

THE SPORT FLYER Newsletter of the shelbyville EAA CHAPTER 1326

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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

As I sit and write this, we are three days away from the jolly old elf taking flight and delivering gifts to all the good boys and girls in the world. Wow! It seems like just yesterday I was at EAA AirVenture.

Your chapter started 2022 with a fairly aggressive list of goals. While we did not accomplish all of them, we did keep our chapter breakfast going, and did have a handful of interesting programs. I was also able to attend a chapter leaders boot camp, and we added a few new members to our roster. All in all, it wasn't a bad year.

As I mentioned last month, we have a list of goals for 2023. While maybe not as aggressive as last year, the intent is the same: to present interesting programs to our members, start some sort of youth outreach, and in general promote aviation and camaraderie at Shelbyville airport.

With every new year there are always the new year resolutions. At the beginning of 2022 I promised myself that I would fly more, even if was only a few more hours. I haven't totaled my logbook yet, but I am pretty certain I flew an additional 15-20 hours last year. Mostly it was to breakfasts more than 100 nm away from Shelbyville and I was able to fly to AirVenture for another 8.5 hours round trip. These extra hours were better for both me and my plane. For 2023 I will strive to fly even more throughout the year.

So, what are your aviation resolutions for 2023? A new rating? Finish an airplane project? Build a new airplane from a kit? Complete an upgrade? Whatever your resolutions may be, I hope you add "be more involved with your local EAA chapter" to the list. We would love to have you be a part of our chapter to share your knowledge and enthusiasm for aviation.

We really hope to see everyone at chapter events in 2023. Keep your eyes on the newsletter for upcoming events. Until then Happy Holidays to everyone!



P.S. To help set the tone of the season, we present the following "not so well known" version of "The Night Before Christmas" poem that one of our Ch-1326 minions found online. Here is "The Aviators Night Before Christmas", as posted on JD Finley's RV Living Website, Dec 2012. While Clement Clarke Moore was the author of the

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original "Night Before Christmas", the author of this version is unknown ...

The Aviators Night Before Christmas

T'was the night before Christmas, and out on the ramp, Not an airplane was stirring, not even a Champ. The aircraft were fastened to tie downs with care, In hopes that — come morning — they all would be there.

The fuel trucks were nestled, all snug in their spots, With gusts from two-forty at 39 knots. I slumped at the fuel desk, now finally caught up, And settled down comfortably, resting my butt.

When the radio lit up with noise and with chatter, I turned up the scanner to see what was the matter. A voice clearly heard over static and snow, Called for clearance to land at the airport below.

He barked his transmission so lively and quick, I'd have sworn that the call sign he used was "St. Nick." I ran to the panel to turn up the lights, The better to welcome this magical flight.

He called his position, no room for denial, "St. Nicholas One, turnin' left onto final." And what to my wondering eyes should appear, But a Rutan-built sleigh, with eight Rotax Reindeer!

With vectors to final, down the glideslope he came, As he passed all fixes, he called them by name: "Now Ringo! Now Tolga! Now Trini and Bacun! On Comet! On Cupid!" What pills was he takin'?

While controllers were sittin', and scratchin' their heads, They phoned to my office, and I heard it with dread, The message they left was both urgent and dour: "When Santa pulls in, have him please call the tower."

He landed like silk, with the sled runners sparking, Then I heard, "Left at Charlie," and "Taxi to parking." He slowed to a taxi, turned off of three-oh, And stopped on the ramp with a "Ho, ho-ho-ho..."

He stepped out of the sleigh, but before he could talk, I ran out to meet him with my best set of chocks. His red helmet and goggles were covered with frost, **And his beard was all blackened from Reindeer exhaust.**

His breath smelled like peppermint, gone slightly stale, And he puffed on a pipe, but he didn't inhale. His cheeks were all rosy and jiggled like jelly, His boots were as black as a cropduster's belly.

He was chubby and plump, in his suit of bright red, And he asked me to "fill it, with hundred low-lead." He came dashing in from the snow-covered pump, I knew he was anxious for drainin' the sump.

I spoke not a word, but went straight to my work, And I filled up the sleigh, but I spilled like a jerk. He came out of the restroom, and sighed in relief, Then he picked up a phone for a Flight Service brief.

And I thought as he silently scribed in his log, These reindeer could land in an eighth-mile fog. He completed his pre-flight, from the front to the rear, Then he put on his headset, and I heard him yell, "Clear!"

And laying a finger on his push-to-talk, He called up the tower for clearance and squawk. "Take taxiway Charlie, the southbound direction, Turn right three-two-zero at pilot's discretion"

He sped down the runway, the best of the best, "Your traffic's a Grumman, inbound from the west." Then I heard him proclaim, as he climbed through the night, **"Merry Christmas to all! I have traffic in sight."**



Last Month's Meeting

A funny thing happened in October. We were so busy, that the October meeting got slipped to the regular meeting in November, which actually got reported on in November, because it was the October meeting postponed. Anyway, I reported on last month's meeting last month, so I don't need to do it again this month. Stay tuned for next month (January 2023) to find out there was no meeting in December, so there will be nothing to report for last month next month. (My brain hurts.) I'm sure if anything important happens in December, either Mark will cover it in his Kommandant's Korner, or we'll send out a special announcement.

In the meantime, it's the holiday season. We hope you have wonderful times with family and friends in whatever holiday you find it appropriate to celebrate.

Randy Kelly Chapter Secretary

November 26th, 2022 EAA Fly-in Breakfast



The morning of Friday Nov 25, we had another skeleton crew of minions accomplishing setup. John and Helene Wharton and Mark Cannon got all the tables and chairs out and the grills and steam table staged. Tommy and JoAnn Lynch were out on vacation, but Tommy had previous made a supply run so the "stores" were appropriately stocked for Saturday morning already. Randy and Leigh were still living with relatives elsewhere in Tennessee while their house was getting remodeled but promised to be there the next day. The biggest concern was the weather forecast for the following day. The official forecast was for low skies and low visibility in the morning, early rain, and a predicted dewpoint spread of less than 3 degrees Fahrenheit during the hours of the breakfast. (Editor's note: This concerned me enough, that when I sent out the newsletter that evening, I repeated the forecast and suggested that folks may

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want to consider an alternate transportation rather than discovering at "oh-dark-thirty" that they would be "scud running".)

Nov 26 was a chilly and dark morning. We were out before the sun rose again, and though "beautiful", it was NOT looking real good when we first arrived at KSYI.



0630 Sky not looking good to the South.



"Red sky at morning, aviator take warning."

By the time Leigh and Randy arrived, Mark Stauffer had already opened up the hangar and had started filling up the coffee pots. Shortly thereafter, Helene Wharton, Mark Cannon, and Sharon Tinkler rolled in. The coffee was perking before 0645AM and the Lynch's famous potato casseroles were in the oven. Helene started prepping the scrambled eggs, Mark was slicing sausage and spam, Leigh was making grits and heating up gravy, and Randy was mixing pancake batter. By a few minutes after 0700, we were in the "calm before the storm" and waiting for the first "early birds" to show up in search of coffee. Oddly enough, there were some low clouds to the North, and a little local ground fog, but the sky, horizons, and visibility looked much better than my "gloomy" prediction. Our recently new

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member Rachel Boles showed up to help man the check-in booth too.



Suns up. Doesn't look so bad now.



As usual, the first "early bird" showed up before the specified 0730 opening time, but the coffee was ready, so we invited him in.



First paying customer of the day. Go get some coffee!

As usual, the first fly-in arrival showed up right around 0730.



The first airplane arrives. An RV-6.

Despite the gloomy forecast (and Randy's cautious warning to the newsletter recipients) the flying weather was better than predicted, and a steady stream of aircraft made their way to KSYI and the EAA Ch-1326 Hangar.



A second RV arrives.



Sharon Tinkler inspects supplies after the first morning surge.

As typical of our fly-ins, we had a good representation of the "core" of the general aviation community. Taildraggers, some experimentals, and a couple "vintage" aircraft graced the KSYI ramp, providing a steady stream of customers to the food line as well as aviation fuel purchasers (that always make our Airport Manager happy.)



The old and the new. A contemporary Skylane and an Ercoupe.

Business traveler, 1955 style.



The "Business" Ramp. V-Bonanza and a Cessna "Business Liner".



A second Cessna 195 "Business Liner" showed up! Wow!



Nice looking Cessna 180.



Citabria and an RV-8came to visit.

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Trivia: A torque link fairing on an Ercoupe? Wonder how many knots that will get? 參

As typical, the flow started to slow down after 0900. As usual, this is when the line slows down and as usual, we normally end up feeding the "line people". Also not unusual, we still had a few folks that rolled in just a few minutes before closing, whom we fed, then started the cleanup.



Clean up crew almost finished.

Cleanup is actually the hardest and longest chore in the fly-in breakfast ritual. The tables and chairs are usually the first to disappear. Then the remaining food gets packed up to go to a local charity, and we start washing dishes and packing everything away. By 1100 we were pretty much done and everybody was ready to declare victory for this final fly-in breakfast of the year.



Randy Kelly Staff Writer

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How To Cook A Christmas Turkey

- 1. Go buy a turkey
- Take a drink of whiskey (scotch)
- 3. Put turkey in oven
- Take another 2 drinks of whiskey
- 5. Set the degree at 375 ovens
- Take 3 more whiskeys of drink
- 7. Turn oven the on
- 8. Take 4 whisks of drinky
- 9. Turk the bastey
- 10. Whiskey another bottle of get
- 11. Stick a turkey in the thermometer
- 12. Glass yourself a pour of whiskey
- 13. Bake the whiskey for 4 hours
- 14. Take the oven out of the turkey
- 15. Take the oven out of the turkey
- 16. Floor the turkey up off the pick
- 17. Turk the carvey
- 18. Get yourself another scuttle of botch
- 19. Tet the sable and pour yourself a glass of turkey
- 20. Bless the saying, pass and eat out



Evil Editor Zurg note: In our last newsletter, Ch-1326 Technical Expert Ken Rutschow gave us some excellent advice regarding buying the "right parts" for your aviation purposes. Basically, don't use "locally sourced" parts that seem to in the particular hole or

"function" you need to fill. This month I dug back into the EAA archives from several years ago for a story regarding the "trials and tribulations" of one of our EAA members who discovered that the "certified maintenance shop" had used the wrong part, and under the guidance of his A&P/IA, corrected the difficulty himself. For those of you who are either building your own aircraft, or are inclined to "turn a wrench" on your production aircraft occasionally, this is a lesson both of "caution" and the need to understand the fundamentals of your own aircraft construction so you can keep a wary eye out, as even the "professionals" don't always catch their mistakes.

Ch-1326 Technicians Korner: Demons and Angels in the Air

"There was a demon that lived in the air. They said whoever challenged him would die. Their controls would freeze up, their planes would buffet wildly, and they would disintegrate. The demon lived at Mach 1 on the meter, 750 miles an hour, where the air could no longer move out of the way. He lived behind a barrier through which they said no man could ever pass."

Chuck Yeager, narration in the lead-in to "*The Right Stuff*".

The demons are not alone out there in the air. In the prologue of Ernest K. Gann's autobiography "Fate is the Hunter", he describes a "high cruise speed" flight in a commercial aircraft where he makes an altitude change during flight that an aerospace engineer later informs him probably saved his life, as they blasted through a sliver in the flight envelope that it turns out was at the right "q" to host a catastrophic flight control flutter. Gann's tales imply the role of fate in aviation, namely that if an accident is going to happen, it happens, and if it isn't, then it doesn't. Maybe a better similar assertion is that we aviators have Guardian Angels who sometimes look out for us when we (or somebody else) errs. Whether you believe such stuff or not, we all seem to have examples of situations that for no apparent reason turned out right, when they probably shouldn't have.

Well, we ran into one of those mysterious situations during the last annual of our Cessna Skylane, N182MP. Those of you who regularly associate with me and "**Ms Lois (Skylane)**" are aware Lois needed a full engine rebuild a couple years ago after her prop governor "went South", taking the rest of Lois's engine with her. (That's another story.) The shop that did the rebuild did a good job from what I could see, and Lois runs "like a top", but the cabin heat exchanger on the exhaust manifold just barely touched the carburetor air duct on the bottom of the nose cowling.

Over several years, the steel heat exchanger significantly wore into the aluminum duct, requiring me to rebuild the top of the duct two annuals ago. During the initial inspection this



annual I pointed out the wear on the repaired ducting to Lois's IA, Bill Irvine. We discussed options to build a "sacrificial gasket" for the duct, then Bill suggested adding an additional washer on the bottom engine mount attachments to raise the bottom of the engine a fraction of an inch. That seemed like a reasonable idea, so after borrowing Russ Erb's engine hoist to support the engine and mount, we pulled the AN6 bolts out of the bottom of the mounts, put an additional AN washer between the mount and firewall, and reattached the nuts. One of the new partners insisted we retorque the nuts. It was kind of late and I'd have rather called it a night, but figured "how much time will it take to torque a couple bolts?" Being tired, and realizing I was holding a 9/16 socket wrench in my hand after snugging the bolt, I opened up Lois's maintenance manual to the recommended torgues section and went down the side of the table to the 9/16 row (*note*: AN6 = 3/8 \neq 9/16) and read off a torque range in inch-lbs, and pulled out a calculator to divide by 12 to convert to ft-lbs. It was something over 50ft-lbs, which I dialed into the torque wrench and started to turn the first bolt. After about half a turn on the first bolt, there was a loud "bang" and the bolt then turned freely. Crap!!! I reversed the ratchet direction, but to no avail, as the bolt continued to spin, but the original lock-nut stayed on. I declared a "stop" for the night after we removed the other lock-nut so I'd have something to show Bill and ask if we had any replacements in stock.

The next day I went over to ask Bill if he had any of the nuts we could borrow. As usual, Bill had the appropriate lock nuts in his parts bin, but after looking at the lock-nut we had removed again, he noted "**That's a shear nut – that shouldn't be securing your engine mount bolts**"---BING!! Suddenly it hit me – we'd been flying at least three years with an engine mount secured with locknuts stressed to hold shear bolts versus tension bolts. (Creepy music playing in the background.)

Editor's note: For those of us not used to dealing with "hardware", a shear nut only has about half the threads of a tension nut because all it is supposed to do is to keep the bolt that is being loaded in shear versus tension, from falling out. The fact this nut failed when only over torqued to

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the value of the next larger nut shows why this was a dangerous mistake.

Bill gave me new tension locknuts, but shook his head when I noted that we had a nut that was stuck on a bolt in a "niche" that's **really really hard** to get to. (Cessna engineers have a knack for putting parts in places you can't get to.)



Here's that nut hiding down in the bowels of the floor – which is why we never noticed it was the wrong nut.

Bill suggested either grabbing hold of the bolt head with vise grips and turning while pulling the bolt out, or drilling the bolt head. The next day I tried the vice grip suggestion with no success. I really hated the idea of drilling a bolt stuck into my welded tube steel engine mount because if we weren't extremely careful and precise, we could end up damaging the face of the engine mount. I tried "staking" the nut to see if that would grab a thread but that didn't work either. I hit up a couple other A&Ps for ideas during the 99's Poker Run the next weekend, and came up with several ideas of Loctite-ing the nut or welding the nut to another nut so you could turn two of them at the same time. No way was I hooking up an electric welder to a bolt going through an engine mount, lest I end up welding the bolt to the mount instead of welding the nuts! I came up with what seemed like

a brilliant idea of putting on another nut and bracing the socket against the airframe so the one good nut would force the bolt into the bad nut. The principal was sound, but unfortunately after several attempts we discovered that Lois's aluminum frame was softer than steel nuts (**Duh**!) and that idea wouldn't work without bending sheet metal somewhere. So after a couple hours of frustrating failures, we decided that drilling the head off the offending bolt and punching it through the engine mount was the best idea, even if there was a possibility of drilling into part of the engine mount.

So here's what we did. First we carefully used a center punch to punch a starting spot as close to dead center of the bolt as we could.



Center punching the bolt head

Next, we drilled a pilot hole through the head and into the shank using a small 1/8th inch drill bit. A good technique when drilling something hard like a steel bolt is having a co-worker ready with some spray lubricant to occasionally hit the drill bit with some oil (we used LPS-1) to keep the drill cool and help it cut. Next we carefully enlarged the pilot hole with a 1/4inch drill, making sure we were centered in the pilot hole. Finally we pulled out the 3/8 carbide drill bit (same size as the shank in an AN-6 bolt, and carefully drilled to the depth of the head. When we thought we were close, we grabbed the bolt head with some vice grips and tugged, but it held firm. After two more iterations of this technique, drilling a fraction of a millimeter each time, it looked like we were seeing the metal of the washer at the edge of the drill hole. We grabbed the head of the bolt with the vice grips, at which point the head essentially fell off. We used a small bastard file to smooth off the edges of the bolt so it wouldn't score the engine mount, then tapped it through using a long drift.



Drilling out the bolt head

Reassembly wasn't nearly as stressful (no pun intended), but it had its moments too! We reordered new bolts and locknuts from Aircraft Spruce using the part number callouts in the Cessna parts manual. The engine was supported on a hoist, but a tubular engine mount with an engine bolted to it is not exactly the same shape as one without, so it took some "jockeying" with Russ's hoist and muscle power to get the bolts to line up exactly with the holes. We decided not to retorque everything until we had all of the bolts replaced, which was good, because when we replaced the upper mount bolts we made a Not only had the engine rebuilder discovery. used shear nuts in all the positions, they had also used small washers (same size as the nuts) on the lower bolts instead of oversize washers specified by Cessna to spread out the shear force on the firewall. That meant we had to pull the lower nuts AGAIN and replace the small washers with one inch OD washers too.



Punching the bolt back through the firewall





Here's the bolt that was drilled and punched through. See those nice neat holes in the bolt head on the right and the slightly drilled washer?

After that, it was a simple matter to retorque all the bolts **TO THE CORRECT TORQUE** for a 3/8 bolt instead of a 9/16 bolt. Bill doublechecked our work and torques, and all is well again, plus I'll sleep a lot better knowing the possibility of our engine taking off down the runway without us has been greatly reduced (Now as soon as Bill finishes fabricating the cams for the seat recliner mechanisms, we will be all done with this annual.)

- Randy "Kanard" Kelly

Project Police Aircraft Spotters Quiz



Evil Editor Zurg

Last month's spotters challenge was this bizarre looking Butterfinger Bar shaped aircraft.



Apparently this strange beastie was a mystery to all but one of our readers. (Unfortunately, that

reader is one of Zurg's regular minions and is disallowed from regular competition.) Sooo – the correct answer was, the "Tacit Blue" stealthy reconnaissance prototype aircraft.

"Tacit Blue" was definitely a strange beastie, utilizing both old and new technologies, and unlike most aircraft whose designs are primarily crafted for aerodynamic reasons, the Tacit Blue was designed around a specific side looking array radar (SLAR). The rather futuristic looking fuselage was mated to rather mundane looking trapezoidal shaped wings utilizing the airfoil cross-section known as the Clark Y airfoil. This airfoil was designed in the 1930s and was also used in both in Charles Lindberg's Spirit of St Louis, and the Hawker Hurricane. That airfoil was designed for low-speed operation and endurance, both highly desirable in a battlefield observation platform.



A face only a mother duck could love? (Photo courtesy Flying Magazine and Jason McDowell.)

The funky, boxy, spaceship, whatever appearing fuselage provided plenty of room for a large SLAR antenna, and was radar stealthy to boot. (Editor's note: large antennas and "stealth" requirements are NOT complementary, so this is a neat piece of applied technology.) The bulbous candy bar shape may have been a thing of engineering beauty, but in the eyes of the program team, it garnered the names "Whale" and/or "Alien School Bus". Unfortunately big flat fuselages like this also normally result in unstable longitudinal stability (pitch) problems, and the Tacit Blue was no exception. Tacit Blue was

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unstable, and the Northrop engineers had to build in a "quad-redundant" (the space shuttle was only triple redundant) digital fly-by-wire control system to keep the aircraft right side up. Oddly enough, when all four flight computers were running, the test pilots credited it with excellent handling and control qualities – which quickly deteriorated if some of the computers went offline. It WOULD fly with only one computer, but one of the engineers noted that in that configuration it was akin to the Wright Flyer which was notoriously unstable. A Northrop Vice President was quoted as saying that Tacit Blue was one of the most unstable aircraft every known.

The single Tacit Blue prototype flew for about 250 hours and although it was never fielded, it provided valuable information to the radar and stealth communities. Both the E-8 Joint Stars radar and the B-2 Spirit aircraft incorporated technology lessons learned from the Tacit Blue and it's SLAR prototype. The single aircraft now resides in the Air Force Museum in Dayton Ohio.

For December, let's return to another classic warbird. This particular specimen was spotted by Project Police member (and friend of Zurg) Gary Aldrich of San Antonio TX at an EAA fly in.



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



Project Police Tales Wanted

EAA members OR aviation enthusiasts. Do you have an interesting project

you'd like to talk about or show us? Have you seen an interesting or unusual aircraft? Do you have an interesting maintenance or build story? Snap some pics and write up a short report or make some notes to give to our staff writer Randy Kelly for inclusion into The Sport Flyer. We're not picky. We don't care if you're from OUR EAA Chapter, some other EAA Chapter, or just an aviation aficionado - we'll publish your story anyway. ALSO, later in this issue you'll notice an EAA Chapter 1326 Technical Assistants. These are EAA and/or other aviation technology enthusiasts who may or may NOT be a real expert in that area, but are willing to share their knowledge and building expertise with other members who need some help (or just a sympathetic ear) while accomplishing their build. If you are able/willing to serve/help in this capacity, please contact Randy Kelly at electricrow@pobox.com.

Chapter 1326 Mission Statement

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

Chapter 1326 Calendar

EAA Chapter 1326 Board of Directors Meetings are now held on an unscheduled, as needed basis. If you need to know when, you're already on the e-mail notification list.

December ?: There are currently NO pre-planned events in December, so that all our folks can enjoy the holidays with their families. Be advised - those of you who are builders, be aware that there are always Project Police roaming around ready to drop in on you. AND, if you decide to take any family or friends to visit any aviation related museums, be aware, Zurg may task you with a trip report, and pictures.

January 26th, 2023; EAA Ch-1326 Regular 4th Thursday meeting.

January 28th, 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 Tommy Lynch. 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).

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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

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