



# ***THE SPORT FLYER***

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

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<i><b>Vice-President</b></i>	<i><b>Vacant</b></i>	
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		<i><b>June 2025</b></i>
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		<i><b>Number 6</b></i>

***Ch-1326 Websites: <https://chapters.eaa.org/ea1326> or on Facebook  
<https://www.facebook.com/groups/1348130305678885/>***

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Chapter 1326 is currently reworking their calendar to create more social events. Stand by for news. The "Board" meets virtually monthly on the Thursday preceding the Fourth Saturday of the month at 1800 (or 6:00 PM). Anybody is welcome, just let us know if you would like to participate. Any changes of meeting date and venue will be announced in the newsletter or by text message.

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### **Kommandant's Korner: June 2025**

Dear friends of EAA Chapter 1326 and members. After a hectic April, I was looking forward to a slower (and more productive) May. Unfortunately, the weather daemons insisted on hanging around to encourage the May flowers and frustrate our flying plans. I didn't have a chance to fly for over 3 weeks, but the Memorial Day weekend yielded a couple of good days, allowing us to get in a Young Eagle flight and even some glider training flights before driving (in the rain) to visit family the rest of the weekend.

No matter what the weather daemons throw at us, "life happens" so we all kept plugging away with the other stuff that needed to get done. We heard rumors that Chapter members Mike Harris and Matt Wilkins were busy with Aviation Exploring (and leading at least one of their Explorers to our EAA Young Eagle program) and working on plans to locally house their long term "from out of town" aviation students training in Shelbyville. (That's got nothing to do with EAA, but anything that brings more "aviators" to Middle Tennessee is good for all of us.) Chapter member and master egg cooker Evan Schaefer passed his CFI ASEL practical exam this last weekend. Again, what's good for the local aviation

community is good for us. (Be sure to congratulate Evan next time you see him.)

Unfortunately, despite the sigh of relief we experienced at the end of our successful Aviation Education Day a couple weekends ago, the demands of life and summer activity continue to intrude on our best plans. Our Vice President called me to say that school, his aircraft build and family plans didn't allow him enough bandwidth to be an effective Vice President too, so I accepted his resignation. Our "official" secretary resigned earlier this year due to a severe illness, so we were already short an officer. Unfortunately, the state rules for charitable organizations require us to have certain officers, so now we need some other folks to step help us stay legal (especially since we are trying to become a 501(c)3.) This week I'm sending out a solicitation for candidates for the Secretary and Vice President's position. (Let Matt Wilkins or me know if you're interested.) In the meantime, take advantage of the weather on those days it is good and go do some flying (or mow the runway). 😊



Randy Kelly  
President, Ch-1326



**EAA Chapter-1326 May 22nd, 2025  
Business Meeting Minutes Summary**

Randy called meeting to order at 6:01 PM. Virtual attendees were Jim West, Matt Wilkins, Randy and Leigh Kelly. Lamont Taylor and Jake Washburn joined the meeting late.

**OLD Business:**

Randy noted the April meeting minutes were published in the May Newsletter except for the financial data, and that he had sent the full minutes to all the board members. Leigh noted some typographical errors in the official minutes. Randy will correct the minutes.

Leigh presented the Treasurer's report. (Chapter financial numbers are only in the official records.) Matt Wilkins asked what the Chapter's plans were for use of those funds. Randy and Leigh replied that the Chapter hoped to use funds for scholarships, STEM education materials, and other education events. Randy noted that after we get 501(c)3 status, we may solicit donations for scholarships or even for building a new hangar like some other Chapters have done.

Randy noted that the breakfast for this Saturday was cancelled because we didn't have enough volunteers to cover all the duties.

Randy noted that we still needed to do a "lessons learned" meeting for the Aviation Education Day, and we would try to do one next week. He said he would send out a preliminary list of lessons learned to stimulate discussion this next week.

Randy asked for an update to our 501(c)3 application. Leigh replied that our next action was to send in an amendment to our Charter to the Tennessee Secretary of State with the EAA recommended wording. Once the Sec of State approves, then we can apply for the reclassification to the IRS. Leigh said she should be able to take the amendment to Nashville in June after she and Randy returned from a trip. Leigh noted it would probably take a couple months for the entire reclassification process to be completed.

**NEW Business:**

Randy informed the group that our Vice President, Tim Rosser had submitted his resignation from the position earlier last month and after discussing it with Randy, Tim had agreed to hold the position until after Aviation Education Day. Randy then noted that Tim's resignation is now effective and that we need a new Vice President as well as a Secretary. Randy noted that Matt Wilkins as the head of the Nominating Committee would be collecting names of potential candidates over the next few weeks, and that he expected to send out a vote request by email before the next business meeting.

Randy briefed the upcoming scheduled events. The Chapter Social is scheduled for Thursday May 29th. The social is scheduled to start at 5:30PM with chili, chips and sodas/coffee. Chapter 1326 EAA Tech Advisor Brennen Lewellen will be making a technical presentation, but he has not informed us of just exactly what the talk is yet. The next VMC Club meeting is Tuesday June 3rd. That could be a problem as Randy is out of town that day so one of the alternates will have to "host" the meeting, or it will have to be a purely virtual meeting. Our original schedule had "closed" Young Eagles Rallies scheduled for June 14th and 21st but Randy hadn't yet applied for event insurance and EAA normally requires 30 days' notice. Randy took an action to apply for event insurance for the 21st. The normal "4th Saturday Fly-in/Drive-in breakfast is scheduled for June 28th.

During the call for any more new business, we re-engaged on some previous side discussions. First, the RV-6A project aircraft and hangar plumbing concerns. Jake Washburn related that he had talked to Derek Rowe, who's 501(c)3 organization held the RV-6 kit donated by a former Upper Cumberland Chapter member. The kit is stored in our Shelbyville hangar but no work has been done. Chapter 1326 would like to acquire the aircraft and donate it to a local Shelbyville High School as a STEM building project, but we are unable to accept the aircraft until we get our 501(c)3 status. Derek's 501(c)3 organization still exists so waiting until we can get that status later this summer is not an issue. Next, Leigh brought up the fact the water heater in our hangar is very old and could fail anytime soon. Since we don't

own our hangar and Shelbyville intends to demolish it eventually, the Chapter doesn't wish to invest a lot in any upgrades. Jim West suggested that since our hot water usage is so low, a small tankless water heater might be a desirable solution. Instead of using natural gas (which we pay for) overnight to heat a large tank of water and keep it hot until clean-up has been finished, it would only be used on demand when hot water is being run to wash dishes or fill the steam table. During the discussion, Jim researched such a system online and found they could be purchased for around \$600 but they were limited to 150 psi pressure, and we know the Shelbyville Airport water feed pressure is closer to 175 psi. We would need a pressure regulator which is problematic as we have 2 water feeds into the hangar. We decided that if we needed to do an emergency water heater system repair, that we could shut off one feed and we would have plenty of space to install a separate pressure regulator prior to the input of the hot water heater. (Note: This was only a "what-if" discussion.) No action is planned at present.

Randy called for any additional new business items, but nobody had any additions. Somebody moved to adjourn. Jim West seconded. The vote to adjourn was unanimous, so Randy concluded the meeting at approximately 6:41PM.

Leigh Kelly  
Treasurer/Secretary

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### May 24th Fly-In Breakfast

**2025 Apr 26 Aviation Education Day****Part 1: "Victory!"**

Last month in my "Kommandant's Korner" I noted that our April 26th Aviation Education Day appeared to be a success, at least from everybody we talked to, but to those of us on the planning committee and execution end, we were like the proverbial duck, "...paddling like the dickens..." below the surface the whole time. I guess success is in the eye of the beholder though. While I was waiting for our designated photographer to get me his photos, the May 1st Shelbyville Times-Gazette had a nice (short) front page story about us, proclaiming our success:

**AVIATION EDUCATION  
DAY SUCCESSFUL**

*Photo by Julie Smith*  
Shelbyville Municipal Airport hosted an aviation education day last Saturday. All kinds of aircraft were on display for the event.

*Courtesy of May 1st, 2025 Shelbyville Times Gazette. (Yep, that's the whole article.)*

They had a nice picture of Bobby Tishaw of Lebanon TN's EAA Chapter 863 with his Magni Gyrocopter, who braved the weather to come in as a static display. (Hurray for Bobby.) Funny thing though - this was an EAA event, and EAA wasn't even mentioned, and the picture was of a member of another Chapter. But hey, that's OK. They said there were "All kinds of aircraft...on display for the event" and since getting aircraft in front of the public was one of our primary goals, we're happy. There were a lot of aircraft, though not near as many or as diverse as we had hoped because of the weather, but all of our promised "vendors/exhibitors" who were in cars, trucks and vans, had a grand showing. Hey, since everybody thinks it was a success, let's take a tour of the event.

Our 4th-Saturday fly-in breakfast, which was the lead-off event for Aviation Day and supposed to give time for all our static display aircraft to arrive, was poorly attended because the field was low IFR. Fortunately, the weather cleared up AFTER the breakfast and some of our pre-arranged displays were able to get in. Unfortunately, some of our more exotic static displays from "turf" airfields didn't have flyable runways even though the skies were nice.



*The afternoon weather turned out to be pretty nice.*



*Bobby Tishaw's gyrocopter prompted LOTS of questions, even from the on-site radio station interviewers. ("What's that thing that looks like a helicopter but has an engine in the back?")*



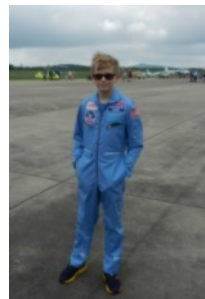
*A beautiful Globe Swift managed to get in to represent the "Vintage" and "tail dragger" communities.*



*A local "preplanned" Champion Citabria made it in to represent the "tail dragger community".*



*A J3 arrived to become the first on the "taildragger" static display line.*



*The "copilot" of the J3 is a Space Camp Alumnus.*



*A local Challenger-II was here to represent both the Experimental and Light Sport General Aviation flyers.*



*A Piper Meridian flew in to represent the "turbine" side of General Aviation fleet.*

Necessity being the "Mother of Invention", a bunch of local aircraft owners came



out and moved their aircraft to the display line so we looked busy. With addition of the "locals" and some late static display "sign-ups" who snuck in as soon as the weather was decent, we had a pretty good "cross section" of the aircraft types from the General Aviation (GA) community.



*One of two local "T-Bones" (Beechcraft Twin Bonanzas) that were on the static display line.*



*A representative of the "lighter than air" category showed up with a balloon. (This is only the gondola basket.)*



*The Tecnam folks showed up with one of their aircraft and some fancy avionics to show off.*



*Lots of folks were roaming the flightline exploring the different aircraft.*

But wait! Didn't you say this was an Aviation EDUCATION Day? Yes, I did, but there was much more to this event than we could fit into one issue. Next month in part 2, we look at who ELSE was there to exhibit on aviation day.



Randy Kelly  
Staff Editor



Jim West  
Ch-1326 Photographer

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### The Glory Days of the Thompson Trophy Races: A Pictorial History 1929-1939



**Evil Editor Zurg:** This month, Ch-1326 Project Police Jim West again volunteered to submit a piece related to aviation history. Every "sport" seems to have its own special trophy for its heroes, and aviation is no different. American football teams yearn to wear a Super Bowl ring. Hockey fans all want to see their teams win the Stanley Cup and early American aviators dreamt of winning the Thompson Trophy. Jim gives us a brief history of the winners of the Thompson Trophy from the first up to the World War II hiatus in the competition.

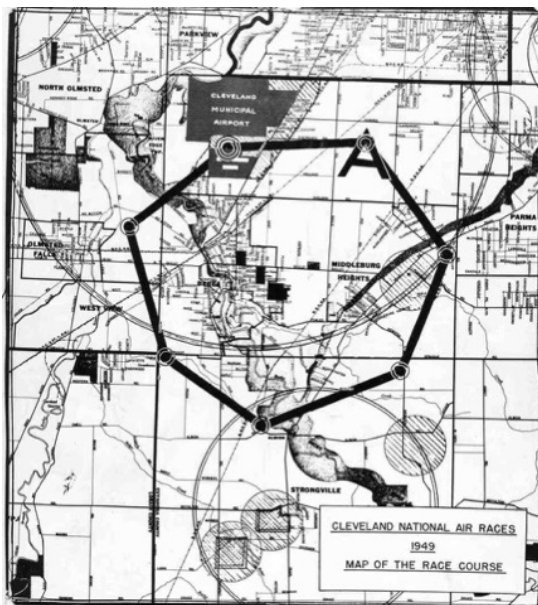


*One of the bronze Thompson Trophies given from 1929 thru 1939 (courtesy of the National Air and Space Museum)*

The Thompson Trophy was probably THE most coveted Air Race Trophy in early American aviation. Hey, who WOULDN'T want one of these bronze beauties on their mantel piece? Well actually, most early aviators didn't have enough clearance between the top of their mantle and the ceiling to put this beauty, but I digress.

## 1929

The very first Thompson Trophy race was held at the National Air Races, sometimes known as the Cleveland Air Races. The Cleveland Air Races for the Thompson Trophy were flown on a closed loop, 10-mile, low altitude race circuit. Pilots circled a course defined by seven, 50 ft high pylons for 5 laps for a total of 50 miles.



*The 1949 Cleveland Air Race Course, similar to other Thompson Trophy courses (courtesy Cleveland Historical, Cleveland State University, Cleveland, OH)*



*A 1929 Air Race Bill*

*(Courtesy <https://acesflyinghigh.wordpress.com/2013/10/21/the-golden-age-of-the-national-air-races>)*

Doug Davis, flying the Travel Air Mystery Ship was the winner of the 1929 race for the Thompson Trophy with an overall speed of 194.5 mph. That specific aircraft has been restored and is currently on display at the Beechcraft Heritage Museum in Tullahoma, TN.



*Doug Davis (courtesy Wikipedia)*



*Travel Air Mystery Ship (courtesy Beechcraft Heritage Museum)*





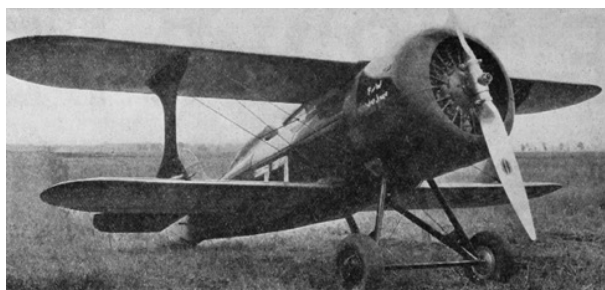
A flying Replica of the type R Mystery Ship (courtesy <https://www.historynet.com/travel-air-type-r-replica>) Current owner and location unknown.

### 1930

The second race was held in Chicago, IL. Charles W. Holdman, flying a Laird LC-DW Solution, took the second Thompson Trophy with an average speed of 201.91 mph around the circuit.



Charles W. (Speed) Holdman (courtesy Wikipedia)



The Laird LC-DW Solution (courtesy Wikipedia)

### 1931

The race for the third Thompson went back to the Cleveland OH circuit. Lowell Bayles flying a Gee Bee Model Z, took the third trophy with a speed of 236.239 mph.



Lowell R. Bayles (courtesy Springfield Museum, Springfield, MA)



A Gee Bee Model Z Replica, NR77V, (courtesy Fantasy of Flight Museum, Polk City, FL)

### 1932

Race promoters returned to Cleveland again for the Fourth race. A soon to be VERY famous aviation pioneer, Doctor Jimmy Doolittle (who held the first ever Doctorate in Aeronautics from the Massachusetts Institute of Technology) flew a Gee Bee Model R-1 to victory with a speed of 252.686 mph.



Jimmy Doolittle (courtesy public domain media)



Jimmy Doolittle and the Gee Bee Model R-1 (courtesy

<http://elderaviator.blogspot.com/2016/09/the-rise-and-fall-of-gee-bees.html>)

### 1933

The Fifth race was held in Los Angeles, CA. James R. Wedell, flying a Wedell-Williams Model 44, took the Thompson bronze with a

speed of 237.952 mph. (Editor's note: Did you notice this was almost 15 mph slower than Jimmy Doolittle's time? Wedell won the trophy, but the record still stood.)



*Jimmy Wedell, c. 1933  
(courtesy Wikipedia)*



*Wedell-Williams Model 44 (courtesy Wikipedia)*

## 1934

The Sixth race went back to Cleveland, OH again. Roscoe Turner, an airplane racer since 1928, early airline owner and notably flamboyant aviator who would fly with a pet lion "Gilmore", in another Wedell-Williams Model 44 took the trophy with a speed of 248.129 mph. (Editor note: "Gilmore" currently resides at the Smithsonian in a "stuffed" configuration.)



*Roscoe Turner (courtesy  
Wikipedia)*



*The only surviving Wedell-Williams Model 44, c. 1932 (courtesy Crawford Auto-Aviation Museum, Cleveland, OH)*

## 1935

Race promoters went back to Cleveland again for the seventh race. Harold Neumann, flying "Mr. Mulligan", a Howard DGA-6, took the trophy with a speed of 220.194 mph. (Editor notes: Hey, speeds are going in the wrong direction!)



*Harold Neumann  
(courtesy Geneseo  
Historical Society,  
Geneseo, IL)*



*A Howard DGA-6 (courtesy Wikipedia)*

## 1936

Race promoters went back to Los Angeles, CA for the eighth race. Michel Détroyat, flying a



Caudron C.460 took the trophy with a speed of 264.261 mph. (Editor notes: That's better.)



*Michel Détroiyat  
with his Thompson  
Trophy*

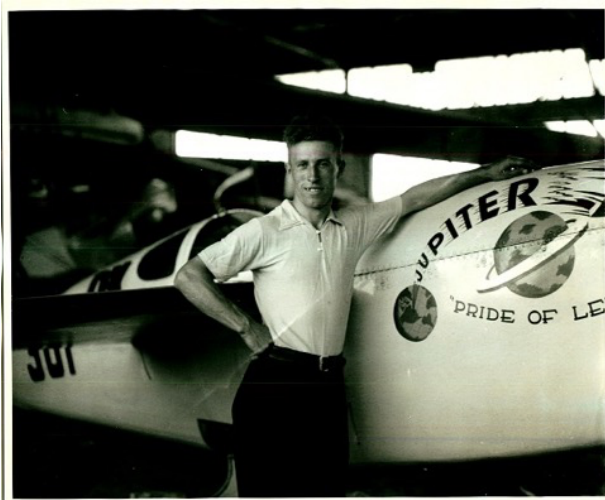
(courtesy <http://micheldetroiyat.blogspot.com>)



*Caudron C.460 (courtesy  
<http://micheldetroiyat.blogspot.com>)*

## 1937

The ninth race was held back in Cleveland, OH. R. A. "Rudy" Kling, flying a Folkerts SK-3 with a speed of 256.910 mph, took the Thompson.



*Rudy Kling (courtesy Lemont Area Historical  
Society, Lemont, IL)*



*Folkerts SK-3 (courtesy Al Chute Collection,  
1937)*

## 1938

The tenth race was held again in Cleveland, OH. Roscoe Turner, this time flying a Laird-Turner Meteor LTR-14, took his second Thompson Trophy with a speed of 283.419 mph. (Editor's note: Yep, now we're talkin!)



*Laird-Turner Meteor LTR-14 (courtesy  
Wikipedia)*

## 1939

On the 1st of September 1939, Adolph Hitler's Germany blitzkrieged their way into Poland. While the world pondered the implication of that event, the eleventh race was already scheduled for the next week in Cleveland, OH. Roscoe Turner returning with his Laird-Turner Meteor LTR-14, took the Thompson Trophy for the third time with a speed of 282.536 mph. With "production" Messerschmitt BF-109s making close to 250 mph, the implication of aircraft speed had taken on a new meaning and the threat of global war gave America bigger problems to worry about. There were no more Thompson Trophy races till after the end of the war.



*Laird-Turner Meteor LTR-14 on display (courtesy National Air and Space Museum)*

If you found this history interesting, you may find this additional reference interesting.  
<http://members.eaavintage.org/wp-content/uploads/2013/02/VA-Vol-34-No-3-March-2006.pdf>



Jim West  
 Ch-1326 Project Police & Photographer

## EAA Chapter 1326 Young Eagle/Eagle Report



The weather daemons frowned on all of our Young Eagles plans the first 3 weeks of May. We DID get a bunch of Young Eagle sign ups during Aviation Education Day and "referrals" from our friends in the local flight schools. Finally, we ended up with a couple of nice days before Memorial Day weekend so Randy

managed to get one Young Eagle and one Eagle flight done. Congratulations to Young Eagle Hayden and Eagle Dayton. (Hayden's Mom got to go for a ride too, as well as Dayton's girlfriend Lynette.)



*Young Eagle Hayden with Randy, with Flagship Detroit in the background.*

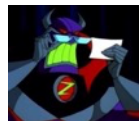


*...and Proud Eagle Dayton.*



Randy Kelly  
 Staff Editor & YE Pilot

## Project Police Aircraft Spotters Quiz



**Evil Editor Zurg:** Last month's quiz aircraft was pulled from the category of famous (or infamous) aviation movies. Here were the teaser photos.



*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.)*

Two of my faithful Project Police weighed in on this one. Both correctly guessed it was from "The Blue Max". I believe one of them picked up



on my "A-Team" reference, as George Peppard was in both of those films, but my other PP had to resort to an AI.



George Peppard as "Staucel" who purchases some agricultural property in "The Blue Max".



Both of my PPs correctly answered the aircraft as a (Morain-Saulnier) MS-230, also known as a "Parasol".

Both PPs came "close enough" to the correct answer for "what real world fighter aircraft" was this supposed to be with the guess Fokker D-VIII. In actuality, the rumor is that the movie makers were inspired by the Fokker E.V. which DID have structural problems and was redesigned as the Fokker D-VIII.



OK then, you PPs have proven your mettle for identifying "real" movie aircraft. For this month's quiz, we return to "airplanes of film". You may find this hard to believe, but Hollywood can sometimes take liberties to avoid insulting their friends (or getting sued), by masking real aircraft or inventing fictitious ones. Take this aircraft with this distinctive tail:



So, Project Police, I'd like to know 1) what movie is this from? I'll give you a hint. That actor standing to the right of the stairs flew a B-52 in Viet Nam and retired as a BGen. 2) What was this aircraft supposed to be, and 3) what real world aircraft experienced several crashes due to the phenomena that was the premise of this early aviation "near disaster" movie?

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*

## THE SPORT FLYER

*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

**June 3<sup>rd</sup>**, 2025; VMC Club Meeting, 6:00 PM, Virtual meeting.

**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.

**July 1<sup>st</sup>**, 2025; VMC Club Meeting, 6:00 PM, Virtual meeting.

**July 24<sup>th</sup>**, 2025; Regular Thursday business meeting, 6PM. virtual meeting.

**July 26<sup>th</sup>**, 2025; EAA Ch-1326 Fly-In Breakfast, 07:30-09:30, Sport Flyer Hangar, KSYI airport.

**July 31<sup>st</sup>**, 2025; EAA Ch-1326 Social Event and Guest Speaker, 5:30 PM - 7:00 PM, KSYI airport conference room.

*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, \$48/year National dues).**

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)

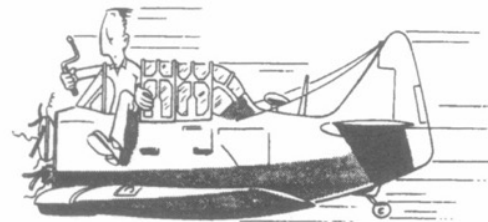
Acting Secretary: Leigh Kelly

## EAA CHAPTER 1326 NEWSLETTER

### 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).

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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Jack Bosse	<a href="mailto:Bossej3@gmail.com">Bossej3@gmail.com</a>	
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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:electriccrow@pobox.com">electriccrow@pobox.com</a>	
Instrumentation and avionics requirements for VFR/IFR		
Jack Bosse	<a href="mailto:Bossej3@gmail.com">Bossej3@gmail.com</a>	
Sean Lowe	<a href="mailto:sean.lowe@patriotavionicsn.com">sean.lowe@patriotavionicsn.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)

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
- May Meeting notes
- May Fly-In breakfast:  
CANCELLED
- Aviation Education Day.
- Thompson Trophy - 1st 10 years
- Young Eagles Report
- Evil Editor Zurg's Aircraft Spotter Quiz
- Monthly plea for "Project Police" participation for new stories

