



# ***THE SPORT FLYER***

## ***NEWSLETTER OF THE SHELBYVILLE EAA CHAPTER 1326***

<i><b>President</b></i>	<i><b>Randy Kelly</b></i>	<i><b>661-400-0203</b></i>
<i><b>Vice-President</b></i>	<i><b>Tim Rosser</b></i>	<i><b>570-751-3104</b></i>
<i><b>Secretary</b></i>	<i><b>Leigh Kelly (acting)</b></i>	
<i><b>Treasurer</b></i>	<i><b>Leigh Kelly</b></i>	
<i><b>Newsletter Editor/Writer</b></i>	<i><b>Randy Kelly</b></i>	<i><b>661-400-0203</b></i>
<i><b>Guest Editor</b></i>	<i><b>EE Zurg</b></i>	<i><b>unlisted</b></i>
		<i><b>April 2025</b></i>
		<i><b>Volume 22,</b></i>
		<i><b>Number 4</b></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: April 2025**

Dear EAA Chapter 1326 members and friends.

As I told you last month, our biggest news is the upcoming Shelbyville Aviation Education Day on April 26th. We will be highlighting local aviation education opportunities for anybody interested in aviation as a hobby, vocation, or career. We will have flight schools represented, military services and academies represented, financial assistance organizations, and flight simulation opportunities. This is going to be a huge event, that will require every volunteer we can muster within EAA as well as our local educational organizations. We've already sent requests to some of you for either "volunteer labor" or to use your aircraft as a "static" display. (Static display aircraft pilots will get a free breakfast from us, and the KSYI airport is offering a fuel allowance for display aircraft - BUT, you have to be on our display list. If you feel you have a "display worthy" aircraft, contact me to see if your "baby" fits into one of the display niches we are trying to fill.) The 26th is ALSO our normal breakfast day, so we will be serving breakfast from 07:30 to 09:30 AM. Education Day is from 10:00 AM to 2:00 PM. Please - let me know if you can help! (See the flyer at the end of this newsletter.)

In other news - this last month was certainly a challenge. While our February breakfast went off without any significant "hitches", the last tantrums of the "weather daemons" (namely "Jack Frost") still threw us some curves. Our EAA hangar remained essentially unscathed except for a freeze broken drain pipe, but other freeze damage at the KSYI airport resulted in our water being shut down for several days AFTER the event. This looked like a good time to replace the faucet in our sink with one more suitable for washing our coffee urns, and Chapter member (and former plumber) Jim West volunteered to install it. What none of us realized was how bad our infrastructure was, until Jim tried to cut the feed line to the sink, which promptly shattered into pieces. We decided that it was time to replace that fragile old PVC with modern PEX tubing while all the water was off. Little did we know the "weather daemons" had "plumbing daemon" allies, who threw every conceivable "What the Heck" problem at Jim, turning a 3-hour sink install task into an almost 4 day ordeal. Thanks to Jim, we now have MUCH more freeze resistant plumbing and the ability to wash/fill our coffee urns directly. (We grant Jim "Hero of Ch-1326" status for the month.)

As a final (but hopefully now routine) news, we held our VMC Club meeting on the first Tuesday, March 4th. Although the weather daemons dealt us some really ugly weather cards that day we still had at least 3 folks show up (2 from the Nashville area), so we hope we're getting a regular attendance from the community.



Randy Kelly  
President, Ch-1326



---

---

### **EAA Chapter 1326 March 20, 2025 Minutes Summary**

Randy called meeting to order at 6:10 PM. Virtual attendees were Tim Rosser, Mark Cannon, Mike Harris, Lamont Taylor, Jake Washburn, and Randy and Leigh Kelly.

#### **Old business:**

-Everybody had received the Feb minutes summary in the newsletter except for the treasury financial numbers which are only on the "record" minutes. Mark Cannon moved we approve the minutes. Tim seconded and we approved unanimously.

-Leigh provided the March Treasurer's Report.

-Randy reviewed the list of volunteers for the breakfast setup and breakfast. Setup "muster time" was set for 09:00AM Friday Mar 21. Randy confirmed 06:00 Saturday Mar 22nd as the showtime for the "coffee maker", between 06:30-06:45 for cooks and after 07:00 for the "support" crew members.

-Randy summarized the plumbing work performed in our hangar recently by EAA Chapter Member Jim West. The new faucet previously approved for purchase by the Board was procured and installed by Jim. The old PVC pipe was too brittle to reliably connect to, so Jim (with Randy's help) replaced all the interior PVC with PEX tubing, new valves, connection stems, a new shutoff valve for the West side of the hangar, and overflow drains for the water heater. Randy also noted they discovered a previous unknown complication in that the hangar had TWO shutoff

valves, one on the West side and one on the East side. Randy commended Jim for the work and noted that this job was apparently "just in time", as a subsequent water shutoff and turn on of the water by the county damaged plumbing in multiple other buildings at the airport (because of their old plumbing), but the EAA hangar plumbing remained intact. Leigh noted that Jim and Randy had discovered that the EAA water heater probably had limited lifetime left, and that a new gas water heater was somewhere in the \$600 range. Randy commented that the airport has "informally" made it clear that the EAA hangar is slated for destruction, and recommended we not replace the water heater unless it gives clear indications of imminent failure.

-Randy gave a summary of the status of preparations for the upcoming Aviation Education Day on April 26th. We already have about half a dozen static displays confirmed (weather permitting) and requests have been emailed or "snail mailed" to half a dozen or more other aircraft owners. Matt Wilkins and Mike Harris have designed a poster/flyer and website to begin advertisement and we are starting to link to those sites. Randy has designed a flyer to attach to any visiting aircraft at the March 22nd breakfast we'd like to invite. Randy noted we had submitted our request for event insurance to EAA and were awaiting an answer. Randy also noted that we would need to report any contracts we would sign, and have a copy of insurance coverage for any vehicle rentals.

-Leigh gave an update on our efforts to convert to 501(c)3 status. She expressed frustration with the TN Secretary of State office, who told us over the phone that we could go to the office and retrieve our previous charter documents in person, but when we got there, we were told we could only "apply" and pay cash in person, but they couldn't give us a receipt for our cash, or deliver our documents until 3-5 business days by mail. Once we receive our original charter documents, we can apply to amend them and apply for 501(c)3 status from the IRS using the Form 1023EZ. Leigh also noted that according to our information, that as soon as we had applied for 501(c)3 status, that we could solicit donations.

**New Business:**

-Randy noted that our current emphasis was on the upcoming breakfast, the upcoming Aviation Education Day and asked if there was any new business anybody wished to introduce.

-Tim Rosser referred to Randy's earlier comment about the airport planning to demolish (at some unknown future date) the EAA hangar, and asked if we had an idea as to how much the current Shelbyville land lease prices were so we could start thinking about what it could cost for EAA to build a new hangar. There was a short discussion on this topic. Leigh noted the current land lease price appeared to be about 35cents/square foot/year. She also noted the EAA Chapter 1494 from Morristown TN was building their own hangar and had collected on the order of \$1.25M to build their hangar. Randy noted that this was another reason why Ch-1326 should pursue 501(c)3 status.

-Randy asked if there was any more new business. There were no takers. Mark Cannon moved that we adjourn and Tim Rosser seconded. The group voted unanimously. Randy closed the meeting at approximately 6:45PM.

---

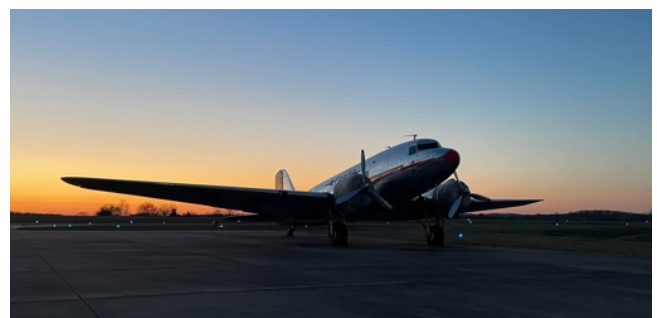
**March 22nd Fly-In Breakfast**

The weather daemons looked like they were going to smile on the March 22nd breakfast, and given all the nasty weather the last couple months, we were expecting a good turnout. The "weekend prior volunteer call" indicated we had enough folks to pull it off, so I called the airport and told them to put up our banner Monday morning and post the event on the electronic sign. The only slight change was that our "Volunteer Extraordinaire" and master egg scrambler, Helene was going to be out of town and we'd need another

egg chef. Helene dropped off plenty of her most excellent salsa (you HAVE to have salsa with eggs), and Leigh added (Toe)Maters and watermelon to her shopping list for our other "egg-complementing" veggie and fruit sides.

Friday was setup morning. The first surprise of the day was when I got the Friday email from the "SocialFlight" website noting all the aviation weekend activities, and the EAA Ch-1326 Breakfast was NOT on the email. PANIC attack! I quickly logged into my SocialFlight account to discover I'd forgotten to create a new series of events for our new (regular) time of 07:30-09:30 CDT. I quickly generated a new recurring event and for good measure sent a confirmation email to all our newsletter followers. I headed out to the airport at the appointed "muster" time to discover a slightly smaller than promised setup team (it was one of those "Life interferes" moments.) Since we usually have more volunteers than the "minimum crew list" that was not a problem, and we still got the Challenger and Warrior moved out of the hangar and set up all the tables, chairs and cooking stations in a reasonable amount of time.

Saturday morning as usual, I showed up before 06:00 to fire up the ovens and coffee pots. Shortly after I got those fired up, I went out to welcome our local DC-3, Flagship Detroit back to the flightline and shoot a morning picture of her.



*Welcome back Flagship Detroit 🍷*

When I got back to the hangar, fellow Chapter member Jim West (and ex plumber extraordinaire, but that's another story) was in the hangar. I set him to work slicing "maters" and the watermelon. Before long, Mark Cannon, Leigh, Tim Rosser, Evan and Andrea Schaefer, Mike Loehle and MTSU Alpha Eta Rho Fraternity (Mu-Tau Chapter) President Landry Dupree showed up. One of our Young Eagle members, Nathan,



showed up with another family member and friend to help out.

As not uncommon, about the time we started cooking (but still prior to the published start time), Alan Scheuers, one of our EAA Young Eagle pilots, showed up to hit the coffee pot. Close behind Alan was "Sean", one of our local vets who almost always shows up early to the breakfast. Soon after, our first aircraft arrived. I handed off the pancake cooking duties to Chapter member Mike Loehle, then headed out to shoot some photos.



*Alan Scheuers arrived early for coffee.*



*A Yankee was the first one to fly in!*

The "walk-in" and "drive-in" customers were starting to roll in when I heard that (lovely) rumble of a radial engine taxiing in. I looked out the door to see "Marshall Mareesa" Thaxter (another AHP "alumna") guiding a Gullwing Stearman into a parking spot. (There were some interesting hand signals being given in that interchange as you can't marshall a BIG radial engined taildragger from the 12:00 position because the pilot can't see over the nose.)



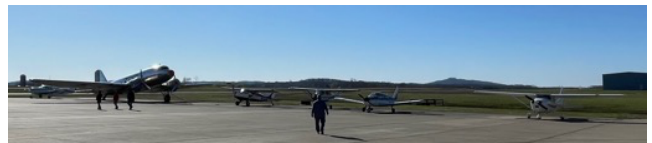
*A Gullwing Stinson (Photo courtesy of Project Police Jim West. EEZ notes: look closely at the gear, this is NOT a Fairchild 24!)*

The "08:00 rush" had begun and the cooks were shifting into overdrive. People kept coming in the door, and planes kept arriving. "Marshall Mareesa" and Jon Fernandez had their hands full as planes kept coming in AND they were asking for fuel. (Getting a good workout today line folks, aren't we?)



*The 08:00 Rush*

During my last quick visit to the flightline to satisfy the "Evil Editor's" request for photos, I counted over 25 aircraft. I headed inside to relieve some of the volunteers from their duties so they could go take a tour of the flight line too.



*I guess everybody wants to park next to Flagship Detroit.*



*Is that a Cub trying to hide between 2 Bonanzas?*





*No, it's a Wag-A-Bond "Traveler"!*



*They flew in a Maule to get breakfast.*



*But this Maule has a wheel out of place??*

Meanwhile, inside the hangar the tables were quickly filling up, and we even ran out of "maters" and biscuits. (Oddly, we didn't really get any complaints about not enough maters, but we did get a few complaints when we ran out of biscuits. We also got a couple of compliments on our pancakes though. (Our pancakes always seem to be popular.)



*12 tables full. Now THAT'S a full hangar!*



*"Marshall" Maeesha pumps fuel on "the fast lane".*



*Humble and loveable Piper 140.*



*A Van's RV-8A Tigershark?*



*A pair of "Champs" stake out the taildragger strip on the North Ramp.*



*All the Red airplanes like the Shelbyville Sign!*



*An unauthorized fly-by over the flightline by "Goose" and friends.*

We were still cooking eggs and pancakes a few minutes before the official 09:30 closing time when a few stragglers rolled in. A few of the rest of us decided to get a bit too as we'd been too busy to eat earlier. Cleanup was straightforward for our sizeable team of volunteers, and with an "unofficial" count of visitors of over 110, we declared "Victory!".



Randy Kelly  
Staff Editor

## Project Police Report:



### Evil Editor Zurg: A

couple months ago, staff editor Randy asked me about the possibility of running some "Aviation History" articles, and Project Police member (and renowned aviation artist) Mike Machat was happy to oblige us with a first article. This month, one of your own local Chapter members, Jim West joins the Project Police force with a "book report". (Book report? We can do book reports?) Anyway, Jim was telling Randy about a book he had read recently about Wichita he thought would be of interest to our readers. (Yes Dorothy, Wichita IS in Kansas.)



## WICHITA

### Where Aviation Took Wing (the Greteman Group, 2019.)

*(OR, how aviation took hold of the Wichita community, growing together to become the aviation capital of the world.)*



Oddly enough, like many EAA members, I've always had a passion for aircraft and the history of aviation. When we think about the launching of Aviation, we always seem think of a bicycle shop in Dayton Ohio or a sand dune in North Carolina, but the "business" of building airplanes occurred in a number of places. One of those places was (and is) Wichita Kansas. I stumbled onto this book one day in a book store and decided to pick it up. This book is a "keeper". It briefly outlines with text and photos, how aviation took hold of the Wichita community, growing together to become the aviation capital of the world. Obviously, it would be difficult to summarize all the story threads in this book, but here are some of the ones I considered key.

Wichita was the right place, the right time, the right geography and had access to the resources necessary to become the aviation capital of the world. In order for aviation to take hold, several things were needed. Early Kansas became host to railroads, mechanized farming and an oil boom. High food production, finance, technology, morals and freedom gave rise to dreams.

The first railroad in Kansas started in 1859 and later branched out to various communities. The agriculture industry boomed with the event of access to markets provided by the railroads and also by mechanization. The first oil well in



Kansas was drilled in 1892 near Neodesha. It led to the construction of the first oil refinery in Kansas. Mechanized agriculture, along with railroad and petroleum industries, helped create a pool of skilled labor. Additionally, the flat plains of Kansas provided for easy airfield creation.

This nexus of agriculture, railroads, airfield friendly geography and a culture ripe for business was perfect. Wichita soon became a central stop for aviators, providing excellent airfield real estate and readily available petroleum products, especially gasoline!

The first airplane built and flown in Kansas was the Dixie Flyer by Albin Longren on 11 Sep 1911. (Editor's note: the basic design Longren used was that of Glenn Curtiss's pusher.)



*Longren's "Dixie Flyer"*

Wichita became the birthplace of the EM Laird Airplane Company, later renamed the Swallow Aircraft Company. They made the first production aircraft in the U.S., the Laird Swallow in 1919.



*An EAA member built replica of a 1927 Laird Swallow.*

Wichita also became a jumping off point for barnstormers of the 1920's such as the Garver's Flying Circus that flew the Laird Swallow.



*Garver's Flying Circus's Swallow*

Laird/Swallow employed a couple "at that time unknown" aviation workers named Walter Beech and Lloyd Stearman. In 1925, Walter Beech and Lloyd Stearman left Swallow to form the Travel Air Company in Wichita. Travel Air was not only successful, but it attracted other historic aviation workers, one of whom was named Clyde Cessna. Notably, one of Travel Air's most famous specimens was the Travel Air Type R Mystery Ships which were significant technology advancements for the time. (Editor's note: the Mystery Ship Type R's were flown by such famous aviators as Jimmy Doolittle and Pancho Barnes.) The Travel Air 2000 shown below is on display at the [Beechcraft Heritage Museum](http://www.beechcraft.com) in Tullahoma TN.



*A Travel Air 2000 from the Beech Heritage Museum*







*Travel Air Mystery Ship.*

Lloyd Stearman left Travel Air and founded the Stearman Aircraft Company on 10 December 1926. Stearman moved fabrication from Venice CA to Wichita in 1927. Stearman eventually became part of Boeing in 1935. The first aircraft produced by Stearman in Wichita was the C2B.



*Stearman C2B*



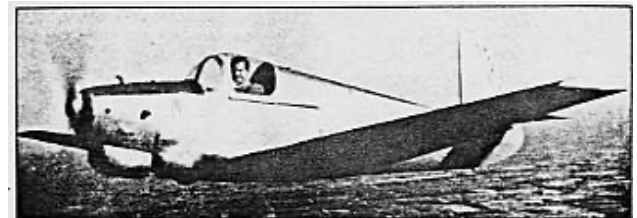
*Stearman PT-17*

Clyde Cessna left Travel Air and funded the Cessna Aircraft Company on 7 Sep 1927. The first "Cessna" was the Model A.



*EAA member-built Cessna Model A.*

In 1929, another "now common" aviation pioneer named Albert Mooney came to Wichita, where he found some financial backers and started Mooney Aircraft with their first model, the M-5. One interesting model was the Mooney A-1, which was mated to a Packard DR-980 diesel engine, the first diesel engine in aviation.



*Mooney A-1*

During the late 1920's, Wichita had 16 aircraft manufacturers, 6 engine factories, 11 airports and approximately 12 flying schools. The Great Depression hit Wichita hard but while many aviation related businesses consolidated or folded, others emerged. Beechcraft began there in 1932 with the Model 17 Staggerwing which became the business aircraft of the day. Later, in 1937, the Beech Model 18 emerged and it and variants were embraced by both civilian and military aviation.



*A Staggerwing from the Beech Heritage Museum.*



*Beech 18.*

WWII brought about an aviation boom to Wichita. Several prominent WWII aircraft were built in Wichita, including the technologically advanced Boeing B-29s. The B-29s were the first mass produced airplanes with pressurized cabins, flush head rivets, dual-wheeled tricycle landing gear and use of TIG welding.



*Commemorative Air Force's B-29 "FiFi" continues to fly today.*

The 1950's also saw the production of B-47s and B-52s in Wichita.



*B-47 Stratojet (Courtesy Wikipedia)*



*B-52 Stratofortress (A.K.A. the "Buff") (Courtesy Wikipedia)*

In 1962 Bill Lear moved his Swiss designed Learjet production from Altenrhein Switzerland, to Wichita.



*An early Learjet 23 (Courtesy Wikipedia)*

Spirit AeroSystems also began in Wichita in 2005, and the Kansas Aviation Museum also calls Wichita home.

The book also had a chapter on wing types: straight, tapered, swept with low, mid, high attachment locations and winglets, which should be of interest to the more "engineer inclined" readers. And finally, the book had a list of famous folk that have visited Wichita, including Amelia Earhart, Charles Lindbergh, even Elvis and Priscilla!





*Elvis (and Priscilla) has (have) left the building  
(to go flying)!*

All in all, this book was a fascinating read and should be very popular to aviation enthusiasts and U.S. industry historians alike.



Jim West  
Ch-1326 Project Police

---

### EAA Chapter 1326 Young Eagle/Eagle Report



The week after the breakfast not only ushered in a change in the weather but several of our Young Eagle's parents called us asking if we could give their Young Eagles a ride. Mark Cannon volunteered his Warrior and I volunteered "Lois" (our 182) so when the wind daemons looked like they were going to be amenable, then Leigh started scheduling slots.



Over a two-day period, Mark and I flew 8 Young Eagles and some of their mothers. Welcome Young Eagle Clint, Young Eagle Katerina, Young Eagles Conlee, Charles, Carolina (and their Mom Bethany), Young Eagles Elijah and Asa (and their Mom Leia), and Young Eagle Baltazar (and his Mom Eulalia).



*Mark with Young  
Eagle Clint.*



*Randy with Young  
Eagle Katerina.*



*Randy & "Lois" with Young Eagles Conlee,  
Charleston, Carolina and their Mom.*





*Randy & Young Eagle Asa.*



*Randy and Young Eagle Elijah*



*Randy and Young Eagle Baltazar.*



**Randy Kelly**  
Staff Editor & YE Pilot

**Project Police Aircraft Spotters Quiz**



**Evil Editor Zurg:** This was last month's quiz aircraft submitted by staff Editor Randy after he saw it on an old episode of Perry Mason.



I was pleasantly surprised (and that's hard to do) by the response from our Project Police on this "challenge". In total, 7 Project Police responded, though only 2 had the correct answer. The most popular incorrect answer was it was a Gullwing Stinson/Stinson 77. While it IS very similar to a Gullwing Stinson, the gear/wing strut connections are NOT representative of a Stinson. (You think I'm called the "Evil Editor" for no reason?)

An unexpected entry was received from the "Grok-3" Artificial Intelligence agent on the internet. Grok identified the aircraft as a Piper Cub, which I found highly amusing. (Also, an example to the wise, remember the old computer programmer saying. "Garbage in - garbage out".) Don't trust an AI/expert system implicitly to give you a correct answer. Always go back and verify. This is, in reality, a Fairchild 24, specifically, the UC-61 military variant.

In the early/mid 30's, Fairchild produced a very successful high-wing monoplane, the Fairchild 22, which spun off a number of variants! Personal and private business travel were starting to become feasible, but open cockpit tandem cockpits were not "comfortable". The early Fairchild 24s were a derivative of the tandem seated open cockpit Fairchild 22s. Fairchild widened the cockpit into a "dual" configuration

and enclosed the cockpit. It even had roll up windows! After all the "breezy" aircraft of the 20s and 30s, the Fairchild 24 was a real "Cadillac" and was highly favored by the business and Hollywood elites. In retrospect, these aircraft have been nicknamed "the bizjet of the 40s" by Fairchild aficionados. The UC-61 was a later model of the line and was used primarily as a military liaison and reconnaissance aircraft to look for submarines, but some of them ended up in civilian hands after the war. (One of which ended up in the "Perry Mason" TV episode 22, "The Case of the Fugitive Nurse.")



OK, here is this month's quiz aircraft, courtesy of long time EAA Project Police member, friend, and frequent contributor Mike Machat. (Here's a clue - Mike is one of the sharpest aircraft historians out there, SO, this may NOT be what you think it is at first glance.)



Send your "guesstimate" to Staff Editor Randy Kelly, at [electricrow@pobox.com](mailto: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. 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

**April 1<sup>st</sup>, 2025;** VMC Club Meeting, 5:30PM, KSYI Terminal building, KSYI airport.

**April 24<sup>th</sup>,** Regular Thursday business meeting, 6PM. virtual meeting.

**April 26<sup>th</sup>, 2025;** EAA Ch-1326 Fly-In Breakfast, 08:30-10:30, Sport Flyer Hangar, KSYI airport.

**April 26<sup>th</sup>, 2025;** Shelbyville Aviation Education Day, 10:00-1300 KSYI airport.

**May 6<sup>th</sup>, 2025;** VMC Club Meeting, 5:30PM, KSYI Terminal building, KSYI airport.

**May 10<sup>th</sup>, 2025;** STEM Workshop, 5:30PM, KSYI airport, Room is TBD.

**May 17<sup>th</sup>, 2025;** STEM Workshop Backup, 5:30PM, KSYI airport, Room is TBD.

**May 22<sup>nd</sup>,** Regular Thursday business meeting, 6PM. virtual meeting.

**May 24<sup>th</sup>, 2025;** EAA Ch-1326 Fly-In Breakfast, 08:30-10:30, Sport Flyer Hangar, KSYI airport.

**May 29<sup>th</sup>, 2025;** EAA Social and technical program speaker, 5:30-7:00PM, 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).*

## THE SPORT FLYER

Contact our officers by e-mail:

President Randy Kelly: [electriccrow@pobox.com](mailto:electriccrow@pobox.com)

Vice President: [timothy.rosser@mtsu.edu](mailto:timothy.rosser@mtsu.edu)

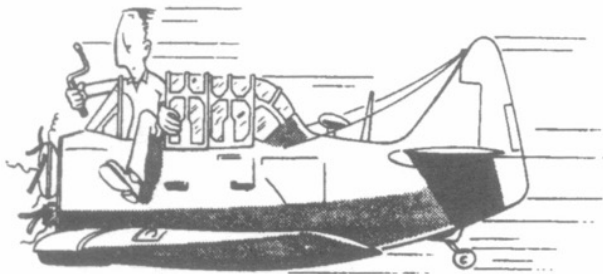
Treasurer: Leigh Kelly: [leighkelly@pobox.com](mailto:leighkelly@pobox.com)

Acting Secretary: Leigh Kelly

### 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](mailto:electriccrow@pobox.com).

<b>Composite Construction</b>		
Jack Bosse	<a href="mailto:Bossej3@gmail.com">Bossej3@gmail.com</a>	
<b>Wood Construction</b>		
Brennan Lewellen	<a href="mailto:blewellenvw@yahoo.com">blewellenvw@yahoo.com</a>	
<b>Fabric Construction</b>		
Brennan Lewellen	<a href="mailto:blewellenvw@yahoo.com">blewellenvw@yahoo.com</a>	
<b>Aluminum Sheet Metal Construction</b>		
Kenneth Rutschow	<a href="mailto:Ken.rutschow@gmail.com">Ken.rutschow@gmail.com</a>	
Brennan Lewellen	<a href="mailto:blewellenvw@yahoo.com">blewellenvw@yahoo.com</a>	
Jack Bosse	<a href="mailto:Bossej3@gmail.com">Bossej3@gmail.com</a>	
<b>Welding/Welded Steel Tube Construction</b>		
Brennan Lewellen	<a href="mailto:blewellenvw@yahoo.com">blewellenvw@yahoo.com</a>	
<b>Engine Installation</b>		
TBD		
<b>Certificated Engines</b>		
Kenneth Rutschow	<a href="mailto:Ken.rutschow@gmail.com">Ken.rutschow@gmail.com</a>	
Brennan Lewellen	<a href="mailto:blewellenvw@yahoo.com">blewellenvw@yahoo.com</a>	
Jack Bosse (+ROTAX)	<a href="mailto:Bossej3@gmail.com">Bossej3@gmail.com</a>	
<b>Electrical Systems</b>		
Randy Kelly	<a href="mailto:electriccrow@pobox.com">electriccrow@pobox.com</a>	
<b>Instrumentation and avionics requirements for VFR/IFR</b>		
Jack Bosse	<a href="mailto:Bossej3@gmail.com">Bossej3@gmail.com</a>	
Sean Lowe	<a href="mailto:sean.lowe@patriotavionicstn.com">sean.lowe@patriotavionicstn.com</a>	



**Do not attempt restart if engine stopped  
because of obvious mechanical failure.**

Inputs for the newsletter or any comments can be e-mailed to Randy Kelly at [electriccrow@pobox.com](mailto:electriccrow@pobox.com)

## EAA CHAPTER 1326 NEWSLETTER

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**

**PO Box 767**

**Shelbyville, TN 37162-0767**

**<https://chapters.eaa.org/eaal326>**

**ADDRESS SERVICE REQUESTED**

**THIS MONTH'S HIGHLIGHTS:**

- Kommandant's Komments
- March Meeting notes
- March Fly-In breakfast report
- Project Police Book Report:  
Wichita - Where aviation took wing.
- Young Eagles Report
- Evil Editor Zurg's Aircraft Spotter Quiz
- Monthly plea for "Project Police" participation for new stories



The flyer has a dark blue background with yellow and white text and graphics. At the top left is the EAA logo. To its right is a photograph of a white twin-engine propeller plane on a tarmac. Below the EAA logo, the text 'SHELBYVILLE MUNICIPAL AIRPORT' is written in yellow. The main title 'AVIATION EDUCATION DAY' is in large, bold, white and yellow letters. Below the title, it says 'Open to the public and free fun for the whole family!'. To the right of this text is a white circle containing the date and time: 'SATURDAY APRIL 26 10AM TO 2PM'. Below the date, there is a list of activities with corresponding icons: 'FREE Admission FREE Parking' (ticket icon), 'Food Vendors' (food truck icon), 'Vintage Airplanes, Warbirds, and Home-Built Aircraft' (airplane icon), and 'Flight Schools &amp; Colleges Flight Simulators' (control yoke icon). At the bottom left is a location pin icon followed by the address: 'Shelbyville Municipal Airport 2828 US-231, Shelbyville, TN 37160'. At the bottom right is a QR code. On the right side of the flyer, there are two circular inset photos: one showing a group of people looking at an aircraft, and another showing a person wearing a flight helmet and goggles.