



# ***THE SPORT FLYER***

## ***NEWSLETTER OF THE SHELBYVILLE***

### ***EAA CHAPTER 1326***

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**February 2022**  
**Volume 18,**  
**Number 2**

**Ch-1326 Website: <https://chapters.eaa.org/eaal326>**

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*Chapter 1326 meets monthly on the Fourth Thursday of the month in the Shelbyville airport 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.*

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## **Kommandant's Korner**

Hello, Chapter, 1326!

Last month we had a great chapter meeting where we discussed the Chapter's path forward for 2022. We talked about specific chapter events, voted to make a couple of changes to the way we will conduct some business, and in general continued to refine our game plan for 2022.

The Chapter voted to raise the donation price of the breakfast to \$8. There are a couple of reasons for this. First, our lease for the chapter hangar was renewed this year, and along with the renewal there was a small increase in our monthly lease. However, the bigger reason is that inflation is affecting us at the grocery store for our breakfast supplies. We track our breakfast costs on a monthly and rolling 12-month basis and we are moving in a direction where we will be barely breaking even. Profits from the monthly breakfast cover the difference between our membership dues and what we pay in hangar rent and dues to EAA National HQ. Maintaining a profitable monthly breakfast is key to the viability of the Chapter.

We also voted to raise our annual local chapter dues to \$20. Our local dues have not changed since the inception of the chapter over twenty years ago. This increase will take some pressure off the monthly breakfast to cover the cost of our annual dues to EAA. Please remember to pay your dues at the next chapter meeting.

The Chapter voted to slightly modify the monthly meeting night. Instead of holding a meeting on the Thursday before the monthly chapter breakfast, we decided to hold meetings on the fourth Thursday of every month. This will be much easier to schedule on a calendar and only affects 2-3 meetings for the entire year.

Sharon Tinkler stepped up and volunteered to plan programs for our chapter meetings. If you have an idea for a program, please pass it along to Sharon so we can work out the details. I honestly believe having interesting programs at monthly meetings will help draw more people to our chapter.

Chapter 1326 now has a web site courtesy of EAA and a Facebook Group page! I really hope we can grow both of these new initiatives to be a source of information about the Chapter and its events. I hope to encourage more local pilot involvement by posting flying activities, chapter programs, and other events on the Facebook page. Please tell your aviation friends about our page and pass along this URL: <https://www.facebook.com/groups/1348130305678885>.

There are other ideas and events in the works so stayed tuned for additional fun in 2022!

Mark

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## **Last Month's Meeting**

**EAA Chapter 1326**  
 Shelbyville Airport  
 Conference Room  
**Mark Stauffer**, Presiding

(Editor's Note: Mark just covered the "biggie" items from the meeting in his column, but just to be complete, I'm going to fill in a few details. I apologize for the redundancy, but I neglected to send the draft newsletter to Mark. Evil Editor Zurg has already bounced ping-pong balls off my cranium for the error. I'll try to not let it happen again.)

The January 27th meeting kicked off at the usually scheduled 6PM with Kommandant Mark Stauffer presiding. Randy Kelly quickly reviewed the December minutes and

pulled up Mark's "vision" for our 2022 tasks up on the big screen TV in the KSYI conference room. Mark echoed the minutes and nobody had any comments or additions. The PRIMARY agenda item was to review Mark's vision for our future events. (See the January 2022 Kommandant's Korner.) There were lots of items on the agenda, and a number of other news, and though there's no reason for a detailed set of minutes in this column, here are the highlights:

The good financial news for 2021 was that even with COVID lockdowns and bad weather that prevented two of the breakfasts, that the chapter was in "the black" (barely) for 2021. Unfortunately, not only has hangar rent gone up, but as all those of you living in the real world have discovered, the cost of groceries needed for the monthly fly-in breakfast has gone up significantly. After a brief discussion the group agreed to maintain the "3-way split" on hangar rent between the Chapter and the two hangar renters, and as Kommandant Mark noted, the board unanimously voted to increase Chapter dues from \$10/year to \$20/year. The board also voted unanimously to increase the suggested breakfast donation from \$6/person to \$8/person (while retaining the same number of menu items).

Sharon Tinkler informed us that the 99's (Woman Pilots Organization) "Powder Puff Derby" will be occurring 21-24 June 2022 and Tullahoma is going to be the last stop of the race. The 99's are looking for volunteers to help. They will need "timers" to determine waypoint crossing times, "ramp rats", and people to man the "food truck". Sharon has apparently already volunteered to be the head of the "timing" group but they will need other support personnel.

The regular chapter meeting has traditionally been the Thursday before the 4<sup>th</sup> Saturday fly in breakfast, but as Mark appropriately noted, none of our calendar applications have a way to program such strange dates making it difficult not only for chapter members to know when meetings happen but even more difficult for potential new members to know when we are meeting. As Mark noted, the board voted to make the 4<sup>th</sup> Thursday of the month the regular Chapter 1326 meeting. We are going to try to hold some kind of event more attractive to the general membership for the monthly Chapter meetings and Sharon Tinkler volunteered to come up with an initial list of ideas for social, training, or other events for the regular meetings and possibly events after the Fly-In breakfasts. (Stand by for further words.) The Fly-In breakfast will still be the 4<sup>th</sup> Saturday, and Helene Wharton volunteered to be the focal point for coordinating between members supporting the breakfast setup and execution/cleanup. Business meetings will be scheduled separately "as required" and the planned venue will be by telemeeting such as WebEX or ZOOM.

There was significant discussion about proposed EAA Chapter 1326 events to support the local aviation community. We're hoping to support the upcoming national EAA Young Eagles flight day the 2<sup>nd</sup> Saturday of this June. (Stand by for details, but EAA pilots who want to support this will need \$500K personal liability on their aircraft and need to take the EAA Youth Protection training class.)

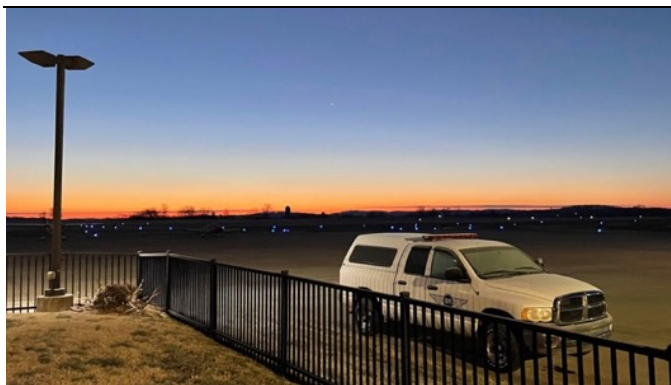
Again, as Mark noted, Chapter 1326 now has its own Facebook page. (Search for EAA Chapter 1326 - Shelbyville Sport Flyers.) We also have a web site up (<https://chapters.eaa.org/ea1326> which is still under construction but it is a useable asset now) which we hope to use as a repository for newsletters, other news, etc.

### January 22, 2022 EAA Fly-in Breakfast



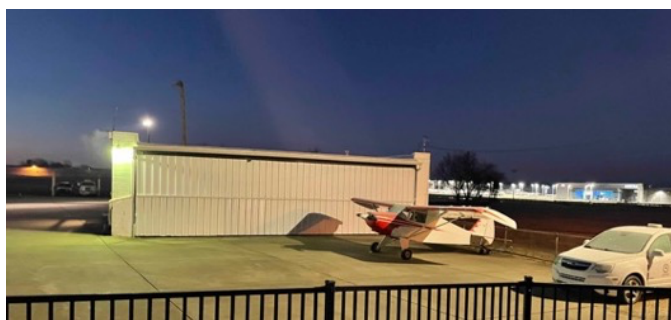
It was COLD in the city of the walking horses. A bone chilling cold. Cold enough to prevent the recent rains from draining into the Duck. The pancake grill in front of me cracked and popped as it fought the valiant fight to keep the cold and damp out of the hangar. Beyond the EAA Hangar window, the droning sound of a single Aeronca Champ cut through the cold morning haze, crying "I'm free and the pattern is all mine!" I love our airports, even when the weather stinks. (Deepest apology to Author Dean Wesley Smith, *A Hard Rain*)

Yeah it was cold alright, it was 14deg Fahrenheit when Leigh and I departed "The Collective" (long story I won't go into here) for the Shelbyville Airport at 0530 with a stop at Walmart to pick up packets of hot chocolate we were sure some of the January 22 Fly In Breakfast participants would be looking for. Chapter President Mark Stauffer already had the hangar open when we got to KSYI about 0615, and he was already starting our 3 BIG coffee pots and boiling water to go into the steam table. Per our normal modus operandi, all the heavy lifting and setup had been completed the day prior. We'd moved the normal airplane residents out of the hangar, fired up the water heater, set up the tables, chairs, grills, prepped the biscuits, and inventoried supplies for a provisions run. (Thanks to Helene Wharton, Mark Cannon, Tommy Lynch, and Randy Kelly for setup.)



Dawn at KSYI with Venus low in the sky

Earlier in the week there had been some discussion as to whether we should/would actually hold this one because we KNEW it was going to be cold, and depending on the weather the previous day/night, it might not be safe to travel even by car. Fortunately, the freezing rain and snow from several days earlier had enough exposure to sunlight to clear the roads and by the “T-36 hours” point, we knew that people would be able to get to the airport one way or another. (Even so, it took 20 minutes to clear the windows and get all the doors open on our truck, and anybody flying in would need preheat to start their airplanes plus enough sunlight to melt the frost if their airplane had been outside. (DON’T EVEN THINK OF FLYING WITH FROST ON THE WINGS OR CONTROL SURFACES!!))



Guess Tommy’s not flying this morning either!

Thanks to the Friday setup strategy, getting ready for our first customers was essentially just the food prep and cooking. Heating the water, “priming” the coffee pots, tossing the biscuits in the oven, slicing the ham/spam, cooking the grits, heating the gravy, firing up the grills and cooking the sausage/ham/spam, eggs, and pancakes.



Start the coffee – here comes the morning crew!!

The Fly In Breakfast has been a dependable monthly social event for the Shelbyville Airport crowd, and the first customers began showing up 10 minutes before the scheduled 07:30 “open” time. The food may not have been ready, but with the grills grillin’, the steam table steaming, the hot water heater and hangar heater heating, the hangar was a nice toasty refuge from the cold outside. (Actually “teens” is not that cold for those of us from “cold country”, but add 5-7 knots of wind and 50%+ humidity, the wind chill is definitely uncomfortable.) By 0730 all the food was ready and we declared the breakfast line open and served our first 4 customers.

As intimated in the prosaic introduction, we DID hear a lone airplane in the pattern, and about 0745 or so, in came a lone Aeronca Champ (A.K.A “Airknocker”) with a bundled-up aviator, looking for some hot food. Well – you came to the right place sir.



Chilli Aeronca Champ is first in line!

Folks trickled in slowly but somewhat steadily the whole morning. We only had about four airplanes (Champ, Mooney, Carbon Cub, Velocity) show up but we had about 30+ patrons.



The 4 intrepid cold weather aviators.

Everybody was dressed for the cold, and a guy showed up in a Carbon Cub with a pre-heater and what looked like a sleeping bag strapped in the back seat.





Nice accessories in the Cub, especially in this weather.

Although it wasn't a BIG crowd (we've had 150+ a time or two last year), we weren't disappointed with the turnout considering the cold's propensity to make people want to stay home in bed. As usual, everybody was in good spirits and people had lots of interesting conversations. (One small advantage of a small crowd is that it allows those of us working to have time to sit down and eat and have conversations with the other members of the aviation community. Plus, it gave me some time to try out some new pancake molds to attract some potential Young Eagles.)



Guess who stopped in for breakfast?

When the official 0930 time showed up, customers were still busy eating and communing. Shutdown time is always a bit sad as we end up having to "nudge" folks to move along so we can clean up and return the airplanes to their nice warm and dry hangars. We got everything cleaned up (doesn't take long when you've got half a dozen sets of hands) and the venue converted back to a working hangar.

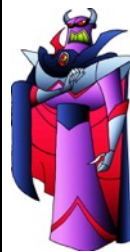
Randy "Kanard" Kelly  
-Staff Writer and Minister of Propaganda

#### Editor's note

Back to the future (so to speak.) Now that HOPEFULLY, the COVID lockdown panic has subsided, we're looking to the future of both getting back to a normal EAA routine and start to concentrate more on sport aviation. If you take a look at the Chapter's Mission Statement (towards the end of this newsletter) you'll see that our mission is to enhance the

quality of the "aviation life" for all of its members (and the public) and not just provide breakfast monthly. You've probably noticed the format of this newsletter has changed. In future issues we hope to bring you more technical articles, not just on "building", but on various pieces on maintenance applicable to any airframe, flying various aircraft our members have, articles supporting aviation STEM (science, technology, engineering, and mathematics), and maybe even some aviation art pieces. If you saw President Mark Stauffer's column last month, you'll notice we're hoping to add some programs after the monthly breakfasts like safety or special interest programs. It'll take a while to get all this going, especially after a year+ of lockdowns and a "false impression" that the only significant activity of the chapter is cooking breakfast monthly. Sooooo – if you are a flight instructor who would like to give a lesson on airmanship, aerodynamics, aviation safety, cockpit/crew resource management, risk management, let me know. If you're an experienced mechanic and want to give a maintenance topic, let me or Mark know.

#### ERRATA: Clarifications and Corrections to January 2022 Edition



Evil Editor Zurg hit me with an interesting lesson of aviation trivia after the last newsletter. In the story about Santa's arrival to KSYI, I noted Santa arrived in a Cessna 206 Skywagon. As any good Cessna pilot should know, normally Skywagon is the name of the Cessna 180. Zurg (and Santa's pilot that day) informed me that the Cessna 206 was also sometimes known as a "Skywagon", but more commonly known as the "Super Skywagon". After some research, I discovered that the early 60s versions 206s and a Cessna 207 (most commonly known as the "Stationair") were also referred to sometimes as "Super Skylanes". (Well, as a Cessna pilot since 1965, that was definitely news to me.)

Another correction came to light after the January issue was published, also in the "Santa Clause comes to KSYI..." article. Staff Writer Randy Kelly was told that the young lady assisting Ch-1326 VP Sharon Tinkler serve hot chocolate was an airport employee named "Becky". Imagine his shock when after said newsletter delivery, that Santa's pilot for the day informed him that young lady's name was "Glorinda" and a close (very close) member of the family of Santa's Pilot "de-jour". (Thank goodness Randy unintentionally offended Santa's Pilot, instead of Santa, or Evil Editor Zurg as offending those folks would have been a much more severe offense.)

#### Project Police Raid on Tim Roster's RV-8 Build

On September 23<sup>rd</sup>, 2021, Chapter 1326 Project Police led by Ch-1326 President Mark Stauffer descended on EAA



member Tim Roster's house to investigate reports of an "in progress" RV-8.

Joining Mark were Ch-1326 members John and Helene Wharton, and Leigh Kelly. (Ch-1326 PP and Staff Writer Randy Kelly was on an excused absence taking the TN Real Estate Exam that week.)



Kommandant Mark Marshalling Project Police into position



Is it a bird?



No, it's a plane.

The PPs were examining the various inner workings of the Van's aircraft, admiring some structural mods and the more copious storage "nooks" of the RV-8 versus the smaller RVs. As with many aluminum aircraft being observed by EAA members, the questions tended to be more technical, and this Project Police Raid was no different. For reasons known only to the obscure EAA aircraft builders, the technical issue of the day seemed to be how to prepare,

prime and paint the visible (and not readily visible) portions of the aircraft. Mark Stauffer's trained eye noted the coating on the aluminum didn't look like the traditional zinc chromate.



What's up with the different colors of primer?

Tim explained that he was using "Eco-prime" (or something like that), a Stuart System which was water based.



Tim with a "miracle coating"!

The aluminum was still etched before priming and subsequent layers of Krylon. Tim further noted that when this RV-8 project was started in Florida, that corrosion was a much higher concern (anybody that's lived anywhere near the Florida coast can certainly tell you why). Mark noted that the older Zinc Chromate and Zinc Phosphorous coatings are going out of style.



Tim's chemical laboratory?



Tim noted this new Stewart System was pretty simple. There was a spray on cleaner which was rinsed with water, then a spray on etching solution, which was allowed to dry 20-30 minutes. Then a quick buff with a scotch-brite pad, another quick water rinse, let it dry, then prime and it was ready for paint.



Stewart Eko Etching System

The Stewart System is available at Aircraft Spruce and Tim noted that there were several DIY videos on YouTube that were very helpful. (Amazing what you can find on YouTube.) Hopefully aluminum etching won't become "eco-sensitive" and also become victim you YouTube's censors. President Mark reminiscing about the "good old days" (2003ish) with his Zenith build and having to use "Alumi-Prep" and Zinc Chromate, and the age-old decision of what to prime, and what NOT to prime.

Tim lamented that the garage was a bit small as the RV-8 with the empennage attached was too big to get out. This is an "age-old" homebuilder's problem. We've heard similar stories from the folks in Chapter 1000 of outgrowing living rooms, garages, even out-buildings.



Yep Tim, you're gonna need a bigger room!



You've gotta get these in there too!

Probably the worst case of this was a friend of ours at Edwards who after discovering damage hiding under the CECONITE, rebuilt the wings of a Smith mini-plane in the "living room" of an Air Force Bachelor's Officers Quarters (BOQ). Extricating the wings required him to remove the front windows of the "Q" to get them outside. (We're SURE he asked permission from the Civil Engineers Office to do this.)

Another member noted there were several skins missing from various structures, and Tim noted that various skins were left off to facilitate running wiring and cabling.



So much easier to get into this to "wire and cable"!

The subject of wiring led to a logical next question of "lights". Tim pulled out and showed the group his solution provided by "Flyleds", an Australian supplier, who had a kit apparently tailored for the Vans series aircraft, and came complete with LED landing lights, position lights, strobes, and wiring harnesses for the bargain price of around \$800. The bargain price also bought you the right to solder up the circuit boards and leads. Tim said the soldering job wasn't too difficult and everything worked after the build (hooray). Tim also noted that the new LED systems were VERY bright, and had the additional plus of less electrical noise than some of the commercial strobe/light systems. Apparently there are other lighting packages out there, the commercially certified Whelen Prometheus system (very pricey) and the "AeroLEDs" which apparently also have TSO and STCs available. (Editor's note - AND they have LED replacement bulbs for older incandescent bulbs.)



(President Mark apparently has experience with the Aero LEDs but is not fond of the “short” flash pattern.)



This looks simple enough to finish – maybe – I hope!

With all the “extra” room in the RV-8, the discussion naturally floated into the “how much more room”, and what will the aft Pax limit be? As Tim noted before, there are more places to store things, including a forward baggage area, another “nook” commonly used for a “smoke oil” tank, and additional storage in back. (Apparently it is possible to install another set of controls and rudder pedals in the back seat area.) The “pax limit” couldn’t be quantified although some PP members noted they had seen some “rather substantial” individuals get out of the back of an RV-8 at at least one of the pancake breakfasts.

The conversation drifted back to the question of priming aluminum parts, and how Vans aircraft had done the etching and priming on pre-made parts for their kits. Tim noted that Vans had a number of parts made in the Philippines and that he’d had at least one part where it appeared one of the workers had dripped sweat on one of the primed parts before it was complete which caused some spot corrosion problems. Tim also noted that Vans quickly replaced the part, and that he was very pleased with Van’s customer service and refund/replacement policy. (Somebody noted that with 11,000+ Van’s aircraft flying and more in garages across the world that you’d expect better than average service.)

Among all the talk of problems and construction, Tim confessed he “...thought I’d never want to build an airplane, (but) ...now thinking of the next” airplane build. Tim said he was thinking of building a Pietenpol. Somebody else quipped “I’ve got a Midget Mustang I’d like to sell”, but Tim was not swayed by the offer and said he loved woodworking and wooden ribs (and had sold most of his woodshop tools before moving – I can empathize with that).



You can NEVER have too many tools! Might need to build again.

This prompted a discussion of “aircraft structures as art” and Mark remarked the difference between many of the new fast/kit build aircraft versus the older homebuilts where you had to fabricate most of the parts and jigs to put stuff together. Mark referred to a buddy who built an early RV-6 and had the wing jigs glued to the floor for stability. (A friend of ours built a Bearhawk, and I remember he had to hand cut and form all the ribs, which he had in a garage at Edwards AFB.

Even with all the “pre-made” and/or “assisted” building facilities, the FAA still has the 51% rule for homebuilts, which means a lot of the holes haven’t been drilled which is a LOT more work than people would think. Tim noted he became a master dis-assembler, as that even pre-punched and CNC cut pieces, they had to be assembled and clamped/clecoed, then drilled, then disassembled, deburred, dimpled/countersunk, re-assembled, and riveted/bolted back together. The tradeoffs of time saved by kits, tools, and pre-made parts/jigs versus hand-building EVERY PIECE is why lots of builders have opted for “quick build” kits. (EE Zurg note: One of the advantages of being in an active EAA chapter is that lots of folks have the tools and sometimes fixtures to make assembly much easier, so if you’re building, ask if somebody has the tool be before shelling out any “Aviation Money Units”.) As typical with “Project Police” get together, the discussion wandered around to different topics regarding assembly techniques, other builders (such as the side discussion that one of the local aviation personalities apparently was qualified not only to build and fly airplanes, but also tugboats, and railroad steam engines). The PPs seemed overall pleased with Tim’s progress and threatened to come back again later to check

on progress. Tim thanked all the PPs for showing up and opined that the engine and the “finishing kit” were the next big assemblies to start making the project actually look like an airplane. Tim showed the team the engine (900+ hours) he’d acquired after a tornado had wreaked havoc with somebody else’s airplane, which he thought was sound, but he intended to have some “Buds” check it out to determine whether it (hopefully not) needed a rebuild. The PP team continued to talk for another 10-20 minutes (which Guest Evil Editor Zurg deemed not essential to this newsletter) so after liberally partaking of the usual brib., uh I mean “refreshments” to favorably sway the teams opinion of the build, the team declared “Victory” and headed back to their home bases.



“Victory or Death” – oh wait, wrong file.



Pieces check, goodies check, VICTORY! (Yeah, that’s the file I wanted.)

Thanks to Tim for allowing the Project Police team to invade his building sanctuary, and special thanks to Leigh Kelly for shooting pictures and recording the visit on her phone so the staff writer had something to work with.

Randy “Kanard” Kelly  
-Staff Writer



## Project Police Tales Wanted

EAA members. 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? 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 [electriccrow@pobox.com](mailto:electriccrow@pobox.com).

## Project Police Aircraft Spotters Quiz

### Evil Editor Zurg

Staff writer Randy did not send me any guesses. Do I need to chastise him, or make the quiz easier? Sigh – it’s always tough breaking in a new audience. Anyway----- As I (E.E.Zurg) noted earlier, some of the design features of this aircraft should

have looked familiar to those folks knowledgeable about historic aircraft.



So this was the **Ryan M-1**. This was T. Claude Ryan’s first original design. It was used to carry mail, cargo, and passengers. Up to two passengers could sit in the front cockpit under the wing. This cockpit was accessed through a door on the left side. The pilot sat in the rear cockpit. If this airplane looks familiar, it should. This is the basic design that Donald Hall started with to design the **Spirit of St. Louis** that Charles Lindbergh flew non-stop from New York to Paris in 1927.



## EAA CHAPTER 1326 NEWSLETTER

The aircraft here is actually a non-flying replica built for the museum in 1979 by volunteer craftsmen led by Harold Hawkins.

This month's mystery plane SHOULD be simpler. This antique was spotted flying into the Half Moon Bay California Pacific Coast Dream Machines Event in April 2000 by EAA Chapter 20 President, Ed Dutreaux. (Wow, this is something you would expect to find flying out of a field in the UK rather than coastal California.)



Send your answers or best guesses to Randy Kelly at [electriccrow@pobox.com](mailto:electriccrow@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

*EAA Chapter 1326 Board of Directors Meetings are now held on an unscheduled, as needed basis. If you need to know when, you're already on the e-mail notification list.*

**Feb 24<sup>th</sup>**, 6PM; EAA Ch-1326 Regular Meeting, Shelbyville Airport Terminal

**Feb 26<sup>th</sup>**: 0730-0930L; Shelbyville Fly-In Breakfast, Sport Flyer Hangar, Shelbyville Airport

**Feb 26<sup>th</sup>**: 1130-1300L; Dickson Airport Saturday Cookout, Dickson County Municipal Airport

**March 5<sup>th</sup>**: 1130-1300L; Dickson Airport Saturday Cookout, Dickson County Municipal Airport

**March 10<sup>th</sup>**; 1030-1430; Frank's Fly Out Lunch, Murfreesboro Airport, Murfreesboro TN

**March 24<sup>th</sup>**; 6PM; EAA Ch-1326 Regular Meeting, Shelbyville Airport Terminal

**March 26<sup>th</sup>**; EAA Ch-1326 Fly-In Breakfast, Sport Flyer Hangar, Shelbyville Airport

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 dues to: EAA Chapter 1326, Tommy Lynch. Membership in National EAA (\$40, 1-800-843-3612) is required.**

Contact our officers by e-mail:

President/Flight Advisor Mark Stauffer: [mark.stauffer1@gmail.com](mailto:mark.stauffer1@gmail.com)

Vice President Sharon Tinkler: [tinkler@me.com](mailto:tinkler@me.com)

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

Treasurer Tommy Lynch: [maddoglynch@comcast.net](mailto:maddoglynch@comcast.net)

### EAA Chapter 1326 Technical Assistants

Composite Construction		
TBD		
Wood Construction		
TBD		
Aluminum Sheet Metal Construction		
TBD		
Welding/Welded Steel Tube Construction		
TBD		
Engine Installation		
TBD		
Electrical Systems		
Randy Kelly	<a href="mailto:electriccrow@pobox.com">electriccrow@pobox.com</a>	661-400-0203
Instrumentation and avionics requirements for VFR/IFR		
TBD		

Inputs for the newsletter or any comments can be sent to Randy Kelly, 661-400-0203, by e-mail to [electriccrow@pobox.com](mailto:electriccrow@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 10% caveat of truth. So there!

***THE SPORT FLYER***

***EAA CHAPTER 1326 NEWSLETTER***

***C/O Randy Kelly***

***PO Box 767***

***Shelbyville, TN 37162-0767***

***<https://chapters.eaa.org/ea1326>***

**ADDRESS SERVICE REQUESTED**

***THIS MONTH'S HIGHLIGHTS:***

- Kommandant's Komments
- Jan 2022 Freezin Fly-In Breakfast
- Project Police Raid Tim Rosser's RV-8 build
- Plea for "Project Police" participation for new stories and technical assistance

