



THE SPORT FLYER

NEWSLETTER OF THE SHELBYVILLE EAA CHAPTER 1326

<i>President</i>	<i>Mark Stauffer</i>	<i>443-618-1782</i>
<i>Vice-President</i>	<i>Sharon Tinkler</i>	
<i>Secretary</i>	<i>Randy Kelly</i>	<i>661-400-0203</i>
<i>Treasurer</i>	<i>Tommy Lynch</i>	
<i>Newsletter Editor/Writer</i>	<i>Randy Kelly</i>	<i>661-400-0203</i>
<i>Guest Editor</i>	<i>EE Zurg</i>	<i>unlisted</i>

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Ch-1326 Website: <https://chapters.eaa.org/ea1326>

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

Kommandant's Korner

"Never cancel on a forecast" I've heard this phrase on several occasions over the years from a senior Air Force officer who is a member of our chapter. I'm sure I've heard it during my long Army career as well. In the past I usually chuckled and went on with my day. However, this phrase has come back to me several times in recent months.

I've been wanting to fly to Mayfield, KY (M25) for an EAA breakfast since around August of last year. Their breakfast falls on the third Saturday of every month. I've been wanting to fly to more distant events lately and Mayfield, KY was the perfect distance, a little over an hour flight time in my RV-9A. For several reasons which included work and the terrible tornado damage from Dec 2021, I never made it. Some days were just junk weather either in Shelbyville or Mayfield. However, several times I canceled on a forecast.

I bought a new iPad for my birthday during the summer of 2021. My first app purchase was Foreflight. Honestly, this was the whole reason I bought the iPad, since up until this point I was not much of an Apple guy. Foreflight was suggested to me by a hangar neighbor at Shelbyville. Once I purchased the app my preflight planning changed drastically, and by that, I mean for the better. I was adept at the old way of putting together a briefing from different sources, but Foreflight brought everything together in a nice, neat package.

Using this new software, I found myself canceling a few flights based on a forecast. Now, I'm not implying you should launch into predictions of low IFR, convective activity, etc. However, sometimes you just need to take off and take a look. This past Saturday was one of those days.

The Friday night outlook briefing was calling for VFR conditions, but winds 190, 10-15 gusting 20, and moderate turbulence below 6,000 "in the vicinity of route of flight". I checked weather again Saturday morning about 0445 and it was much of the same. Winds were within 20 degrees of both KYSI and M25 runways, but the turbulence did get my attention. I've flown enough times to and from airshows, when I worked with Arion Aircraft, with turbulence bad enough that I wished to be on the ground rather than in the air. Flying to a pancake breakfast on my own time was supposed to be fun!! My preference is not to get beat to death by turbulence.

I made the decision to drive the 50 minutes to Shelbyville and see what it was like. The local conditions were CAVU and about 8 knots out of the south. So, I made the decision to launch and take a look. If it was too bad, I could always return to KSYI and call it a day. I was pleasantly surprised that the forecast of "moderate turbulence" was non-existent. I leveled off at 4,500' and had a beautifully smooth, but very hazy, flight the Mayfield. There, the winds were only 20 degrees off the runway and steady at around 10 knots. On my flight home I had to go to 5,500' due to clouds, but again it was very smooth. I arrived at KSYI to the same conditions of 20 degrees off runway heading and about 11 knots.

So, the point of my story is, even with all our new fang dangled weather forecasting tools, sometimes you just have to launch and see for yourself. Had I stayed on the ground due to a forecast, I would have missed yet another Mayfield breakfast, and the opportunity to make new friends at a new airport.

Till I see all of you again, blue skies and safe flying.

Mark

Last Month's Meeting

EAA Chapter 1326

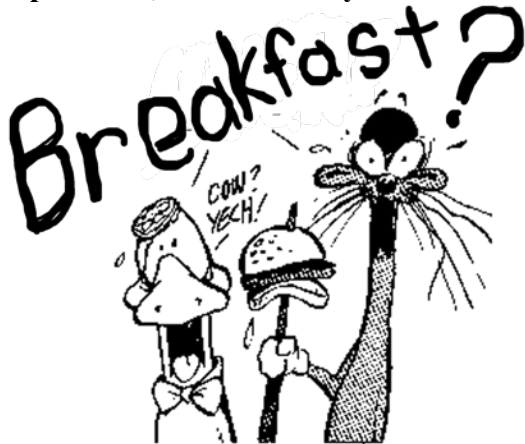
Shelbyville Airport

Conference Room

Sharon Tinkler, Presiding

The April 28th meeting kicked off at the usually scheduled 6PM with Vice Kommandant Tinkler presiding as Kommandant Mark was “somewhere in the Atlantic Ocean” (and had insufficient bandwidth to FaceTime in with us.). Unfortunately, most of the other regular members were also indisposed at the time, so with only Vice Kommandant Tinkler, and Secretary/WebMeister Randy and Leigh Kelly present, we did not have a quorum and could not conduct any official business. The official technical program, a review of a video by renowned aviation artist Mike Machat about the USAF Test Pilot School, was officially postponed until the May meeting. Sharon opened the floor to conduct some unofficial business. Apparently over the last month the Chapter gained at least four new members who seemed interested in supporting Chapter events. Three A&P mechanics, Kenneth Rutschow, Bernnan Lewellen, and John Bosse have requested to join the Chapter, and have volunteered to serve as Technical Assistants and technical program presenters. Additionally, Rachel Boles who had originally emailed us about how to join, has become an EAA member and attached to the Chapter, AND, volunteered to help with the upcoming Air Classics Race in June. Speaking of the Air Classics Race, Sharon gave an “unofficial” update. The Air Race Classics is scheduled to kick off on June 21st 2022, and participants are supposed to transit checkpoints at the Tullahoma Airport on the 23rd and 24th. The Air Race Classics folks are still looking for volunteers to help with the timing committee. (If you are interested in helping, please contact Sharon Tinkler, who can give you a POC to volunteer.) The meeting ended at the scheduled 7PM time.

April 23rd, 2022 EAA Fly-in Breakfast



April Fool's Day is normally April 1st, but a combination of vacation season, family business, and instructional schedules threw a “manpower” curve at the Ch-1326 fly-in breakfast team. Setup on 22 April occurred with the skeleton crew of Randy, Mark Cannon, and Helene

Wharton. Oh, and a special thanks to Tommy Lynch who stocked the fridges for us AND repaired the heater in our steam table a week or so earlier.



Skeleton crew setting up

With less hands, the Friday setup took a little longer but ran smoothly. Based on the beautiful weather forecast, we expected a big crowd so we set up 3 more tables than usual. Thanks to Tommy Lynch for laying in supplies earlier in the month so everything was ready for our prep. (Hey Tommy – we’re going to need more biscuits and pancake batter for the May breakfast.)

The next day, a beautiful Spring morning broke at KSYI to greet the skeleton crew and minions.



Morning over the flight line. Looks like the Gooney was in just the right place for a good pic.

The skeleton crew showed up early again to fire up the coffee pots, one of which started leaking as soon as we added the coffee and started the perk cycle. What???? After some trouble shooting, we discovered the water level gauge was cracked, and that by not filling the pot as much, it worked just fine.



Kick the tires and light the fires folks. The flyers are coming!

The first official arrival was a vintage Cessna Skylane that pulled up to the hangar about 15 minutes prior to the official start time. We invited the early arrival in and turned him loose on the coffee pot.



Nice old Skylane. No Sharktail on this baby!

Murphy was still hiding in the corners of the hangar, as with us being short-handed, people were doing different tasks than usual which threw off our timing. The end result was the gravy was a few minutes late because of workload. It was essentially no impact as folks just came up later and added gravy to their biscuits. The first batch of pancakes came out a bit thick and underdone, and the compensation overshot resulting in an overdone second batch. But – the third and all subsequent batches were fine. (Editor's note: This is not atypical for pancakes as it usually takes a couple pancakes to get the grill temperature stabilized.)

As we said earlier, the weather was beautiful, so the "\$200 breakfast crowd" was out in force, and the ramp and the hangar filled up swiftly.



Look out – here they come!



Keep cooking folks, there are more on the way.



Never fear, the Swifts are here.



Another Swift beauty!

The end result of this was basically one continuous surge for an hour and a half, so the sausage, pancake, and egg grills manned by Chapter members Mark Cannon, Randy Kelly, and Helene Wharton, never slowed down, and Leigh Kelly even needed to bake another batch of biscuits.



No breakfast is complete without Van's Air Force and the Beech crowd.

We HAD planned on Randy giving a technical session at 0900 for this breakfast titled "My Engine Quit, now what? OR, what a powered plane pilot can learn from a glider pilot." Again, Murphy was hiding in the corners. The winds started picking up about 0830 and all the pilots started bailing out about 0900. We went from over 100 people to about 10 people in 10 minutes starting right about 0850L, so Randy's tech session got cancelled due to lack of interest from the crowd. (Editor's note: we talked amongst ourselves and decided we had suffered both from a lack of advertisement about a technical program, plus with 100+ folks in a busy hangar on an active flightline, we needed to have an intercom.)



The Swifts led the evacuation charge for home on a full stomach.

By the time the 0930 closing bell was about the ring, we were down to about a dozen stragglers finishing off their food (and more importantly their conversations) so we started cleaning up. Normally, we feed the KSYI line folks for free during the breakfast, but this time they were so busy, they didn't have a chance to get into the hanger until after we had shutdown. When we talked to the line folks, they said they had been "crazy busy". One guy noted "We put over 200 gallons in something like 20 airplanes in the last hour." (That should make the airport manager happy.)

The downside to a huge surge coupled with a sudden evacuation of the building is that we go from "we need to make more food to keep up" to suddenly having way more food prepped than people to eat it. The GOOD news, is that we've located a 501(c) 3 facility in town who are MORE than willing to take excess prepared food to feed their volunteers, so at least the food didn't go to waste. By 1000, we had pretty much finished putting all the tables, chairs, steam tables, grills, and pots and pans away. Randy fled the building to go meet his 1100 instruction appointment with students in Eagleville, and the rest of the crew finished tidying up.

Randy Kelly
Staff Writer

Evil Editor Zurg Comments:



Keeping EAA readers all over the nation up to date and entertained is a full-time job, and as guest editor, it behooves me to pull in articles from EAAers all over the country. Some of our authors are well known. Some others are not so well known, but one of the charms of aviators is they will pretty much always listen to a tale from another aviator. This month I've asked a member of a "less than well known" aviation family, the Rivetz for a guest technical article. "Pop" Rivetz, the "god-father" of the family is a "master builder" of ground and airborne

conveyances, and an aficionado for well-equipped shops. Number One son, "Buck" Rivetz has a penchant for more advanced systems and tends to hang around aviator websites, and is a regular contributor for a Chapter in the great state of Texas. "Buck" has a myopic brother, "Blind" Rivetz and a (from what we hear, very attractive) sister "Hot" Rivetz. "Pop" sent us an article this month, and we look forward to "fastenating" topics from the rest of family in the future.

EE Zurg
Guest Editor

Project Police workshop covert raid:

Date: March 26, 2022

Location: Data Masked

During a March 2022 business trip somewhere in South Carolina, Ch-1326 special project police agent Randy Kelly spotted a fantastic workshop owned by a fellow aviation enthusiast. Randy quickly communicated the "find" to "Pop" Rivetz, who has a soft spot in his heart for exceptional man-caves, uh, I mean, workshops. Randy was immediately tasked by "Pop" and Evil Editor Zurg to collect some facts and pictures for "Pop's" catalog of workshops.

Although the owner of this dream shop was amenable to having his name published, EE Zurg thought better of this given some of the nifty tools, so the owner and location will remain "data masked".



Yepper – this has the "look" of a "man cave".

The first thing you notice when entering this shop was the polished disk brake disk mounted outside the door. "Pop" has always considered many mechanical devices to be "works of art", but even "Pop" confessed that a brake disk as a piece of art was a new one.



Machinist art. (Hey, your Momma wanted to bronze your shoes, didn't she?)

Entering the sanctum, we discovered three large bays (one of which was equipped with an appropriate size door to accommodate a "Good Sam's Club RV", much less a partially assembled RV of Van's Air Force.



"Open the pod bay doors HAL!"

Talk about a dream shop; 2 stories, 3 bays, lots of shelving, and a mezzanine with a killer sound system that even Marty McFly would envy. It was large enough that even with "stuff" in it, there was enough room to comfortably set up enough tables and chairs to fit in over 2 dozen glider flight instructors for a two-day class.



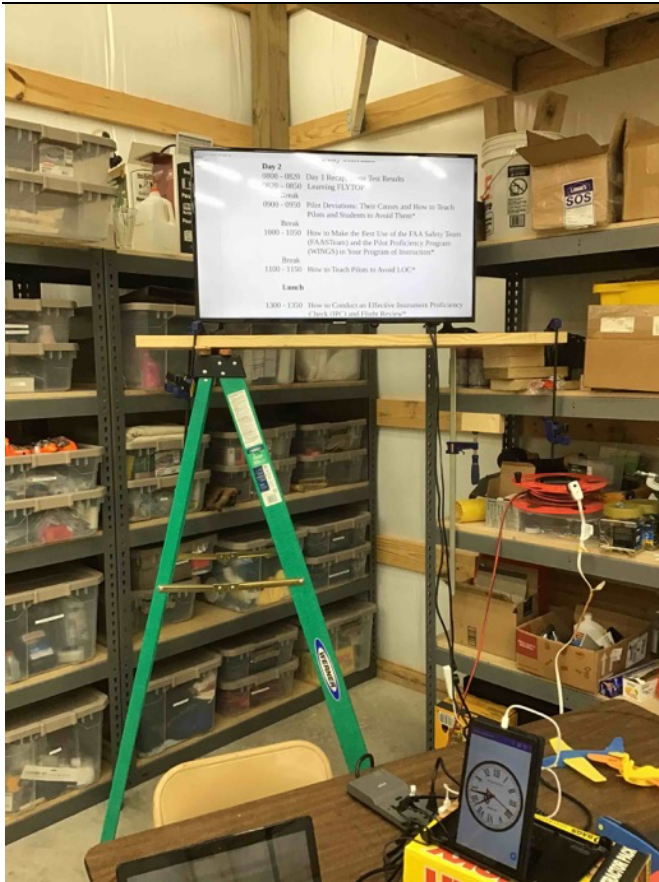
"...And she's buying, the stairway, to..." The Mezzanine.

Pop's Note: To the trained eye, you can tell those stairs are made "from scratch". The [data masked] owner said he'd NEVER build stairs from scratch again. Funny, that's the same thing I've heard some EAA members say about building retractable gear from scratch.



Wow. Haven't seen an amp and speakers like those since the 70s.

"Master builders" are known for their skills and penchant for fabricating fixtures and devices of importance on short notice and with only the materials at hand. The owner of this shop once again demonstrated this important builder skill with an impromptu large screen monitor stand so the CFIs in the back of the shop could see the presentation.



Definitely a monitor stand fit for a "man cave".

Though the "dream shop" was up and functional, it was obviously still under construction. The walls and ceiling were fully insulated, and the machine shop bay of the shop was even double insulated and maintained under negative pressure to keep heat, fumes, and "machining particles" out of the rest of the shop.



Man cave, Beer Pulls. ✓

The shop had gas heat, air conditioning, and there was an instant hot water heater mounted on the wall, which had yet to be plumbed. There was no bathroom, but there was a bathroom next to the pool just outside the side door of the shop, so that was not a problem.

No shop is complete without tools to pursue the owner's passion. The [data masked] owner is a semi-retired mechanical engineer, and definitely had the tools to bring his envisioned projects to reality. Inside the "machine shop"

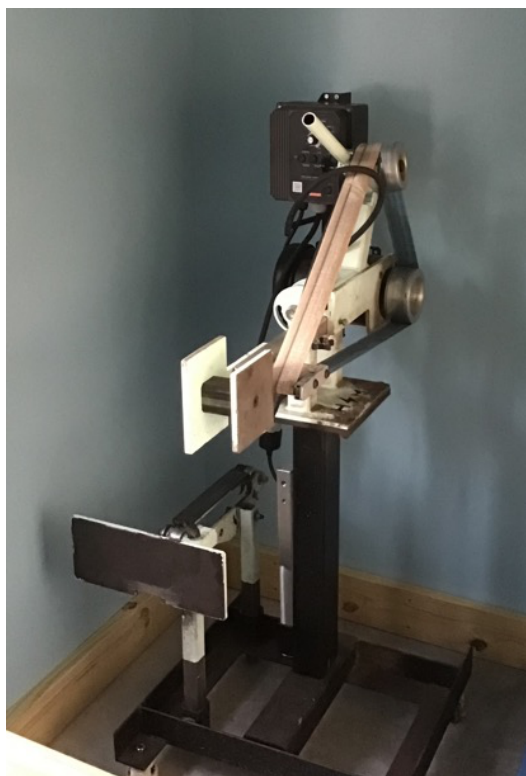
resided a large 3D printer, a milling machine, a metal lathe, an industrial band saw, a lighter duty band saw, drill press, hydraulic press, a vacuum pump, and a dental office air compressor. (A dental office air compressor? What's up with that? Actually, this was a cost saving winner. Apparently, dentists need to have lots of dependable high pressure air to run their drills, and "surgical quality" high pressure air isn't something you get from your "Harbor Freight" air compressor. Dentists use dual compressor systems for reliability, and when one compressor quits pumping to spec, the perfectly good secondary compressor can be had at a good price.)



Now THAT'S a band saw!



2D Mill and Router table



Need to do some sanding? Look at this beauty.



Who knows when you may need a second mill, and a buffer? Wow!



A precision press and a 3D printer too.

Although I was hoping to see an experimental glider taking shape in the shop, the shop owner's passion was apparently automobiles and knives. His specialty was apparently knife handles, and he showed us a batch of epoxy infused handle blanks he was working on.



A vacuum chamber as big as a microwave. (There was a microwave on the adjacent table too.)



So what does wood look like when you vacuum it for days while soaking in epoxy resin? These are “before” and “after” samples.

Pop’s Note: You gotta love how manufacturing techniques get “re-invented” for new purposes. My [data masked] friend here was using a vacuum pump to infuse epoxy into the wooden knife handle blanks. Astute experimental aircraft builders will recognize this is a common technique for infusing epoxy/adhesives into a matrix for composite aircraft structures. In fact, Zurg tells me y’all had a story involving this technique recently. Something about a new main spar for a homebuilt aircraft.

“Pop” Rivetz
Guest Staff Writer



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? Snap some pics and write up a short report, or make some notes to give to our staff writer Randy Kelly for inclusion into *The Sport Flyer*. We’re not picky. ***We don’t care if you’re from OUR EAA Chapter, some other EAA Chapter, or just an aviation aficionado*** – we’ll publish your story anyway. ALSO, later in this issue you’ll notice an *EAA Chapter 1326 Technical Assistants*. These are EAA and/or other aviation technology enthusiasts who may or may NOT be a real expert in that area, but are willing to share their knowledge and building expertise with other members who need some help (or just a sympathetic ear) while accomplishing their build. If you are able/willing to serve/help in this capacity, please contact Randy Kelly at electricrow@pobox.com.

Project Police Aircraft Spotters Quiz



Evil Editor Zurg

Remember, last month’s competition was “two-fer-one”. Correctly answering two questions would get you one real free breakfast prize. (I’m still stuck in the servers in the Bay Area, so I’ve given some Zurg imperial credits to Staff Writer

Randy to convert into eggs, spam, sausage, pancakes, and biscuits for some aviation aficionado.

The first question was what is our mystery airplane shown below.



“It’s a bird – it’s a plane – no, it’s a....”

Project Police member Michael Knight emailed us: “deHaviland DH-3 Drovér.”

That is a **correct** identification. Per EE Zurg’s clue, de Havilland DOES have a penchant for building UGLY cockpits. This initiated a short discussion between staff writer Randy and Michael about these strange devices of deHaviland

Randy recalled the Drovér was apparently based on the deHavilland DH-104 Dove, which I remember the first time I saw one in person, where the **pilots** were changing the oil in one used by a short haul airline. (talk about a low overhead operation.) During a walkaround I remember thinking “What the HELL is wrong with that airplane? In addition to a goofy cockpit, it has different length stabilizers on each side of the tail.” That was about 35 years ago, and I still remember that.

Michael also had feelings regarding the “Dove” RE: deHavilland Dove. “I think that bloated cockpit roof contained the directional antenna in an attempt to streamline same. It’s not as prominent on other Doves. BTW, in my college years I was a line boy at an FBO where a stock Dove was based. It was owned by the local Riley distributor, waiting, I suppose, for it to be turbo-converted. Regardless, its OEM deHavilland engines were a pain to start and well-and-truly would not without a healthy dose of trolley acc (accessory power cart).”

Here's a deHavilland DH-104 Dove for the uninitiated:



Here is some more DHA-3 trivia from the late great engineer, **Lee Erb**, who started this silliness, and sent the following info to a sister chapter years ago:

DHA-3 Drover

DeHavilland Aircraft Proprietary, Ltd., Bankston, N.S.W. Australia

Drover: n., A person who takes a drove of animals to market; A cattle dealer.

Copied from Jane's 1949-1950:

After the war (WWII) the company decided to undertake the design and development of a replacement for the D.H. Dragon to meet Australian conditions and the many safety requirements introduced by recent legislation, of which the principal and most difficult is the maintenance of a satisfactory rate of climb with one engine inoperative. A number of layouts were investigated and finally a three-engined all-metal monoplane incorporating the well-established structural features of the Dove and a simple non-retracting landing gear was decided upon.

The DHA-3 Drover light commercial transport has been flying for over twelve months and the results of very comprehensive tests have been satisfactory. The aircraft has completed successfully the flight trials for the Type Approval Certificate and production has now begun at the Bankston factory. Deliveries were due to commence in April 1949. Although the Drover, which is described below, has been specifically designed as a passenger aircraft the construction is such that it may be readily converted for operation as a freighter or ambulance.

Type -- Three-engine Commercial monoplane.

Wings -- Low-wing cantilever monoplane. All-metal structure with stressed skin covering. Gross wing area 325 sq. ft.

Fuselage -- All-metal structure.

Landing Gear -- Non-retracting tail-wheel type without hydraulic or pneumatic services. Main wheels have rubber-in-compression shock absorbers. Wheel brakes are of hydraulic type but without power actuation. Oversize wheels and tyres. Wheel track 14 ft.

Power Plant -- Three 142 hp D.H. Gipsy Major 10 four-cylinder in-line inverted air-cooled engines, one in the fuselage nose and two in wing nacelles. Variable-pitch airscrews operated electrically from cockpit. No automatic

governors fitted. Fuel capacity 90 Imp. gallons. Oil capacity 9 Imp. gallons.

Accommodations -- Pilot and from six to eight in accommodations similar to that of the Dove. In six-passenger version toilet and large baggage compartment are provided. In eight-passenger version toilet is eliminated and baggage space reduced.

Dimensions -

Span	57 ft
Length	37 ft
Height	9 ft 9 in
Wing area	325 sq ft

Weights and Loadings -

Weight empty	4,100 lb
Fuel and oil	730 lb
Crew	170 lb
Payload and radio	1,500 lb
Weight loaded	6500 lb
Wing loading	20 lb/sq ft
Power loading	14.95 lb/hp

Performance -

Cruising speed	140 mph at 5,000 ft
Rate of Climb at sea level	800 ft/min
Rate of climb on two engines (T.O. power)	200 ft/min
Take-off to 50 ft in still air	520 yd
Landing distance from 50 ft	550 yd

The second question for this "two-fer-one" identification competition was: who is the manufacturer and what is the "trade name" of the engine shown below.

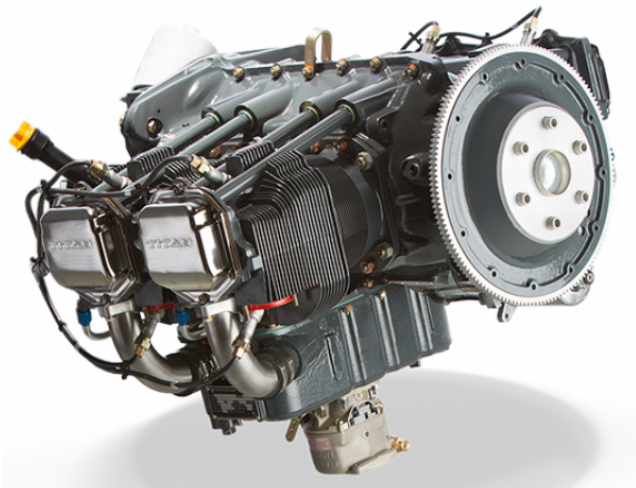


A "Company name", "Series name" engine.

Again, Michael opined an answer: "Lycoming O-235 family? My guess. Stickin' with it."

Unfortunately, according to Evil Editor Zurg's spies, that is NOT the correct answer. The correct answer

is a CONTINENTAL (the hell you say) TITAN X-340 series engine. Yep, when they first said it was a Continental, I was trying to figure out why the pushrod tubes were on the wrong side of the cylinders. As EE Zurg's hint intimated, close examination was bound to cause cognitive dissonance. Here's a closer look at the engine:



EE Zurg – It's been said that I'm a Toon without a heart. Despite what you hear out there in 3-dimension land, that's not the case, as I am NOW going to prove by making an exception to the stipulations I made to Staff Editor Randy. While Project Police Michael was NOT entirely correct in his second answer, he was partially correct in that the "Continental Titan" is based on a Lycoming O-233/235 series engine, and is a "cousin" (so to speak) of the Lycomings. I am therefore going to declare Michael Knight the winner of the April Project Police Spotters Quiz, and am authorizing Staff Writer Randy to deposit enough equivalent currency to my Zurg Bucks to pay for Michaels breakfast at the next fly in breakfast. (Other PPs note – if you don't play, you can't win.)

Well, I bet THAT was a longer answer than you were expecting, but there was just SO much juicy detail in those questions and answers. OK, now for the May mystery aircraft to test your aircraft identification skills. Note: There is only one (1) airplane in this picture.



As always, send your guesses to the staff newsletter editor Randy Kelly at electriccrow@pobox.com. If you have no clue, you'll have to wait until next month to find out what it is.

Chapter 1326 Mission Statement

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

Chapter 1326 Calendar

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



May 26th; EAA Ch-1326 May Meeting, Conference room, Shelbyville Airport. Program: Historic USAF TPS Aircraft video by Mike Machat.

May 28th; EAA Ch-1326 Fly-In Breakfast, Sport Flyer Hangar, Shelbyville Airport. Program; Our guest A&P Technical Advisors are going to speak, but we haven't been given the technical topic yet.

June 4th; EAA Ch-699 Fly-In Breakfast, EAA 699 Hangar, Winchester Airport.

June 4th; EAA Ch-1494 Drive-In Breakfast, Flight School Hangar, Morristown Airport.

June 23rd; EAA Ch-1326 May Meeting, Conference room, Shelbyville Airport. Program: TBD

June 25th; EAA Ch-1326 Fly-In Breakfast, Sport Flyer Hangar, Shelbyville Airport. Program; TBD.

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 Tommy Lynch. **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/Flight Advisor Mark Stauffer:

mark.stauffer1@gmail.com

Vice President Sharon Tinkler: tinkler@me.com

Secretary Randy Kelly: electriccrow@pobox.com

Treasurer Tommy Lynch: maddoglynch@comcast.net

EAA Chapter 1326 Technical Assistants

Composite Construction		
TBD		
Wood Construction		
TBD		
Aluminum Sheet Metal Construction		
TBD		
Welding/Welded Steel Tube Construction		
TBD		
Engine Installation		
TBD		
Electrical Systems		
Randy Kelly	electricrow@pobox.com	661-400-0203
Instrumentation and avionics requirements for VFR/IFR		
TBD		

Inputs for the newsletter or any comments can be e-mailed to Randy Kelly at electricrow@pobox.com



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EAA CHAPTER 1326 NEWSLETTER
C/O Randy Kelly
PO Box 767
Shelbyville, TN 37162-0767
<https://chapters.eaa.org/eaal326>

ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

- Kommandant's Komments
- April 2022 Fly-In Breakfast
- Project Police Covert "Dream Workshop" Raid
- Evil Editor Zurg's Aircraft Spotters Quiz and Engine Puzzler
- Monthly plea for "Project Police" participation for new stories and technical assistance

