



# ***THE SPORT FLYER***

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

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

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*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.*

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### **Kommandant's Korner**

Dear EAA Chapter-1326 members and friends,

November and the holiday season are almost upon us. It feels like the Summer heat and humidity were just here, Halloween was yesterday and it will be Thanksgiving before a lot of you I suspect have a chance to read this issue.

A LOT has happened to and around the chapter in these last few months. We made new friends and forged alliances with students from MTSU which saved our bacon for the October fly-in breakfast, which had the largest turnout of people and aircraft as we've seen all year. We supported the local community helping to establish an Aviation Explorer Post. We answered the call from a sister chapter who was short of manpower for a Young Eagles rally and helped them over the hump. (Kinda like the MTSU students helped us.) We even flew 4 Young Eagles out of Shelbyville airport too.

Now December is just around the corner and the holidays are here. The chapter activity calendar for December is empty. We will NOT be hosting a fly-in breakfast in December but hopefully our members' personal calendars will be full. I already know lots of us have plans with

family, and I hope all of our readers have similar holiday and family plans.

Well, the month is not over yet, so we will keep pushing on. I hope to see you at the airport and our final breakfast of the year.



Randy Kelly  
EAA Ch-1326 President

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### **Last Month's Meeting**

The Thursday 26 October meeting was held in the Shelbyville Airport Conference room and we started the meeting at 6PM. Randy was out of town so I presided over the meeting. The members present were Helene and John Wharton and myself. Because we had a small group and not a quorum, we just had an informal agenda.

We talked about the Chapter Complimentary Trial Membership Program that EAA has begun. All felt that this was a good program and that we should implement it here.

We also revisited the Student Membership topic. Just a brief discussion. I tacked it on to the Trial Membership topic.

The majority of the meeting we discussed other kinds of events that we could hold. We talked about the possibility of getting speakers either for a regular meeting of the membership, or as a special event that would be open to the public. We talked about and brainstormed several destinations for chapter trips. Some ideas included a tower tour at Smyrna, the NASA museum in Huntsville, the Tennessee Museum of Aviation in Sevierville. Some other ideas included longer trips to Dayton, OH, Hill AFB in Salt Lake City, and Warrington in Pensacola, FL. We closed the meeting at approximately 7PM.

Tim Rosser  
EAA Ch-1326 Vice President

## **October 28<sup>rd</sup> 2023 EAA Ch-1326 Fly In Breakfast**

The "great conjunction" was on the horizon. Lots of our people were going to be out of town either for setup or breakfast. For the first time since the COVID lockdown we really feared we would have to cancel the October 28th fly-in breakfast. We sent out a call for help to our friends from the Mu Tau chapter of the Alpha Eta Rho (AHP) fraternity at Middle Tennessee State University (MTSU) and got a commitment for manpower to support the Saturday breakfast. Though we now had enough cooking and serving manpower secured to do the breakfast, we still needed to get the setup done. We figured out that we could split up the setup tasks so that they could be done Wednesday and Friday.

So Wednesday morning Mark Cannon and Randy moved Mark's Warrior out of the hangar, set up tables, chairs and the steam table and sliced the bologna. Leigh took inventory and went to buy groceries. Over the next couple days, the Lynches delivered the casseroles to the freezers and Friday Helene prepped the cooking table and steam table trays and pulled the frozen items out of the freezer to thaw in the fridge.



*Mark beats Randy to the hangar again!*



*Tables and chairs in assembly.*

On Saturday, Randy was the first to show before 06:00. It was dark, but a bright moon and Jupiter were visible in the West and Spica was high in sky to the East.



*Jupiter and Luna in the West at 05:45L*

Randy started the coffee, fired up the ovens and pulled out the meats. Shortly after that Leigh showed up to start biscuits and Helene Wharton showed up to start eggs and salsa. Before long Tim showed up to start slicing and cooking. Randy set up the pancake station and started breaking eggs to help Helene.





*Flagship Detroit with and an admiring Spica high overhead about 06:00L.*

Our first customer showed up shortly after 06:30, well before our "official" start time and even before the coffee was ready.



*First customer arrives VERY early.*

Sharon Tinkler's friend Diana Socher rolled in soon after followed by our AHP partners Garrett Bunch, Esther McClendon and Francisco Camarillo.

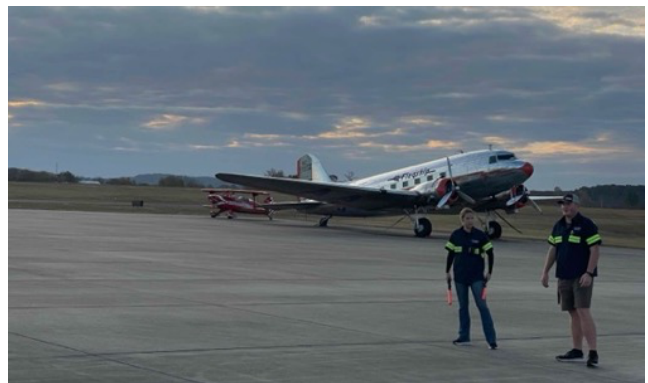


*Second set of early customers waiting for the food line to open.*

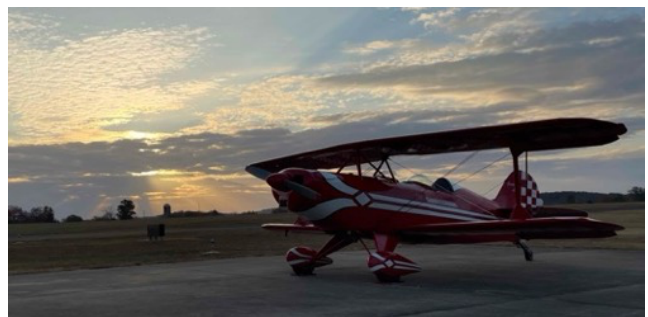


*Garrett cooking pancakes.*

Our first aircraft arrived before 07:30, a biplane named "Crooked Lady" (A Pitts I believe?) parking out behind Flagship Detroit. (Maybe the long walk helped the owner feel less guilty about eating our "hearty" breakfast. 😊)



*The first aircraft arrival chose to hide behind Flagship Detroit...*



*...looking cool in the sunrise!*

By this time the whole cooking crew was cranking up, Tim (and Randy) on the sausage griddle, Helene on the egg griddle, and Garrett on the pancake griddles. Esther manned the welcome



desk and Garrett gave initial pancake lessons to Francisco.



*Mmmm. Sausage on the grill 😊.*



*Esther McClendon is our smiling welcome crew.*



*Garrett gives pancake instructions to a new AHP cook, Francisco Camarillo.*

With all the grills manned, Evil Editor Zurg dispatched staff editor Randy and Garrett out on short excursions to shoot pictures of the planes arriving.



*A Beech straight tail is the second aircraft to arrive.*



*This Nice Bird Dog showed up to represent the warbird crowd.*



*Garrett Bunch out shooting pictures for Evil Editor Zurg.*



*Aviators must gawk and talk before eating.*







*Hum. Notice anything missing? (No intake louvers on the rods.)*

The planes started arriving pretty fast, but the pilots and their guests seemed busy enjoying the warm sunshine and looking at other aircraft on the ramp rather than coming in to eat. The "gawking" spread out the normal "08:00 rush" so that even though we had a steady stream of folks coming in, we were never swamped.



*The aviators move from the flightline to the food line.*

Out on the flight line things were busy. The marshallers were running out of "normal" parking spaces, the taildraggers were pushing off into the grass, the fuel truck was running around and even our intrepid photographers ended up marshalling planes into available spaces to keep the taxiways clear.



*The Marshallers are staying busy.*

The photographers lost track when we went over 32 aircraft so there is no official count of aircraft. We kept cooking and serving till well after 9:00.



*A classic 67 Mooney Mark 21 makes an appearance.*



*A Bearhawk Patrol shows up. (Ya think maybe paint is on the "to do" list?)*



*Marshalling in an RV-6A.*



*A classic Ercoupe arrives.*





*A coyote enjoying the morning sun.*



*Nice Cirrus comes to roost and feed.*



*Maxing out parking (If you look closely, there are 5 rows of aircraft in this picture!)*



*And ANOTHER new parking line forms in front of Flagship Detroit!*



*A Beech Sierra comes to visit us... (don't see too many of these around)...*



*...with a mount THAT will keep your iPad cool!*



*A Cessna 120 claims a freshly mowed parking spot.*



*A T-craft came to visit...*



*...with Betty Boop to boot! Boop-boop-be-doop!*





*A Cessna Cardinal shows up to compete in the "sexiest cowling" category.*



*A Maule out for a \$100 breakfast.*



*The Grumman Yankee was back again this month.*



*Classic Cessna 195 "Business Liner" lookin SWEET!*



*An old C-150 came to visit.*



*An RV-12 in the "I've just been built" paint scheme.*

We are pretty used to seeing a good cross section of GA aircraft come out for our breakfasts, but we had a couple newcomers at this breakfast. Arion Aircraft at KSYI is a distributor/supporter of Jabiru and Lighting aircraft so we are used to seeing them at KSYI, but I've never seen any parked at one of our breakfasts.



*A Jabiru J-230 here for fuel and breakfast.*



*Hey, the Jabiru has a side-yoke!*



*A Lightning comes to visit us.*



*An Armstrong Mustang makes his appearance.*

By 09:30 the crowd had pretty much cleared and there was a stream of aircraft headed to the end of the runway. With all OUR helpers there at once, cleanup went pretty quickly. Our AHP folks helped put away tables and chairs and wash dishes. The "unofficial count" of attendees based on the "contribution jar" was most likely between 105-110 participants.

With the floors cleared of stuff it was time to move Mark's Warrior back in. Mark had entrusted Randy with the Warrior keys so with Garrett and Esther's help he fired up the Warrior (after priming exactly as Mark instructed) and taxied back to the Ch-1326 hangar where Tim marshalled the Warrior into the slot outside the

hangar and then we pushed her back into her space.



*Mark's Warrior is cozy back in the Ch-1326 hangar.*

I hesitate to reuse an identical line from last month's article, but I will anyway cause it's true. "As predicted by the beautiful sunrise a few hours earlier, it had been a beautiful fly-in day."



Randy Kelly  
Staff Editor

## Ch-1326 joins Ch-1378 for September 30th Young Eagles Rally

Like many things in life, this was an "unplanned" event from my perspective. I was working out in the back yard cleaning up a GIANT brush pile that had been on the "to do" list for two years when the phone rang. It was Jake Washburn, the "acting" head of the Motlow Aviation Sim Center that we work with for the Shelbyville Aviation Explorer Post. He had gotten a panic call from a member of the Upper Cumberland EAA Chapter looking for Young Eagles pilots to support their Young Eagles event the upcoming weekend at the Smithville Airport (0A3). I cleared Jake to give out my name and phone number. It couldn't have been more than 15 minutes before I got another call from the desk at Shelbyville Airport (KSYI) saying they had gotten a call from another EAA Chapter and were trying to get hold of our EAA Chapter.

A few minutes after that, I got a call from Upper Cumberland EAA Ch-1378 member Dewey Young. Dewey is frantic. They have an upcoming and well-advertised Young Eagles



Rally planned in a few days and "Murphy" has slipped himself into their "critical path". Four of Dewey's six promised Young Eagles pilots have had to drop out in the last week. I was sympathetic and said that I'd love to help but we already had plans and if I didn't get permission from "CINC-house" that I'd be in trouble. (That's "Commander In Chief of the House" for those of you that don't have a military background.) I gave him Leigh's number to call and explained I thought it wouldn't be a problem as Leigh is not only our Chapter's Young Eagles coordinator, but also does aviation STEM work with the Explorers. As I expected, Leigh was all in and volunteered to help staff the desk and bring extra Young Eagles applications. The event was being held at Smithville airport which was about a 30 minute drive from some of our other family members. It sounded like a great opportunity to get away and see family in Sparta for the weekend, so we called them to confirm they had a bedroom available. They were happy to have us come up for the weekend, so we rescheduled our weekend.

Now the plan was to fly our plane ("Lois" the Skylane) to Smithville (0A3) Friday morning. Leigh would pick me up on the way to Sparta where we would stay Friday night and drive back to Smithville Saturday morning to fly the Young Eagles. Then we would go back to the family to enjoy the weekend. To expedite things, I preflighted Lois Thursday afternoon so all I would have to do was pull her out of the hangar, load her up and then depart Friday.

Rain blew through Shelbyville Friday morning so we had a weather delay until early afternoon. A clear "path" to 0A3 opened up about 1300. Leigh dropped me off at KSYI where I loaded Lois up, cranked, and headed to the end of the runway. For this flight I'd decided to try an experiment of doing all my flight planning, briefings, filing, opening and closing of flight plans on Foreflight.

The screenshot shows the ForeFlight app interface. At the top, it displays the flight: KSYI to 0A3, Friday, September 29, 5:00pm CDT. Key flight data includes: Distance 40 nm, ETE 0h23m, ETA (CDT) 5:23 pm, Flight Fuel 5.9 g, and Wind calm. The left sidebar contains sections for Summary (2023.09.29 19:32Z, KSYI to 0A3 (VFR) in N182MP, Depart 2023.09.29 19:45Z for 0:23 ETE, Routing: DIRECT), Current Weather (KSYI (METAR) METAR KSYI 291915Z AUTO 18004KT 10SM CLR 24/18 A3011 RMK A01, KMQY (TAF) 291728Z 2918/3018 20004KT P6SM SCT050, KSRB (TAF) 291728Z 2918/3018 21006KT P6SM BKN030), Aircraft (Identifier: N182MP, Color: W/M/R/O, Equipment: C182/SY, Home airport: KSYI, True airspeed: 115), and Plan (Departure time: 2023.09.29 19:45Z). The main display area shows a map with the flight route from KSYI to 0A3, including various waypoints and terrain. A 'Routes (10)' button is visible at the bottom right.

*All flight planning and filing is on Foreflight*

After runup, I pulled up and activated my flight plan then took off. Leigh had departed the area 15 minutes or so earlier but ADSB had already tattled on me and she knew I had taken off. As another experiment I connected my iPhone to my aircraft headset via bluetooth and tried calling her which I was able to do. Though it's over an hour drive to Smithville, it was a little over 20 minutes by Skylane. After I acquired 0A3 visually I closed my flight plan and pulled up the before landing checklist. I landed, taxied to the transient ramp, tied Lois down, unloaded and headed to the airport office. Leigh arrived about 15 minutes later and we headed off to Sparta, about another 20 minutes down the road.



*All tied down for a good night's sleep before a workday 🤪.*

The next morning we arrived in Smithville about 0830L. The EAA Chapter 1378 folks already had a popup tent set up for admin and were setting up tables.



*Ch-1378 Welcomes Young Eagles*



*Leigh is all ready for Young Eagles customers.*

I untied Lois, preflighted her, dipped her tanks and added enough fuel to fly the planned missions.



*First in line for our first Young Eagles 😊.*

By this time the other pilots had shown up so I was directed to go to the senior pilot for the Young Eagles flight plan. I discovered that there was NO plan. Another one of the pilots was also a former US Air Force navigator so I asked him about HIS plan which was almost identical to the one I planned to use if nobody had a plan. (Great minds and navigators think alike.) Weather and some other unexpected problems had caused the loss of 2 more planes so we were now down to 3 aircraft instead of 5, less than a 1/3rd of the 10 aircraft originally projected.



*The modest but capable fleet.*

The first Young Eagle (YE) arrived shortly after the advertised 08:00 open time. As I said before, the event had been well advertised and the Ch-1378 were concerned they may have as many as 50 YEs. With only a third of the projected planes, they asked me if I could carry 3 YEs at a time. (It's a Skylane. A pilot, 3 light pax, and 75% my rated fuel load was a piece of cake.) I said yes, so they assigned me the first 3 YEs to show up. The youngest wanted to be pilot and was designated the COPILOT for the flight. We belted everybody in and briefed on them on their duties. My YE copilot eagerly tackled the checklist duties but needed help with new terminology and pacing. (Normally I'd be happy to explain what carburetor heat, propeller, trim and flaps were in more detail, but with the anticipated number of rides I had to "expedite" by "pointing and reading" the checklist for him.)

After cranking Lois I looked at the windsock which was indicating Runway 24 would be the appropriate runway, plus another aircraft had just departed 24. We taxied to the runup stub, accomplished the runup and took the runway. Power and the gauges looked normal as we started down the runway. Airspeed came alive but the acceleration felt a bit slow. V1 was still well before midfield so I took off. (Editor's note. There is no such "official" thing as a V1 airspeed for a Skylane but my personal technique is that if I haven't reached 45 MPH by mid field, then I'll abort. So when I hit 45 MPH, I call "V1".) Up Lois went. We established a positive climb. Flaps up, then accelerate to climb speed of over 100MPH to keep CHTs below 385. I prefer 380 degrees if possible since an O-470 has solid valves. The kids were talking and active the whole time. I'm watching for traffic, managing track and engine. We're climbing 600fpm with 60 gallons of fuel, 4 people, and another 40 or so pounds in the baggage compartment.



At about 2000 AGL I let the "copilot" fly. He's having trouble seeing over the panel and doesn't know what an artificial horizon is so I'm coaching on pitch. The copilot makes multiple requests to see the "1 g maneuver" but he couldn't tell me what that was. Eventually I figured he was looking for me to g up the aircraft. I didn't figure that was good idea with 3 "inexperienced stomachs" aboard but I had him do a level 360 deg turn at 45deg bank (1.4G) to get a taste.



After about 12 minutes we head back to field. I offered to show them a mild "rollercoaster". They all said yes, so I did a mild descent to pick up speed, executed an easy pitch up to 30deg and pushover to about 1/2G. Lots of cheers, oohs, ahs and giggles. We head back towards the pattern about 15 mins after departure as requested. There was another Young Eagle aircraft just taking off from Runway 24 so I "assume" the winds are still good for 24. I do high overfly upwind of midfield then drop down and enter downwind for a normal pattern. Call me overly cautious, but I do high tight patterns when flying VFR into small fields because that's the way I learned. (I never see correct PAPI indications until about ¼ mile from touchdown.) I'm a bit low on the base to final turn which is over the edge of the plateau that 0A3 is on, and about 20 degrees of flaps. Power is off, but we're not coming down. I go to 30 degrees, then 40 degrees flaps, but the end of the runway is still going down in the windscreen. What's going on? In comes the rudder for a sideslip, which gives us a good descent rate but I'm still looking at final touchdown right around midfield. That's no problem as I've got plenty of runway so I land, stop and taxi back towards the midfield taxiway. On the ground I look at the windsock which is NOW showing runway 06! OK. My glider pilot brain now comes online. The wind was shifting during runup, leading to a downwind takeoff. That explains slow "airspeed alive" and acceleration to V1, and orthographic lift on final explains the slow descent rate on final.



*Popping cumulus and windsock doing 360s.  
Glider pilot weather!!*

Back we go to the ramp for pictures and finishing up the Young Eagle paperwork. I sign the three new Young Eagles flight certificates, logbooks, and explain their benefits to them while "YEs" (and one of their younger brothers) are exploring the L/D of the paper airplanes they've now folded and are throwing around the parking lot.



*A young aerospace engineer about to launch his latest SUAS design 🧐.*

OK, now back to the ops desk where they ask if I need a break. I ask for some time for a potty break and to drink some water. About 5 minutes later I go back to the ops desk where they ask me if I'm ready for another 3 "YEs", which I reply "yes". I've now got 2 young ladies and a young gentleman to go fly. I choose the oldest one (a young lady) to be the next copilot, and since her family is there, I ask her Mother to accompany us to the aircraft so she can be there as I assist her

daughter get into and strapped into the front seat. (Trust me – that makes both of them, and me, more comfortable, and reduces the possibility of any misunderstandings while working on straps and muscling kids and seats around.) We quickly get 2 YEs into the back seats, and the copilot settled into the front seat, where I explain her copilot duties. Just to expedite, I just have her page to the appropriate checklist page and I call out each step and then comply with the checklist. We crank up, power up the avionics, intercom, check the windsock again, then back taxi to the runup area at the end of Runway 06.



*Young Lady YE CoPilot and 2 more in the back of "Lois" headed out to the runway.*

This time I've got heavier passengers, but the airspeed alive and V1 check happens much faster, so off we go. I get the aircraft stable, flaps up, accelerate to normal climb speed, double check the cylinder temps (highest one is 405 degrees but they coming down nicely) as we accelerate in the cool air. After we get a nice stable climb out and I talk about the area, I ask the copilot if she would like to fly. She says she would prefer not to. That was a surprise. The next surprise was how quiet the cockpit was. NOBODY was saying anything. I double-checked the intercom and asked if they could hear me, which they could, and asked if they had any questions, which they didn't. Wow, I've gone from a plane full of young

"Beastie Boys" to a plane full of "church-mice". It was a nice quiet flight, except for my narration of the area, radio calls, asking the copilot to turn pages to get to the right checklist, and my normal reading the checklist out loud. We fly around the designated route, I descend to pattern altitude, then execute a 45 degree entry to downwind for Runway 6. Still no voices from the peanut gallery. All the speeds and descent rate look good this time. I fly down "on speed" to begin the flare a couple hundred feet past the approach end of the runway, flare a bit too high and then manage to bounce the landing. (I should have used a "smidge" of power.) This time though we are down where we should have been and have to keep taxiing to get to the midfield taxiway. Back into the ramp we go, we unload, then I fill out their final paperwork. I'm now ready for a few minutes break as there is nobody currently in "the queue" for me.



*More paperwork and Young Eagles goodies. (Hey. Where's the latest Aviore comic?)*

The two other YE pilots were already back and a new rider headed out with one of them while I sat down to cool off and watch the weather and windsock. It's almost noon, the specified "end of the flight period" announced in the flyers for the event. I go back to the ops desk to talk to Leigh where I see they only had 10 Young Eagles show up for the event, of which 6 of them flew with me. (Wow.) One of the youths had asked for a repeat, but flew with somebody else, and the last person to show up went with one of the Chapter 1378 pilots flying a 1958 Cessna Skyhawk. (Editor Zurg: 1957 was the first year. This Skyhawk had belonged to the pilot's Dad, but was sold, and the son eventually found it again and returned it to the family. If I wasn't so evil, that would bring a tear to my eye.)



After the event block time, the Chapter 1378 people started packing up, and headed out to the hangar one of their members had aircraft in for a cookout for the members and YE pilots. I pulled "Lois" to a tiedown, checked her fuel to get a good tally, buttoned her up, and then Leigh and I headed to the "cookout".



Ch-1378 cookout for Young Eagles volunteers.

(No, it was NOT a Barbeque. We Southerners all know the difference between a "cookout" and a "BBQ".) It was a good cookout. They had some of the largest "brats" I've ever seen, and after a "brat", potato salad, coleslaw, cookies and a cupcake, I was full. Like all good EAA events, we sat around and talked for close to an hour before heading out. Thanks Ch-1378 for asking us to come help out, fly some Young Eagles, and "hangar fly" over lunch.



Randy Kelly  
Staff Editor

Editors Note: At first I thought the Evil Editor would be perturbed I didn't have any pictures of broadly smiling Young Eagles with their new certificates and YE logbooks. During the editing process I heard from the Evil Editor's legal department and discovered that such pictures were potential time bombs. PLEASE - if you are at an EAA event and shoot some pics, please send them to me so I can include in the newsletter or post to our webpage but be aware that I will "obscure" any recognizable minors whose parents have not given us permission to use those images.

## Project Police Aircraft Spotters Quiz

### Evil Editor Zurg



Last month's first Spotter's Quiz specimen was this bird in American Eagle livery.



One of our newsletter regulars (who asked to remain anonymous) guessed this was a Grumman Gulfstream. Yea verily, it IS a Gulfstream, more precisely a Grumman Gulfstream IC. The Gulfstream I (original nomenclature G-159) originally flew in 1958 and numerous variants flew with the airlines as well as private corporations and the military. The G-1C variant was "stretched" from an original capacity of about 12 passengers up to 37 passengers support the airlines.

Our second aircraft was this:



This specimen turned out to be a real "head scratcher". My "usual suspects" were somewhat stymied by this one, and the closest guess offered was "...looks like a composite trainer with retracts and folding wings. It also looks like a mock-up and/or a one-off..."

This mystery bird is Valentin GMBH Taifun 17E motor glider. It is NOT a "one-off", but only 136 were built. It was also a "strange" but "capable" bird. The Taifun had a 17 meter wing with a 30 to 1 L/D (glide ratio), manually retractable tricycle gear, spoilers, reflex-position flaps and a fully feathering variable pitch propeller. It had either an 80 HP or 90 HP

Limbach engine (based on a horizontally opposed engine built by Volkswagen) which I've been told by an owner burns about 4 gallons/hr at cruise.

And here's the real strange part. With all the normal avionics and navigation equipment of a standard powered aircraft, plus all the exotic complications in the cockpit (gear, flaps, spoilers, variable prop), flying it legally **ONLY** requires a glider rating with a self-launch endorsement.



OK, now **HERE** is your "double-header" quiz aircraft for November 2023. First is our NIFA quiz aircraft for our AHP members:



That shouldn't be too hard, so now here's a real "one-off" to tickle your synapses. I did leave you a couple clues in the photo.



As usual, send your answer or best "edumacated guess" 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 at your event 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

**November 23<sup>th</sup>, 2023;** Thanksgiving Day. No scheduled meeting.

**November 25<sup>th</sup>, 2023;** EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, KSYI airport.

**December 2023:** There are currently no events scheduled for the month.

**January 25<sup>th</sup>, 2023;** Regular Thursday meeting, 6PM. Location TBD.

**January 27<sup>th</sup>, 2023;** EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, KSYI airport.

*Special EAA Chapter 1326 Board of Directors Meetings are sometimes held on an unscheduled, as needed basis. If you need to be at one of those, you'll be notified by email or text.*

For a good summary of aviation related social and training events in Middle Tennessee, check out the website <https://www.socialflight.com/>



**CHAPTER 1326 ADMINISTRIVIA**

**To join Chapter 1326, send your name, address, EAA number, and \$20/year club dues to: EAA Chapter 1326, 2828 Hwy 231 N. Shelbyville, TN 37160-7326, attn Leigh Kelly. NOTE: You must also be a member of EAA National (<https://www.eaa.org>, or call 1-800-843-3612, \$40/year National dues).**

Contact our officers by e-mail:

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

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

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

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

**EAA Chapter 1326 Technical Assistants**

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

<b>Composite Construction</b>		
Jack Bosse	<a href="mailto:Bossej3@gmail.com">Bossej3@gmail.com</a>	
<b>Wood Construction</b>		
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<b>Fabric Construction</b>		
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*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***

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

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**ADDRESS SERVICE REQUESTED**

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

- Kommandant's Komments
- October meeting notes
- October Fly-in Breakfast
- Sept 30 Young Eagle Rally (save)
- Evil Editor Zurg's Aircraft  
Spotters Quiz
- Monthly plea for "Project Police"  
participation for new stories