



# ***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: May 2025**

Dear friends of EAA Chapter 1326 and members. Anybody who's been following us the last 2 months probably knew we were busy prepping for the Aviation Education Day event on April 26th after our "normal" 4th Saturday fly-in/drive-in breakfasts. Well, we pulled it off. According to everybody we talked to, it was a GREAT success for the local community. Thanks to all of you who volunteered for the planning, for the cooking, for manning booths and simulators and to those folks who contributed funds to pay for the "overhead" like golf carts, sandwiches for pilots, radio coverage and, most importantly, porta-potties. So, how was it for us EAA worker bees? Here's the short answer in meme, which those of you old enough to remember when "memes" were found on cards and plaques in gift shops instead of on your computer probably remember:



Despite the weather daemons dealing us "IFR weather" cards during the times of our breakfast, which prevented any of our "fly-in" customers or our static display aircraft from showing up at the appointed times, the skies started clearing around 10:00, and by noon, it was a beautiful day.



As I write, we still have no good idea how many folks showed up, but based on the parking lot, some of us "rough estimate" 1200 - 1500. I hope all of y'all got a chance to see all the displays, fly the simulators or feast at our food vendors. Expect a more thorough report next month. I was too busy "paddling like the dickens" to make a lot of notes. The "Evil Editor" tells me he tasked other folks to take pictures and work on stories this month for a different perspective.



**Randy Kelly  
President, Ch-1326**



**EAA Chapter 1326 April 24th, 2025  
Minutes Summary**

Randy called the virtual meeting to order at 6:00 PM. Virtual attendees were Tim Key, Mark Cannon, Jim West, Randy and Leigh Kelly. Tim Rosser joined the meeting about 20 minutes past the hour.

**OLD Business:**

The meeting minutes from the March meeting were published in the April Newsletter except for the financial numbers. At this time in the meeting, Vice President Tim Rosser had not yet joined the meeting, and since there was no quorum, no motion was made to approve the minutes. Randy said he would send out an additional soft copy of the minutes for approval.

Leigh Kelly gave the treasurers report. She reported on the Chapter's account balances and noted that the gas bill for February was \$340 and for March was \$124. She also noted the large difference was due to us dripping hot water and running the heat in February to keep the pipes from freezing. There was still some cold weather in March, so the bill was still high, but nowhere near as high as in February. (Editor's note: Chapter balance numbers are not reported in the newsletter, but are recorded on the "for record" minutes and are available to Chapter members.)

Leigh gave a brief update on the effort to apply for 501(c)3 status for Chapter 1326. She noted we had finally received a copy of the Chapter's original Articles of Incorporation from the Tennessee Secretary of State office, but it appeared there would not be enough time to get amended Articles approved in Tennessee before Aviation Education Day, so that effort had been put on hold.

Randy reviewed the current roster of members who would be doing setup and working breakfast this upcoming Saturday. After a brief discussion, the group decided that the "muster" time for the setup would be 09:00 Friday morning, and that the aircraft currently in the hangar would be tied down in the transient parking zone versus parked in their designated "static display" spots so

they would be secure from the possible winds of the predicted Friday night thunderstorms.

Randy briefly reviewed the status of items in preparation for the upcoming Aviation Education Day immediately after this coming breakfast. The planning team had published aircraft parking diagrams, pedestrian and shuttle traffic routes. EAA and Motlow had already set up a drone, MicroSoft FlightSimX, and glider simulator, and Randy had installed an extended Wireless Access Point (WAP) to provide internet connectivity to the simulators. Hawkin's Flight Academy would be providing a "Jay" Redbird Simulator Friday, and Tony Millican was going to bring a MicroSoft FlightSim2024 sim Friday. The airport said they would put up Aviation Day banners near the main airport entrance and the parking area. Randy and Leigh were currently constructing additional parking and direction signs. The airport would be marking the "hot ramp" and taxiway exclusion zones. Leigh reviewed the food trucks that were expected to be at the event and noted the first food truck was scheduled to arrive Friday evening and the rest were planning on showing up about 08:00 Saturday. Most of the food trucks would "angle parked" up against the edge of the "hot ramp". The MTSU and Alpha Eta Rho volunteer cart drivers and "deputy marshals" were scheduled to arrive around 07:00. The Navy Junior ROTC team of parking lot marshals were scheduled to arrive around 08:30. The porta-potties and golf carts were scheduled to arrive Friday. Randy noted he would send a final update of conditions, the ground-traffic map, and static display parking ramp diagrams Friday evening. Finally, Randy noted that at the present time, the predicted weather Saturday was our biggest concern. The early morning forecast was for IFR which would impact arrivals for the fly-in breakfast and static displays, but the forecast looked good for the period of time of the AED event.

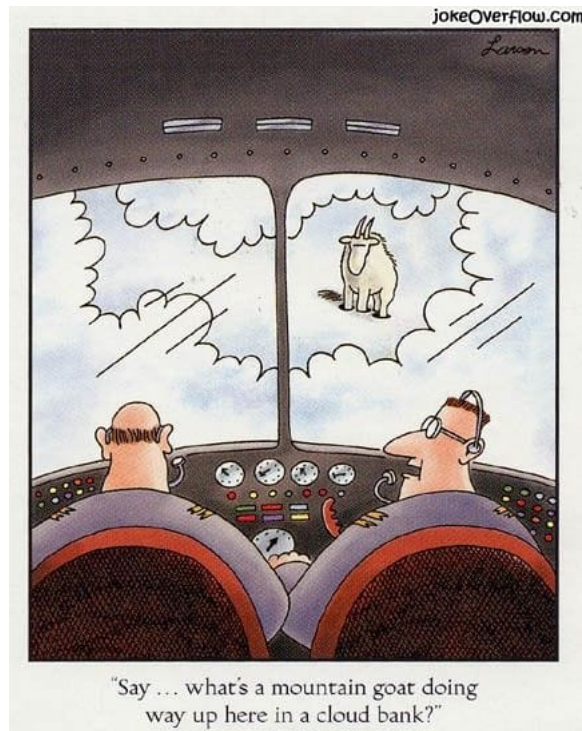
**NEW Business:**

Randy noted that we would have our regular VMC Club meeting the first Tuesday of May, our regularly scheduled "4th Saturday" breakfast, and an EAA Social night on Thursday May 29th. Chili would be served during the social and Brennen Lewellen of Mack Air would be presenting a maintenance talk on a yet to be

announced subject. Randy asked if there were any other new business items that needed to be covered at this meeting. Nobody had any other additions. Somebody moved we close the meeting, and the group approved, so Randy concluded the meeting at approximately 6:40PM.

Leigh Kelly  
Treasurer/Secretary

### April 26th Fly-In Breakfast



A few weeks ago, Chapter 1326 President Randy Kelly had sent out an inquiry asking who would be able to work the normal "4th Saturday" Fly-in/Drive-in breakfast as well the Aviation Education Day (AED) event happening that same day. I told Randy I'd be happy to help with breakfast and anything he needed help with for the AED event. Since I wasn't on the "inner sphere" planning committee, I wasn't aware of a lot of the stuff going on. A few days before the event, Randy asked me to show up about 07:00 Saturday and be prepared to cook or whatever he needed. "Sure thing", I replied, and went back to working on a problem in my RV "home" that's been plaguing me. The day before the event Randy sent out his usual "setup" status

email noting that he, Mark Cannon, Leigh and a couple other volunteers had finished setting up for breakfast and set up arrival times for the various teams needed to get the breakfast done. I thought, "nothing to do till morning now", when the phone rang with a number I didn't recognize. I promptly tried to send it to voice mail, but strangely, the phone connected anyway. "Darn spammers" I thought, but after a second a distorted raspy voice called out,

"Project Police Jim West"?

"What the heck", I thought, but before I could say something, the voice continued,

"Jim West. This is Zurg. Bring your camera tomorrow. I need you to take pictures and be prepared to report on the breakfast."

My brain was in a fog, "Huh? I'm supposed to cook pancakes. Randy likes to shoot pic..."

"That was NOT a request. I've assigned Project Police Randy to other duties. Have a nice evening." "Click"

I wasn't exactly sure what that was all about, but Randy had told me when I volunteered for "Project Police" status that "the Evil Editor" may contact me on short notice sometime, so I found my camera and looked back at Randy's setup email to verify what time he wanted me there.

It was darker than usual at 05:30 when I got up, and when I looked outside, it was immediately apparent that it was definitely NOT a good morning to fly. While getting ready to head to the airport I pulled up the Shelbyville METAR which didn't look very promising either:

● Low IFR	23m ago
KSYI 261055Z AUTO 00000KT 1SM BR OVC002 17/17 A3007 RMK A01	
Time	5:55 AM CDT
Wind	Winds calm
Visibility	1 sm
Clouds (AGL)	Overcast 200'
Weather	Low Vis Mist
Temperature	17°C (63°F)
Dewpoint	17°C (63°F)
Altimeter	30.07 inHg

*This doesn't look good for flyers.*

By the time I got to the field about 07:00, it was apparent the "weather demons" were cursing us. I rolled into the hangar to the smell of hot coffee and biscuits (a good sign) and a bunch of college age adults standing around. Randy was mixing pancake batter and motioned me over. About the same time fellow Project Police Mike Loehle came over and told Randy he'd cook the pancakes. Randy looked at me, and seeing my camera, remarked "Great, you got the word. You go shoot pictures and help if asked." He then headed off towards the pack of college students with parking plan and pen in hand. (I think I only saw Randy about 4 times the whole morning and he was always talking to somebody I hadn't seen before.)

I started roaming the grounds to see what was happening and take pictures. The normal Chapter 1326 crowd was there busily cooking. Mark Cannon and Tim Rosser were cooking meats, Helene Wharton was scrambling eggs as fast as Evan Schaeffer could mix them, Andrea Schaeffer was busy cooking grits, gravy and biscuits, Mike Loehle was pouring and flipping pancakes, and Sharon Tinkler and Tim Key were working the reception desk. Leigh Kelly, who normally works grits, biscuits and gravy was

apparently out directing food trucks and like Randy, also appeared to be exhibiting "brownian motion" every time I saw her. Although nobody seemed to be flying in because of the weather, there was a pretty big "Drive-In" crowd, including the local hot-rodders.



*Most people drove in, including some hot wheels!*

The weather remained "Duck Soup" for the entire breakfast "window" and we didn't see any "fly-in" breakfast customers during the period. The preparation for the Aviation Education Day event scheduled after breakfast drove a LOT of activity on the flightline, plus we were feeding the volunteer teams and the "early crowd". Our cooks were hard at work and did a fantastic job!



*Middle Tennessee State University volunteer cart drivers and line marshals getting ready to deploy.*



*Food trucks lining up for the Aviation Education Day crowd.*



*Andrea cooking grits and gravy!*



*Mark and Tim were manning the meat grill.*

The weather started clearing up before 09:30, and turn out increased as the weather lifted and all were very excited for the upcoming Aviation Education Day events that were only minutes ahead. About this time, a Cessna Citation rolled into the static display area. We thought maybe we'd actually get a

fly-in customer, but the Citation was an unannounced "drop in" for a quick pickup and wasn't there either for display or for breakfast. (Editor's note: The Citation DID end up providing a challenge and some practice for our "deputy marshalers" before we got more aircraft in.)



*A Citation? Wait - he's not on the display or breakfast list!*



*A small but high turn-over crowd.*

Cleanup was different because of the upcoming event. The tables got moved outside to provide eating space for the lunch truck crowds, our team quickly washed and put away dishes, and the simulator stations that Chapter 1326 and Motlow State Community College had provided as Aviation Education Day exhibits got set up. The whole EAA hangar configuration "changed over" in about a 30-minute period.



*Tony Millican goes from eating breakfast in Tennessee to flying a fighter over Hawaii in 30 minutes!*

Relative to out "normal sunny day" numbers, this was a relatively modest turnout. Our "estimate" was that we had about 60 actual "breakfast customers", plus we "comped" about 25 volunteer workers for the breakfast and Aviation Education Day event. Considering the nasty weather that seemed determined to plague our "fly-in crowd", we did pretty good.



Jim West  
Ch-1326 Project Police

## Project Police Report:



**Evil Editor Zurg:** This month we continue with Lamont Tylor's latest success and setbacks on his odyssey to return his Challenger II Experimental aircraft to airworthy status again.



## Challenger II Update 2.

I was feeling pretty good about the Challenger II heading into Winter of 2024. We had gotten her out of my rainy and windy back yard into a dry corner of our EAA hangar, we had built some wings stands, and

I'd fixed the holes that had suddenly appeared when the wind had turned over one of her wings onto one of the chairs in my back yard. I was looking forward to getting her all cleaned up and her wings on before the end of the year, but ended up with some medical issues for a while that dictated I follow my Doctor's orders to stay in my nice warm house recuperating instead of working in a cold hangar.

Around the 1st of March, my body and my Doctor were happy enough to let me start working again, so out to the hangar I went to start cleaning up the old oil, dirt and other yucky stuff in all her nooks and crannies. The "crud" heavily resisted my attempts to remove it using my "usual" cleaners, "Dawn", "Simple Green" and "Purple Power", but finally relented when attacked with WD-40 and a wire brush.



*Yuck - A Gunky Bombardier*  
🤢



*Me, cleaning up and working on fuel lines.*

With stuff clean enough to see, I started to replace the fuel and oil lines as well as the in-line filters to get ready for our engine run. EAA Technical Assistant Brennan Lewellen had volunteered to come take a look at her and point out anything he was concerned about. (A big "thank you" to Brennan for the second

set of eyeballs.) With everything cleaned up, Brennan's "squawks" fixed and new oil and fuel lines, I had essentially completed everything needed for the condition inspection. (Editor's note: although Lamont wasn't the original builder of this Challenger II, he IS an A&P and is qualified to do inspections of this experimental aircraft.)

The next task on the "to do" list was an engine run, but with her almost squeaky clean and ready for wings, I figured it was time for a "naming". Being a former Marine, with a fondness for Navy/Marine airplanes and the Challenger II had a distinct blue and yellow paint job, I decided to name it "Fat Albert", after the Blue Angels support Marine Corps C-130J of course! With some internet searching I was able to find some appropriate nose art.



*"Hey, hey, hey - it's Fat Albert!"*

OK, now it was time to run the engine. With the help of Chapter 1326 President Randy Kelly, we towed "Fat Albert" over to the edge of the flightline, dipped a fuel line extension (with an outboard motor priming pump) into a 5-gallon tank of fuel/oil mix, and prepared to start the 2-cylinder Bombardier engine.



*Fuel and oil mixture looks good.*



*Everything's in place. Now for a "test pilot".*

I put Randy in the front seat, gave him a quick review of the switches and gauges, then I assumed safety/troubleshooting duty, and Randy hit the start switch.



*Fat Albert's engine switches and instruments.*

Hum. Clicking noise, and the prop moved, but "Fat Albert" didn't want to turn over, so we "borrowed" the extension cord going to "Flagship Detroit" to hook up a

charger. This time, the engine reluctantly turned over and after a dozen or so blades, it fired up.



*Randy brings up the power while "Flagship Detroit" looks on with amusement.*

Randy took it up to about 2,500RPM to warm up so we could watch the gauges. The Exhaust Gas Temperature (EGT) gauges weren't registering, but the coolant temps looked good, so I told Randy to slowly power up to max. The EGTs still never responded and all we could get out of the engine was a little over 3,000RPM or about 50% power. Randy kept playing with the throttle and I tried manually pumping a little more fuel, but Albert wouldn't give us any more RPM so we shut him down. When we walked back to the right side of the engine, we discovered the rotary valve seal had let go and there was thick black oil all over the aft fuselage, (so much for squeaky clean)! At this point, I made the decision to send the motor in for overhaul before another run. The rebuild will not impact getting Albert's wings back on and doing an initial weight and balance.

All in all, I'm happy with the progress we have made. A big thank you all for the help and support I have gotten from friends new and old. Until the next installment, fly safe.



Lamont Taylor  
EAA Ch-1326  
Project Police

### EAA Chapter 1326 Young Eagle/Eagle Report



We had more flyable days this month than last month, but the "weather daemons" for some reason still seemed to be "out of sync" with our Young Eagle's schedules. Despite this, Chapter Young Eagle Pilots Mark Cannon and I got to fly 2 Young Eagles (and their Mom) one day a few weeks ago. It was pretty day and both of our Young Eagles (and Mom) had a wonderful time. About the time we finished, an ex US Air Force F-16 pilot arrived in a Phenom jet, so everybody got a taste of how the "jet set" travels too.



*Young Eagle Jack wanted his picture in front of the Phenom with Mark Cannon. (We hope Mark's Warrior doesn't feel hurt.)*



Young Eagle Jack with Randy, Young Eagle Sarah, Mom and Lois.

Welcome Young Eagles Jack and Sarah to "the World's Largest Logbook".



Randy Kelly  
Staff Editor & YE Pilot

## Project Police Aircraft Spotters Quiz



**Evil Editor Zurg:** This was last month's quiz aircraft courtesy of aviation artist and long time EAA Project Police advisor Mike Machat.



Three project police forwarded their "guesstimates" to staff editor Randy in short order of publishing the April Newsletter. Two of them hit "the nail on the head" the first try. Another gave my "baited" answer of F-4 Phantom, but after being offered a second chance, guessed XF4-H1, which was close enough that I accepted it. To be precise though, this was the McDonnell F-110A "Spectre". (Never heard of it you say? Like I said previously, why do you think I'm called the "Evil Editor"? ) Anyway, here's a short explanation courtesy of Mike Machat.

"(The) McDONNELL F-110A SPECTRE – A good example of standardized designations for the U.S. Armed Forces was this airplane, the Air Force's version of the original Navy F4H-1. Since the next number in the Air Force's famed Century Series family of supersonic fighters was "110," the F-110A Spectre designation and name were chosen. However, this lasted only several months before becoming the (airplane shown above.) The Navy F4H-1 became the F-4B, not to be confused with Boeing's 1928 F4B biplane, Douglas F4D Skyray, or Grumman F4F Wildcat. (And now you know why aviation historians and proofreaders have gray hair!)"



One of my Project Police closed his response with a 🤔 emoji, which I assumed to mean he didn't feel challenged. (Heaven forbid my Project Police get bored!) OK then, for this month's quiz, we return to "airplanes of film". Here's one of the static shots of this "developmental" aircraft from the movie, followed by an airborne shot:



*It looks like a high wing monoplane.*



*Here's the "action" shot from the movie just before the crash (Ed - hum, must not have been one of their "A-Team" pilots.)*

So, Project Police, I'd like to know 1) what movie is this from, and 2) what is the aircraft that was

used to film the sequence? Bonus question, since Hollywood loves to take great "liberty" with movie aircraft, what "real world fighter aircraft" was this most likely supposed to represent?

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

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### EAA Learn to Fly Week Returns May 13-17.

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There is no doubt, whether it was at the barbershop or doctor's office, when you've talked about your love for aviation, you've been met with this response: "I have always wanted to learn to fly, but..." Or "I started my ground school years ago and took a few lessons, but..." It is a story as old as time: Aspiring aviators have the desire, but there are extenuating circumstances that are preventing them from pursuing their dream of flight. Here at EAA, we know there is an opportunity to turn these dreamers into doers.

EAA's mission is to "grow participation in aviation by sharing The Spirit of Aviation." This mission is fully embraced by EAA's 300,000-plus members and 900 local chapters. Though we can't break down every barrier, it is hard to find an organization and group of members more well-equipped to help aspiring aviators find their place in the sky.

Through EAA's vast library of educational materials and local chapter advocates, the organization is perfectly placed to help grow the pilot population.

To further the efforts of growing the aviation community, **EAA Learn to Fly Week**,

**supported by Sporty's Pilot Shop, is returning on May 13-17, 2025!**

The week will consist of three straight days of educational and interactive webinars. Topics will range from how to get started in flight training to tips for passing the FAA written exam, how to save time and money in flight training, strategies for the checkride, pinch-hitter presentations, and so much more!

Representatives from EAA, Sporty's Pilot Shop, Redbird, TakeFlight Interactive, and designated pilot examiners from across the country will be presenting this wide range of webinars. Following each presentation, attendees will have time for Q&A with the presenters.

The final day of Learn to Fly Week, May 17, 2025, will play host to chapter Flying Start events across the country. Flying Start events are open house-style activities that introduce local aspiring pilots to the local knowledge, tools, and connections that they need to accomplish their goal of becoming a pilot.

During the Flying Start event, chapter members will break down the perceived barriers common to the nonaviation community that prevent people from pursuing their pilot certificate.

Following a short presentation from the chapter and local flight instructors about learning to fly, Flying Start attendees are paired with an Eagle Flight mentor pilot for a free introductory flight. At the conclusion of the flight, the attendee will be provided with a free six-month trial EAA membership!

Flying Start participants will walk away from the event with an "I can do this" point of view, and a clear understanding of "how flying can fit into my life," and "what I can do with this hobby."

Whether you're in the midst of your flight training journey, or just thinking about getting started, we know you'll value in EAA Learn to Fly Week.

**For more information or to register, go to [www.EAA.org/LTFWeek](http://www.EAA.org/LTFWeek).**



## 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 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, 07:30-09:30, 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.

**June 3<sup>rd</sup>, 2025;** VMC Club Meeting, 5:30PM, KSYI Terminal building, KSYI airport.

**June 14<sup>th</sup>, 2025;** Young Eagles Rally, 12:00PM, KSYI airport.

**June 21<sup>st</sup>, 2025;** Young Eagles Rally Backup, 12:00PM, KSYI airport.

**June 26<sup>th</sup>,** Regular Thursday business meeting, 6PM. virtual meeting.

**June 28<sup>th</sup>, 2025;** EAA Ch-1326 Fly-In Breakfast, 07:30-09:30, 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](mailto:electricrow@pobox.com)

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

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

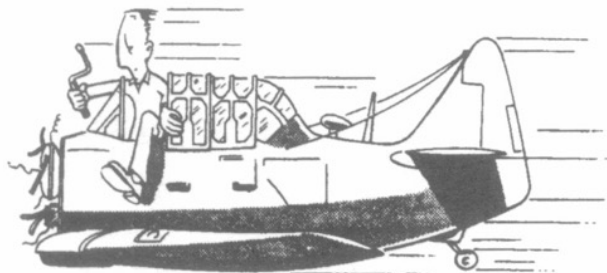
Acting Secretary: Leigh Kelly

## 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 [electricrow@pobox.com](mailto:electricrow@pobox.com).

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

Jack Bosse	Bossej3@gmail.com	
Sean Lowe	sean.lowe@patriotavionicsn.com	



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

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

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*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!*

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**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
- April Meeting notes
- April Fly-In breakfast report
- Project Police Book Report:  
Challenger II Update 2.
- Young Eagles Report
- Evil Editor Zurg's Aircraft Spotter  
Quiz
- PSA: EAA Learn to Fly Week
- Monthly plea for "Project Police"  
participation for new stories

