



THE SPORT FLYER

NEWSLETTER OF THE SHELBYVILLE EAA CHAPTER 1326

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Ch-1326 Website: <https://chapters.eaa.org/eaal326>

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

EAA Chapter-1326 members and friends,

Wow! The last 6 weeks were certainly eventful. Shortly after the April breakfast, our President Mark Stauffer accepted a short notice dream job offer that was "too good to refuse" with a school district in Wisconsin. This great opportunity for Mark and Claire came with a short notice "report" date. We didn't even have time for an informal "going away" event as they were caught in a flurry of activity to sell their house, buy a new one, pack and move. (Leigh and I donated a carload of packing boxes, moving blankets, wrapping paper, and helped Mark move almost 3 truck loads of "stuff" from his hangar at KSYL.) So early in May, we waved goodbye to Mark and Claire, who had been such active players in the Chapter's activities.

As a "new" Vice President, this was certainly an unexpected escalation in responsibility for me. My feet still feel too small for the shoes he left for me, but as somebody in the entertainment business said, "the show must go on!"

My first official act got to be cancelling our upcoming "4th Saturday Fly-In Breakfast" for

the first time since the COVID shutdown. 🤔 That certainly hurt our pride (and pocketbook), but given the loss of Mark and Claire's presence, other members already planned vacations, and the quite distinct possibility the KSYL runway would be still be closed for repair that day, planning to host a breakfast just didn't make sense. So where are we now?

Well, we're still here. Before Mark left, we talked about trying to increase membership, supporting Young Eagles and STEM, and hosting more "social" functions. I see no reason to change those visions, and in fact I think we've made progress towards them. A longer term member who has been heavily occupied with work the last couple years is now becoming more active. We've been approached by a member of MTSU about the possibility of partnering in events, and before the end of the Summer we're hoping to have more members with airworthy aircraft who could support EAA Young Eagles. I think it's going to be a busy Summer. See y'all at the field or at one of our events.



Randy Kelly
EAA Ch-1326 President

Last Month's Meeting

EAA Chapter 1327 had an in person meeting on Thursday May 25, 2023, at 1800 hours. Members in attendance were President PRO TEM Randy Kelly, Secretary Sharon Tinkler, Treasurer Leigh Kelly, JT Alsup, Mark Cannon, Helene Wharton, Tim Rosser and Tommy Lynch. A non-member guest, Jon Fernandez who is a KSYI employee and an MTSU student was also in attendance.

Old Business:

A motion was made and passed unanimously to formally recognize that Randy Kelly will complete Mark Stauffer's term as President per Article 5 Section 3 of the Chapter bylaws.

New Business:

1. EAA Service Awards for the 2022 year were awarded to Mark Stauffer President, Sharon Tinkler VP, Randy Kelly Secretary, Tommy Lynch Treasurer, JT Alsup Membership Coordinator, Randy Kelly Newsletter Editor, Mark Stauffer Young Eagles Leader, and Sharon Tinkler Young Eagles Coordination.

2. Further discussion of the EAA Chapter's relationship with MTSU took place. A proposal was made to offer MTSU students a \$50 scholarship - \$48 for a National EAA Student Membership, and \$2 for a Chapter Student Membership. We need a quorum to vote on this, and we would require a Director of Scholarships position within the Chapter. Fund raising was also discussed for this effort.

The meeting was adjourned at 1900 hours.

Sharon Tinkler
EAA Ch-1326 Secretary

**May 27th 2023 EAA Ch-1326 Fly In Breakfast**

Due to the lack of manpower and the REAL possibility we wouldn't have a runway available at KSYI on Saturday May 27th, the breakfast was cancelled.

We hope to see you all for the June 24th EAA Ch-1326 fly-in breakfast.

Randy Kelly
Staff Editor

Folded Wings

EAA Ch-1326 and the aviation community lost a friend and fellow aviator this month. Michael Young, a long time EAA member and frequent visitor to KSYI over the years passed away Tuesday June 14th. Per his request, his body will be cremated and there will not be a public ceremony. You may send a personal message to the family at doakhowellfuneralhome.com. You

may also consider a toast one evening to Michael and our fellow aviators who have flown West.

Randy Kelly
Staff Writer

January 5th 2023 Project Police Raid on the Lane Auto Museum

After almost 2 years in VRBOs, and several weekends of cleaning up and setting up housekeeping in their “remodeled” house in Shelbyville TN, Project Police members Randy and Leigh Kelly decided to get away for the weekend with family members. All of them being big fans of museums of darn near any type, they decided to go to a car museum. (A CAR museum? Why would Project Police go to a car museum?) Surprise, the Lane Auto Museum in Nashville TN had a small collection of “obscure” aircraft, and a larger collection of aircraft derived from a small French homebuilt.

This trove of unusual aircraft was an unexpected find. When we arrived, we parked in a garage with some strange ground vehicles in it, and an unusual aircraft hanging in a corner of the parking lot with two large wings. I had seen a similar weird aircraft out in California years ago and I assumed it was some weird “one of a few” homebuilt somebody had designed and maybe even flew. Imagine a “biplane” with the lower wing with no control surfaces “staggered” back to the rear of the aircraft. After getting into the “Auto Museum”, I soon discovered that was a wrong assumption.



Wow, look at the two wings. No placard. What is it?

After entering the main hall of the museum and being distracted by all the high tech race cars and foreign cars, I spotted another two-wing oddity hanging from the ceiling above the “kiddie activity area”.



What? Another two-wing experimental?

My first thought was, “this is the third aircraft I’ve seen with this configuration!” Obviously, this was NOT some “one person” fantasy, so now I needed to do some research. After some exploration of the placards around the walls and some internet sleuthing on my iPhone, I discovered that the aircraft hanging out in the garage was a Mignet HM-381 Pou-du-Ciel (French for “Flying Flea”). Now my curiosity was really piqued. So here’s the short story:

In 1928, Henri Mignet wrote a series of articles in the French aviation magazine *Les Ailes* (“Wings” in English) about the development of his new monoplane, the HM.8 Avionette. By 1929, Mignet had completed and flown his HM-8 monoplane. He published a book that same year describing how he had built it. The book was an instant hit; the first edition sold out within 8 days. Like many early aviation enthusiasts (immortalized in lots of old movies) Mignet discovered developing flying skills “on the fly” was not easy, so he set out to design an aircraft that was easy(er) to fly and was stall and spin proof. Mignet came up with a two wing design that became a whole family of aircraft referred to as “Flying Fleas”. The staggered wing design of the “Fleas” coupled with the “lift flap” control on the forward wing resulted in a design that was extremely stall-resistant. Full up control basically resulted in a controllable “parachute-like” descent. It also had no ailerons, so the “sideways” movement of the control stick controlled the

single rudder, resulting in no need to use your feet to coordinate turns. The “Flying Flea” design was very popular and Mignet developed a fairly large number of derivatives, several of which were there in the “Auto Museum”. The HM-381 hanging in the garage just happened to be the first one we encountered that day.

Now back to the “Flea” in “kiddie section”. Those of you who are followers of Evil Editor Zurg’s mystery aircraft quiz already know the answer to this mystery. This is a Dalby Pouchel. The rough translation of the French word *pouchel* is “Ladder Flea”, and the reason for the descriptor “ladder” should be immediately obvious. This also has an interesting backstory: Mignet’s vision of making flying accessible to the masses and the success and simplicity of his “Flying Flea” design was an inspiration to French engineer Daniel Dalby. In 1997, Dalby conceived an idea of an inexpensive homebuilt using the inherent strength and light weight of aluminum extension ladders. Dalby’s basic aerodynamic design was the same as Mignet’s, but Dalby used three extension ladders, one for the fuselage and one for each main wing spar. The pivoting front wing and rudder were moved via control rods versus cables. It apparently worked great and was very popular to the French homebuilt community. It was apparently NOT as popular with the “ladder manufacturer of choice”, who in 2002 refused to sell ladders to anybody it suspected was going to use their product for aviation purposes out of liability and insurance issues. Dalby modified the design to use lightweight rectangular-sectioned aluminum tubing resulting in the Pouchel-II which was even lighter. Plans for the Pouchel-II are still available today through the Association pour la Promotion des Echelles Volantes (APEV) (English translation: Association for the Promotion of Flying Ladders)

Around the corner I spotted another Mignet Flea variant. Henri’s eldest son, Pierre, helped found a new company “Mignet Aviation” in 1984. Pierre’s nephew, Alain, was the company’s manager. Pierre was the chief designer, and designed a new variant, the Henri Mignet 1000 “Balerit” (“Hawk” in the local dialect).



Mignet HM.1000 “Balerit”

The Balerit was another “safe” ultra-light homebuilt based on Henri’s original wing and control paradigm. Like the earlier “Fleas”, the Balerit used a single control to control lift (pitch?) and bank/yaw (rudder). The 2-place Balerit had foldable wings so it was easy to store and to move to a flying site. Supposedly like the early “Fleas”, it was not supposed to stall/spin, and would descend in a “controlled parachute-like” manner. It was definitely an aircraft designed around “simplicity”, a great example being the airspeed indicator which had only 1 moving part.



“Balerit’s” Single Moving Part Airspeed indicator

Doing a little research after our visit, I found one of these for sale in the U.K. for about \$10.5K. It was equipped with a Subaru boxer engine, had a custom trailer, and according to the seller, it was a “quirky” ultra-light aircraft. The seller did NOT define “quirky”, and I’m not sure I’d want to spend a big hunk of change to find out. It definitely is an intriguing design though.

Not too far away was one of the last, and obviously most advanced “Flea” derivatives, an HM-1100.



HM.1100 Cordouan



Cordouan ailerons on aft wing

As with the other “Flea” variants, the Cordouan (French for Cordovan) has the distinctive tandem wing design and is advertised as being stall/spin proof. The front wing is a “free wing”, and is free to pivot on its own which I assume allows it to reduce its own angle of attack (AOA) when approaching a stall. The primary control for the “free wing” is a trim-tab type structure on the aft end of the free wing known as a Flettner tab. I’d never heard that term before, and after research discovered it was named after Anton Flettner, a German engineer who in the 19-’teens” developed the “servo-tab” which was the basis for the trim-tabs used on modern aircraft. (Note: Flettner also designed the “Flettner Rotor” windmill rotor that has been used on sailboats and even some large ships to harness wind power for propulsion.) The “free-wing” design also compensates for turbulence by changing its AOA

to compensate for sudden lift changes. Unlike the other Mignet derivatives, the aft wing of the Cordouan has ailerons on the aft wing and is therefore controllable in 3 axes, roll, pitch, and yaw. (They didn’t say, but I assume the Cordouan also has rudder pedals unlike it’s “Flea” relatives.) The folding wings, larger engine (80HP Rotax), and enclosed cabin make the Cordouan the most advanced of the “Flying Flea” family.

As I noted earlier, there were a number of “Fleas” and similarly configured aircraft in the museum, so I won’t go into the other variants that were there. However, farther back in on end of the building was a strange looking machine hanging from the ceiling that looked like some sort of sled used by SCUBA divers, or some kind of kite.



1907 Leyat Trainer

When I first saw this thing hanging from the ceiling I was thinking “how the heck can that fly”? Hidden between a couple signs for some strange looking foreign cars, I found a placard with an up arrow pointing to a 1907 Leyat “Trainer”. Well, if you were like me, you thought Edwin Link’s WW-II era trainer was the first flight simulator, and we’d both be wrong. Apparently, Henri Mignet was NOT the first early aviator that thought “teaching yourself to fly” was a risky proposition. Another Frenchman, Marcel Leyat built and flew a glider in the early 1900s and started trying to build airplanes. Because early airplanes were so power limited, and couldn’t carry two people, Marcel also deduced that “learning to fly” was a risky proposition. So Marcel came up with a great idea. He built a “model airplane” mounted to a trolley that was towed by a car, and the controls made the model behave like an actual plane. Only three pictures of the original “trainer” survive to this day, and the exhibit has no mention of how closely the motion of the “trainer” mimicked those of any actual aircraft, but it had to be better than nothing. Mirko Hrazdira and his brother Milan immigrated from

the Czech Republic and assembled and tested this accurate reproduction of the trainer.

Not far from the Leyat hung a more modern looking experimental seaplane.



Avid Catalina

In 1983, Dean Wilson founded Avid Aircraft in Idaho that built and sold homebuilt kits. The company went through several bankruptcies but was resurrected the last time in 2017. The Avid Catalina is a 3 place amphibian that debuted in 1992. The Catalina had a steel tube frame, one piece fiberglass water hull, aluminum and wood construction wings, used a pusher prop, was foldable and towable, had retractable “taildragger” gear, and had both flaps and “flaperons” (drooping ailerons) for lift augmentation. I was unable to find any “flight reports” about the TO/landing/flying qualities of the Catalina, but the owner who donated the aircraft to the Lane Museum noted “...it is scary just sitting in the water...” and offered the excellent (and intuitively obvious) advice “...don’t land on the water with the gear down, and don’t land on land with the wheels up...”.

Although the primary purpose of this Project Police Report was to talk about aircraft, we WERE in an “Auto Museum”, and there were a couple “ground vehicles” that we also found interesting. Our first exhibit was a teenager built “ground conveyance” device that should make you automatically think “...do not use this except under adult supervision...” Here is the “Wind Wagon”. (Think, “Tom Swift” versus Walt Disney.)



1929 Wind Wagon

The “Wind Wagon” was a “featured build” from a chapter of a 1925 book called “The Boy Mechanic”. Nobody knows how many of these self-propelled-cuisinarts were actually constructed, but this specimen was built in the late 1920s by a 15 year old boy named Ted Jameson, who was the uncle of famed racer and author Sam Posey. The Jameson Wind Wagon used an angle-iron frame to hold twin bicycle wheel front wheels, a single rear wheel, and supported a Harley Davidson V-twin which drove an aircraft propeller. Torque and therefore thrust were pretty limited so the Wind Wagon was basically limited to flat ground, and in fact worked best on frozen lakes. Sam Posey immortalized the tale of his uncle’s Wind Wagon in Posey’s autobiography, “*The Mudge Pond Express*”. Apparently on “Mudge Pond”, the Wind Wagon was capable of speeds up to 60 MPH, provided the “driver” seated behind the propeller could see through the propwash to steer.

Our final example of aircraft technology exploited for homebuilt ground transportation was this contraption, named the “Windsled”, which actually shares some heritage with a vintage aircraft.

*1954 Windsled*

This “interesting” vehicle was constructed in 1954 from the fuselage of a J-3 Cub by Paul Knockennus and Manfred Holmes (say that quickly 3 times) of Minnesota. It was powered by a 65HP Continental engine, and was capable of “skimming” over 70 MPH. Its most unusual “feature” is probably a hatch above the “driver” position, which was designed to let the pilot stand up and shoot coyotes. Paul “retired” the Windsled in the 1970s. It was rebuilt in the 1990s by Tom Morrissey who “skimmed” in it for about a year before rolling it. Despite significant damage, Tom was able to rebuild it again and use it again for several years before it ended up in the Lane Museum.

Randy Kelly
Staff Writer



Technicians Korner: A Near Tale of Woe, or “The Fracture Mechanic Strikes Again!”

Evil Editor Zurg: Last month we introduced you to a piece of evil handiwork by “The Fracture Mechanic”, who attacked the propeller bolts in one of a flying club’s trusty aircraft. Tragedy was averted by an astute pilot who detected movement in a “fixed pitch” propeller after the flight and called “Kings-X” (military jargon for “hold everything!”) and alerted club management. Last month we obviously knew something was seriously wrong. This month, we find out “how bad”.

Part 2: Exploratory surgery.

Another factor in the “old girl’s” favor in this case, was that the club members responsible

for the operation of her and her “stable mates”, were experienced, seasoned aviators with good experience in maintenance operations. The senior operator immediately grounded her from ANY operation, and contacted experienced maintainers to come pull the prop assembly apart and see what was going on.

A propeller with ANY lateral “wobble” is concerning enough, but when the spinner was removed, this is what the mechanics immediately saw.

*Spinner plate on front of the propeller hub*

To anybody familiar with aviation maintenance procedures, this image will usually induce an immediate “oh s..t” exclamation. You’ll notice that none of the safety wire is intact. (Editor’s note: From this photo, it appears the safety wire on the bolts at 2 and 6 o’clock are attached backwards and are applying loosening torque to their bolts.) Two of the bolts appeared to be completely out of the threads and were essentially only still there because the spinner wouldn’t let them out all the way. One other bolt had backed out partially and was removed just using finger pressure, and the three final bolts were essentially the only ones holding the prop

down to the flange. They suspect that the round scrape marks around the two broken bolts were where the safety wire scored the spinner front plate as the bolts spun. When the three loose bolts were removed, it was discovered that two of them had “sheared” completely.



This is what they looked like:



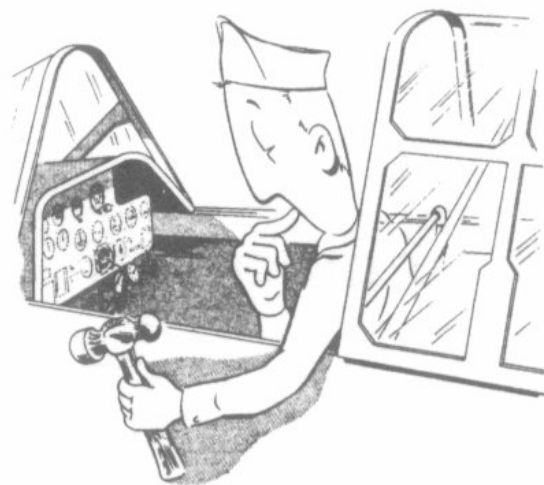
Fractured propeller bolts

These bolts didn’t just “back out”, they appeared to have failed in tension. The ends of these bolts showed signs of classic metal fatigue ending in complete failure and the crankshaft propeller hub bushings still had the ends of the bolts in them. Here’s what the bushing/nuts at the front of the propeller hub looked like:



Front view of crankshaft propeller hub.

Notice the two bushings with bolts still in them in the above photo in the 6:30 and 10:30 position. The bolt at 8:30 had backed itself completely out of its bushing. The bolts at 12:30, 2:30, and 4:30 were the only ones holding the propeller on.



Here’s a close up of one of the sheared bolts and it’s “partner” nut/bushing:



Fractured bolt and companion bushing/nut.

As you could imagine, loose bolts are bad enough, but failed or disconnected bolts are really bad news as they no longer provide any support in the direction (tension in this case) they are supposed to support. This allowed vibration between metal components and assemblies of different hardness. Although all the bolts and bushing/nuts are steel, the propeller is aluminum, and aluminum is significantly softer than steel. THIS is what the back of the fixed pitch propeller looked like:



Damaged propeller hub

So the failure of these propeller bolts resulted in all kinds of additional motions by both the bolts and the prop, resulting in the destruction of the propeller hub (thus making the prop unusable).

Part 3: The good news. (Epilog)

With this much damage and vibration occurring on the front of a crankshaft, the next question is whether the crank or bearings are damaged. The basic test for this problem was to mount a dial indicator to measure the “roundness” of the hub and crank to see if it is in limits. In this case, the “old girl” received even more good news, as the “runout” of her hub and crankshaft were within limits.

As we said last month, this actually was a SUCCESS story of a diligent pilot who “broke the chain” of an impending loss of the propeller, and possible loss of the aircraft and the next pilot. It was a CLOSE call. Although it’s difficult to predict when the final 3 bolts would have failed, it could have very easily been the next sortie.

As we also noted before, the “old girl” was complaining. A destroyed fixed pitch prop, bolts, and bushings easily costs several thousands of dollars of repair. Damaged journal bearings, or crankshaft damage is tens of thousands of dollars at a minimum. She’s still awaiting parts and the final surgery to put her back together, but due to the careful gaze of one pilot, and the love of her co-owners, the club is looking forward to having her fulfill her flying missions again.



Randy Kelly
Staff Writer

Project Police Aircraft Spotters Quiz



Evil Editor Zurg

Last month’s spotters challenge was a result of a special request from one of our faithful readers, who is an avid aviation film aficionado, and asked “can we

have an aircraft from a classic movie?" I was happy to oblige our dedicated readers. With this mystery aircraft, and even offered a clue that the movie was a clue and that it might not be exactly what it appeared to be.



Two of our readers, PPs Russ Erb and Michael Knight, correctly identified both aircraft as a modified North American O-47A, the movie the aircraft was from, as well as the aircraft. This particular aircraft was a "prop" from the aviation classic, "Flight of the Phoenix" starring Jimmy Stewart.

In the plot of the movie, Jimmy Stewart plays the pilot of a twin engine Fairchild C-82 "Packet" cargo aircraft that is forced down in the Sahara Desert. One of the passengers is a German model aircraft designer, who proposes to build a single engine aircraft "repurposing" one of the Packet's booms and the two wings.

The movie makers contracted for a flyable prop aircraft, the Tallmantz P-1 "Phoenix" which was built by Tallmantz Aviation.



Tallmantz P-1 "Phoenix"

While filming touch-and-goes for the movie, the P-1 fuselage broke apart, killing pilot Paul Mantz and seriously injuring a stuntman that was on the aircraft. To complete the aerial shoots, a North American O-47A from the Planes of Fame Air Museum in Chino CA was modified by adding a ventral fin, removing the canopy, adding skids to the landing gear, and some struts and wires to make it look like the P-1. The biggest "giveaway" of the differences in the two prop aircraft were the wing attachment points (one high, one low) and the tail-boom. (Editor note: although "Flight of the Phoenix" was nominated for a number of academy awards, and is recognized as a "classic" aviation film, it was a failure at the box office, grossing only about half of its production costs.)



Well Project Police. That was a fun diversion, with a bit of some "movie magic" twisting to achieve the desired effect. So, why don't we try another one. Here is this month's mystery aircraft. No more clues – I've given you enough already.



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

June 22nd, 2023; Regular 4th Thursday meeting. Project Police Raid, 1800hours. Location will be sent to Project Police by secure means.

June 24th, 2023; EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, KSYI airport.

July 22nd, 2023; EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, KSYI airport.

July 27th, 2023; Regular 4th Thursday meeting. Program and location is TBD.

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:

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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!

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EAA CHAPTER 1326 NEWSLETTER

C/O Randy Kelly

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<https://chapters.eaa.org/ea1326>

ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

- New Kommandant's Komments
- May Meeting Minutes
- Folded Wings: EAA member flies West
- Project Police raid Lane Auto Museum
- Technican's Korner: Propeller bolt woes
- Evil Editor Zurg's Aircraft Spotters Quiz
- Monthly plea for "Project Police" participation for new stories

