to instead watch the "Bob Hoover" documentary instead of "Sully" so the people who wanted to see "Sully" could get to see it at the next "aviation movie night". Simple right? Nope. "Murphy" was in full force.

We had already figured out we could run "Sully" from the PC hooked up to the KSYI monitor, but then discovered that the "Bob Hoover" documentary was a BluRay and wouldn't run on the PC. So, we pulled the backup player from the car, and discovered that the existing short HDMI cable we thought would work was actually a display port cable. No problem. We had an additional longer HDMI cable we had purchased in case we needed it, so we plugged in the BluRay player to discover that when I'd packed up the player, I'd forgotten the remote control, which basically meant the player was a "paper weight".

FORTUNATELY, we had brought a tertiary DVD disc documentary of William Boeing and Donald Douglas. Fortunately, this disc played just fine on the PC, except for a small imperfection that caused it to stop in the middle of the story. Again, fortunately, we were able to bypass the fault (just before everybody got frustrated about the problems) and watch the rest of the documentary, including video of the famous "Gold Cup Roll".

In the end, we ran a little over on our projected timeline, but everybody enjoyed the historical facts and video about two giants of the American Aviation industry. And, we still have "Sully" available to watch at a later date when the

other members that wished to see "Sully" will be available.

Randy Kelly
Staff Writer

July 22nd 2023 EAA Ch-1326 Fly In Breakfast

Friday July 21 was a typical "day before the breakfast" setup day. As usual, Mark Cannon beat the rest of us to the field and had already pulled out his Piper Warrior before we got there. Randy Kelly was next, closely followed by Helene Wharton. Tim Rosser and John Bramlett of the Middle Tennessee State University (MTSU) Alpha Eta Rho (AHP) professional aviation fraternity, Mu Tau Chapter showed up to help set up tables, chairs, cooking and serving stations. Leigh Kelly rolled in to start taking inventory so she could go buy groceries. We had a near record time setup with this many hands. Thanks to all.

Saturday morning was HARD IFR with ceilings below 100ft when I headed out to KSYI about 0545L. I arrived at KSYI about 0600 and cranked up the ovens for the biscuits and started the coffee pots.

Sunrise, but the sky isn't looking real good yet.🤔

A few minutes after 6AM the rest of the crew showed up. Mark started slicing and cooking meats, Helene was scrambling eggs, Leigh was cooking biscuits, grits, and gravy, and I started cooking pancakes. Tommy Lynch showed up with the usual delicious potato casserole (thank you JoAnne Lynch) all ready to serve. Our first "walk-in" customers showed up EARLY, like over 30 minutes early, and asked if we had coffee. (We're "aviators", of COURSE we have coffee.) So we took their donation and gave them coffee until the food would be ready. A little before 0700, the first "holes" in the overcast started showing up and enlarging and we started watching the sky and taxiways for airplanes.

First customers VERY early.

Ethan Thompson and Presley Kenneman from AHP showed up to help. Presley helped Sharon Tinkler at the "donation table" again, and since Evil Editor Zurg had kindly "asked" me to take pictures to the newsletter, I gave Ethan Thompson some instruction and checked him out on the pancake grill. Ethan was delighted to take up the new task and swore not to divulge the S we us to make the pancakes so yummy.

The cooks hard at work. Ethan Thompson "flappin Jacks" for the "early birds".

The first "fly-in" aircraft showed up a few minutes after 0730, and it didn't take long for others to arrive.

First airplane arrival of the day.

The line starts to fill up.

The cooks had started early to accommodate the early walk-ins, but with more walk-ins and finally more aircraft arriving, the cooking crew kept up the pace. The "holes" kept enlarging and the clouds were burning off, but we were concerned the earlier weather would have kept a lot of the flyers on the ground. About the same time, the MTSU AHP student's "Plane Wash" team had set up their two washing stations on the North side of the main ramp.

Aircraft and fly-in customers kept arriving, but the "0800 rush" was still lighter than we had originally expected with both a fly-in breakfast and the AHP "Plane Wash" occurring on the ramp.

0800 was busy but NOT as rushed as usual.

A lonely Tri-Pacer arrives on the South Ramp.

Marshallers starting to fill the line on the North ramp.

"mmmmm, 100 Low Lead" – "Homer" the Cherokee.

The AHP crew had their first customer when a Citabria owner wanted his plane washed.

Alpha Eta Rho team giving a bird a bath.

Evil Editor Zurg: Alpha Eta Rho and KSYI personnel show us their good sides while moving planes to the "wash rack".

Inside the hangar, we continued cooking and serving. On the ramp, pilots were collecting in small groups and talking "airplane", like pilots always do.

Aviators + planes + coffee = conversations.

We had seen a Cessna 210 on the ramp when we first showed up. The 210 had a radar pod on it which naturally piqued our curiosity, so when the pilot and passengers showed up we went to go take a look at the visitor. They had stopped at KSYI before continuing on to Oshkosh. Unfortunately, they didn't know about the fly-in breakfast and had already eaten downtown, so all we could do was get their email address so they would know about the breakfast NEXT time and wish them fair skies and favorable winds the rest of the way to KOSH.

Transients stop by on the way to Oshkosh. (Come stay for breakfast next time.)

New avionics, or world's smallest torpedo? (Editor note: see https://shop.levil.com/products/bom)

Two "conventional gear" aircraft side by side (you might have to be older to appreciate this joke.)

The line continues to fill.

Van's planes congregating.

A "Vee" Bonanza shows up for breakfast.

With a Mooney not far behind.

The crowds were thinning fast by a few minutes after 0900. We stopped cooking about 0915 but still had a few late arrivals. After 0930 we started the cleanup, and we asked the AHP folks for some help cleaning up. They had been up early too and asked if they could eat, which we were happy to do. (Hey, we feed all the KSYI line folks that show up to work during the breakfast.) When they finished it was "all hands on deck" and we had the tables and chairs put away, leftovers packed to take to the charity we normally take leftovers to, the trash emptied, pans and cooking utensils cleaned and put away. We actually had everything cleaned up and Mark Cannon's Warrior back in the hangar in just a little over an hour – a new record. Yes, many hands DO make a job a lot easier. When it was all over, we had fed somewhere between 50-70 people and washed 4 aircraft. See you all again next month – bring your airplanes and appetites. 😁

Randy Kelly
Staff Editor

Technicians Korner: Why You May Want to Use Supplemental Oxygen at Lower Altitudes Than Required

Evil Editor Zurg: This is the second of three installments of an article written by EAA member and newsletter editor Russ Erb. This article is reprinted with permission from Russ and can be seen in itsentirety in his online blog "The Trailing Edge" (http://erbman.org/trailingedge).

PART 2

Portable Oxygen Systems

If your airplane doesn't come with a pre-installed oxygen system then you are probably going to want a portable oxygen system. Having a portable oxygen system is also useful in your car, if you happen to be driving up Pikes Peak or have someone with asthma or otherwise compromised breathing in your family.

I bought my portable oxygen system, an Aerox 4M system, from the nice man in the Aerox booth at Oshkosh 2009 (https://www.aerox.com) . (If you bring your Aerox oxygen cylinder to the Aerox booth at Oshkosh, they will refill it for you right there. This is always my first order of business on Monday morning when at Oshkosh.) There are other brands available, such as Sky-Ox, but Aerox acquired Sky-Ox in 2022, so it is now just one company. They continue to support the Sky-Ox brand. Why did I choose Aerox? Probably because that is what Gary Aldrich had. Since I am familiar with Aerox, that is the style I will be talking about here.

When you order a portable oxygen system, it will come with all of the "bits and bobs" that I will talk about. The one difference you may have to choose is what type of cannula or mask you want.

Cannula

Cannula is a funny word that reminds me of canoe, but actually comes from the word "cane" like a reed. Strictly speaking, a cannula is some sort of tube. It this case, it is a tube that introduces oxygen into your nose. In its simplest form, an

oxygen cannula is a tube with two small tubes to stick in your nostrils.

Standard cannulae for adults (left) and children (right)

This cannula may remind you of what a patient in a hospital would use, because that is exactly what it is. The children's cannula is the same except the nostril tubes are smaller and closer together.

These cannulae are actually rather wasteful of oxygen. To address this, Aerox offers their Oxysaver cannulae.

Oxysaver "mustache" cannula (left) and pendant cannula (right)

Standard cannula (left), child cannula (center) and "mustache" oxysaver cannula (right)

With the standard cannula, the flow rate of oxygen must be high enough that sufficient oxygen is drawn in during inhalation. During exhalation, the oxygen that is flowing is just blown into the atmosphere with the exhaled gases.

With the oxysaver cannula, oxygen flows at a much lower rate, about half to a third of the rate with the standard cannula. When inhaling, some of the oxygenated air enters the nose but never reaches the lungs, being caught in the trachea and nasal passages. When exhaling, this oxygen rich air is the first air to come back out of the nose. In the oxysaver cannula, this oxygen rich air inflates an 18 ml bladder in the "mustache" or pendant. During the remainder of exhalation, the exhaled air passes around the cannula, while new oxygen from the cylinder is added to the air trapped in the bladder. On the next inhalation, this super-oxygenated air is the first air to be inhaled, meaning it is then drawn into the deep parts of the lungs. Oxygen from the cylinder continues to flow and is drawn in with the rest of the inhaled gases. Thus, all of the oxygen from the cylinder makes it into the lungs instead of part of it being wasted with the exhaled gases. In the pendant style oxysaver cannula, the bladder is on your chest instead of in a stylish mustache.

A recently introduced variation on the cannula is the "boomula", which is mounted to your headset instead of running tubes around your head. A pendant farther down the tube contains the oxysaver bladder.

Oxysaver Boomula

For hopefully obvious health reasons, any person using your oxygen system should have their own personal cannula, and should not use one used by someone else. Having a personal cannula is not really a big deal, since the cost of the cannula is under $40. The remainder of the system can be used by multiple people without problems.

According to Reference 7 from the FAA, "**Nasal cannulas**. These are continuous-flow

devices and offer the advantage of personal comfort. They are restricted by federal aviation regulations to 18,000 feet service altitude because of the risk of reducing blood oxygen saturation levels if one breathes through the mouth or talks too much."

For higher use, up to 25,000 feet, you can buy an Oral-nasal re-breather mask.

Oral-nasal (mouth and nose) re-breather mask

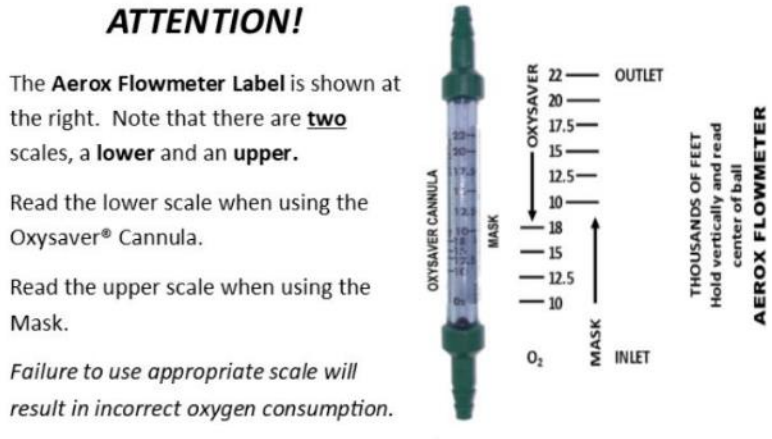
Again from Reference 7, "it has an external plastic rebreather bag that inflates every time you exhale. The purpose of the rebreather bag is to store exhaled air, so that it may be mixed with 100% oxygen from the system. These masks supply adequate oxygen to keep the user physiologically safe up to 25,000 feet."

The downside of the masks is that they require a higher oxygen flow rate, so the supply does not last as long. Part of this high flow rate is caused by the higher altitude, and part of it is caused by a less efficient use of the oxygen.

For cabin altitudes higher than 25,000 feet, a completely different type of oxygen system from the one being discussed here will be required. Then again, if you have an airplane capable of flying above 25,000 feet, it's probably pressurized and none of this matters.

Flowmeter

In the oxygen tube from the cylinder to the cannula you will find a flowmeter. This device is used to measure the proper oxygen flow rate.



Flowmeter

On the bottom of my flowmeter there is a needle valve that when turned one way stops the flow of oxygen. Turning it the other way slowly increases the flow of oxygen. Other systems may have a separate needle valve. The flowmeter contains a simple ball-in-cone flow rate sensor, and must be held vertically to set the flow rate. The lower (and thus slower) scale is used for oxysaver cannulae. The upper scale is used for standard cannulae or the mask.

My flowmeters glow in the dark, which I assume helps with using them at night.

For using oxygen at altitudes below 10,000 feet, I set the flow rate to the 10,000 feet line, which is about the minimal reasonable flow rate.

Regulator

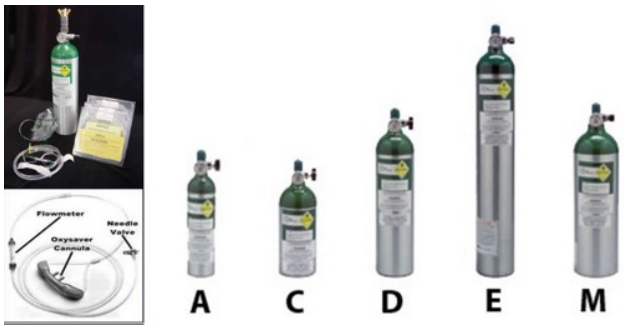
The oxygen in the cylinder may be at a pressure of 2000 psi or slightly more. In the plastic hose running to your cannula, the pressure needs to be just barely above atmospheric pressure. This pressure drop is accomplished by the regulator.

Four place regulator

This regulator is screwed to the top of the oxygen cylinder. Aerox sells this regulator with one, two, four, or six outlets. My oxygen system is labeled a "4M" system. The "4" specifies the number of outlets, and the "M" specifies the size of the cylinder. The number of outlets determines how many people can simultaneously use the system.

Bottle

Of course, there needs to be a cylinder to store the oxygen in. We are covering high-pressure cylinders storing oxygen at 1800-2200 psi.



Some Oxygen Cylinder Sizes Available

My recommendation on Cylinder size is to get the biggest one you can fit into your airplane. For me, the "M" size cylinder fills the space under the rear seat very nicely. Wherever you choose to place the oxygen cylinder, I highly recommend that the ON-OFF valve be accessible in flight. It doesn't help much to be airborne with oxygen on board and decide you want to use it, but you can only open the valve on the ground. In my Bearhawk, I can reach the ON-OFF valve of the oxygen cylinder while strapped in the pilot seat.

Oxygen cylinders can be made from aluminum or steel. There is conflicting information on the Interwebs about testing and service life, so I can't remember which is correct. I will restrict my comments to aluminum cylinders, as that is what I have. Aluminum cylinders, by law, are required to be hydro-tested every five years. Hydro-testing is simply pressure testing to a pressure well above the service pressure to check for cylinder integrity. It is called hydro-testing because the cylinder is filled with pressurized water for the test. If pressurized air was used and the cylinder fractured, the result would be a low-yield bomb (it would still cause a lot of damage) as the air expanded. Since water is incompressible, if the cylinder fractured, the water would simply spray out of the crack but would not send shrapnel all around the shop. Of course, after the test, the water must be drained out and the cylinder dried, which is apparently done by heating the cylinder or blowing hot air into it for a while. Of course, when you get the cylinder back, it will need to be refilled with oxygen. The sooner the better to keep moisture from getting into the cylinder.

Hydro-testing is required for all gas cylinders, so the service is usually readily available. I have mine done at Fire Ace in Lancaster CA. Their normal stock-in-trade is fire extinguishers, but that test equipment works just as well for oxygen cylinders. They don't even flinch when I take it in, as it is a normal service for them.

Besides the ON-OFF valve, the cylinder comes with a pressure gauge. The pressure decreases pretty linearly with use. Pressures below 500 psi are marked in red, hinting that if your pressure is below 500 psi you should really consider getting it refilled.

Next Month: Join us for the final installment of this technical article on supplemental oxygen.

References

7. FAA, Oxygen Equipment: Use in General Aviation Operations, https://www.faa.gov/pilots/safety/pilotsafetybrochures/media/oxygen_equipment.pdf

"Technicians Korner Double Header": Fuel drain modification make the EPA happy?

Evil Editor Zurg: Rather than another special feature article this month, I've decided to do a second article for the Technicians Korner. Long story short - staff editor Randy's Cessna 182 ("Lois the Skylane") was finally declared airworthy after being grounded almost two years because "her" maintenance logbooks had accidently gotten packed up and were stuck in a warehouse. Like many "journeys" back to airworthiness, there was a lot of hard work in the "backshops" by aircraft maintainers to make that happen. In honor of that accomplishment, I've decided to add another short article about the exploits of some of those "wrench turners". So, here's a story of a simple modification that happened during an annual that had multiple benefits.

For MANY decades, pilots have been draining fuel sumps as part of their preflight inspection to inspect for water or other contamination of their fuel. Draining fuel out of wing sumps is normally pretty simple. On my 182, the wing sumps are in the bottom of the wings just outside the main doors and are a cinch to drain into a fuel sampling cup. Draining the main gas strainer (gascolator) sump up near the carburetor is a different story. DECADES ago when I was learning to fly a Cessna 150, you could hold the sampling cup under the main sump drain while actuating the sump drain through the access panel on the top/side of the cowling. On Cessna 182s, Cessna engineers decided to put the sump drain on the opposite side of the cowling as the oil dipstick and sump drain actuator, AND the cowling of the 182 is about twice the size of a 150's. Unless you name is "Reed Richards" ("Mr Fantastic" of "The Fantastic-4"), holding a sample cup below the sump drain pipe while actuating the drain is impossible and unless you placed a bucket underneath the aircraft you could neither collect or examine the drained fuel. Regardless, one of the end results of most preflights was that some "fuel samples" ended up on the ground.

Some people are reluctant to put drained fuel back in their tanks for fear of introducing contaminants back into the tanks. There are collection cups out in the market that allow you collect and strain fuel so it can be put back in the tanks while reducing the probability of introducing additional dirt or contaminants into the tanks.

Collection cup with probe and strainer.

I have one of these for my 182 and it works very well for the main tanks, but I was still unable to collect the fuel from the main sump (the "gascolator"), and unfortunately, that sample ended up on the ramp, which in the old days, nobody cared. (Editor's note: here's a source if you want one of these: https://www.sportys.com/gats-jar-fuel-tester-12-oz.html)

Now days, environmental concerns have resulted in increased emphasis in not dumping sampled fuel. At the last KSYI airport board meeting, KSYI airport Manager Paul Perry stated that KSYI like many airports is asking pilots to not dump drained fuel onto the ramp. There is a waste fuel container near the fuel pit, but if you are elsewhere on the ramp, your options when draining your sumps are more limited. As I noted before, you COULD put the collected fuel back in the tanks, but if it wasn't "collected" it was still a slap in the face to the environment crowd and EPA.

Now back to my 182. Long ago somebody had just put a very short aluminum drain tube on the bottom of my 182's gascolator, and when you activated the drain, it would pee fuel onto the cowl flap and then on the ground. We stopped that problem by adding a short piece of flexible tubing to the bottom of the existing drain which at least directed the fuel out the bottom of the cowling without wetting on the cowl flap. During my "just finished" annual by Mack Air LLC at KSYI, mechanic Dakota Simpson made a simple modification that "killed two birds with one stone". (Evil Editor Zurg note: One of my spies has reported that mechanic Dakota Lee Simpson is an ex-US Air Force F-16 Viper mechanic.) Basically, she fabricated a longer tube that extended out the cowl flap and pointed back parallel to the belly of the fuselage.

New drain tube.

The first time I drained fuel out of the gascolator during my "post-annual-inspection preflight", I looked down to see fuel hitting the ground back by the main gears. "What the heck" I thought. When I looked closer, I could see that the fuel came out the tube and impacted the belly before hitting the ground, so the fuel ran back along the belly a couple feet before running out of steam and dribbling to the ground. At first, I was a bit miffed at fuel hitting the belly, then suddenly it hit me. GENIUS – Dakota had derived the perfect elegant (and inexpensive) solution to THREE problems, fuel in the cowl flap, collecting a sample to look for contamination, and fuel on the ramp. Basically, the new drain tube was long enough and had enough clearance to insert into one of the holes in the top of the strainer of the sample cup, allowing me to "hang" the cup from the drain tube. Now when you pull the sample knob, the fuel goes into the sample cup, which I can look at, then pour back into the main tanks.

Collected gascolator fuel sample.

Randy Kelly
Staff Writer

P.S. Oh, a final kudo. Dakota and fellow Mack Air coworker and EAA Ch-1326 technical advisor Brennen Lewellen also discovered that somebody DECADES AGO (before we owned that 182) had installed the wrong shims between the main gear struts and the main axles. They remounted the shims in the right place, solving an irritating main gear high speed shimmy problem we've had since originally buying the airplane.

Project Police Aircraft Spotters Quiz
Evil Editor Zurg

Last month's Spotter's Quiz specimen was number three of our "classic movie aircraft" triple- header challenge.

Kudo's to Project Police member Michael Knight who again hit me with his guesstimate (within an hour of the newsletter hitting the ether), "That appears to be the R/C scale model of the Hughes XF-11 used in the film, "The Aviator".

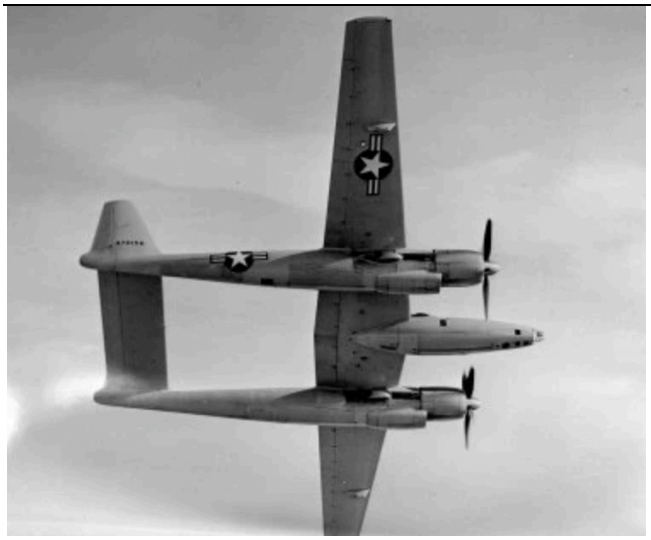
Another one of my minions from (DATA MASKED) replied, "At first I thought Howard Hughes' XF-11, but the props have way too few blades. Since you mentioned movie, would this be a subscale replica built for "The Aviator?" Yea verily!

Model XF-11 with controllers.

The picture was indeed of a subscale replica of the Hughes XF-11 which had to be built because there were no remaining XF-11 prototypes, which would require either a model or the use of CGI to shoot the required scenes. The movie company turned to Aero Telemetry Aero Systems to build a large-scale model to use for filming. Quoting the Aero Systems website, "Completing the Hughes XF-11 airplane in 3 months proved to be one of the biggest challenges for the Aero Telemetry team. Joe Bok and his team had to design a custom set of landing gear, fabricate an ultra-strong airframe, coordinate a complex flight control system, test counter-rotating engines, and integrate all of these systems seamlessly to overcome the aerodynamic stresses of high speed and heavy payload." "It was first flown at Norton Air Force Base on November 21, 2003 and later at the Catalina Island Airport. The terrain at Catalina Island provided a historically accurate backdrop of the way Los Angeles looked from the air back in the 1940's."

OK. Here's a picture of the actual XF-11 prototype with Howard Hughes in the pilot seat:

To synopsize the Wikipedia article on the XF-11, the aircraft was designed by Hughes's team to meet the requirements of a long-range high-altitude photo-reconnaissance aircraft. The XF-11 prototype was a highly modified derivative of the D-2 twin engine fighter project which the US Army Air Force was highly unlikely to purchase as either a fighter or bomber because of load carrying and survivability concerns. The redesign for the reconnaissance mission resulted in a tricycle geared, twin-boom monoplane (ala P-38), with a much longer, higher aspect ratio wing. The XF-11 was powered by two Pratt & Whitney R-4360-31 28-cylinder radials (DANG!) driving 2 counter-rotating 4 blade propellers. While intended to be flown by a crew of two, there was a third seat in the fuselage for a camera technician. The contra-rotating propellers apparently had a fault of sometimes going into reverse pitch without being commanded, which Howard Hughes unfortunately experienced while flying the first "up and away" test flight in 1946 resulting in the XF-11 crashing short of the runway, nearly killing Hughes and leaving him with injuries he never fully recovered from. The second prototype was equipped with a single set of four-blade propellers.



The second aircraft did not meet performance and stability expectations and was sent to Sheppard AFB in 1948 where it was used as a maintenance trainer and authorized for scrapping.

Well Project Police, so much for our "classic aviation movie aircraft triple-header". Returning to more contemporary times, here's this month's challenge. This specimen was recently spotted by one of our Project Police under-cover agents at a recent aviation event. (He didn't tell me where this event was, but made some quip about a "kid's clothing company".)

As usual, send your answer or best "edumacated guess" to Staff Editor Randy Kelly, at electricrow@pobox.com. Oh, and Staff Editor Randy informs me that Project Police member "Crash" Christen should have more information about this platform and we are expecting a report for inclusion in next month's Sport Flyer.

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

August 24th, 2023; Regular 4th Thursday meeting, 6PM, KSYI airport conference room.
August 26th, 2023; EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, KSYI airport.

September 21st, 2023; Regular monthly Thursday meeting, 6PM, KSYI airport conference room.
September 23rd, 2023; EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, KSYI airport.

October 26th, 2023; Regular Thursday meeting, 6PM. Location TBD.
October 28th, 2023; 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: electricrow@pobox.com
Vice President: Vacant
Secretary Sharon Tinkler: tinkler@me.com
Treasurer Leigh Kelly: leighkelly@pobox.com

EAA Chapter 1326 Technical Assistants

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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. So there!*

THE SPORT FLYER

EAA CHAPTER 1326 NEWSLETTER
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ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

- Kommandant's Komments
- July Fly-in Breakfast
- Technican's Korner: Supplemental Oxygen and Gascolator Tube modification
- Evil Editor Zurg's Aircraft Spotters Quiz
- Monthly plea for "Project Police" participation for new stories