



# ***THE SPORT FLYER***

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

<i><b>President</b></i>	<i><b>Randy Kelly</b></i>	<i><b>661-400-0203</b></i>
<i><b>Vice-President</b></i>	<i><b>Tim Rosser</b></i>	<i><b>570-751-3104</b></i>
<i><b>Secretary</b></i>	<i><b>Sharon Tinkler</b></i>	
<i><b>Treasurer</b></i>	<i><b>Leigh Kelly</b></i>	
<i><b>Newsletter Editor/Writer</b></i>	<i><b>Randy Kelly</b></i>	<i><b>661-400-0203</b></i>
<i><b>Guest Editor</b></i>	<i><b>EE Zurg</b></i>	<i><b>unlisted</b></i>
		<i><b>April 2024</b></i>
		<i><b>Volume 21,</b></i>
		<i><b>Number 4</b></i>

***Ch-1326 Websites: <https://chapters.eaa.org/eaal326> or on Facebook  
<https://www.facebook.com/groups/1348130305678885/>***

---

*Chapter 1326 meets monthly on the Thursday preceding the Fourth Saturday of the month in the Shelbyville airport conference room at 1800 (or 6:00 PM, whichever you prefer.) Any changes of meeting date and venue will be announced in the newsletter or by text message.*

---

### **Kommandant's Korner: April 2024**

Dear EAA Chapter-1326 members and friends,

I'd like to say that "beautiful Spring Weather" has finally sprung so we can get on with all our festivities, but apparently the "weather daemons" had a few more surprises in store for us. The "April showers" were early, bringing NOT March flowers, but grass and weeds so now it's time to start mowing our lawns as well as our runways if you operate out of grass runways.

The pleasant (but also breezy) weather was certainly good enough to get us out and flying, but you had to pick your days. I got an opportunity to go fly Hawkins Flight Academy's new Evektor Harmony aircraft, after waiting several days for favorable winds, got a chance to take some friends up in "Lois" (the Skylane) and even flew a Young Eagle flight.

The weather looked nice heading up to our March meeting and an excellent talk by Ch-1326 Tech Expert Brennan Lewellen about Annual and Condition Inspections, but then the weather daemons threw us a curve for the fly-in breakfast 2 days later. High winds and low ceilings turned "pleasant flight for breakfast" day into a "high wind and crosswinds proficiency day."

Fortunately, we had enough hungry locals to show up to pay for all the food bills and we were still able to socialize.

For the rest of this month, we are getting ready for this week's Shelbyville Airport day Saturday April 27th. We will still have our regular fly-in breakfast that morning from 07:30 to 09:30 before the Aviation Day festivities kick off and we will be setting up an EAA information booth and "STEM" exhibit after the breakfast. We'd love to have you join us for breakfast or the Aviation Day festivities. See you at the field soon.



Randy Kelly  
EAA Ch-1326 President

---

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

The meeting was called to order by Randy Kelly. The Minutes from the February meeting were approved.

### **Treasurer's Report:**

Leigh Kelly provided the Chapter's Checking and Money Market account balances. The Treasurer's Report was approved.

**Old Business:**

Workers for the March Breakfast Friday Set-up, and the Saturday Breakfast were identified.

Flagship Detroit requested 18 seats in the EAA hangar for a meeting. This was granted.

**New Business:**

The April Breakfast is April 27<sup>th</sup>, and is followed by Aviation Day, 1000 to 1400 hours. There was a discussion of the exhibits and activities planned by the EAA Chapter for Aviation Day participation. Randy has already requested EAA Insurance for a Chapter STEM and information booth. EAA National will still require a Certificate of Insurance from Shelbyville airport.

Randy stated we were hoping to conduct a Young Eagles Day 18 May with backups the 25<sup>th</sup> or 26<sup>th</sup>. The May Breakfast will be Saturday, May 25<sup>th</sup>

The business portion of the meeting was adjourned and Brennan Lewellyn, Technical Counselor for Chapter 1326, delivered an excellent presentation on Annuals and Condition Inspections.



Sharon Tinkler  
Ch-1326 Secretary

---

**March 23rd 2024 EAA Ch-1326 Fly In Breakfast?**

Setup is normally scheduled for the day prior (Friday Mar 22) but in this case it started Thursday when Leigh decided to do her inventory prior to our regularly scheduled Thursday Chapter meeting. (Editor's note: see meeting minutes in the earlier column.) Friday morning at 08:30 Matt

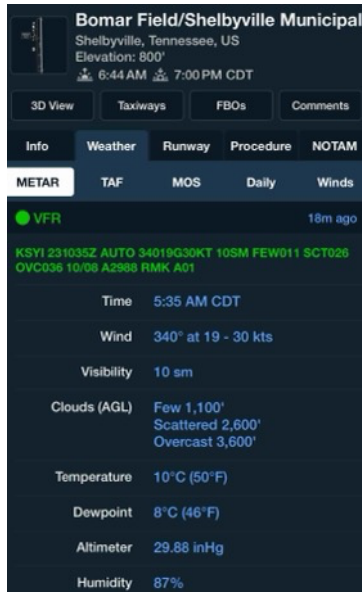
Wilkins and I opened the hangar and pulled Mark Cannon's Warrior to the East side of ramp. (Mark's usual parking spot is on the South side of ramp, but Flagship Detroit was back in town and preparing for a checkout flight with some "new pilots" and the proximity to Mark's usual spot did not make good sense.) After we parked and tied down the Warrior, Jon Fernandez and Helene Wharton showed up to help. Matt and I swept the hangar out then Matt and Jon started setting up tables and chairs. As I noted earlier, Flagship Detroit was back in town and they had asked if they could have some space to do some training after the breakfast, so we set up a couple extra tables outside the Warrior's "footprint". (Evil Editor's note: An EAA Chapter refusing to help an antique aircraft crew request for some training space would have been cause for disintegration.)

During setup the crew expressed concerns about the weather forecast for Saturday. (We would NEVER encourage folks to tempt the "weather daemons" to get to one of our breakfasts.) Fortunately, the "rumor on the street" was there was a local classic car club event planned for Saturday and that a number of folks from that were planning on meeting for breakfast here. So, hopefully we would have an extra group of participants to offset the seats for those pilots that decided the weather posed a "bridge too far" to get to KSYI. Friday evening the forecast was still not looking good. Overcast skies, a 3 degrees Fahrenheit dewpoint spread and a significant probability of rain was projected till 9:00AM 🙄

Saturday morning, I showed up about 05:50 to fire up the coffee pots, ovens, and turn up the water heater. My yard and the ramps showed evidence of rain in the early AM and the ceiling was higher than I expected but the winds were nasty. Rain returns had moved off to the SE, but winds on the METAR and TAFs were still nasty.



*Somebody starched the windsock!*



*Beware the  
METARs of  
March!*

Leigh showed up next and started the biscuits. The rest of the crew started rolling in about 06:40. Helene Wharton, Jon Fernandez and MTSU Alpha Eta Rho (AHP) volunteers Brittany Meneses, Owen Carlson, and Landry Dupree were next. Ch-1326 Vice President and MTSU Professor Tim Rosser showed up next closely followed by Tommy Lynch (with Jo Anne Lynch's yummy potato casseroles 😊) and Chapter Secretary Sharon Tinkler.



*Biscuits browning in  
the oven!*



*Sharon greets our early guests.*

With the whole work crew there we started pre-heating the grills, slicing bologna and SPAM, cracking eggs and mixing pancake batter. The now hot coffee urns got moved over to the serving table and we had started cooking about the time the first customer rolled in.



*Owen Carlson pouring pancakes.*

Before long some of our "regulars" started rolling in. Sean showed up for coffee and sausage-pancake sandwiches before he headed off to a fly-fishing event. The MTSU AHP Chapter had coincidentally scheduled an "airplane wash" event at the same time as the breakfast hoping to boost their "service footprint". Their airplane washing volunteers rolled in as there were NO airplanes there yet to be washed.



*Sean makes  
his early  
morning  
appearance.*

An RV-6 was our first aircraft to roll in a little after 8AM. They taxied over in front of Flagship Detroit to park "nose into the wind" but it still took 3 of us to tie it down because it kept



## THE SPORT FLYER

trying to weathervane around the single chock on the wheel. At least "Van's Air Force" would have representatives at the breakfast.



*Crew chasing the RV-8 around the chocks.*

Not too long after that a single Cessna 150 flew in to represent the Cessna Marque. A Robinson R-44 Raven showed up right after that. I went over to invite them to breakfast, but they were just there to buy gas in support of some helicopter rides for some other local event and passed on breakfast. 😞



*A lone commuter braves the winds!*



*A Raven drops in for a drink (but not from our table).*

## EAA CHAPTER 1326 NEWSLETTER

Inside the hangar, we were still cooking and serving and it looked like we had a pretty good crowd. We fared better than our aviation brothers from the MTSU Alpha Eta Rho fraternity who had showed up for the "Plane Wash" as they didn't have ANY customers all morning. At least they got an inexpensive breakfast.



*Friends escape the winds for breakfast!*



*AHP volunteers go to see Flagship*

After 9:15, the last of the workers got some food and we started to break down the venue, except for the tables we left up for the Flagship Detroit folks to do their meeting. We packed up the left-over food (which always goes to a local charity), emptied the steam table, started washing dishes and pulled Mark's Warrior out of the winds and back into a nice safe hangar. The final informal count was only 2 aircraft but somewhere just shy of 60 folks. Pretty marginal for a "fly-in" but still a successful breakfast as we paid the bills and lots of folks got to enjoy breakfast OUT of the wind with their friends.





*Tim and Tony help put the Warrior back in place.*



Randy Kelly  
EAA Ch-1326 Staff Editor



## Project Police Flight Report

Evil Editor Zurg: What's a good reason to go fly a new airplane? While I don't need no stinkin' reason to fly, an Editor is always in search of more articles, and in this case I had a Project Police member who needed a Flight Review in the next 45 days so I ordere,... uh I mean, requested Staff Editor and Project Police member Randy Kelly go fly with an instructor and write an article for me.

### Tuesday Mar 19, 2024 Project Police Flight Report. Part 1: An excuse to fly a new airplane



A couple months ago I noticed there was a new airplane on the Shelbyville flightline, an Evektor Harmony Light Sport category aircraft owned by Hawkins Flight Academy (which is owned and operated by EAA Ch-1326 members Matt Wilkins and Mike Harris.) It looked pretty "neat", and with my 24 month mandatory Flight Review looming before the end of April 2024 and a whole bunch of other trips planned, I thought I'd get that out of the way. By coincidence, I'd just completed my Flight Instructor Refresher Course (FIRC) with the Soaring Safety Foundation and that gave me all the FAA Safety WINGS program academics credits I needed to complete a WINGS Phase.

For those of you not familiar with the FAA Safety's WINGS program, it is designed as a convenient venue to allow you to get regular training in the academic and flight skills needed

to stay proficient. Completing three academic and three flight training events designated for a specific "Phase" of WINGS completes the Phase and satisfies the requirement of a Flight Review. (Basically you end up with a Flight Review certificate signed by the head of the FAA Safety Team.) Pilots love it because you've got a whole year to get your events done instead of one day like a "traditional" Flight Review. Flight Instructors love it because it allows them to review a "broader" set of skills of their "students", and if a student bends an aircraft later, the CFI's signature isn't on the last "Flight Review Endorsement" making them a target for some tort-happy attorney. So - all I needed was three Flight Events to complete the Phase and satisfy my requirements for a Flight Review in the next couple weeks.

Anyway, being an EAA Newsletter editor and always hungry for stories, I thought a flight in a new aircraft I'd never been in before would make a good flight report story. Plus, practicing old skills in a new aircraft requires you to "think" about what you are doing because you can't rely so much on "muscle memory" (those "psychomotor skills" described in the FAA Aviation Instructor's Handbook). Anyway, completing the WINGS phase Flight Events in a new aircraft was a WIN-WIN-WIN-WIN scenario. I'd talked to Matt and Mike earlier about the possibility of completing a flight review in their new Harmony and (of course) they were happy to oblige me, even when I told them I was thinking of putting a story in our newsletter. (Remember - I'm from the flight test community. I'm happy to fly anything, but "the data are the data" and an "ugly baby" will mean an ugly report.) With the "permission" to fly out of the way, it was time to start the preparation.

Since I'd never flown with Hawkins before, Mike sent me all the paperwork to capture my flight history, establish my citizenship (to satisfy the TSA), set up an account on their Aviatize web-based management application and sign the appropriate releases. The first available opening was the next day, but with forecast winds of 12 gusting 18 knots from over 45 degrees off runway heading, I decided that WOULDN'T be a good day to fly a new light aircraft with unknown characteristics. (Asking to fly on a day like that

probably wouldn't say a lot about a pilot's Risk Management skills either to the young flight instructor they assigned to me.) So, we decided to push the flight a couple days out to when we were looking at lower winds and only about 5 knots crosswind max. Mike put me on the schedule with their instructor Caleb Kahler. OK, now I had a limited "flight test" to plan.

From their Aviatize site, I downloaded the Pilot's Operating Handbook (POH), checklist card and weight and balance data (W/B) for N641AH. Though there's something comforting about a physical flight manual, I didn't feel like printing 220+pages, and "soft" copies on both my MacBook and imported into Foreflight on my iPad gave me a good start. However, I DID print a hard copy of the Emergency Procedures (Section-III) for inflight reference in case something happened. (Better to have and not need than the other way around!) First, I reviewed the POH from a "big picture" perspective.

The aircraft is certified in the Light Sport Category. It has a low straight wing, tricycle-gear, steerable nosewheel (always!), 100HP carbureted Rotax with fixed 3 blade prop, a big front attached bubble canopy, dual configured cockpit, sticks, rudder pedals, and a "technically advanced aircraft" (TAA) based panel.



*Evektor Harmony LSA. Nice big greenhouse!*

Wow - Dual Garmin G-3X 10.5 inch landscape primary flight displays with back up "steam gauge" airspeed on the far left and altimeter on the far right, Garmin audio panel, two axis coupled autopilot, electric pitch and roll trim and LOTS of circuit breakers.



*Harmony Cockpit Layout.*



*Garmin G3 Primary Flight Display with Power Displays on startup.*



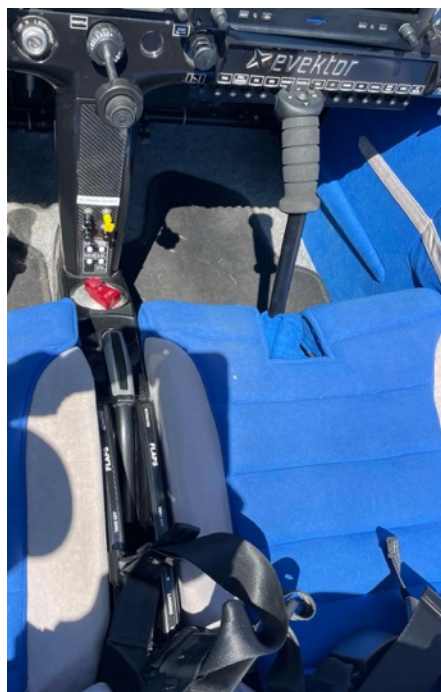
*Garmin G3 Power Page Display on startup.*

(Evil Editor note: "...Shoot, a fella' could have a pretty good night in Vegas with all that stuff...)

I started looking with more detail at all the stuff that would affect how the aircraft would feel and handle. Stick and rudder pedals on both sides. The central throttle "quadrant" was just a BIG vernier equipped knob with a large friction lock adjustment. No mixture control. The carburetor "pre-heater" was a tiny knob on a cable farther

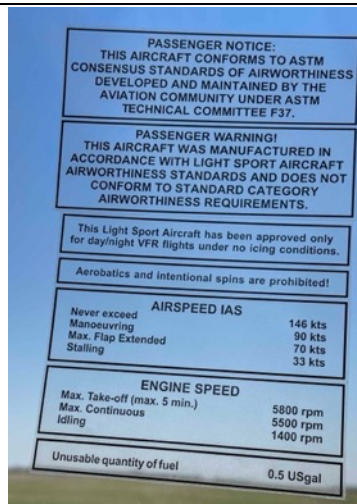
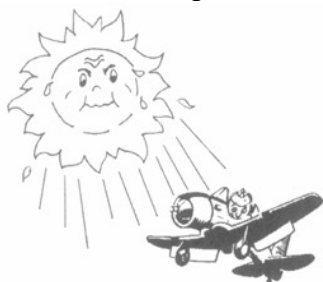


down the center console. There were no additional manual flap or trim indicators. The flaps were manual with the lever mounted between the seats. The fuel selector was easily visible and accessible in front of the flap handle with left, right and off positions.



*Harmony center Power quadrant and manual flap lever.*

Next, I printed out a copy of the pilot's abbreviated checklist card to compare with the other checklists in the POH. Matt and Mike had thoughtfully provided a list of "V-speeds" in their abbreviated checklist in ascending order so I could go ahead and highlight the list per the white and green arcs. I added the approach and best lift to drag (L/D) speeds to my card. I also noted there were ELT and stall warning sensor checklists in the POH which were NOT on the abbreviated card. Seeing as how I intended to do stalls during the flight, I made a note to myself to check the electric stall warning when I powered up the avionics on the ground to check the fuel sensors. Also, I noted in the POH that "steep stalls" (which I interpreted in this case as "high bleed rate/nose high stalls) or intentional spins were prohibited.



*No spins today!!  
Wow, that's twice  
my Continental  
idle speed!*

A spin prohibition is NOT unusual in most GA aircraft anymore, but since

I intended to do a "Phase-B stall" (more on that later), specifically located and memorized the "Flight Manual Spin Recovery" technique. Here is the spin recovery for the Harmony:

## 3.9 Unintentional spin recovery

### NOTE

The airplane has not, when using normal techniques of pilotage, tendency to go over to spin spontaneously.

Standard procedure of recovery from spin:

1. THROTTLE lever idle
2. Control stick ailerons - neutral position
3. Pedals kick the rudder pedal push against spin rotation direction
4. Control stick push forward and hold it there until rotation stops
5. Pedals immediately after rotation stopping, set the rudder to neutral position
6. Control stick recover the diving

*Harmony "Flight Manual" spin recovery.*

EE Zurg note: Experienced flight testers will note this "flight manual" recovery is essentially the same as the "NASA Modified" recovery with the exception of "...push forward and hold..." the stick rather than "stick forward to neutral". The POH does NOT specify how far "forward" that "forward" is. In some aircraft pushing the stick forward during a developed spin is equivalent to an ice skater pulling in their arms and legs which will accelerate the spin rotation. Not to get ahead of myself, but it's important to note (especially if you are an instructor) that the generic spin recoveries published in some of the FAA manuals do NOT always match the flight manual recovery (and in some cases can exacerbate the spin), so you need to know the recovery technique tested in THAT aircraft.



Then I mentally ran through the Pre-Flight checklists to see the "flow" as well as decide what (if any) items needed to be done in a specific order versus just checked out sometime during the walk-around.

Next, I took a look at the weight and balance documents. The Harmony had an empty weight of 814 Lbs and a Max Takeoff Weight (MTOW) of 1,320 lbs.



*Harmony Data Plate*

The Weight and Balance worksheets looked fairly standard. I was a bit surprised as their worksheet had you do the standard "sum the weights and moments" and divide moments by total weight to get the CG position from the datum, but then they had you convert the CG to %MAC (Mean Aerodynamic Chord) and compare that to a %MAC envelope. Totally valid, but it requires an extra math step. Anyway, the POH had loading tables, moment charts, and CG charts, so a knowledgeable pilot had multiple ways of checking if they were within CG limits. With me at my 160 lbs flying weight and a young slim flight instructor I wasn't concerned about being over gross or out of CG. I printed out a weight and balance worksheet just in case my instructor wanted me to do one.

OK, I basically knew all I needed to know to fly the aircraft safely, so now I needed to know WHAT maneuvers I needed or wished to fly to complete my WINGS Phase. I chose 3 Flight Activities from the WINGS "Basic Phase" events catalog, the ASEL - Takeoffs, Landings, and Go Arouns (A070405-07), ASEL - Slow Flight, Stalls, Basic Instruments (A0700405-08), and ASEL - Performance Flight Maneuvers and Ground Reference Maneuvers (A1001125-08). I downloaded and printed the Flight Activity

Worksheets to find out the specific areas/maneuvers that needed to be done and quickly reviewed the ASEL Private Pilot ACS standards. (I'm NOT going to go into all that detail here, but I just noted them so I could "talk about them during the briefing and flight".) Basically, there were a number of items/maneuvers in the categories of Area III Airport Operations, Area IV Takeoffs, Landings, and Go-Arouns, Area V Performance and Ground Reference Maneuvers, Area VII Slow Flight and Stalls, Area VIII Basic Instrument Maneuvers, and area IX Emergency Operations.

Based on the subareas in those main areas, I roughed out a "mission plan" consisting of the following basic events:

**Ground items:**

- Detailed brief of mission objectives and events
- Expanded preflight and pre-takeoff checks
- Expanded before takeoff briefing including normal crew items, speed and instrument checks, low altitude emergency procedures, a finally a review of the basic airspace plan and maneuvers

**Takeoff and climbout:**

- Normal takeoff - runway heading until 500 AGL
- Crosswind departure and climbout at specified heading and speed
- Climb to 3,500 MSL (over 2,500 AGL)

**Basic Maneuver Profile:**

- Clearing turns 90 deg left and right
- Slow to Minimum Controllable Airspeed then 90 deg turns in both directions noting aircraft handling, buffet, etc
- Recover to pattern airspeed then set up for stall series
- Phase-A stall (straight ahead, neutral aileron & rudder, 1 knot/sec bleed rate, slow through horn, note other stall indications, then relax back pressure and recover)

- Phase-B stall (same as Phase-A stall, except "aggravated controls" (full rudder in this case for 1 second then neutralize controls)
- Recover to cruise power
- 360 degree turns at 30 deg, 45 deg, and 60 degrees of bank noting stick forces, adverse yaw and spiral tendency.

### Return to KSYI:

- Simulated emergency descent, power off and fly at maneuvering speed
- Explore change in rate of descent using steady heading sideslip (straight sideslip)
- Discuss use of flaps and airspeed on descent rate.

**Prepare for landing:** Pre-landing checklist & approach calls.

### Landings:

- First approach using 15 deg approach flaps and using both side-slips and straight slips to control descent on the glide path
- Descend into ground effect then perform a full-power go-around
- Second approach using normal landing flaps to full stop
- Normal takeoff and pattern to 1000 ft AGL then perform simulated engine out emergency approach and landing.

**Next Month:** A "Harmonious" Flight

---

### A Chapter 1326 Young Eagle Flight



Lois and I flew a "Young Eagle", Skyler Pickett on March 28th. We took Skyler's Dad, Michael Pickett along too. Skyler did fine - so did Dad, for whom this was his first time in a GA airplane that he didn't jump out of. (I'd have been worried if he'd tried to get into the back seat with a parachute. 🤡)



*"Dad" and Skyler Pickett and the "old Coot".*

---

### Project Police Aircraft Spotters (and Maintenance) Quiz



#### Evil Editor Zurg

Last month's first Spotter's Quiz had this amphibian spotted by Project Police Randy and Leigh Kelly during a recent trip to the North Carolina Transportation Museum. I provided a single clue that Staff Editor Randy had been called this occasionally:



Again, I had several "Project Police" who ventured guesses. One offered "Based on that (clue) I'll go with a Molt Taylor Coot amphibian, you old Coot." Our second Project Police member offered "Taylor Coot, no doubt named after the

## THE SPORT FLYER

astronaut character in the Pixar "Wings" movies, "Coot Gibson", and not to be confused with the Ilyushin IL-18 "Coot", despite its obvious similarities...😄 (Project Police humor is alive and well.) Yea verily it is a "Taylor Coot" experimental homebuilt. Molt Taylor designed the Coot in the late 60s, the first one flying in 1969, long before "Hoot" Gibson was an astronaut. Molt Taylor more likely took inspiration from the Lake Buccaneer aircraft, but Molt designed the Coot with a low wing that used the lower wing sections like sponsons, eliminating the need for wing tip floats. About 70 Coots were built by homebuilders.



OK, for our April 2024 quiz aircraft, we're going to set the "Wayback Machine" to the WW-II era again. This specimen comes to us courtesy of our brethren in the National Intercollegiate Flying Association. What is it?



As usual, send your answer or best "edumacated guess" to Staff Editor Randy Kelly, at [electriccrow@pobox.com](mailto:electriccrow@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*



## EAA CHAPTER 1326 NEWSLETTER

from OUR EAA Chapter, some other EAA Chapter, or just an aviation aficionado – we'll publish your story anyway. IMPORTANT LEGAL NOTE - If you shoot pictures of minors at your event and they are easily recognizable, you need to let me know whether their parents or guardians give permission for us to use that image.

### Chapter 1326 Mission Statement

*The Mission of the Shelbyville Sport Flyers Club, EAA Chapter 1326 is to enhance the quality of aviation life for its members by providing information about aviation, flying, and mechanical/maintenance knowledge shared by fellow members, guest speakers and special events which respond to the expressed needs and desires of all members.*

### Chapter 1326 Calendar

**April 25<sup>th</sup>**, 2024; Regular Thursday meeting, 6PM. KSYI airport.

**April 27<sup>th</sup>**, 2024; EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, KSYI airport.

**April 27<sup>th</sup>**, 2024; Shelbyville Airport Day, 1000-1400, KSYI airport.

**May 23<sup>rd</sup>**, 2024; Regular Thursday meeting, 6PM. KSYI airport.

**May 25<sup>th</sup>**, 2024; 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 [electricrow@pobox.com](mailto:electricrow@pobox.com).

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

---

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

---

From the **Project Police** legal section: As you probably suspected, contents of The Sport Flyer are the viewpoints of the authors. No claim is made and no liability is assumed, expressed or implied as to the technical accuracy or safety of the material presented. The viewpoints expressed are not necessarily those of Chapter 1326 or the Experimental Aircraft Association. **Project Police** reports are generally printed as they are received in the next "convenient" issue, with no attempt made to determine if they contain the standard aviator caveat of at least 10% truth. Please remember that any individually recognizable images of minor persons submitted for an article will be "blurred" unless we have permission from their parent or guardian. So there!

**THE SPORT FLYER**

**EAA CHAPTER 1326 NEWSLETTER**

**C/O Randy Kelly**

**PO Box 767**

**Shelbyville, TN 37162-0767**

**<https://chapters.eaa.org/eaal326>**

**ADDRESS SERVICE REQUESTED**

**THIS MONTH'S HIGHLIGHTS:**

- Kommandant's Komments
- March Meeting notes
- March Fly-in Breakfast
- Project Police Report; Evektor Harmony Flight Prep
- Evil Editor Zurg's Aircraft Spotter Quiz
- Monthly plea for "Project Police" participation for new stories



**AVIATION  
DAY**



**Saturday April 27th  
10 AM to 2 PM**

*Open to the Public & Fun for the Whole Family!*



- Free Admission
- Free Parking
- Vintage Airplanes
- Warbirds
- Drones
- Food Vendors
- And Lots More!

**SHELBYVILLE  
MUNICIPAL AIRPORT**

2828 Hwy 231 North Shelbyville, TN 37160 • 931.684.1669