



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 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,

Well, it looks like Fall is upon us and the cooler weather is finally here. Not only has Fall given us a more comfortable flying and outdoor eating environment, but it has also brought a good change to the Chapter.

We welcome our new Vice President Timothy Rosser to the Board. You've seen Tim's name in a number of our articles earlier as host to a couple of "Project Police" raids as he hand builds his RV-4. Tim is also a professor at MTSU and brings in a wealth of aviation expertise as well as another tie to the students of MTSU who will soon be more closely associated with Shelbyville as MTSU builds their flying program here.

After the August weather moderated the turnout for the August breakfast, the September 23rd weather was beautiful, prompting a nice turnout for September breakfast. (We even had a bizjet show up although it wasn't a "planned" fly-in. We're not proud. We'll take their donations anyway.

A lot of us took advantage of the nice weather to go out and fly. My fellow glider

instructors out at Eagleville have been busy as we seemed to have lots of students over the weekends. I even ended up with an emergency call from our fellow EAA members from Chapter 1378 from Upper Cumberland airport to help AYoung Eagles. (Expect that story in the next month or two.)

In the meantime, we hope you all get to enjoy the rest of the nice weather. Go out and fly, and come to see us at the field this coming Saturday (Oct 28) for breakfast.



Randy Kelly
EAA Ch-1326 President

Last Month's Meeting

The September 21st, 2023 was a standard business meeting. The more detailed minutes will be covered at the next regular business meeting, but here's a quick synopsis of this meeting:

We reviewed Sharon's minutes from the previous meeting and we only had some minor corrections.

Leigh gave the Treasurer's report. We did make some profit despite the less than originally expected attendance of the August breakfast, and we are still "in the black" for the year.

During the "old business" review, Leigh noted she had talked to EAA National about the possibility of an "Student Rate" at the EAA National level. EAA apparently is talking about a reduced rate for students but have not decided yet. While EAA Young Eagles can have a free membership until they turn 18, EAA is considering giving EAA "Eagle" flyers a 6-month trial membership.

Two significant pieces of news came out from the "new business" discussion. The first was the election of Dr. Timothy Rosser (MTSU) as the Vice President for Chapter 1326. The second was the announcement by Leigh that Motlow State University had volunteered to sponsor the Aviation Explorer Post that Leigh had been advocating to start and the first meeting would be the first week of October. An important outcome of this event would be that we are planning to give "EAA Young Eagles" rides to the Explorer students, which if they sign up for the EAA membership, makes them eligible join our Chapter, so we probably need to start thinking about how to include these "junior members" in Chapter 1326 activities.

Sharon Tinkler
EAA Ch-1326 Secretary

September 23rd 2023 EAA Ch-1326 Fly In Breakfast



The humble Ch-1326 hangar. Breakfast Central on the 4th Saturday breakfasts.

Setup was the "usual" day prior to the breakfast, in this case Friday the 22nd. Mark Cannon was early as usual. (No matter what time you say you want to meet, you can bet Mark will be there already with the hangar open and probably have his Warrior out before you can help him. 😊) So Mark and Randy Kelly swept the floor then started setting up tables, chairs and moving the steam table into place. Before too long Helene Wharton showed up to start setting up the pans for the steam tables closely followed by Leigh Kelly who took inventory and set off on the grocery run.

Yes the days are getting noticeably shorter and daybreak comes later. Saturday morning, Randy, being the designated coffee urn starter was first to the airport. The sun had yet to rise, but a planet high in the Eastern sky greeted Randy with a "it's going to be a great day" dark blue sky and amber horizon.



Can you hear "Holst's Planets" playing in the background?

Randy opened the building, filled, and plugged in the coffee urns and set the ovens to 375deg F for the biscuits and potato casserole. With those critical items on the "pre-breakfast checklist" complete, Randy ventured back outside to watch the sunrise greeting the aviation community of middle Tennessee.



BREAK - BREAK. Evil Editor Zurg interruption: I may be Evil, but I recognize that the job of aviation education never stops. When staff editor/photographer Randy showed me this morning photo, I couldn't help the urge to perversely frus....I mean, further the education of my readers. So fellow aviators - here's a photo to challenge your aviator intuition. Ignoring the beautiful soon to be sunrise in the background,

imagine you were expecting imminent IFR at Shelbyville and your GPS was out. Given the clues in this photo, what type instrument approach would you probably expect you could ask for?



*Zurg's imminent morning IFR flight quiz.
(Answer later in this issue.)*

I now return you to staff editor Randy's regular story and the picture he chose for this article.



*A beautiful sunrise over Shelbyville Airport
hailing a great day to fly in for breakfast.*

Leigh was the next to arrive (to make sure Randy had set the right temperature on the ovens), and was soon followed by Helene and Mark. The crews quickly continued the "pre-breakfast checklist", slicing meats, cooking biscuits and prepping the grills. Soon members Tim Rosser, Tommy Lynch, Sharon Tinkler, Sharon's friend Diana Socher and Middle Tennessee State University (MTSU) Alpha Eta Rho member (AHP) Presley Kennemore showed up to start manning the stations.

Our first customer arrived before 0700. The "Line" opens at 0730, so we gave him a coffee cup and sent him off in the direction of the pots. With his cup filled he was happy to "hangar fly" and offer advice to the cooking crew.



*The first coffee drinker arrives and Leigh updates
him on when the food will be ready.*

Out on the flight line. First aircraft taxied up around 0700 and parked at the end of the flight line. (We guess they figured they would need the exercise after breakfast.)



*The first aircraft arrives and parks way down in
the "aerobicize zone".*

The MTSU Alpha Eta Rho folks showed up to set up their plane washing station shortly after that.



*The Alpha Eta Rho "Mu Tau" Chapter Airplane
Washing Team is here. Bring on the "dirty
birds" 😎.*



Ch-1326 Secretary Sharon Tinkler and AHP member Presley Kennemore greetin and takin donations from hungry aviators!

The next aircraft arrived shortly after 0730, followed by a slow stream of other aircraft.



More flyers positioning themselves to "walk off" their breakfast?



The Taildragger Conga line forming.



With a US Navy C-150A taildragger in second place?



The first couple "paying customers" arrive.

The "0800 rush" was not as busy as usual, but it was a good crowd, and they seemed to keep coming.



The flightline is filling up.

Per Evil Editor Zurg's taskings, Ch-1326 staff editor and photographer Randy snuck out multiple times to try to get pictures of the flightline activities but kept getting called back to cook more pancakes.



The first of the breed! A 1958 Cessna 182A Skylane arrives.



Bring-er-in to a full stop there Marshall!.



Ask this EAA member about the wind direction. (I wonder if he flies a taildragger?)



A Waco Great Lakes.



A Classic 1958 Cessna 182B with a newer generation propeller.



The Classics row of the flightline forms here.



A grand old lady. Look at those curves.



"Coyote Beautiful" (Hum. Sounds like a movie title. 🤔)

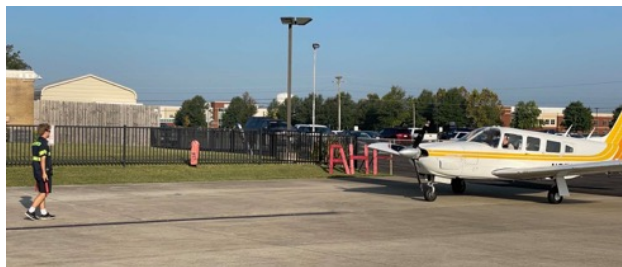


A nice Hatz CB-1 with nice nose art too.

Though the hangar seats never appeared to be full (we had set up an extra row just in case), there seemed to be a steady stream of both aircraft and folks. I lost track somewhere before I got to 30 aircraft, so we likely had 1 or 2 more.



Another ground breaking aircraft. An American Yankee in a Grumman paint job.



Keeping the Marshalls busy.



Nicely painted RV. (Sooo – what looks out of place in this airport picture??)



Classic GA. A Piper Cherokee 140 arrives for breakfast.



OK troops, you know the drill. If you're faster than the plane on your left, switch places! Line up slowest to fastest!



The youngest Cessna of the day arrives.



Double-take RV-4. Haven't I seen that paint job somewhere before?



Nice RV-7A on the line.



A Liberty XL-2. (First one of those I've seen here.)

About 10-15 minutes before closing, we heard a high-pitched jet engine whine coming from the flight line. We peeked out to spot the last arrival; a Dassault Falcon 2000EX Jet. After paying for jet fuel they came in and donated the

last of their handy cash to the donation kitty to participate in our fine fly-in dining experience.



The "High Priced Spread" crowd "squeaks" in before the bell.

The Falcon crew were the last ones through the doors. By this time the last of our workers and some of the AHP plane washers started the cleanup. We quickly got the tables and chairs put away, and with some dishwashing help from our AHP volunteers we converted the venue back to a normal hangar. After the final tally, we think we had about 95 people that morning. As predicted by the beautiful sunrise a few hours earlier, it had been a beautiful fly-in day.



Randy Kelly
Staff Editor

AirVenture Oshkosh 2023 Photo Essay - Part 2:

Editor's note: Thanks again to EAA member and former Ch-1000 newsletter editor Russ Erb for his photo essay of his trip to the 2023 Oshkosh Air Venture. In this final installment, Russ describes in words and photos some of the sights of this last Oshkosh Air Venture and a few shots from his flight back home to the little town of Rosamond in the Mojave High Desert.



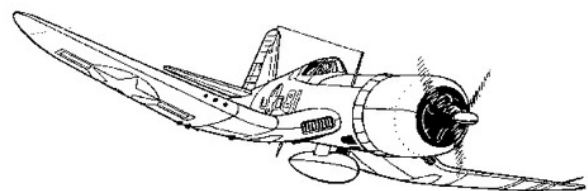
AirVenture Conclusion and the Flight Home



My cell phone doesn't have a great camera for long distance shots during airshows. This is the USAF Heritage Flight, led by a A-1 Skyraider, flanked by a P-51 Mustang and an F-22 Raptor.



The US Navy Heritage Flight, with Corsairs in lead and slot and EA-18 Growlers on the wings





I don't remember the exact name of this aircraft, but it is one of the eVTOLs under development for Urban Air Mobility, which flew autonomously down the runway, stopped, turned, and flew back the other way. No report was made on how much battery capacity was used in this one minute flight.



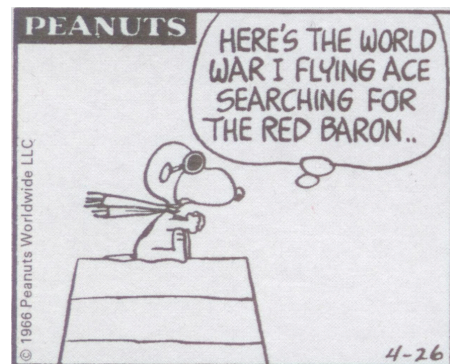
A Gippsland GA-8 from Maxwell AFB was on display in the Civil Air Patrol booth. I'm not familiar with this aircraft type, but it looks like it has a large internal volume. (EE Zurg notes: Yes, this is the source photo I used in last month's Project Police quiz.)



The Bugatti racer in the EAA Museum has been moved from over the stairs to the Air Racing gallery. We thought we were going to find out how it would have flown, but the replica crashed after very little flight time.



If you are going to fly your record setting ultralight, be sure to take Snoopy along with you. He is a WWI Flying Ace and thus an excellent instructor.





I'm always fascinated by the Pitcairn autogiro, even if it wasn't very practical and had questionable flying qualities.



This C-123 with nose art as the "Thunder Pig" from the Air Heritage Museum, has Porky Pig sitting in the cockpit as the pilot.



The relatively new Cessna Skycourier in service with FedEx. The pilot we spoke to was very bullish on what a great airplane it is for FedEx. One of the most significant capabilities is the ability to load standard baggage containers in the fuselage.



Scott "Stormy" Weathers recreates Doc's pose with the second airworthy B-29

Ford Trimotor



This year I took the time to get a Pax Qual on the Ford Trimotor. Watch for a separate report on that. Henry Ford built 199 trimotors. He stopped there, because if he had built one more he would have had to get a Type Certificate for the design, and he didn't want to mess with the government.

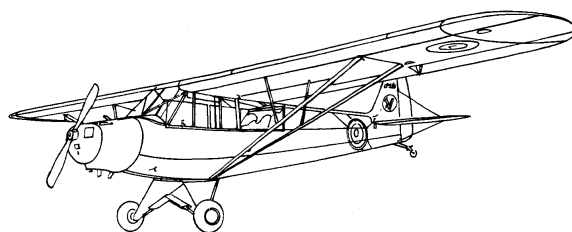


After the flight, demonstrating my best *Project Police* pointing technique. An EAA volunteer is always available to take this type picture immediately after each flight. It had been raining that morning, necessitating the use of the rain coat.

EAA Seaplane Base



Piper J-3 Cub. Since this airplane barely has enough power to fly off of land, it must be real fun on floats.



An Aeronca Champ on floats. Another very underpowered seaplane.

EAA Chapter Activities



We assumed the N-number on this one meant “A Cessna 185 for Jimmy Doolittle”. I texted JD3 to come pick it up, but I don’t think he did.



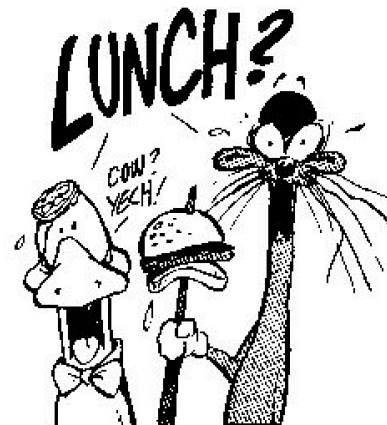
A Canadian Lake Amphibian on the lake.



A Beaver in its natural environment—on floats. Meanwhile, Glenn contemplates what an RV-8 would look like on floats and which South Carolina lake he could fly it off of.



On Sunday night, the EAA Chapter Office hosted a Chapter Leaders Corn Roast. While EAA Chapter 1000 is defunct, Stormy is the newsletter editor for Chapter 661, and invited me as his “+1”. Offerings included corn on the cob, hamburger, and Shasta Cola.



The Chapter Office encouraged chapters to make a sign for a M*A*S*H style pole. Stormy’s sign for Chapter 661 ended up on the top of the pole.



The Chapter Office also encourages the chapters to build an Adirondack chair and bring it to Oshkosh to add to the collection. EAA Chapter 931 seems to be compensating for something. Here, Stormy does his impression of Edith Ann at Oshkosh. (Editor's note: When I asked Evil Editor Zurg to explain this reference he waved he laughed menacingly and said it was "...another very old reference.." and "Make 'em work for it!" I've learned not to ask Zurg twice, so I suggest you Google it as an exercise.)



Saturday was the Chapter Leaders Breakfast, and I accompanied Stormy once more. Several speeches were made by folks such as Jack Pelton, and some chapter awards were given out.

Swinefest



Since 2006, the high point of AirVenture has been the Swinefest with the Yoopers of EAA Chapter 439.



The rotisserie roaster where the pig roasting is done.

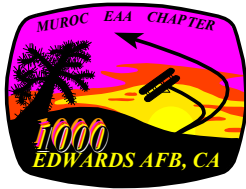


The view while standing in line for the serving.

Weird Things You See at Oshkosh



The EAA Chapter 1000 alum table, with Jimmy Doolittle III, John Weathers, Glenn Nicholson, Gary Aldrich, and Stormy Weathers.



My Swinefest plate, featuring Pulled Pork, beans, dressing, corn on the cob (popular in the Midwest), potato salad, jello and Pepsi.



The NASA area, with an inflatable Space Transportation System (STS) (I thought it was bigger than that), an inflatable astronaut (I thought they were smaller than that), and an inflatable X-59 that I don't think will make it to supersonic



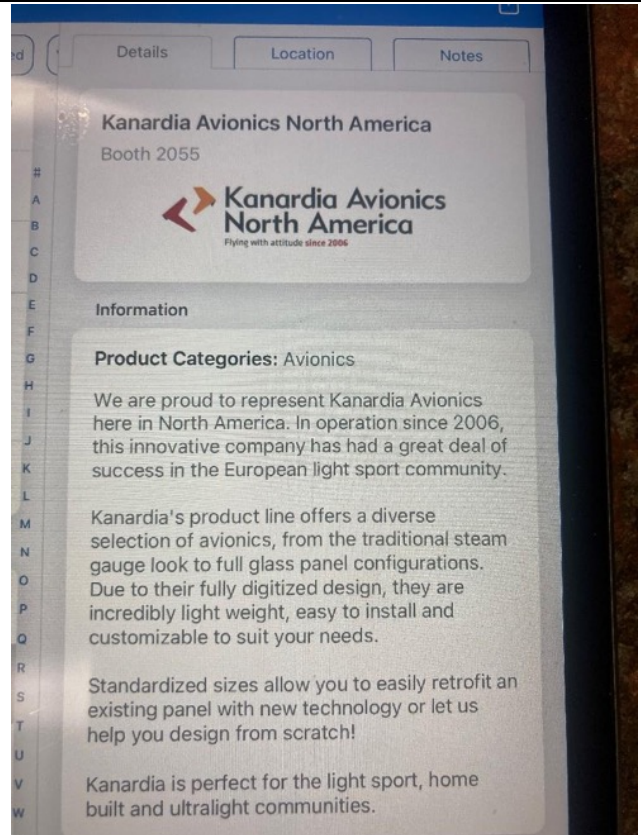
I'm probably the only person on the whole field who would get excited about this. This is the Zipline drone which has been used in Rwanda to deliver medications and for missions at several other locations. I looked at the Pitot tube and immediately recognized the baffles which are used for water separation to keep water out of the Pitot system.



This airplane had me confused in all sorts of ways. It says “Thunderbird” on the side. It doesn’t look like any of the machines on Tracy Island. The USAF Thunderbirds never flew P-51s, and especially not B/C models. Finally, why is a Thunderbird painted in Blue Angels colors?



“Red” was on duty at his usual station next to the Theater In The Woods. No explanation was given for why he had a runway between his legs.



This popped up on my EAA AirVenture app. Apparently, mission systems Technical Expert Randy “Kanard” Kelly has started an avionics line and named it after his call sign. I would have thought he would have mentioned something about it to me.



I would have caught a ride on this golf cart, but Marcie, Lucy, and Charlie Brown beat me to it.



On the front of the same golf cart, we finally find out “When Pigs Fly!”



Chick-Fil-A has joined the list of food vendors at AirVenture. Of course, it was packed, with the line reminiscent of just about any Chick-Fil-A Drive Thru. Just like the Chick-Fil-A Drive Thru, the line moved surprisingly fast. We can see that even ATC controllers like eating at Chick-Fil-A.



A Stearman “Starter Project” available in the Fly Mart. Note that this somewhat incomplete airplane comes with a giraffe pilot with helmet and goggles.



What exactly is “International Federal”? I thought “Federal” described a government within a single nation. I think a visit to Conjunction Junction is in order here.

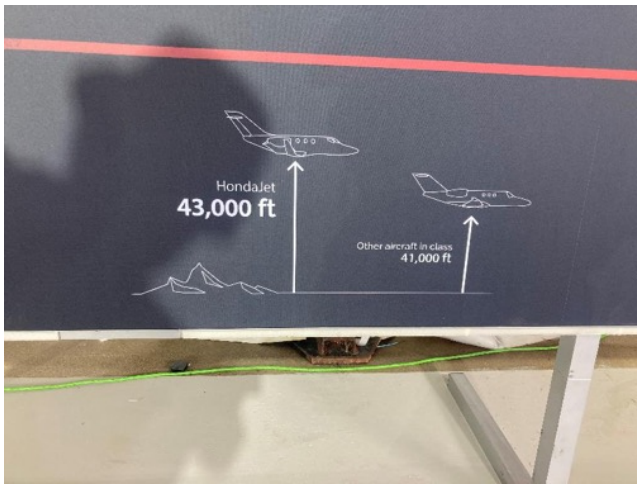


In the AOPA area they had this year’s sweepstakes aircraft, a Cessna 170, on display. I enjoyed the pipe insulation on the trailing edge for those not used to walking around high-winged

Cessnas. I wonder how many foreheads were saved by bumping into foam?



Is it really a workshop if there is only room for one person? These workshop facilities seem a bit small.



Marketeers are obviously non-linear. This advertisement makes 2,000 feet look very big compared to 41,000 feet. They could at least label it "not to scale".



Likewise, a difference of 17 KTAS is huge compared to 405 KTAS. Then again, maybe the origin is about 20 feet to the left.



Apparently even invisible airplanes still need to be tied down. I tried following the QR code, but the web site looked sketchy.



Over in the "International Federal" hangar, I saw this guy who was doing a very good job of flying a Wright Flyer simulator. He wasn't trying to fly it like a modern airplane, but was using "intense pilot compensation", making tiny, abrupt inputs and monitoring the response. Probably a Cooper-Harper 9. (Editor's note: The "Cooper-Harper" scale is a flight test tool used to quantify the handling characteristics of an aircraft. 1 is great. 10 is essentially uncontrollable during certain phases of flight, so 9 is pretty bad, requiring "intense pilot compensation" to remain in control.)



In the “Vintage Hangar” was this example of a “circa 1946 Vintage Workshop” with the walls clad in Oriented Strand Board (OSB). I question the authenticity, because OSB wasn’t invented until 1963. Does anybody else notice this stuff?



Wednesday was reported to be the hottest/most humid day of the show. I drained my whole Camelbak that day. I ordered the waffle cone vanilla soft serve shown here. I was able to eat about 90% of it, since in the process about 10% of it melted and ran down over my fingers and onto the ground.

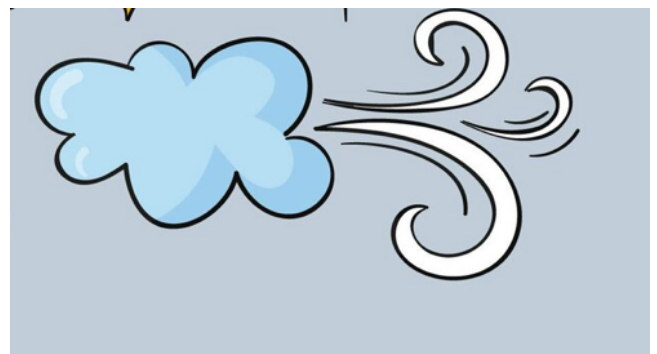


A Subsonex jet piloted by Captain Walter Mitty. Who else?

The Flight Back



Friday night at Kelly’s bar (right next to the UWO dorms) was ended by a thunderstorm that required disassembling the awning over the outside seating because of high winds. This is Saturday night, when they didn’t bother putting the awning back up.



(Free image courtesy of freepick.com)



Sunday morning about 0845, just before departure. In Grad School we determined that if only two cars are in the parking lot, they would be parked next to each other. In this case, the only other airplane near the Bearhawk is right in front of it. Most of the rest of the airplanes have already left.



Our first stop out of Oshkosh was in Ames IA, home of Iowa State University. Here I kneel in formation with Cy the Cardinal, Iowa State University mascot and local pilot.



At the Colorado Springs airport, Glenn Nicholson (second crewmember of the Combat Bearhawk for this trip) gets a selfie with the carved bear launching a model airplane.



We crossed the Rocky Mountains going home by flying V83-210 through the La Veta Pass, crossing Alamosa, and taking V368 through the Cumbres Pass out to Farmington. Going through the La Veta Pass we were at 12,500 feet

MSL on the pressure altimeter. The temperature was 52F, which is ISA+20C, or qualitatively "hot". The Dynon D-10A reports a density altitude of 14,740 (qualitatively "very high"). GPS altitude was showing 13,145 feet. It took a while to get up there. Because of the high temperatures the true airspeed was down from 122 knots to 116 knots.



We landed at Kingman AZ in 17G24 winds, and I worried about the airplane blowing away as I tried to refuel it. I tied it down while we decided if we should delay departure. We decided to visit the airport restaurant for lunch. While we ate lunch, a giant downpour just over Kingman soaked the ramp and flooded the outdoor seating area.



Russ Erb

Project Police Aircraft Spotters Quiz (and other pop-quiz answers)



Evil Editor Zurg

First off. Maybe I'm Evil, but having hit you with a photo pop quiz previously in THIS newsletter I'm going to answer that here. You IFR savvy and details observant pilots should have noted a sunrise East of runway 18/36 making the right side of the frame "South". Next, both the tetrahedron and windsock indicate the winds from the South AND a VOR at the left edge of the photo. These clues should have led you

to think there may be a VOR approach to runway 18 available.

OK. Now to the Spotter's Quiz. Last month's Spotter's Quiz specimen was this well dressed amphibian:



One of our readers replied, "That's Flagship Detroit". Well, "Flagship Detroit" WAS featured in one of the articles in the September Sport Flyer, but she was NOT the subject of the Aircraft Spotters Quiz.

Project Police member Michael Knight emailed Staff Editor Randy, "That looks like a Douglas Dolphin in USCG livery. Called an RD-1 at the time."

Once again, Michael got the majority of the details correct. This is actually the sole surviving Dolphin, specifically, the RD-4 version used by the US Coast Guard.

The "original" Dolphin was a pure seaplane ("Look Ma, no wheels!") built in 1930 and was essentially a "luxury flying yacht" known as the Douglas "Sinbad". (I wonder where that name came from?) Who would have imagined - but luxury flying boats were not in great demand in 1930 (Google "Great Depression"), so Douglas added wheels to make the "Sinbad" an amphibian and named it the "Dolphin". Douglas DID generate enough interest by the military to sell the Sinbad as well as several Dolphins to the US Navy.

Douglas DID get some civilian interest in the aircraft. Two were purchased by the Wilmington-Catalina Airlines to fly passengers between Los Angeles and Catalina Island, and some were even bought as luxury transports. William Vanderbilt, Philip Wrigley, and William Boeing all had Dolphins. This particular RD-4 was originally purchased by William Boeing in

1934, and she predates the Douglas DC-1. (One of you history buffs can tell us the significance of that tidbit.) She now occupies a place of honor in the Pensacola Navy Museum.



For this month's quiz, I'm going to a new format. Since we have a number of readers who are Alpha Eta Rho professional aviation fraternity members, who compete in National Intercollegiate Flying Competitions, I'm going to present TWO quiz birds each month. One will be something "routine" of the type normally presented in the NIFA competitions, and a second aircraft will be a "bit" more obscure.

So, AHP members, here's YOUR quiz challenge aircraft:



And HERE is your "double-header" quiz aircraft. This beauty was spotted and submitted by Project Police member Leigh Kelly during a recent trip to the "copper hills" of Eastern Tennessee.



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? 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. 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

October 26th, 2023; Regular Thursday meeting, 6PM. Location TBD.

October 28th, 2023; EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, KSYI airport.

November 25th, 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 (<https://www.eaa.org>, 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 electricrow@pobox.com

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THE SPORT FLYER

EAA CHAPTER 1326 NEWSLETTER

C/O Randy Kelly

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ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

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- Monthly plea for "Project Police"
participation for new stories