

# **THE SPORT FLYER** NEWSLETTER OF THE SHELBYVILLE EAA CHAPTER 1326

President Vice-President Secretary Treasurer Newsletter Editor/Writer Guest Editor Mark Stauffer Randy Kelly Sharon Tinkler Leigh Kelly Randy Kelly EE Zurg 443-618-1782 661-400-0203

661-400-0203 unlisted

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#### 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



Greetings fellow EAA members and aviation aficionados. Mark is off on vacation for a couple weeks, and decided to take a break from writing, so Zurg tasked me to fill in.

Ch-1326 members and some guests embarked on our first group field trip of the year a couple weekends ago, and it was a great success. We're planning on another field trip (maybe two) before the end of the season, so keep you eyes on the Sport Flyer for news of other events.

Despite the wrath of the "weather daemons" this last few months, we've continued to host our "4<sup>th</sup> Saturday Fly-In Breakfasts" at Shelbyville Airport, in support of our mission to share aviator camaraderie and provide the community with some friendly diversions over a good value breakfast. It looks like Spring weather is finally here to stay, so hopefully we'll have more good flying weather on the weekends rather than the bad weather we've had so far.

In other news, the week of 15-20 May is EAA's inaugural "Learn to Fly Week". EAA will be holding 5 days of virtual seminars capped off by flying events at a number of airports around the country. Although Ch-1326 currently does not have anything planned that day, we are hoping to conduct an EAA Young Eagles event later this year. Any private pilot rated EAA member can be a Young Eagle pilot. You DO have to take an hour of free online youth protection training, BUT EAA will cover your liability during officially sanctioned events. If you have interest of being a Young Eagle pilot, or helping us with one of those events, please contact Mark Stauffer at markstauffer1@gmail.com, or me at electricrow@pobox.com. Stand by for more details in the coming months.



Randy Kelly EAA Ch-1326 Vice President

## Last Month's Meeting

Preface: The March and April meetings were consolidated into the 1 April Beech Heritage Museum tour. The wonderful thing about many aviation related museums is there is so much to see. The bad thing about many aviation museums, is there is so much to see – so much that it's almost impossible to do it all in one visit, and certainly a lot more than can fit into one newsletter article. Sooooo – I'm going to break it into two articles rather than have a 20+ page newsletter for the month without having to sacrifice any of our other columns. With that caveat in mind, here is part 1:

# 1<sup>st</sup> of April 2023 Ch-1326 Beech Heritage Museum tour.

#### Part 1: Hi-ho, hi-ho, to Tullahoma we go....

Seeing as how we were planning on both a museum tour and then a BBQ lunch with possibly alcohol, the plan was to meet at Shelbyville airport, then carpool to the museum.



Project Police gathering at KSYI

The team "mustered" in the KSYI parking lot at 0900 before carpooling to Tullahoma. After we decided who was going where after the event, we loaded folks into cars and then set off for Tullahoma on the "back roads".

When we arrived at the parking lot of the Beech museum, we got out to count heads and make sure everybody was there. The following Ch-1326 members and guests showed up for the tour: Jo Ann and Tommy Lynch, Randy and Leigh Kelly, Mark and Claire Stauffer, John and Helene Wharton, John Holliman, and Tim Rosser.



Ch-1326 team assembles outside the museum.

Our intrepid crew set off for the museum entrance with Claire Stauffer in the lead.



The crew approaches the entrance.

Once in the lobby, we were greeted by Sherrie Roepke, the Museum Resident Director and Secretary for the Museum Board of Trustees. Sherrie cordially welcomed us and gave a quick overview of the museum's history as well as a quick rundown on Walter Beech and one of the most famous Beechcraft aviatrixes, Louise Thaden. Sherrie also introduced us to Les Marsh, one of the aircraft restorers and "gophers" who was there and followed various members around that morning to answer questions. Anyway, here's the quick version of Sherrie's "verbal tour":

The Museum apparently began as the Staggerwing Museum Foundation, incorporated in October 1973 under the auspices of the Staggerwing Club. It was renamed the Beechcraft Heritage Museum in 2007 to reflect their commitment to promoting aviation education and preserving the heritage of all Beechcraft models.

Walter Beech was a native Tennessean, from Pulaski.



"You've got mail" Walter!

Walter Beech later moved to Wichita Kansas, and in 1925, Walter, Clyde Cessna, and Lloyd Stearman formed the Travel Air Manufacturing Company, and started designing and building airplanes under the Travel Air name.

Travel Air developed and built a number of aircraft, including a series of very successful racing aircraft. Because Travel Air was so secretive about the development of some of these racers, they were monikered "Mystery Ships" by the press. At the 1929 National Air Race in Cleveland, the Travel Air Model R "Mystery Ship" outran all the nation's top fighters in the unlimited class pylon race, winning the coveted Thompson Trophy.



"Texaco #13", a Travel Air Model 'R'

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(Editor's note: Travel Air continued to dominate the racing circuit for years, embarrassing the US military and forcing them to concede that biplanes and water-cooled engines were NOT the future of high speed aviation. Travel Air was later acquired by Curtiss-Wright and moved to St Louis Missouri, then ceased production during the Great Depression.)

In 1932, Walter and his wife, Olive Ann Beech, returned to Wichita, and with K.K. Shaul, Ted Wells, and investor C.G. Yankey, they cofounded the Beech Aircraft Company. They developed and built an aircraft that would have been the 17<sup>th</sup> Travel Air Model but became known as the Beech Model 17 "Staggerwing". According to Sherrie Roepke, sometime during this period of time, Olive Ann told Walter he "…needed to put a woman in the cockpit…", and shortly thereafter Beech Aircraft began its relationship with Louise Thaden.



#### News clipping of the prototype Staggerwing's almost 200MPH speed run.

Louise Thaden, formerly Louise McPhetridge of Bentonville Arkansas, was a famous American Aviatrix. Louise pilot's license

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was signed by Orville Wright, and she was a friend and rival to several other famous aviatrixes, including Amelia Earhart and Florence Lowe (Pancho) Barnes.



One of Louise's pilots Licenses. Note the signature of the "chairman" of the FAI.

Louise defeated her colleagues in the first Women's Air Derby of 1929, nick-named the "Powder Puff Derby" by Will Rogers. In 1936, the aviation community decided that women would be allowed to compete against men in aviation events for the first time. Louise entered the 1936 Bendix Trophy Race, flying a Beech Staggerwing and set a new world record of 14 hours, 55 minutes from New York City to Los Angeles California. Even more impressive, Louise in her Staggerwing beat several twinengine airplanes specifically designed for racing, including the Lockheed Orion flown by another aviatrix, Laura Ingalls, who came in second 45 minutes later.





Louise Thaden's 1936 Bendix Trophy

After this brief Beech history lesson, Sherrie gave us a quick description of the campus, gave us the appropriate "look but don't touch" (except for some specifically designed displays) and turned us loose to explore the aircraft on our own. She also mentioned that if you had an old Staggerwing hiding in a hangar somewhere you wish to restore, that recovering a Staggerwing's fabric STARTS at the \$100K mark.

This was a pretty big museum, and so the team "dispersed" to all four corners to peruse the various displays at their own pace. The photos and stories following are only a small sample of all the exhibits and reflect only the highlights seen by the author.

The main lobby had not only a large reception area, but the Museum gift shop, several aircraft exhibits, and a wide range of Beechcraft related art. I started in the main lobby where we looked at an early "V-Bonanza" and a Staggerwing.



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Claire Stauffer admiring a beautifully restored Staggerwing.



Beautiful Staggerwing cockpit restoration. The result of a merger of classic aircraft technology, craftsmen, and modern avionics.



Nice artwork of a Travel Air Mystery Ship in the gift shop.



Art piece that was a great reminder of the "primitive" analog technologies that allowed us to develop these elegant air vehicles.



So much to see. John Holliman reading a book he found in the lobby.

After perusing the lobby, I ventured into the North hangar which had several immaculate Staggerwings, Beech 18s, some cockpit exhibits, and even a few models.



North Hangar was full of Beech 18s.

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As I noted before, there were WAY too many exhibits to properly see in a day, so I was taking quick photos of exhibits and moving on.

Next month; Part 2: Planes, planes, and more planes.



Randy Kelly Staff Writer

## 25 March 2023 EAA Ch-1326 Fly In Breakfast

Setup day as usual was the day prior to the scheduled breakfast. We knew we would have a limited crew for setup, and we had established a setup time of 0830. "Super Tommy" Lynch and Jo Ann showed up early and had nearly completed setup by the time the other volunteers arrived. The only hiccough was apparently when they turned on the lights and blew the fuses. A quick trip by Randy to Lowes solved that problem, so we would have lights ready to go the next morning.



Late Friday night and the "wee hours" of Saturday morning, a front passed through Middle Tennessee with heavy rain, hail, and strong winds. The "forecast" was for mostly sunny skies the next days, and after the horrible weather from the February Breakfast, we were expecting a pretty good crowd. Unfortunately, the "weather daemons" were not through with us for the Winter.







Dawn over KSYL

At first light on Saturday 25 March Randy and Leigh showed up to fire up the coffee pots. Mark Stauffer showed up shortly after that and we continued final setup.

Our normal "first customer" who normally shows up about 10 minutes before the scheduled 0730 opening time was ahead of schedule and walked through the door almost 30 minutes before scheduled start time, but at least this time the coffee was ready, giving him plenty of time to "smell the sausage and spam" grilling to get him ready for the eggs and pancakes which hadn't even been started yet.

The next person walked through the door a little after 0730, followed not long after that by our first fly in customer.



The first flyer arrives in an RV.



Ah, a second flyer arrives in a Cherokee.



The 0800 surge was pretty light. We even had "line folks" eating.

The weather was pretty and we were expecting a big fly in crowd, but although the winds at the surface was moderate (about 10ish knots) the winds at altitude were pretty stiff. Flyers coming in reported it was pretty smooth near about 2000ft MSL and above about 3000ft MSL, but that getting down to the KSYI pattern altitude was "pretty sporty". One flyer from Huntsville remarked about what good time he made on the way up. (We suspect the way back would be at a much lower groundspeed.  $\bigcirc$ )

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Hum, 10Kts at the surface (about 1K MSL), and 35Kts at 3K MSL. How do you spell "shear turbulence"? Evil Editor Zurg's note: I spell it "leave the atmospheric vehicle in the hangar bay!"

Overall, we did have almost a dozen aircraft who flew in. As usual, aviators gathered in clusters inside or on the flight line to discuss the weather and their trips, and there was still business for the line folks ready to dispense fuel.



*The first Musketeer – that we've seen in a long time.* 



A Panther arrives. (Yes, the prop is still turning. Blame it on the shutter speed.)

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As usual, aviators gathering on the flight line to talk flving.



Yep, airplanes are thirsty too. Good thing we fed the line folks.

The loyal and efficient (, and incredibly good-looking♥) Ch-1326 cooking crew continued to cook up and serve fresh hot meats, eggs, and pancakes to feed the hungry aviators as they came in. The final count for the day was not as high as we had hoped, but we did have over 60 folks.



*Ever notice how airplanes attract kids*  $\textcircled{\ensuremath{\Theta}}$ ?

By about 0915, the arrivals had slowed down so we stopped cooking, but there was still plenty of food on the steam table to feed the few late comers. When the pace slowed, we started our cleanup, and by 1030 everything had been put away and we could declare victory for another fly in breakfast.



All cleaned up and the venue is a "hangar" again.

We're looking forward to seeing all our friends again at the next breakfast on Saturday April 22<sup>nd</sup>.

Randy Kelly Staff Editor



Evil Editor Zurg: ANOTHER one of those benefits of being in EAA is the camaraderie and crosstalk by various other members (even in other chapters) providing experience about

various problems they had so YOU don't have to suffer through some of the same tribulations. This month, I was going to present an article dealing with a particularly nasty metal fatigue incident, but a couple weeks ago we got a note from a member of a now defunct chapter who encountered a problem with his Sky-Tec starter. Given the proliferation of Sky-Tec starters in production, as well as experimental aircraft, I thought this would be a great public service announcement that would be of value to a number of us. With that, here's a technical article by Russ Erb, a member of now defunct Chapter-1000 (Edwards AFB), and builder of a "Combat" Bearhawk.

## **Technicians Korner: When Things Move** That Shouldn't...

So, on a recent Saturday I'm doing the condition inspection<sup>1</sup> on my Bearhawk. Because the airplane has only been flying for 13 years, has

compliance with said non-existent type certificate. However, a "condition inspection" is required each year to the same level as an "Annual Inspection". Even though the "condition inspection" is required once a year, it can't be called an "Annual Inspection" because that has a legal definition. Don't you just love lawyers?

<sup>&</sup>lt;sup>1</sup> This is what owners of certificated aircraft call an "Annual Inspection". However, an "Annual Inspection" is defined as an inspection that is required once a year to show that the aircraft is in compliance with its type certificate. Because Experimental Amateur Built aircraft have no type certificate, they can't be shown to be in

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only 818 hours on it, I'm the only one who flies it, and it spends most of its time happily sleeping in its private hangar, the inspection is usually mostly an exercise in looking at everything and seeing that it is still where it is supposed to be. I like that it is usually devoid of expensive surprises.

Inspecting the starter is usually a case of looking at the starter, seeing that it is still there, with all of the nuts still in place and the wires still attached. It has been working as expected for the last year, so why should anything be amiss? One part that does get a special inspection is the pinion gear that engages the ring gear—this is a location that is expected to wear, so I look for any signs of wear or damage.

Everything looked fine this year, until...

I was reaching for something else, and I happened to bump the back end of the starter. As it happens, I just happened to be looking at the mating surfaces between the front half and the rear half of the starter. When I bumped the rear half of the starter, the oil line on the mating surfaces CHANGED! The parts separated by maybe half a millimeter (known better to old mechanics as "a few thousandths"), but they're not supposed to move at all! This set off the usual litany of troubleshooting:

1. Denial. I did not see that thing move. It's not supposed to move. That is not what I saw.

2. Questioning. Did I really see that move? Try it again. That sure looked like it moved, but it's not supposed to. I must have done something wrong.

3. Confirmation. Try it again. Yep, I'm pretty sure that moved.

4-n. Reconfirmation. Repeat Step 3 over and over again, hoping that the result will change.

n+1. Spread the pain. Send e-mail to your other aircraft owner friends, bewailing your tale of woe.

n+1.1. (Optional) Take a video of what you are seeing/wish you weren't seeing and send it to your aircraft owner friends

n+2. Research. Search the web to see if anyone else has had this problem.

n+3. Hope. Hope that maybe someone has a solution.

n+4. Resignation. Impatiently wait until Monday morning and call Tech Support, steeling yourself for drama.

The common wisdom on the Interwebs is if something is supposed to move and doesn't, WD-40. If something moves and it's not supposed to, duct tape. Unfortunately, I didn't think duct tape was going to work in this instance.

## Background

Back in 2004, I had purchased an engine for my Bearhawk project, but it came with no accessories. I was shopping for a starter, and my AirVenture travelling companion suggested I consult with Sky-Tec, a fairly new company that was making a name for itself by producing "light weight" starters. "Light weight" because they were about half the weight of the re-purposed automotive starters that had been in use for years. I liked the fact that the company was in Mineral Wells TX, as that was very close to where I had grown up, and at one time I had planned to be based at that airport.

I told the Sky-Tec booth rep that I needed a starter for a Lycoming O-540. Without a pause, he very excitedly told me that what I needed was their **NEW**"NL" (for "in-line") starter. Instead of having the motor next to the gearbox, the motor was behind the gear box (hence "in-line"). This fit on the engine better and was a better use of space. Because the starter has a gearbox, it is able to use a smaller motor that turns at a higher RPM. This is how they get their weight savings. Because it was larger overall than their other options, it would be under less stress turning over a big six cylinder engine.

Suitably impressed, I ordered up a Sky-Tec 122-NL starter for myself. (The "122" means it fits a ring gear with 122 teeth. The other option, the 144-NL, fits a ring gear with 144 teeth.) Soon I received a starter, serial number CN-270410, which I recently found out means that it was the tenth starter built in the 27th week of 2004, so this really was an early version.

Apparently, I did make a good choice. Every other Lycoming (I)O-540 engine I have seen has the same type of starter.

#### **Starter Getting Weak**

The starter was bought in 2004, but the airplane didn't fly until 2008, and then not regularly until 2009. Come 2014, the starter was starting to have problems turning over the engine. I had to move the propeller until I felt a compression stroke, then back it up to the previous compression stroke to give the starter a running start at getting past the first compression. At this point, the airplane had 357.9 hours on it, which is probably over 400 engine starts. Sky-Tec had me run several tests to make sure the starter was getting sufficient voltage, because "that is usually the problem". All of those tests were passed. They finally told me to pull the starter and send it to them. When they received it, they were surprised to find the internals were pretty messed up. I seem to remember the gear box had a lot of wear and tear. They offered to rebuild the starter to new specs. I have no records of having to pay anything other than the cost of shipping to get the starter to them. The starter was re-installed and worked very well up until this inspection in 2023. At this point, the airplane had 460.1 more hours on it since the starter was overhauled.

#### Time to Call in the Experts

So, Monday morning finally came, and I called the Sky-Tec Tech Support line. I was greeted by a very nice man who asked how he could help. I described my tale of woe, and his response was (not an exact quote, but essentially) "That's a known problem. We'll take care of that for you." He asked for the serial number, and told me that my starter was built in Mineral Wells in 2004 and was of the very early design. He went on to explain the history and the fix. Back in 2016, Hartzell Engine Technologies recognized a good thing and bought the Sky-Tec company, moving it to Montgomery AL. Somewhere around 2018 (I don't remember the exact date), they recognized that there was an engineering deficiency in the NL starter design.



In the drawing above, the two halves of the starter are shown separated. These two halves are held together by two (2), count them, two, M5x25mm hex screws (part "C" in the above figure). For those of you not hip to metric fasteners, that's roughly equivalent to an AN3 bolt (3/16 inch diameter) 1 inch long. Not very big. I assume there are some bosses where the two parts join to absorb the torque of the motor and the screws just hold the parts together. These hex head screws were torqued in place and retained by metal anti-rotation tabs. This system was actually the fix to the original design of Phillips head screws with lock washers.

I was told that the locking tabs on the screws were not strong enough to prevent the screws from loosening in the high vibration environment that the starter lived in. Time for some recreational maths. The thread pitch on an M5 screw is 0.8 millimeters. If we assumed that the screw backed out one-sixth of a turn (i.e. one flat), that would mean that the screw would move out 0.1333 millimeters, or 0.005 inches (i.e. "five thousandths"). That's about the same thickness as a "normal" 20-pound sheet of printer paper. Since the screws are only torqued to 50 in-lbs it is not surprising that they would back out under that much vibration.

Looking at five thousandths on my calipers looks very similar to what I saw on the starter. When things are supposed to have zero clearance and they have five thousandths clearance, that's a problem. It is clear that the bent metal tabs will keep the screws from fully backing out, but they won't prevent all movement. It looks like they can allow for about a sixth of a turn while still looking like they haven't moved at all. An interface with a gasket might be able to absorb this change, but these are two machined surfaces intended to have zero clearance.

The latest redesign is to use thread locker (such as Loc-Tite) and lock washers. He said they haven't had any problems since doing that. He had me fill out a warranty claim form and sent me an RMA. Now I send in my starter (at my expense) and they will send me a "new" starter. I don't know if that will be a "new" starter or if they will rebuild this one. Yes, I could probably

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tighten the existing screws and add lock washers and Loc-Tite, but if I send it in I feel like someone will inspect the starter to see if there is any other damage I might not know about. Airplane down time is not an issue since I expect it will be down for the condition inspection longer than it will take to get a replacement starter back.

He did say that he gets calls from some people with the same problem saying that there is "grease" leaking out of the starter. It's not really grease, but engine oil escaping the engine and mixing with aluminum particles that are rubbed off as the two machined surfaces rub against each other and "fret". This makes the oil turn black and look like grease.

Working with Tech Support was very straightforward and devoid of drama. So much so that I almost felt cheated because I expected drama. Being upset because you expected to have reason to be upset but you didn't have that reason and got exactly what you wanted is really messed up.

#### **Takeaways for You**

If you have a Sky-Tec NL starter, try pushing the rear end around and see if there is any movement at the joint in the middle. If the two halves of your starter are held together with hex screws with metal tabs bent around them, you will probably have this problem eventually. If your starter serial number has third and fourth digits less than "18" you will probably have this problem eventually. The good news is that if you contact Sky-Tec (a division Hartzel Engine Technologies) Tech Support, they will fix it as a warranty repair.

#### Recommendations

Would I still recommend someone else buy the Sky-Tec NL starter? Absolutely! Airplane parts are expected to require maintenance occasionally. I bought a very early example of a new product and it has mostly worked as expected. It is quite reasonable to have improvements to a product over the space of almost 20 years. It does the job very well. I also have a Plane Power alternator (also bought out by Hartzell Engine Technologies) I bought in 2009 that now has 772 hours on it, all trouble free.



Russ Erb Editor, *The Trailing Edge* http://erbman.org/trailingedge/

**Evil Editor Zurg** 

#### **Project Police** Aircraft Spotters Quiz



Last month's spotters challenge was another "unusual" homebuilt beauty, recently spotted by Project

Police member and staff editor Randy Kelly. It was so unusual, I even allowed an additional clue, namely, that the "fuselage" was an aluminum extension ladder.



Within a day of my challenge, Project Police member Michael Knight replied; "If I were to guess, I'd opine this to be a primitive (or severely malnourished) Flying Flea derivative. Or not. Otherwise, I got nothing..."

Fellow EAA member and "Feeder of Zurg" Russ Erb noted; "that's the Pou de Ciel (Flying Flea)...This is the "ladder flea" version."

According to Wikipedia, the APEV Pouchel, designed by Daniel Dalby, could be built either from plans or from a kit. The Pouchel series were all derivatives of the Pou-du-Ciel (Flying Flea) designed by Henri Mignet in the 1930s.



Mignet "Flying Flea"

The original Pouchel was built using three commercially available aluminum step ladders which were used as the fuselage and main spars of the two wing assemblies. The "building" organization was the Association pour la Promotion des Echelles Volantes (APEV); English translation, the Association for the Promotion of Flying Ladders.

Unfortunately, French tort lawyers appear to be just as prolific as US tort lawyers, and after the ladder manufacturer grew concerned about liability they refused to supply any more ladders. APEV re-designed the Pouchel to use aeronautical rectangular aluminium tubing in place of the original ladders and the new aircraft was designated the Pouchel II. The Pouchel II features a cantilever rear wing with a strutbraced parasol front wing, a single-seat open cockpit without a windshield, fixed conventional landing gear and a single engine in tractor configuration.

This month's mystery aircraft is a little more conventional. This should be an easy answer for the Ch-1326 Sport Flyer readers.



As usual, send your answer or best "edumacated guess" to Staff Editor Randy Kelly, at <u>electricrow@pobox.com</u>.



# **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.

**April 22<sup>nd</sup>**, 2023; EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, Shelbyville Airport. **April 27<sup>th</sup>**, 2023; Regular 4<sup>th</sup> Thursday meeting. Program and Location: TBD.

May 25<sup>th</sup>, 2023; Regular 4<sup>th</sup> Thursday meeting. Program and Location: TBD.

May 27<sup>nd</sup>, 2023; EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, Shelbyville Airport.

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 (<u>https://www.eaa.org</u>, or call 1-800-843-3612, \$40/year National dues).

Contact our officers by e-mail: President/Flight Advisor Mark Stauffer: mark.stauffer1@gmail.com Vice President Randy Kelly: electricrow@pobox.com Secretary Sharon Tinkler: tinkler@me.com Treasurer Leigh Kelly: leighkelly@pobox.com

#### EAA Chapter 1326 Technical Assistants

Composite Construction		
Jack Bosse	Bossej3@gmail.com	
Wood Construction		
Brennan Lewellen	blewellenvw@yahoo.com	

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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 <u>electricrow@pobox.com</u>

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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:

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- Technican's Korner: Sky-Tec starter woes
- Evil Editor Zurg's Aircraft Spotters Quiz
- Monthly plea for "Project Police" participation for new stories

