



THE SPORT FLYER

NEWSLETTER OF THE SHELBYVILLE EAA CHAPTER 1326

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|--|------------------------------|----------------------------|
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| <i>Guest Editor</i> | <i>EE Zurg</i> | <i>unlisted</i> |
| | | <i>May 2024</i> |
| | | <i>Volume 21,</i> |
| | | <i>Number 5</i> |

***Ch-1326 Websites: <https://chapters.eaa.org/ea1326> or on Facebook
<https://www.facebook.com/groups/1348130305678885/>***

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: May 2024

Dear EAA Chapter-1326 members and friends,

You ever have that feeling of Deja-Vu? Just last month I was lamenting about the "weather daemons" throwing a few more surprises at us. The "April showers" brought LOTS of grass and weeds. Those of us who operate off of paved runways may have been stuck in our hangars more than we had hoped, but those of us who have anything to do with grass runways have spent a lot of quality time with tractors and "Bush Hogs" the last couple weeks. I got checked out on "Tilly the Tractor" at the



Eagleville Soaring Club a few weeks ago and have done two tours out on the runway already. (Yes, there is a "sign-off" associated with getting checked out

on the club's tractor and there's even a checklist provided.)

We were really concerned that the weather was going to impact our April Breakfast and Shelbyville "Airport Day" but the weather

daemons decided at the last minute to be benevolent. (See story in this issue.)

The following week was NOT so kind as some really nasty weather went through our area. Those of you who regularly use Foreflight's Radar overlay probably had some tense moments watching areas of "circulation" regularly turn into tornados. At one time Foreflight showed three funnels heading towards our area. Leigh (the "spousal unit") headed for our shelter and I did another check outside to discover clouds converging on our property from three directions and watched a "wall cloud" pass by to the North of us. A few minutes later Chapter VP Tim Rosser called to see if we were OK as he'd just heard a tornado had been sighted North of Shelbyville. I told him we were fine but I'd seen it go by. Fortunately, none of our local airports were harmed. "Tilly the Tractor" out at Eagleville was safe as well as a "Momma Killdeer" who insists on building a nest just outside the door of the "fuel barn".

I don't know about you, but I'm about ready for the weather daemons to decide it's flying season. I hope to see you at the field soon.



Randy Kelly

Last Month's Meeting

The meeting was called to order by Randy Kelly at 6:05PM. Members present at KSYI were Randy and Leigh Kelly and visitor Lamont Taylor. The meeting was simulcast on WebEx and Sharon Tinkler, Tim Rosser, Jake Washburn and Matt Wilkins attended remotely. Randy referred to the minutes posted in the March Newsletter. The Minutes from the March meeting were approved with some minor changes.

Treasurer's Report: Leigh Kelly reviewed the current balances and raised a concern about publishing Chapter Financial data in publicly distributed minutes. (Editor's Note: Ch-1326 as well as several other EAA Chapters were targeted by hackers last month using "Spear Fishing" attempts to get account information. The "bait" for the "fish" was information apparently revealed from Chapter Email and Newsletters. As a cyber countermeasure, Ch-1326 will not distribute financial information in newsletter articles or broadly distributed email.) The Treasurer's report was approved.

Old Business: Randy noted the Shelbyville Airport Manager, Paul Perry, had sent us a copy of the insurance rider for the upcoming Aviation Day and Randy had forwarded that to EAA Headquarters and we had received the insurance rider for our upcoming STEM exhibit after the breakfast for Aviation Day. Randy noted we had 3 simulators already set up as displays as well as information about EAA, the Young Eagles and Eagles Flight programs. Leigh would have information for Women in Aviation International and Civil Air Patrol would have an information table.

New Business: Jake Washburn, who was heading up our RV-6 project reported we were not going to have dollies for the fuselage or wings available by Saturday. Matt Wilkins said he and Mike Harris could help move the RV-6 fuselage for our "before assembly" exhibit.

We then reviewed who would be available to help setup for the breakfast, work the breakfast, clean up, then set up and man the simulators and STEM exhibits.

Leigh noted that we've continued to recruit "detached" EAA members who participate in Ch-1326. In addition to the Ch-1326 "Detachment 1" members headed up by ex Ch-1326 President Mark Stauffer, we have picked up two remote members from the California Antelope Valley, who will now be recognized as "Detachment 1000".

Randy declared the meeting closed at 6:46PM.



On behalf of Sharon Tinkler
Ch-1326 Secretary
Randy Kelly, Staff Editor

2024 April 27 Fly-In Breakfast and KSYI Aviation Day

"Anything that can go wrong will go wrong." -
Murphy's Law

"Murphy was an optimist." - Kanard's Korrollary



Evil Editor Zurg: You wouldn't think it, but writing a regular Chapter newsletter is not as simple as you would think. You would think that Chapters who regularly do things and have a decent membership always have things going on to write about to give to their editors to weed out. (Evil laughing in background) Actually, it's not as easy as that. Most Chapter events have a lot of volunteers working in the background who are never seen and it is sometimes amazing that events are successful or even happen at all. Add to that the fact the lawyers and insurance companies have so much influence over our events. As Chapter President (and Staff Writer) Randy noted earlier, y'all had a successful breakfast and Aviation Day. I asked him to "elucidate" on some of the hurdles this particular event threw at your Chapter.

The April 27th Fly-In Breakfast was NOT going to be normal from the start. Months earlier, I had been informed by the Shelbyville Airport Manager, Paul Perry, that April 27th was going to be the Shelbyville "Aviation Day" and that doing it the same day as our monthly breakfast was on purpose. That was good, because it meant more participants for breakfast (as long as the weather

daemons were satisfied with our offerings the previous weeks.) He also asked if we would have some kind of event or display to help promote aviation. (An EAA Chapter promoting aviation? What a concept.) I told Paul we should certainly be able to have some kind of information booth and maybe a display of some type and I'd get back with him. After mulling it over a day and talking to some of our members and flight school folks we decided a "Young Eagles" event would probably not make sense from a risk perspective as well as possibly conflicting with the two local flight schools who were expecting to be providing Discovery Flights that day. What we did decide was that setting up some flight simulators to encourage young aviators (or their parents) to sign up for Young Eagles flights and maybe having some experimental aircraft on display would be a good plan.

"Setup" for this "double header" event was going to be everything EXCEPT normal. Venue is normally NOT a problem as we had the EAA hangar, but without an insurance rider we couldn't use it. Our normal EAA Insurance covers our breakfast, but an information booth with "STEM" materials, simulators or aircraft displays is NOT covered under the normal EAA rider so we would have to get permission and an additional insurance rider from EAA. Fortunately, that was easy - call up the EAA risk management and insurance team, tell them what we wanted to do, and get a copy of the event insurance the "host" would have for the event. (Hey - it was Shelbyville Aviation Day, NOT EAA Aviation Day.) The info was easy - but the City hadn't provided an insurance rider to the airport yet but should have it "shortly". EAA HQ was glad to do the preliminary paperwork but would not issue the rider until we had the City's Certificate of Insurance (COI) document "in hand".

EAA, "Young Eagles" and "Eagles" information is not a problem as we had lots of that on hand so all we needed was a table. Simulators were not expected to be a problem as we had 3 simulators already set up for a STEM demonstration in the Motlow State Community College's Aviation Simulation Lab. We would just need to break them down and move them to the EAA hangar. For an experimental aircraft exhibit (we thought) we had an easy solution as

Motlow had been in the process of transferring a donated RV-6 kit from a private owner to Motlow and we had given permission to Motlow to move and store the RV-6 in the EAA hangar with the stipulation it needed to be on "dollies" so it could be moved to accommodate both assembly operations and any other EAA events in the hangar. Additionally, Ch-1326 (and Arion aircraft executive) Nick Otterback promised to have a completed RV aircraft to park next to our hangar that Saturday. Paul Perry had asked if we could have a glider on display too and with my connections to the Eagleville Soaring Club, that seemed to be an easy acquisition. Civil Air Patrol notified us they want a table for a STEM exhibit, and I told them they are welcome to show up and we'd supply tables and chairs. Things were looking good. Unfortunately, the (in)famous Mr. "Murphy" was an aerospace engineer (yes, it's true) and we were dealing with aircraft related technologies so the stage was set for the "poo hitting the rotating air circulator".

At T-2 weeks to the breakfast, my request for a sailplane to the members of the soaring club quickly got us a commitment for a trailered sailplane and setup in exchange for breakfast that weekend. The Motlow RV-6 was already stored in the Tennessee Flight Training hangar at Shelbyville, so moving it to the EAA hangar should have been easy once we had our promised dollies. Breaking down the simulators at the Motlow Sim Facility was rather straight forward but we had a slight twist when I was upgrading our Microsoft Flight Simulator X with a new Intel NUC computer that Motlow had graciously loaned for our STEM work. For some reason the power supply for that computer got left in a box somewhere so I had to borrow one while adapting it to our sim. The donated computer already had STEAM editions of RealFlight Drone simulator on it so when I loaded Microsoft Flight Sim, it didn't like two STEAM accounts coexisting on it and refused to run the Flight Sim. (Editors Note: "STEAM" is an online gaming platform allowing real time interaction between gamers in a common virtual space.) The Motlow folks found another power supply for us and when I blew away the Motlow STEAM account and signed in with my own STEAM account I was able to get it up and running.

Saturday morning, "0-dark thirty", T-1 week, I'm not awake yet when a text rolls into my phone. twenty or so minutes later as I get my first cup of coffee and my brain is starting to work, I look at the text, which is from our "glider donator" that says "Approximately half an hour away...". What? I call him to discover he misunderstood the date of Aviation Day, and he's a week early. Since we HAD promised him breakfast for getting up early to bring us a glider, Leigh and I decided to steer him to a local breakfast hangout and at least pay him back for the early trip. Actually, he offered to let us keep his sailplane to setup but I KNEW I wasn't going to have the time to supervise the setup while cooking and decided the risk was too great to have somebody else who wasn't an experienced glider pilot do the assembly (provided I could even get one there). I immediately put out a call back to the club for anybody else who could get us a glider, as well as a call to Civil Air Patrol and several local pilots who had sailplanes registered in their names. Monday morning, I inform Paul Perry our glider exhibit has fallen through but we were exploring other options. Paul is disappointed, then counters with "the city still hasn't sent us a COI yet". I talk to our friends at Motlow who inform me that they now own the RV-6 pieces, but they haven't had any luck getting dollies to hold the fuselage and wings put together yet. A quick call to Chapter VP Tim Rosser, who is in final assembly of an RV-8 got us pictures and dimensions for an RV wing dolly, which were passed off to our Motlow contacts with hopes we could have dollies built by Friday. Things are not working out well.

Tuesday T-4 days I pick up the disassembled flight sims from the Motlow Sim Facility and head to the airport. Leigh has already done the "food inventory" for the breakfast and is headed off to the stores to make sure we have enough to feed all the folks we HOPE will be there. When I get there and open the door, the knob is very loose and the whole mechanism almost comes off in my hand. Dang - the striker plates screws have stripped out of the door and jamb and a "rebuild" is now imminent to keep the door secure. I setup the sims, carefully manage to get the door to lock and head into the airport office to check in. STILL NO COI from the city.



The simulator table during early setup. (Now where do all those wires go?)

Wednesday T-3 days. I bring in tools, matching wood screws, extra wood and a hot-glue gun with "wood glue" sticks. I'm able to clean up the striker plate recesses and inject hot glue into the door and wall, drill new holes and remount the hardware securely. At least now I can lock up my 3 easily pilferable flight simulators. We're also planning on having some aviation videos. We had an old Large Screen CRT TV, a DVD player, and a VCR/DVD on an "audio-visual cart". I get somebody to help me move the 100+lbs TV from the cart to the bed of my F-250. Still no COI from the city. We stumbled onto a medium flat screen display somewhere which could get "repurposed" for our STEM efforts, but it had no mount, so I had to make one. I had a design in my cranium, so I hit Walmart on the way home to buy screws and brackets to build a mount and head home to start building the mount. I test the old DVD and VCR and discover they are DEAD, but we have a spare Blue Ray player at home. I find out there's a gliding competition happening in the Southeast and 3 of our glider owners are out of town supporting that. The other owners are all tied up with other events. CAP tells me once their gliders are assembled, they don't take them apart, and they weren't prepared to bring or fly one over. No response from those other folks we think have gliders hiding in trailers somewhere.

Thursday T-2 days. The large CRT gets dumped at the "Convenience center" (which actually has a bin for old TVs) and I headed off to the airport with my mount. It gets mounted to the audio-visual cart, then I head off to do "desk duty" at a business we are part owners of. Thursday evening is our EAA monthly meeting where we review our schedules. I've got enough folks to do the breakfast but a lot of folks have other duties at the Aviation Day (or are getting ready for finals)

so it looks like we're going to be down to 3 of us (Leigh, Tony Millican and I) doing the final configuration of the hangar for the STEM exhibit. Still no COI AND our Motlow RV-6 POC informs us he's been pulled out of town AND we don't have dollies for the RV-6. Chapter members Mike Harris and Matt Wilkins have access to a trailer to move the fuselage but can't do it Friday morning, meaning it will have to be done during the "breakfast to Aviation Day" reconfiguration period.

Friday T-1 day. When I check the EAA Email account that morning I find an email from Paul Perry with the COI letter from the city's insurance company (YESSSS!!!) which I promptly send to EAA HQ. I met the "setup team" (Mark Cannon, Tommy Lynch, Matt Wilkins) at the airport and we moved the Warrior out and set up the tables, chairs, steamtable and grills. We also mounted the borrowed flat screen TV to my homebuilt mount, and I verified that it will power up and I can drive it with either the DVD player or a spare computer I brought along. We've got a Blue Angels video that will be good for running in the background. That evening when I get home, I've got an email from EAA with our insurance rider. (YESSSS!!!)

Saturday T-1.5 hours. Despite the previous day's weather forecast of significant chance of rain, low ceilings and stiff winds, things at the airport don't look that bad and we were hopeful of a good crowd. I fired up the ovens and coffee urns as usual and waited for the work crews to show up. I went out to take some early morning shots and invite the crew of Flagship Detroit in for coffee when it would be ready. Shortly after that Leigh Kelly, Tommy and Jo Anne Lynch, Tim Rosser and Middle TN State University (MTSU) Alpha Eta Rho volunteers Landry Dupree, Jacob Golden and Declan Cullen showed up.



Flagship Detroit welcomes sunrise (and better weather than expected.)

We started cooking about 07:15 and never really slowed down until after 09:00. Tommy Lynch and Tim Rosser were on the meat grill, Helene Wharton on the egg grill, Leigh cooking biscuits, gravy and grits, and I started off with pancakes to be relieved by Jacob Golden so I could shoot some pictures. The first "fly-in" customer arrived in an RV-8 shortly before 07:30 and was quickly followed by a classic Mooney 21.



AHP Volunteer Jacob Golden pouring pancakes.



An RV-8 is our first fly in breakfast arrival.



Second arrival - a Mooney Mark-21.





AHP volunteer Landry Dupree running the welcome table.

We were somewhat shorthanded for the size crowd we had, so between flipping and serving pancakes and occasionally running out to shoot pics of the arriving aircraft we were pretty busy. The pattern was busy and got even busier after a landing Piper had a tire go flat on the runway and "fouled" the runway for 10-15 mins until the mx folks could get out there to air it up and pull it off the runway. I lost track at 25 aircraft, and I probably missed a couple anyway as some of our breakfast participants ate then fled the field.



Hum. Left side looks low and he's sitting on the runway. That doesn't look good.



Suppose this Colemill conversion Baron is as fast as it looks (and has a fuel flow to match its speed?)



2 generations of Cessnas in one shot. (Why is the 172 sitting next to the grass and the 170 has the nice big concrete spot?)



A Skylane RG representing the Cessna Marque.



Low wing Pipers and Beechcraft congregating in one line.



A Stearman came to represent the classic biplane category.



A Tecnam came to represent the LSA category.

We filled all the tables and people were leaving to make room for more folks. OK, while we were cooking all this time, people were showing up for the Airport days, including vendors who took up spots near the hangar. This caused more chaos while we were still cooking as we also had transition preparations to accomplish AFTER we finished cooking and serving. As I noted earlier, we were cooking the entire time until significantly after 09:00. Although we did NOT have a glider to exhibit, the completed RV-6 Nick Otterback had ended up on the main flight line as an exhibit there. The "in progress" RV-6 still had no dollies, so a trailer and "brute force" were required to move it. Chapter members Mike Harris and Matt Wilkins had secured a trailer and "labor" to move the RV-6, but they also had an exhibit to setup, so we ended up moving the RV-6 fuselage into the hangar DURING the breakfast so their folks could set up THEIR table before the start of Aviation Day. (If you look closer at some of the photos, you'll notice there is an RV-6 fuselage in the background of later pictures that weren't in earlier ones.)



Looks like a full hangar!



The unassembled RV-6 fuselage that showed up for breakfast. (Compare this to the earlier photo of the reception table.)



Arion Lightning and Nick's RV-6A got "show center" instead of being hidden next to the food trucks adjacent the EAA Hangar.



A nice fully assembled RV-6A outside.

As 09:30 rolled around we started cleanup, picking up tables and chairs and rearranging to open up our simulator bay and get our EAA information and STEM tables set up. The Civil Air Patrol folks that had shown up earlier quickly set up their table. Leigh and I set up our EAA, Young Eagle, Eagle and Women in Aviation International (WAI) table. I powered up the simulators and Chapter member Tony Millican took charge of our Microsoft Flight Simulator 10 (STEAM edition) running on the computer contributed by Motlow. The RealFlight Drone simulator powered up with no problems, so I brought up the Condor glider simulator. As I said earlier, the RV-6 fuselage was already in the hangar but with the lack of manpower we weren't able to set up a dedicated display. Oddly enough, everybody seemed to notice that EAA had tables and chairs, so we ended up loaning out tables and chairs to several exhibitors. We didn't seem to have too many visitors, so the CAP folks moved their (our) table out into the main area where lots of folks were.

Unfortunately, our EAA hangar was down at the end of the flightline away from most of the exhibits but surrounded by food vendors so before long we had folks coming in to eat at our "full time" picnic tables (which are NOT covered by our insurance). We roped off our tables and went ahead and set some other tables and chairs up

outside the hangar, so people had a place to sit and eat. Walter McCord, one of our Motlow contacts came by with a young man who was interested in flying so I gave the young prospective aviator an introductory lesson on flight controls and put him in the Condor Simulator. We let him practice some "stick and rudder" skills on the Condor, then moved him over to the Cessna 172 simulation in the Microsoft Flight Sim 10 and finally signed him up for a Young Eagles flight. Shortly after he left the hangar, it seems like the kids somehow discovered there were flight simulators they could fly in our hangar, so we had a steady stream of "customers" and Tony and I NEVER got away from the simulators for the whole event. We had the usual crowd of "wham, bam" gamers who destroyed a lot of virtual aircraft. In the Condor simulator that ole daemon "Dutch roll" coupled with "adverse yaw" humbled lots of folks, plus a number who learned it's not good trying to bank close to the ground with almost 9 meters of wing out to the side. We had some serious folks too. After some coaching, I talked an existing private pilot ASEL down to a landing in the Condor and we sent several folks over to Leigh at the EAA Young Eagle table.



All 3 simulators going at once (and Randy giving instruction).



(My how things have changed. 😊)

Having a steady string of customers was great, except Leigh, Tony and I never got a chance to see what was happening at the rest of the

Aviation Day events. Walter, our Motlow "talent scout" for the day fared better and even won a bottle of local Tennessee Whiskey.



Walter sent us a picture of what he won at Aviation Day. (Next time YOU get to man the sims, Walter!)

Other than us being stuck at the EAA hangar, it was a "Great" day at the airport. We had lots of aircraft fly in and lots of people came to eat and talk. Our rough estimate based on how much cash we took in, the number of eggs used, and drink cups dispensed was about 130 people. We signed up 15 youths for Young Eagle rides and got 2 applications for Chapter membership. That pretty much sounds like victory to me.



Randy Kelly
EAA Ch-1326 Staff Editor

Project Police Flight Report



POSTPONED: "A Limited Flight Eval of the Evektor Harmony" part 2.



Evil Editor Zurg: In last month's Sport Flyer, Project Police Pilot (and Staff Editor) Randy began his tale of how he had decided to do a limited flight evaluation of a Light Sport category Evektor Harmony aircraft and complete an FAA Safety WINGS phase at the same time. Randy had intended to complete his tale of this event in this month's issue, but I "suggested" he postpone the second half of his tale till next month as I had WAY more material than I needed for this issue.

EAA Chapter 1326 Young Eagle Report

As I reported earlier, we added at least 15 new names this last month to our list of "Young Eagles" hoping to get a flight. We also added some "more seasoned" aviation enthusiasts to our "Eagle Flight" list. Leigh Kelly, our Chapter Young Eagles Coordinator immediately got busy contacting parents and "Eagles" to coordinate a flight date. With Summer Vacation looming and the continued lack of cooperation by the "weather daemons", that has been a daunting task.

Anyway, all the stars aligned, and Randy and "Lois" were able to give Livia and Jonah their first Young Eagles flights. We welcome the addition of their names to "the world's largest logbook" of Young Eagles at EAA Headquarters.



Welcome new "Young Eagles" 🐞

Additionally, Randy flew an Eagles flight with our newest member, Lamont Taylor. That was a memorable flight as we had a near miss

with a real Bald Eagle working a thermal during our climb-out from Shelbyville Airport. (No Eagles of any species were hurt during the incident, fortunately. 🦅)

Project Police Aircraft Spotters Quiz**Evil Editor Zurg**

Last month's first Spotters Quiz was this WW-II Warbird. Yes, I AM evil, because not only did I NOT give you any clues, but I gave you a foreign build aircraft in US Livery.



Again, I had several "Project Police" who ventured guesses. One guessed first a Spitfire, then after the Evil Editor noted that it was a foreign aircraft in US livery, then he guessed (something) Chinese and finally a Japanese Zero. Uh, nope. Finally, one of our long time "Project Police" who had been a minion of mine offered "... it is a Yak 9U in US markings. Very obscure. EEZ has outdone himself this time!" CORRECT Project Policeperson #2, (but don't expect your flattery to get you any special treatment.)

The Yakovlev Yak-9 was a single seat, single-engine multipurpose fighter aircraft flown by the Soviet Union during World War II. It was a follow-on design based on the also successful Yak-7B fighter. The Yak-9 was maneuverable, easy to control and according to Soviet pilots, similar in performance to the German Messerschmitt Bf 109G and Focke-Wulf Fw 190A-3/A-4. It was armed with a 20mm cannon and a 12.7mm machine gun. Early in the war the Yak-9 didn't fare so well against those

well-known (and feared) German fighters, but it appears that training was a big part of the problem as their performance got better during the war. In fact, one Soviet pilot even won an engagement against an Me 262 jet fighter. The Yak-9's engine seemed to be its biggest weakness and some of the earliest engines could only last a few sorties at high power settings. Overall, it was a very capable fighter and was used by some of the Soviet allies at least through 1950.



OK, for our May 2024 quiz aircraft, I'm going to pull up this aircraft spotted recently flying into Eagleville-Puckett field. What is it?



As usual, send your answer or best “edumacated guess” to Staff Editor Randy Kelly, at electriccrow@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? 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

May 23rd, 2024; Regular Thursday meeting, 6PM. KSYI airport.

CANCELLED - May 25th, 2024; EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, KSYI airport.

June 20th, 2024; Regular Thursday meeting, 6PM. KSYI airport.

June 22nd, 2024; EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, KSYI airport.

Special EAA Chapter 1326 Board of Directors Meetings are sometimes held on an unscheduled, as needed basis. If you need to be at one of those, you'll be notified by email or text.

For a good summary of aviation related social and training events in Middle Tennessee, check out the website <https://www.socialflight.com/>

CHAPTER 1326 ADMINISTRIVIA

To join Chapter 1326, send your name, address, EAA number, and \$20/year club dues to: EAA Chapter 1326, 2828 Hwy 231 N. Shelbyville, TN 37160-7326, attn Leigh Kelly. NOTE: You must also be a member of EAA National (<https://www.eaa.org>, or call 1-800-843-3612, \$40/year National dues).

Contact our officers by e-mail:

President Randy Kelly: electriccrow@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 electriccrow@pobox.com.

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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. Please remember that any individually recognizable images of minor persons submitted for an article will be "blurred" unless we have permission from their parent or guardian. So there!

THE SPORT FLYER

EAA CHAPTER 1326 NEWSLETTER

C/O Randy Kelly

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ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

- Kommandant's Komments
- April Meeting notes
- April Fly-in Breakfast
- Ch-1326 Young Eagles flights
- Evil Editor Zurg's Aircraft Spotter Quiz
- Monthly plea for "Project Police" participation for new stories