

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,

I'm intentionally going to make this one short. It's been a busy year with lots of change, chaos, and even ugliness on a world-wide scale. December is a time of celebration in many (but not all) of the world's religions. Regardless of your beliefs I hope this will be a time of reflection, joy, fellowship and enjoying the company of family and friends. I wish you all Happy Holidays and a Happy New Year.



Randy Kelly EAA Ch-1326 President

Last Month's Meeting

There was no November meeting because the meeting day fell on Thanksgiving evening, and we knew everybody was going to be too stuffed with turkey to care. Some business still had to get done though so I'm going to use the newsletter to report that we've officially renewed our Chapter registration and insurance request with EAA National. There is still a question as to how our "volunteers" are covered by our event insurance, but everybody at EAA National have been visiting "Cognito" for the last week plus, so I guess we'll figure that out early January.



Randy Kelly EAA Ch-1326 President

November 25th 2023 EAA Ch-1326 Fly In Breakfast

Once again, several of our folks were not going to be available during the week of the setup and November 25 breakfast. It looked like we would have JUST ENOUGH folks to do the breakfast, but if ANYBODY had to drop out we would be in deep kimchee. We reached out to our friends from the Mu Tau chapter of the Alpha Eta Rho (AHP) fraternity at Middle Tennessee State University (MTSU) and got a commitment for another body to support the Saturday breakfast. Because of Leigh's and my plans to go visit family the night before Thanksgiving and returning Friday afternoon then it looked like a Wednesday setup would work best for us. Fortunately, Tim Rosser, Mark Cannon and Helene were amenable

to a Wednesday setup, so we set that date.

Tuesday Leigh had already planned to run errands in Murfreesboro, so she stopped by the airport to inventory supplies and she did all the grocery shopping Tuesday afternoon. The Lynches again had already delivered the potato casseroles to the hangar. Wednesday morning Tim Rosser and I showed up early before the agreed time in an attempt to FINALLY beat Mark Cannon to the airport so we could help pull out the Warrior. We opened the hangar and Mark (by phone) cleared us to pull out the Warrior, which we did, then we started sweeping. Shortly after that, Mark, Helene and Jon Fernandez showed up and we all setup tables, chairs and the steam table. The Lynches delivered the casseroles to the freezers and on Friday Helene prepped the cooking table and steam table trays and pulled the frozen items out of the freezer to thaw in the fridge.

Saturday morning Randy showed up at the normal "0-dark-30" time to get the coffee started and fire up the ovens. We were hoping that the promise of a beautiful flying day a few days after Thanksgiving would mean lots of customers. It was below freezing and clear but with an almost non-existent dewpoint spread I was wondering what other pilots around Middle Tennessee would be thinking about whether the outlook was promising enough to fire up their engine preheaters. We try to never cancel for weather because we always end up with "drive-ins", so I continued to pull out food to get ready to cook.



A beautiful cold sunrise.



Present Weather? "BRrrrr" is right!

Soon after that gorgeous sunrise, Leigh

Kelly, Mark Canon, Tim Rosser, Helene Wharton, and Diana Socher showed up and we started prepping the food for the grill. A few minutes later our AHP volunteers, Francisco Camarillo and Landry Dupree showed up to help. KSYI Lineman and fellow AHP "brother" Jon Fernandez stopped in to check on us and headed out to the flight line with his marshalling wands.

The first "walk-in" customer arrived a little after 7 AM so we directed him to the first coffee pot which fortunately was done perking by then. A Bonanza was our first "fly-in" arrival a little after 07:30, and the pilot (I believe) joined the classic "cluster of aviators" who needed to "commune" with fellow aviators and observers before coming in for food.



"Sean" arrives early for coffee again!



Jon greets our first fly-in arrival.



The "we can't go in till we talk about airplanes first" crowd starts to form.

Normally we have a small crowd by about 07:45 and then a big surge about 08:00, it seemed like we were off to a slow start. A little after 08:00 we got a small but steady stream of aircraft arrivals, and we had to start the next wave of grilling.



Why is taildragger parking so far away?



Another line fills up.



Nice crowd enjoying breakfast and conversation.



Diana is keeping that table stocked.

The "stream" was steady enough that I could only take some quick excursions out to take pictures of all the aircraft as EE Zurg deman...uh, I mean requested I take. The stream of arrivals continued till almost 09:00. I spotted a few "regular" visitors as well as some "first timers". Since I spent more time inside cooking rather than

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out shooting pictures, I couldn't get an "official" airplane count, but the last time I tried to count we had at least 20 aircraft that appeared to be transient.



Jon marshals in an RV-8.



Another Skyhawk arrives.



A "vintage" (1957) Cessna-172 comes calling.



A "humble and loveable" Cessna 150 showed up (How many of you soloed in a 150?)



Aviators watching as another row fills up.

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Jon's a busy man today.



A "middle age" (1978) Skylane arrives.



An "old" 182 and "new" RV-6



A Skipper, a Skyhawk, and -- what the heck is that?





Is that Johnny Gage trying to get a view of the flightline??



A Maule stops in for breakfast.



Is that a Calder inspired RV-6?



Classic Cessna Businessliner parking in the taildragger section.



Bet that was a chilly ride in.



So THAT'S how they know how high they are above the smooth water?



A Ted Smith Aerostar came to visit. First time we've seen him here.



A Glasair lookin "Sporty" on the KSYI North overflow ramp.

By about 09:15, the breakfast crowd had slowed to a trickle and there was a steady stream of departures. The volunteers all grabbed some breakfast and we started the cleanup which with our group only took an hour or so from first chair broken down to pulling Mark's Warrior back into the hangar. The "unofficial" count (based on donations and number of eggs consumed) was somewhere between 75 - 80 participants. Thanks again to our volunteers for their hard work this year and to all our breakfast visitors. There is no breakfast scheduled for December so everybody can enjoy time with their families. We hope to see you all again at our first fly-in pancake breakfast of 2024 on Saturday January 27th.



Randy Kelly Staff Editor

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Qualitative Evaluation of a Gyroplane; Part-1

Staff Editor note: Despite the fact there are plenty of aviation related things happening here in Middle Tennessee, I still like to reach back to some of my fellow EAA members and newsletter editors for interesting stories to bring to you each month. Once again, I'm bringing you a "flight report" from my EAA member friend and fellow USAF TPS instructor Russ Erb who told me of a recent trip he and another instructor took to take an instructional flight in a gyrocopter.

Autogyro, Autogiro, Gyrocopter, or Gyroplane?

What do you call an aircraft that uses an unpowered rotor in autorotation to develop lift? Apparently, the answer depends on who signs your paycheck. The generic term is "autogyro", from the Greek for "self-turning". The first successful autogyro was built in Spain by Juan de la Cierva. His company, the Cierva Autogiro Company, trademarked the spelling "Autogiro". E. Burke Wilford decided that wasn't enough and created the term "gyrocopter" for his aircraft. Trademarks being trademarks, the Bensen Aircraft company trademarked the term "gyroplane". Faced with this mess, the Federal Aviation Administration, in 14 CFR 1.1 declared that they would use the term "gyroplane" instead of the generic "autogyro".

Why Fly An Autogyro?

My father, Lee Erb, worked for Bell Helicopter for 29 years, plus a few more years elsewhere in the rotary wing industry. While he worked on helicopters, he always held a special fascination for autogyros. Autogyros have similarities to helicopters, but are inherently simpler. As such, autogyros were successfully flown first. By their very nature, autogyros were self-obsolete-ing, because every advancement to improve the autogyro naturally solved the same problem for helicopter development. As autogyros became more complicated, they became more like helicopters, which eventually made helicopters possible. Since helicopters could hover and autogyros couldn't, as a commercial product, helicopters were seen as far more useful, and the development of autogyros ceased. Years later, autogyros would reappear, but this time

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primarily as a rotorcraft for personal recreation, since even small helicopters are ridiculously expensive to buy and operate.

I think my Dad was mostly interested in the engineering aspects of the autogyro. I remember he built several balsa rotor system models, each between two and three feet in diameter, and would stand with them out in the wind to see how well they would autorotate. I was more interested in flying airplanes, and I always wondered what it would be like to fly an autogyro.

Back in the early 2000s, I saw an advertisement for what looked like a very interesting homebuilt autogyro. The construction methods were very similar to the airplane I was already building, so I ordered a set of plans to look over. I would then take these plans to Dad to look over, since he had way more rotorcraft experience than I did. He determined that it was using the commercially available Bensen rotor system, and that rotor system had a steel hub (not aluminum) so fatigue would not be a concern. After this review, he gave the project his blessing. I didn't start on it right away because I was still building the Bearhawk. After completing the Bearhawk, I spent several years addressing all of the niggling details that weren't quite right and doing other upgrades. By the time I got all of that sorted out, I realized that I should really finish paying off the first aircraft before I started building another aircraft.

Still, I wondered how it was different to fly an autogyro compared to an airplane. While at the Society of Flight Engineers 2018 Test Symposium, I was reading Bill Norton's American Aircraft Development of WWII: Special Types 1939-1945. A significant section of this book was dedicated to military attempts to find a use for autogyros. In general, autogyros proved to be expensive, have limited range, have limited payload, and didn't offer significant advantages when compared to small, two-seat light aircraft, such as the Piper Cub and other L-birds. It also mentioned that because the control stick was rigidly connected to the rotor system, a lot of the vibration from the rotor was fed back to the pilot's hand. This was so bad when the rotor was at less than flight RPM that the stick had to be locked in

place when increasing from zero to flight RPM or when decreasing from flight RPM to zero. Even while in flight, the vibration would become very tiring to the pilot. At last, this book explained to me why autogyros didn't catch on for commercial or military applications when period pro-autogyro material just glossed over these issues. Then again, most airplanes of that time had bad flying qualities, so it wasn't that unusual.

With this revelation in mind, I decided that I should probably get a gyroplane rating before I started building anything, such that if I decided I didn't like it after all, I wouldn't have spent any money building an aircraft I didn't want. A quick Google search showed the nearest gyroplane training to me was in Santa Maria CA, about a 111 nm flight by Bearhawk. I filed that thought away, but didn't take any action.

In July of 2021, I was sitting at the Operations Duty Officer (ODO) desk, putting together the EAA Chapter 1000 newsletter. While editing the Kommandant's column, I read where he was at the Petaluma CA airport where he "...slipped easily into the traffic pattern between a couple of school autogyros...". Huh? They have a gyroplane school there? Another Google search brought up their web page, and I noticed that they offered introductory flights for a reasonable price. Taking an introductory flight would at least give me experience to make an informed decision about continuing on with training. Long time friend Karl Major, who was the Operations Supervisor (Ops Sup) that day, was standing by the desk as I read this. I asked him if he would be interested in taking an introductory flight with me, and he said "Sure!". It's always more fun to share these experiences with a friend.

At the time, this was just talk, as in 2021 the "pandemic" was still raging, so we weren't going to be able to do anything about it right away. At some point in the future, I was visiting the Planes of Fame Museum at Chino CA, and noticed that right across the street was Adventure Air, an outfit offering gyroplane introductory flights and instruction. This was also somewhat closer, at only 77 nm by Bearhawk. In early September 2023 I realized that the pandemic wasn't as big of a problem anymore, and after consulting with Karl, we set up our introductory flights on 6 October 2023, a Friday designated as a "Family Day" such that we were able to get away from the office without doing it on a busy weekend.

Are You Nuts? I Heard Those Gyro Things Were Unsafe!

Oddly enough, the autogyro got its start from an attempt to improve safety. A Spainard named Juan de la Cierva was bothered because an airplane he had designed and built stalled at low altitude, crashing and killing the crew. He reasoned that if the lifting surface was a rotor, the airfoils would continue to move relative to the air as long as the rotor was spinning, producing lift regardless of the airspeed of the fuselage. The major breakthrough was to hinge the rotor to allow it to flap, which solved the problem with dissymmetry of lift. Cierva built and sold "Autogiros" in Spain and England. Pitcairn and Kellet Aircraft Company Autogiro Corporation built Cierva designed Autogiros under license in the United States. The Yanks Air Museum at Chino Airport has the sole remaining Kellet KD-1A of seven built. Cierva focused on building the Autogiro specific systems, such as the rotor, and just purchased the basic airframe from other companies, such as the A. V. Roe Company (Avro). As a result, the fuselages were akin to those used for large biplanes, but the performance and payload of the Autogiro were similar to a Piper Cub or Aeronca Champ. Thus, the popularity of Autogiros was very limited because they were much bigger, heavier, and far more expensive than airplanes of similar capability.

The problem with public perception of autogyros came about from several homebuilt designs that appeared in the 1950s, the most common being the Bensen Gyro-Copter. These were advertised to the public in magazines such as *Popular Mechanics*. These Gyro-Copters could be flown safely by a well-trained pilot. However, many people built a Gyro-Copter and assumed they wouldn't need any flight training. They tried to teach themselves to fly, with predictable results. The Gyro-Copter had a high thrust line (to provide propeller clearance) compared to the center of gravity, meaning that a rapid application of power

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would cause a significant pitch-down, reducing the angle of attack on the rotor and reducing the rotor lift. This is referred to as the "power pushover". Because all of the flight control force comes from tilting the lift of the rotor, if the lift of the rotor is reduced to zero, there is no way to create a restoring control force, meaning that the Gyro-Copter is "out of control". This predictably led to many accidents. As the Experimental Aircraft Association was only founded in 1953, today's paradigm of high quality amateur built aircraft construction had not been formed yet, such that the build quality of many of these early Gyro-Copters was poor and airworthiness was suspect, also leading to well publicized accidents.

Modern autogyro designs have addressed the power pushover problem by placing proper horizontal stabilizer surfaces in the slipstream of the propeller. For the aircraft we flew, there was no noticeable pitch trim change as the throttle was advanced or retarded.

Getting to Chino

Karl and I departed Rosamond Skypark (L00) by Bearhawk around 0830. This was the first time the Karl and I had flown together in the Bearhawk since our encounter with extreme turbulence (https://www.kitplanes.com/mr-bearhawks-wildride/) and we did our best to suppress those memories. (Editor's note: any of you who intend to go fly in the mountains when the winds are picking up and/or "mountain wave" conditions exist and you have not had any significant experience flying in or near mountain ranges should go read that article - and review how your gross weight affects the maneuvering speed shown in your flight manual.) Winds were near calm at the departure and destination airports. We only climbed to 5500 feet since we didn't need more for terrain clearance and we would need to descend into the LA Basin. Even so, early on we had a 40 knot crosswind, which gave us a 19 degree wind correction angle, which confused Karl until I explained that the HSI showed heading, while the GNS-480 display showed track.

All of that wind made for a bumpy ride with large deviations on the way down the Cajon Pass, but Karl was able to handle it successfully. There was the usual rapid fire thrash with SoCal

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Approach, who passed us on to Ontario Tower, who passed us on to Chino tower. By this time, the turbulence had calmed down, and I was able to make an approach and landing on Runway 26R that I wasn't embarrassed by.

We pulled off the runway, stopped, and waited for a chance to call on a very busy Ground frequency. I announced our position and said we wanted to taxi to Adventure Air. They responded with "Where's that?". Later I would learn the secret was to say "Taxi to Eagles Nest". I said it was in the hangars across the street from the museum. Ground gave us vectors around the construction area right in front of us, and then didn't pay us any more mind. Apparently, we had exited the controlled movement area and they didn't care anymore.

I taxied to my best guess at where the pin on Google maps said Adventure Air was located. I didn't see any signage indicating that we were in the right spot. We shut down and I called them on the phone. They came looking for us and found us five hangar rows north of where we were supposed to be, but we had gone to where Google said we should be. Clearly Google doesn't know everything. The Follow Me car came and guided us down to where we should be. If you are trying to find it yourself, the correct Google coordinates are 33.97941,-117.63856. The hangar row has a sign on the end of it labeled "B160". You want the north side of that hangar row. If you are driving, drive in as though you were going to the Planes of Fame Museum, but pass by the museum, do a U-turn when you get to the flight line gate, then park your car along the fence. Call 310-570-9390 and someone will come get you.

Our Instructors

The Follow Me car that brought us in was driven by the Office Manager. As I was securing the Bearhawk, which consisted of placing the chocks, our first instructor **Pete Schutte** came out and started chatting up Karl. Karl started telling him what we were hoping to do, and Pete asked him which aircraft he wanted to fly. Karl picked the open-cockpit MTOsport 2017.

After I got the Bearhawk secured, instructor Henry Boger approached me and we went through the same discussion. I was more interested in the enclosed Cavalon. I would later find out that Henry is the CEO of the place. Both of them have an aviation history as long as your arm, and I wouldn't be surprised if they have two cards each for their pilot certificates just to get all of the ratings and type ratings listed. They listened carefully to what our experience levels were, and then we figured out a flight plan that would be the most productive. Best of all, both Henry and Pete were the embodiment of the type of flight instructors that Karl and I strive to be, so the training was really effective. I would be happy to take more flight training from either one of them.

The Gyroplanes

The fleet at Adventure Air consists solely of AutoGyro brand gyroplanes. The AutoGyro brand is based in Germany, and currently produces the only FAA certificated gyroplanes. All other gyroplanes available on the market are Experimental Amateur Built.



Part of the Adventure Air Fleet

All of these gyroplanes use a two-bladed semirigid fixed pitch teetering rotor, which is about the simplest rotor configuration possible. These gyroplanes use direct control, where the stick directly tilts the rotor hub. Lateral motion of the stick tilts the rotor hub to the side, tilting the lift vector and causing a roll to that side. Longitudinal motion of the stick tilts the rotor hub fore and aft. Lift from the fixed pitch rotor is modulated through rotor speed (RPM). Tilting the rotor hub aft increases the angle of attack into the rotor disc, which increases the driving force on the rotor blades. The blades speed up (RPM increases) and the lift of the rotor increases. Just like in airplanes, more lift means more drag, this time because the

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resultant force vector from the rotor is angled rearward.

AutoGyro Cavalon

I chose to fly the AutoGyro Cavalon, which was a two-seat side-by-side gyroplane. The right seat was considered the primary seat, as in many helicopters. I flew in the right seat, and my instructor Henry flew in the left seat. We flew with the side doors installed, which could be easily removed for flight without the doors. The doors opened upward, and were left open for ground operations and taxi.

The throttle quadrant and wheel brake lever of the Cavalon and the MTOsport 2017, were located on a console between the seats. (Editor's note: There will be a picture of the throttle quadrant in next month's installment.) Steering on the ground was provided by a steerable nosewheel controlled by the rudder pedals. Wheel brakes were provided on the main landing gear wheels which acted together (no differential braking).



AutoGyro Cavalon



Me with Yellow Cavalon N888LK

The powerplant was a Rotax 915is with 141 horsepower for takeoff and 135 horsepower for continuous operation. It employed dual electronically controlled fuel injection, using dual channel Rockwell Collins ECUs with dual ignition. The engine was turbocharged and could maintain rated power up to 15,000 feet. The cylinder heads were water cooled, with radiators provided for water and oil cooling. The Rotax 9series engines had a short stroke and ran at high RPM with a geared output shaft. With a maximum RPM of 5800, typical RPM values were around twice those expected by people familiar with Lycoming or Continental engines.

A pre-rotator shaft from the engine to the rotor was provided to spin up the rotor just before takeoff. The shaft used a Bendix gear, much like a starter motor, to engage a ring gear on the rotor shaft.

The engine drove a four bladed, fixed pitch propeller of fairly small diameter (for clearance with the rotor and tail boom).

A tail boom under the propeller mounted a horizontal stabilizer with three vertical stabilizers. The center vertical stabilizer was fitted with a rudder. The horizontal stabilizer and vertical stabilizer/rudder were positioned in the propeller slipstream for increased effectiveness.





Cavalon Tail

The Pitot tube was a short tube that protruded one to two centimeters (it is German, after all) from the nose of the fuselage. The static ports were located behind the seats on the underside of the fuselage pod.

Next Month: Part 2 The Cockpit and Flight Characteristics



Russ Erb

Project Police Aircraft Spotters Quiz



Evil Editor Zurg

Last month's first Spotter's Quiz specimen was this brightly painted

bird.



One of our project police ventured the guess..."... appears to be an Embraer Legacy(450?) family member. The small, roundish cabin windows, double-wheeled landing

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gear, and "speed hump" on the upper front edge of the vertical stab are probably option-list variables/obstacles to a positive I.D. So many of those VLGs look alike to me. Oh, well...". A second Project Police (with access to additional "PP Secret" documents ventured "..it's an EMB-550.." Kudos to both our project police as it WAS an Embraer EMB-550 Legacy 500 bizjet.

Our second aircraft was this experimental "one-of-a-kind" technology demonstrator. Both our submitting Project Police correctly identified it as the Northrop X-21A. This aircraft is probably worthy of more explanation.



The basic airframe is from a B-66 bomber which has engine pods on both wings. The wing was modified by Northrop for NASA as a laminar boundary layer controlled low drag airfoil. The theory was that an 80% laminar flow in the boundary layer over the wing would reduce drag by a quarter. To do this, Northrop removed the wing podded engines, reduced wing sweep from 35 degrees to 30 degrees, put 800,000 spanwise slots in the upper wing and added two tail mounted engine pods which also powered turbo-pumps to suck air from the slots to keep the boundary layer attached. They hoped to achieve a 95% boundary flow but as you might imagine, sucking air through slots hardly big enough to see and keeping all the plumbing clear was NOT as easy as they had expected. Like many tech demonstrators, the test was successful but keeping such an aircraft flying and useful was not practical so the two test aircraft were decommissioned at Edwards AFB, where at least one of the hulks lives on as a photoresolution target at Edwards. (Go look for coordinates 34.836832, -117.742844 on Google Maps.)



OK, now HERE is your "double-header" quiz aircraft for December 2023. First is our NIFA quiz

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aircraft for our AHP members: (This should be an easy one.)



Finally, for our EAA aircraft aficionados, I submit THIS photo that Staff Editor Randy somehow managed to cut off the prop when he took the picture, but I expect one of you to be able to identify it anyway:



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? Did you take a flight or ground trip to someplace you think your fellow aviators would like to visit? Snap some pics and write up a short report or make some notes



to give to our staff writer Randy Kelly for inclusion into *The Sport Flyer*. We're not picky. *We don't care if you're from OUR EAA Chapter, some other EAA Chapter,* *or just an aviation aficionado* – we'll publish your story anyway. IMPORTANT LEGAL NOTE - If you shoot pictures of minors at your event and they are easily recognizable, you need to let me know whether their parents or guardians give permission for us to use that image.

Chapter 1326 Mission Statement

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

Chapter 1326 Calendar

December 2023: There are currently no events scheduled for the month.

January 25th, 2023; Regular Thursday meeting, 6PM. Location TBD.

January 27th, 2023; EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, KSYI airport.

February 22nd, 2023; Regular Thursday meeting, 6PM. Location TBD.

February 24th, 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 (<u>https://www.eaa.org</u>, or call 1-800-843-3612, \$40/year National dues).

Contact our officers by e-mail: President Randy Kelly: electricrow@pobox.com Vice President: timothy.rosser@mtsu.edu Secretary Sharon Tinkler: tinkler@me.com Treasurer Leigh Kelly: leighkelly@pobox.com

EAA Chapter 1326 Technical Assistants

Chapter Technical Assistants are EAA and/or other aviation technology enthusiasts who may or may NOT be a real expert in that area but are willing to share their knowledge and building expertise with other members who need some help (or just a sympathetic ear) while accomplishing their build. If you are able/willing to serve/help in this capacity, please contact Randy Kelly at electricrow@pobox.com.

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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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EAA CHAPTER 1326 NEWSLETTER C/O Randy Kelly PO Box 767 Shelbyville, TN 37162-0767 <u>https://chapters.eaa.org/eaa1326</u>

ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

- Kommandant's Komments
- December meeting notes
- November Fly-in Breakfast
- Gyroplane Qual Eval: Part 1
- Evil Editor Zurg's Aircraft Spotters Quiz
- Monthly plea for "Project Police" participation for new stories

