



THE SPORT FLYER

NEWSLETTER OF THE SHELBYVILLE

EAA CHAPTER 1326

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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: December 2024

Dear EAA Chapter-1326 members and friends. Either President Randy has been good this year, or he's been whining so much that Evil Editor "Z" finally got tired of it, sent me some notes and tasked me with coming up the monthly Kommandant's Korner (where the heck did Randy go to school to learn to spell?)

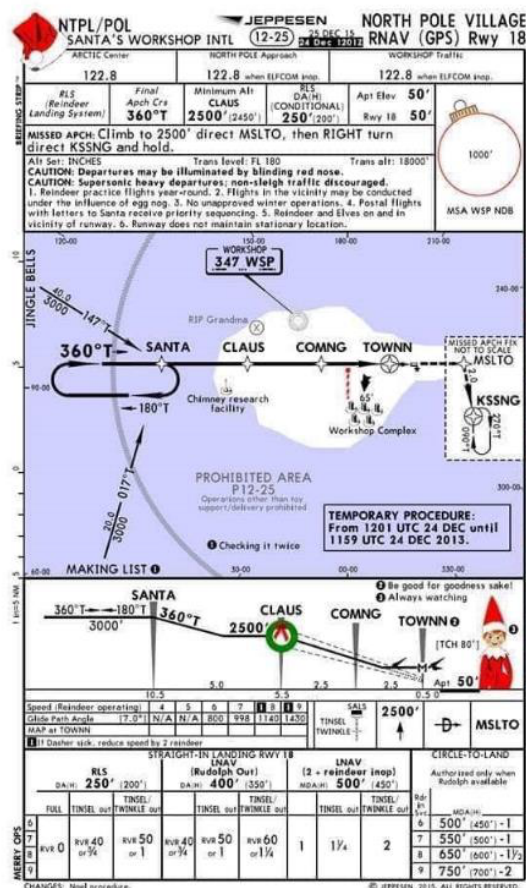
According to these notes, your members have been busy with breakfasts, supporting Aviation Explorers, flying Eagles and Young Eagles, hosting exhibits at Oshkosh, building airplanes and attending symposiums. The notes also say something about the Board proposing a bunch more breakfasts, more Young Eagles events, some STEM programs and Project Police raids. Another note says you're trying to establish a 501(c)3 organization to help raise funds for aviation education and scholarships. (Boy could I use some of that training. I gave my first Young Eagle ride to "Miss Cindy Lou Who" after only 1 lesson. It was kinda scary.)

Well, I gotta go now. After my "reform", "Kris" asked me to help with some deliveries this season. When I asked how to get to his shop, he sent me this plate. Can somebody there help me



read this thing? ("Z's" note said "ask Jake".) Maybe I'll see you at the field this season.

The Grinch & President de-jour



Last Month's Meeting

President Randy Kelly convened the meeting at 6:03PM. Members present were President Randy Kelly, Vice President Tim Rosser, Secretary Leigh Kelly, Mike Loehle and Lamont Taylor. Members present "virtually" were Sharon Tinkler, Matt Wilkins, Jim West and Evan Schaefer.

Old Business: Randy noted that the October minutes were summarized in the November Newsletter that had gone out except for the financial figures which are recorded in the "official" October 24th, 2024 hard copy minutes. Unanimous vote to approve minutes.

Treasurer Leigh Kelly submitted the Treasurer's report. Leigh noted that we had received a \$55 credit from EAA for Chapter Young Eagles flights in 2023. (Editor's note: Chapter account balances are only recorded in the secretary's "official" minutes. They are not published in our Newsletters.)

There was continued discussion on the previous several months discussion regarding the re-establishment of a 501(c)3 organization because of the amount of funds we had raised and the possibility of fund raising in support of STEM or education efforts. Though all 3 of the standing officers (President, Vice President and Treasurer) supported the establishment of a 501(c)3, the issue had never been voted on for lack of a quorum at the business meetings. After some discussion Leigh Kelly proposed there were 3 items that needed to be voted on formally, 1) a vote to establish a 501(c)3 for EAA Chapter 1326, 2) a vote to file for the ability to file a 1023EZ (at a filing cost of \$275, versus a filing cost of \$600 for the 1023), and 3) to delay the application for 501(c)3 status until January 2025. The board and members voted unanimously for all 3 motions.

Related to establishing a 501(c)3, Randy noted that the present EAA Ch-1326 Bylaws were designed for a 501(c)7 and lacked some of the additional bylaws recommended by EAA for their 501(c)3 chapters. During the discussion a motion was made to expand the existing EAA Ch-1326 Bylaws to include fiduciary related laws as recommended by EAA. The motion passed and

Randy took an action item to send out electronic copies of the EAA recommended bylaws for review by the board and members prior to the December business meeting. Since the current Chapter schedule does not have any meetings in December, Randy took an action item to coordinate a time in December when the board and any interested members could do a "virtual" business meeting in December.

Jake Washburn was away on business and was not available to report on the RV-6 project.

The final "old business" item was breakfast coordination. The members available for setup on Friday Nov 22nd and the Saturday Nov 23rd breakfast were reviewed. The "muster time" for the Friday Nov 22nd setup meeting was announced as 09:00AM.

New Business: Per the Ch-1326 Bylaws, annual elections are held at the November meeting. The Nomination Committee (Matt Wilkins) presented the nominees; President Randy Kelly, Vice President Tim Rosser and Treasurer Leigh Kelly had all volunteered to serve again in their positions. New member Jim West volunteered to be a nominee for Secretary. The group unanimously voted to approve all 4 nominees. The nominees will officially be "inducted" at the December business meeting or no later than 1 Jan 2025 per the Chapter Bylaws.

Randy took an action item to coordinate with the board a time for the December board meeting. (This meeting will be done "virtually" for convenience.)

Leigh brought up some additional new business items. 1) We have a Young Eagles credit of \$55 for 2023 that needs to be expended before the end of 2024. Leigh noted the things that could be legally reimbursed under the EAA guidelines. After discussion a motion was made to add \$15 to our \$55 credit (\$70 total) for 2023 to purchase two Young Eagles Workshop kits at \$35 a piece. 2) Leigh noted that the current sink faucet in the hangar is leaking and that installing a "high" faucet would kill two birds with one stone. (Fix the leak and eliminate the need for a deep sink so we could wash the coffee pots.) After much discussion, a motion was made to allow Leigh to

pay up to \$300 to buy a replacement faucet. Matt Wilkins and Jim West volunteered to help install the faucet. 3) The board approved Leigh to pay \$275 for the 1023EZ 501(c)3 application (limiting us to <\$50K "earnings" per year). 4) For future "4th Saturday Breakfasts" that happen during the "standard time" months, the hours would be moved to 08:30-10:30 to allow the sun to warm up the air a bit more. This should make it easier for fly-in customers to preflight and/or pre-heat their aircraft and perhaps get us some more participants for the breakfasts during those cold months. The group concurred. This would not be implemented until the January 2025 breakfast and it would require us to modify our banner. (Note: Replacing our banner has been discussed and approved before.)

Finally, as the 19:00 hour was upon us and the KSYI folks were shutting off the lights and preparing to throw us out, Randy mentioned a number of possible activities the Chapter could do in 2025 to make EAA Chapter membership more appealing to the local aviation community so we can attract new members. A more detailed discussion was pushed to the December meeting.

Randy officially called the meeting closed at 7:02PM.



Randy Kelly
Staff Editor

November 26, 2024 Fly-In Breakfast.

This was last breakfast of the year. It was the week before Thanksgiving, and we were wondering how much longer the "weather daemons" were going to be nice to us. The forecast dewpoint spread for the coming weekend looked pretty tight, but there was no significant rain in the forecast, and we had plenty of volunteers who would be available so the "go/no-go decision" the weekend prior was a "GO". Mark Canon was going to be out of town during the usual "setup window" but with "no rain" forecast he was nice enough to move his Warrior out before Friday. Friday morning, Lamont Taylor, Matt Hawkins and I moved out Lamont's Challenger 2 (see story later in this issue) and set

up the tables. With the Challenger "secured" to the chain link fence (to prevent weathercocking), I granted Lamont a "kitchen pass" to go deer hunting with family the next morning, but he had to promise to bring us some meat if they were successful. Leigh showed up and finished inventory, then off she went to buy a few items we were short on and came back later to pre-heat the potato casseroles.

Saturday morning, I arrived at my normal time a little before 06:00 to start the prep. After firing up the coffee pots I went out to the flightline to check the conditions as the sun started to peek above the horizon. The weather didn't look as bad as I expected based on the forecast dewpoint spread, so I was hopeful we'd get some flyers. (Hold that thought.)



One of Hawkins RV-12s greets the sun.

Within the next 45 minutes, the rest of the work crew showed up; Leigh, Evan Schaefer, Mike Loehle, Tim Rosser, Helene Wharton, Sharon Tinkler and Young Eagle Nathan Flores. We also had three volunteers, James Swearingin, Francisco Camarillo and Owen Carlson from the Alpha Eta Rho (AHP) professional aviation fraternity of Middle Tennessee State University (MTSU) show up to help.

The first aircraft arrived before 07:30. Per our normal Rule Of Engagement (ROE) to greet the first arrival, I headed out to grab a photo and say hello. It was somebody headed for the Dayton EAA breakfast but the "scud" over the Cumberland Plateau was threatening. He said he didn't want to file IFR just to go to breakfast, so he diverted to Shelbyville. (It pays to have a reputation.) I sent him inside for coffee.



First arrival - a weather divert from our fellow EAA Chapter breakfast in Dayton.



Second arrival was a nice Cessna 180.



This looks like our regular RV-8 from Moontown. He was a bit later today.

By this time, all our grillers were in high gear. Pretty soon we were happy we had so many volunteers as the weather was much nicer than we originally expected, so soon we had a moderate and steady inflow of aircraft and breakfast participants.



The "08:00 Rush" was about 10 minutes late, but the crowd was growing steadily.



Steady line of breakfast folks. Yep, keep the food comin' and pans stocked folks.



"Marshall Jon" directs an American Yankee into parking.



Nice 182. (Hey, she's got Lois's wheel pant scheme.)

One Cessna that came to visit had a tire go flat during landing. requiring a tube replacement. Fortunately, they found some local folks with a jack and tools and were able to replace the tube.



So that's how you get those tires off. (Pretty sure that jack wasn't in his "divert bag".)



A Warrior impersonating an RV sneaks into the RV line.



While, an RV tries to hide in a line of "production" aircraft.



It IS a nice looking RV-14. Yep, you can stay there.

We usually end up training some of our volunteers to cook at different stations and this day was no exception. Per the Evil Editor's request, I normally escape to the flight line to shoot pictures of the visitors, but since most of our "newest" volunteers are "aviation aficionados" I usually try to relieve them and send them out to look at the aircraft. During my last "photo escape" I counted over 20 aircraft and there were still several in the pattern.



One of our favorite visitors. This is what "Executive Transport" looked like in the late 40s.



Pretty Aviat Husky. (I wonder if she sings "the song of her people" like her namesake? 😊)



A Bearhawk joins the "taildragger" line on the North ramp.



Nice Citabria. Gonna do some acro after breakfast?



A "classic" Piper-140 trainer looking nice in the sun.



New Velocity tie down technique. Tie down the nose and let her weathervane like a boat?



It looks like the Velocity has big dreams!



A Hughes 500 "dropped in" (literally) for breakfast. (Who needs taxiways? He just landed between the runway and taxiway Alpha.)



Kinda cold still for a "naked" RV-12 isn't it?

We had folks coming in to eat right up to the scheduled 09:30 close time. In fact, we had somebody show up after closing time. We let him eat some "leftovers" free of charge while we started cleaning up. With all the volunteers we had everything got cleaned up, the leftovers packed to deliver to a charity, and our current aircraft "occupants" back in place in just a little over an hour. At the end of the morning, it looked like we had about 25 aircraft that flew in and about 90 guests who came to eat with us. That sounds like a successful breakfast to me. "Victory!"



Randy Kelly
Staff Editor



Evil Editor Zurg: As we heard from Project Police Lamont Taylor previously, he got tired of waiting to fly and went ahead and bought a used experimental Light Sport Aircraft to get into the sky. You may also remember he transported the new "bird" on a trailer that was a bit too narrow. Seeing as how he needed to get the Challenger OFF the trailer to modify it, and needed a condition inspection, somebody suggested EAA hangars were the perfect place to keep an experimental aircraft in a state of disassembly. Lamont thereby appealed to the powers that be and managed to get permission to finish his condition inspection in the Ch-1326 hangar. The fuselage had its own wheels and was easy to move

around the hangar. The wings? That's another story for PP Lamont to update us on.



Project Police Report: Lamont's Challenger Update - Homebuilt Wing Trolley Build

In the continuing saga of my Challenger-II, I was faced with multiple problems. Where to keep it. What to modify. Keeping dry during the Winter Middle Tennessee weather while it was on a trailer, and worse, getting it on and off her storage trailer when her "legs" were too wide to fit inside the trailer side-rails. The Ch-1326 board and hangar occupants graciously agreed to let me use the EAA Ch-1326 hangar as a temporary facility while I finished my condition inspection, fixed some problems and modified my trailer so I could easily move my new baby around.

I arranged a time to meet with Chapter President Randy Kelly to access the hangar. Unfortunately, due to some manpower issues I had to get everything loaded up to move by myself and ended up driving through my neighbor's yard to get out of my yard. (Don't ask.) By the time I showed up, Randy had the hangar open and waiting but it had started to rain so we both ended up "damp" before we managed to "duck walk" the Challenger off the trailer and slip her into the nice dry Ch-1326 hangar.



The Challenger arrives at the hangar.



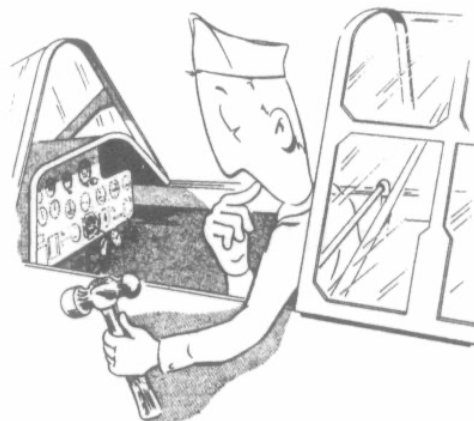
Hum. Two sides of the GA spectrum on one ramp!.

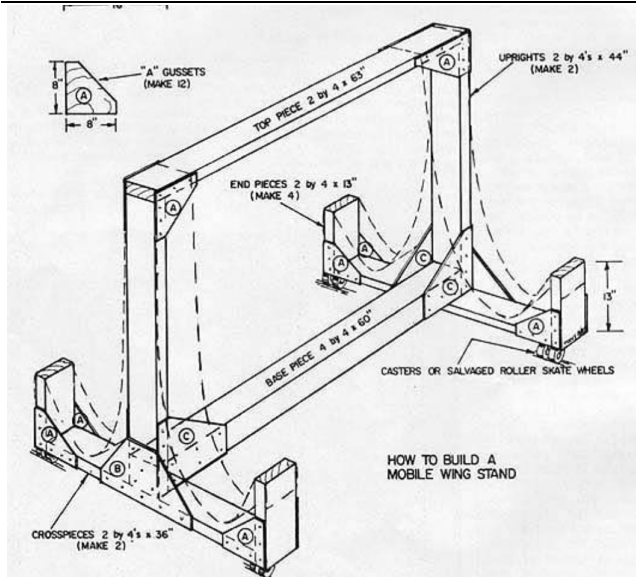


The Challenger sitting in her temporary home until condition inspection can be completed.

Besides the condition inspection, I needed to build a wing stand to keep her wings off the ground and easy to work on. Plus, winds had managed to blow over one wing from its resting place onto a lawn chair during a local shower. Unfortunately, the lawn chair won the battle, so now I had ANOTHER task, mainly a big hole in the wing to repair before I could finish the condition inspection. This storage and "work space" problem drove a decision to build a set of wing stands to solve several problems; mainly, a convenient and safe storage fixture where the wings could be worked on as well as making them easy to move.

After taking a look at a stand that Derek Rowe of Tullahoma High School had his students build for the RV-6 that's stored in the Ch-1326 hangar and talking to our Vice President Tim Rosser about his RV-8 wing stands, I discovered a nice set of RV wing stand plans on the EAA.org website.





EAA Mobile Wing Stand Plan

I purchased all the lumber, precut the pieces and loaded them on the Challenger-II's trailer before heading to the Shelbyville Airport and Ch-1326 EAA hangar. Chapter President Randy Kelly volunteered to come back the next day and help me put the pieces together.



Mobile Wing Stand (some assembly required!)

Randy brought over another cordless drill so we didn't have to change bits to switch between drilling pilot holes and drill driving star-drive construction screws. We used a square and the edges of the hangar picnic table to keep our basic corners square and clamped everything down either to the table or the other pieces to hold it until we could screw it together.



Connecting the first two pieces.



1st "end" complete.



Time to mate the two end pieces.

It took us about an hour and a half to assemble the rack, but I'd forgotten to put my casters in the truck so I told Randy I'd come by and finish it up later. Hey, it looked pretty good.



Main assembly complete (sans wheels and straps).

A couple of days later I showed up and mounted the casters to the assembly so we could roll it around. A few days after that I brought the "good" wing (don't ask about the "bad" wing) to the hangar.



One wing on way to KSYI. (Other wing in the background still needs repair.)

Randy showed up and we prepared to mount the wing straps that hold the wings in the cradle. The instructions didn't have precise measurements on how long the straps should be so we "eye-balled" (also known as "that looks about right" or "TLAR") the length of the straps, and Randy and I attached them to the fixture.



Time to attach the wing suspension straps.

We picked up the "good" wing (the one that didn't need a repair) and set it in the fixture, at which point we discovered the straps were (as Randy described it) a "smidgy too long". I'm not sure of the exact units of a "smidgy", but it wasn't so long that it needed to be adjusted at that instant in time, so we figured we could do that later.



A Challenger wing is a thing of beauty to hold (on the new stand).



Hum. One production and two Experimental AC. This looks like it could be a real EAA hangar!



Lamont Taylor &
Randy Kelly
EAA Ch-1326
Project Police



EAA Chapter 1326 Young Eagle Report



Maybe it was the weather, or the beginning of the school year, but things had been slow the last couple months on the Young Eagle front. As the cool weather set in and the school schedules stabilized, we started to have some of our potential Young Eagle's parents call to inquire about a flight. So, about two weeks ago we started to find a time when our Young Eagles (and their parents) and the favorable weather daemons were all available at the same time. This last week it looked like everything would align for a day, but as is it is not uncommon, the "magnitude" of the weather isn't accurate until the day of the weather. It looked like our "window of opportunity" was going to be a day earlier than originally expected but as luck would have it, our Young Eagle and his parents were available. So despite yucky weather earlier in the day, the afternoon weather cleared up and it was a good flying day. At the appointed time, Young Eagle "Benjamin" and his parents showed up expecting a ride. Imagine his (and their) surprise when I told him he was going to be "copilot" for the flight. We reviewed some basics then "stepped" out to Lois where I gave him a quick walk around of her that strapped him in and handed him my checklist. Despite some

mispronunciations of some of the items, we got started, taxied and took off. At a safe altitude I announced, "you have the aircraft", and after prompting him to repeat the acceptance I let YE Benjamin fly the cruise portion of the "mission". (Of course, with me controlling the rudder and the elevator trim it was easy to keep him going where I wanted him to go.)



Young Eagle Benjamin in the Copilot seat.



The mission's not over till the paperwork is through. Welcome new Young Eagle Benjamin!

This was probably the last Young Eagles flight of the year. We are hoping to have regularly scheduled Young Eagles rallies in 2025. Stay tuned.

Project Police Aircraft Spotters Quiz



Evil Editor Zurg

This long-winged "beauty" was last month's spotters quiz aircraft picture. It was so unusual I even provided some additional clues regarding the unusual wing and wingtip configuration.



Staff writer Randy received 3 replies, all with additional comments. PP Mike offered, "Blanik L-13 Vivat from the Czech Republic. Had to hunt for this one. You must be very proud." The second reply came from one of my "deep undercover" PP's. "Sounds like an L-13 Blanik or L-23 Super Blanik but is clearly a motorglider. I'll just say it is a LET motorglider." The final reply came from longtime EAA Chapter-1000 alumnus, Mike Machat (yes, THAT Mike Machat.) "Your November 2024 Mystery Airplane is a motorized conversion of the Czech LET Blanik L-13 sailplane. Interesting to see the entire wing structure relocated from shoulder-mounted to mid-fuselage configuration."

Project Police - yes, this is an L-13 Vivat, which is a "significantly" modified Blanik L-13 aluminum sailplane. This is a shot of a "normal" L-13 courtesy of Mike Machat.



Blanik L-13 Sailplane. (EEZ: Note forward swept wings and unusual wingtips.)

The Aerotechnik L-13 Vivat is a touring motorglider derivative of the Blanik L-13. The L-13 wings, aft fuselage and empennage are mated to a dual seating cockpit with a conventional firewall-forward mounted Walter Mikron IIIAE four-cylinder inverted inline engine or a Limbach L2000. The specific aircraft spotted by PP Randy at KSYI was being ferried from someplace in Texas (who would have guessed given the tail paint scheme) to someplace along the East Coast and was "weathered in" for a few days.



My staff editors and readers may call me "Evil", but I do listen to their feedback. One of my undercover "Project Police (PP)" seems to have a pet "bugaboo", namely the propensity of Hollywood and the popular media to "misidentify" aircraft accompanying their aviation stories. In honor of those diligent EAA PPs, I'm going to close out this final issue of the year with a different "challenge". Namely, "what's wrong with this picture?" For your inspection and amusement, I offer these two examples of media aviation "expertise". First here's the "headline" and accompanying picture from a popular internet news agency.

U.S. Forces Conduct Targeted Strike On Iranian-Aligned Weapons Facility In Syria



Second, here's a "purported" example of the super short field takeoff capabilities of an unnamed production aircraft that's been floating around on the internet.



Send your "what's wrong with this picture" to Staff Editor Randy Kelly, at electricrow@pobox.com.

EEZ Postscript: Not only did Mike Machat send an answer to this month's quiz, but he also submitted an article about a "historic" General Aviation aircraft. We didn't have enough space in this issue but join us next month for Mike's article on a piece of GA history.



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

January 21st, 2025; Regular Thursday meeting, 6PM. KSYI airport.

January 23rd, 2025; EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, KSYI airport.

February 8th, 2025; Young Eagles Rally, 0900, Sport Flyer Hangar, KSYI airport.

February 11th, 2025; VMC Club Meeting, 1730, Sport Flyer Hangar, KSYI airport.

February 20th, Regular Thursday meeting, 6PM. virtual meeting.

February 22nd, 2025; 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: electricrow@pobox.com

Vice President: timothy.rosser@mtsu.edu

Secretary Sharon Tinkler: tinkler@me.com

Treasurer Leigh Kelly: leighkelly@pobox.com

EAA Chapter 1326 Technical Assistants

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

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Inputs for the newsletter or any comments can be e-mailed to Randy Kelly at 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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<https://chapters.eaa.org/eaal326>



ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

- Kommandant's Komments
- November Meeting notes
- November Fly-In breakfast report
- Project Police Report: Lamont Taylor's Challenger II Wing Stand Build
- Evil Editor Zurg's Aircraft Spotter Quiz
- Monthly plea for "Project Police" participation for new stories