THE SPORT FLYER

NEWSLETTER OF THE SHELBYVILLE EAA CHAPTER 1326

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March 2025
Volume 22,
Number 3

Ch-1326 Websites: https://chapters.eaa.org/eaa1326 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: March 2025

Dear EAA Chapter 1326 members and friends. Well, I don't know about y'all, but the weather has not been very nice for my flying. Despite that, this last month was a busy one for EAA Chapter 1326. Our January breakfast was better attended than we had expected. The following week we hosted our second VMC Club meeting which was pretty well attended. We even had two brand new members who showed up from Nashville.

As part of our plan to increase the Chapter's impact to the local aviation community, we had planned a Young Eagles Rally the second weekend of February, figuring flying from a hard surface runway would increase our odds of getting in an early event. As I explain later in my Young Eagles column, the "weather daemons" doubly confounded us, pushing our Young Eagles day off by two weeks and causing other manpower issues. The freezing cold resulted in busted sink drain lines in our EAA hangar which threatened our February breakfast. Fortunately, our water lines remained intact so we were able to have our February breakfast as well as your Young Eagles Rally. Unfortunately, the freeze damaged plumbing in the maintenance hangar that's on the same water feed as our hangar. So while the water to our hangar was off, another Chapter member and I spent the three days replumbing our hangar to avoid a similar fate.

Now for the biggest news of the month. Shelbyville Airport (for reasons I won't go into here) decided to NOT hold their annual Airport Day this April, but has asked EAA Chapter 1326 if we could do a similar event. We're not exactly sure how to pull this rabbit out of the hat yet, but we said YES, and are now planning on holding our first Aviation Education Day on April 26, the 4th Saturday of April. Stay tuned for more details in the coming weeks. And please let me know if you want to help!

Finally, with March almost upon us, the weather forecast FINALLY has temperatures more above freezing than below freezing. Those of you who operate from turf runways are probably rejoicing that now your runways will stay thawed and not refreeze and thaw again into muck. Unfortunately, that also means that group (I am one of them) will soon have to bring out the "bush hogs" to mow runways. I hope all of you start getting back into the air again soon, and we can see you at the airport.

Randy Kelly
President, Ch-1326

Last Month's Meeting

The February 20th meeting was a virtual business meeting on WebEx. Randy called meeting to order at 6:00 PM. The virtual attendees were Tim Rosser, Tim Key, Mike Harris, and Randy and Leigh Kelly.

Old business:

-Everybody had received the Jan minutes summary in the newsletter. Tim Rosser had reviewed the full minutes Randy sent out but Leigh had not seen them (though she had made comments to the initial draft Randy had created.) Tim moved we approve the minutes. Leigh seconded and we approved.
-Leigh provided the Treasurer's Report: (actual financial numbers are not published in the newsletters but are recorded in the official minutes.)
-Randy reviewed the list of volunteers for the breakfast setup and breakfast. Setup "muster time" was set for 12:00noon Friday Feb 21.

New Business:

-Randy reviewed the pilot and support crew staffing for the upcoming Young Eagles Rally Saturday Feb 22 after the breakfast.
-Randy noted that we had procured another "high faucet" for the EAA hangar last year. Jim West has volunteered to install the new faucet, but we've postponed any plumbing work in the hangar until we are no longer facing freezing weather.
-Randy reviewed next month's schedule. The VMC Club meeting is scheduled for Tuesday March 4th. The business meeting will be Thursday March 20th. The next breakfast is Saturday, March 22nd.
-Leigh brought up the topic of the upcoming Chapter application for 501(c) 3 status. She noted that we needed to update the wording of our bylaws for EAA and our charter document for the state. Leigh took an action to provide the required wording. Randy took an action to incorporate the new wordings into our Charter and bylaws and provide to the Board. Leigh noted that the application for 501(c)3 status to the IRS via Form 1023 EZ would cost $275 and asked that the Board authorize that expense. Tim Rosser moved we authorize the expense. Tim Key seconded, and the vote was unanimous.
-There was a significant discussion about the upcoming EAA Ch-1326 Aviation Education Day on Saturday April 26th. The primary discussion was about the major tasks of identifying and getting display aircraft, getting food trucks, and securing the Tennessee Flight Training (TFT) hangar for overflow exhibitors. Leigh and Randy noted that the EAA Risk Management team was not enthusiastic about being able to meet the TFT insurance providers requirement for a subrogation agreement. Tim Rosser noted that exhibitors have traditionally had outside tables and "pop-ups" and suggested we stay with that approach. The consensus was that this was the best approach as meeting the insurance requirements for a "leased facilty" was going to be very difficult. The next meeting of the Aviation Education Day planning committee was informally set for 2 weeks out (after the KSYI airport board meeting).
-Leigh brought up the topic of the STEM workshop. Randy noted the original 2025 Chapter Calendar had the STEM workshop planned for May. Tim Rosser noted that was only a few weeks after the Aviation Education Day, which would probably make planning difficult. The group concensus was that the STEM day probably needed to be later in the Summer.

-Randy noted the meeting had exceeded the planned 1-hour time block and asked if there was any more new business. There were no takers. Tim Rosser moved that we adjourn. Leigh Kelly seconded, and the group voted unanimously. Randy closed the meeting at 7:10PM.

Leigh Kelly
Acting Secretary

February 22nd Fly-In Breakfast

The February 22nd breakfast was going to be different from previous ones in that it was the "weather backup" day for our first Young Eagles rally of the year. This "dual event" was going to stress our volunteer pool because some key folks would probably be working both events. Because of this, I began my volunteer confirmation process on Friday Feb 14. By Sunday the 16th, we knew we had enough folks to do the breakfast, but we were going to be strained to do both events, plus

the weather was still "iffy". By the Wednesday before, we knew it was going to be REALLY COLD the 2 days before the breakfast, but it was going to look pretty reasonable Saturday for both breakfast and the YE Rally.

Setup was on Friday Feb 21. We deliberately delayed show time till 12:00 noon until it got above freezing. We moved Mark's Warrior and Lamont's Challenger 2 and setup all the tables and chairs.

Setup phase 1 - airplanes go outside.

Leigh finished up some final grocery shopping and pre-heated the frozen casseroles so they wouldn't take too long the next day, and I took the bologna home to thaw out. (It was going to be in the teens that night so taking the bologna out of the freezer in the hangar to thaw wouldn't have been effective, (and the mental image of Mark Cannon trying to slice frozen bologna was not pleasant.)

Setup phase 2 - tables up inside. Now we need customers!

Friday evening, Helene Wharton (our master egg scrambler) texted me to ask if we were starting at 07:30 or 08:30 as my reminder note to volunteers didn't match the times in the February Newsletter. WHAT?? A quick retrieve of the newsletter confirmed that the event times in the newsletter were an hour prior to those in all our other social media. I quickly sent out a message to all the cooks that we should be ready to start cooking an hour earlier than planned as we were probably going to have folks showing up before 07:30. I crossed my fingers that everything would work out OK, as I was not sure how the Evil Editor Zurg would respond to such a failure, and I reset my alarm clock for an hour earlier wakeup call.

Saturday morning, I showed up just about 6AM with the Eastern sky already a luminous red, to fire up the ovens and coffee pots.

A Twin Bonanza greets the sun.

Leigh showed up next to start the first batch of biscuits for the "early birds", closely followed by Mark Cannon, Helene Wharton, and Evan Schaeffer so we now had cooks. As predicted, the first walk in customer (long time patron "Shawn") rolled in about a quarter after 07:00. Our other volunteers were rolling in about this time: Chapter member Mike Harris with his spouse "Doctor" Andrea, stepdaughter Olivia, Young Eagle member Nathan with his sister and a friend, and our three MTSU Alpha Eta Rho aviation fraternity members, Alex Mills, Will Bredahl and Jimmy Swearengin. We put everybody to work as the trickle of aircraft and customers was picking up. I gave an initial "pancake padawan" checkout to PP member Mike Harris to get started and we put Andrea and Olivia on "reception duty". The first aircraft taxied in right about 08:00 with two more a few minutes behind.

Mike Harris - "pancake padawan"!

"Doctor Andrea" and Olivia get briefed on greeter duties and practice their EAA smiles!

First fly-in arrival.

The Marshall fills up the first row!

A classic Tri-Pacer came to visit.

So, why is your wheel on the wrong end??

Since AHP member Jimmy Swearengin had previously been trained as a "pancake padawan", I had him relieve Mike on the pancake grill and turned the other AHP folks loose on the serving lines. I escaped out the door to greet arriving pilots and shoot pictures for the Evil Editor.

The "Variety Row" formed next.

The Ukranians are coming! "Tigger", an Aeroprakt-22LS makes its first appearance at our breakfast.

The normal 08:00 rush was delayed till about 08:30 (the originally scheduled opening time) so we were cooking and serving pretty

steadily. During the "rush" our 3 other Young Eagle (YE) Pilots arrived, so we gave them plates and cups to eat and confirmed times for the YE rally after the breakfast and cleanup were over. I slipped out of the hangar a few more times to check on arriving aircraft and shoot some photos.

Nathan & Olivia waiting for stragglers after the rush.

By 10:00 (half an hour prior to the scheduled end time), the influx had slowed to a trickle and we started shutting down the cooking lines. As "Murphy" would have it, we had airport workers and some other "first time" participants roll into the hangar. There was still food, but after the early start and throttle back, some of them ended up with the last of the inventory, but they were still happy to contribute a few bucks to the "kitty". (That's good as the gas bills for the Winter and price of eggs have been eye-watering.)

Lone Bonanza on the East ramp.

"Grandpaw Clyde's" (Cessna) row.

Ch-1326 Tech Assistant Brennan flew in with Dakota and the kids!

Wow! Look at those tires!

"Taildragger row" only had 2 folks today.

A "Traveler" stops for breakfast. (First time I remember seeing this bird.)

About 10:30 we started the cleanup cycle. We had plenty of hands so that fortunately didn't take too long. As the last items were being cleaned up and packed away, I kidnapped a couple of the AHP volunteers to help me pull out my 182 and taxi it to the EAA ramp for the soon to follow

Young Eagles Rally (see story later in this issue). As we cleaned up and put up and started counting supplies we realized that for the second month in a row, the low double digit temperatures still had not deterred a lot of our pilots. I quit counting at 20 aircraft and the unofficial count based on eggs cooked and donations indicated we had about 75 participants; enough to declare "Victory!", then head to the terminal for the next event.

"Victory!"

Randy Kelly
Staff Editor

Project Police Report:

Evil Editor Zurg: Don't take this as a compliment, but EAA Project Police are "selected" for missions not only because of your "interest" in aviation, but also for your interest in the "nuts and bolts", or should I say "ribs and stringers" of aerospace vehicles. (Trust me, if my spaceship is "down" and I ask you to fix it, it would be in your best interest to not disappoint me.) But I digress. Anyway, when one of our Ch-1326 Project Police relayed an SOS call for help regarding an experimental glider, I forwarded said distress message to my TN Glider PP Team member, staff editor Randy. This is a synopsis of his tale as relayed to me.

Improving a model glider.

Like many Project Police stories, this one started with a simple "help" message while working on another project. I was busy tearing out the floor of "Thor", our Toy Hauler and Project Police, STEM, EAA, AFA, Women in Aviation International and "99's" support vehicle (that's another story) when my phone started vibrating. Anyway, after removing my earplugs and letting the dust settle in Thor, I opened my phone to see a message from fellow Ch-1326 member and Project Police Matt Wilkins (co-owner of Hawkin's Flight Academy at Shelbyville Airport.) It was a simple message asking for help building a model glider. Basically, we had no additional info other than the plea for help building a model glider and a time. I was intrigued, but thought, "hey, we're the Project Police. No project is too big or too small!", so I replied I'd be there at the requested time.

After changing into cleaner clothes I packed up some "emergency modeling tools" (hot glue gun, superglue, wood glue, X-Acto knife) and headed to Hawkin's a few minutes early to get the "story". Apparently earlier that day, Mike Harris (the co-owner of Hawkin's Flight Academy) received a frantic phone call from "Shawn" (redacted.) Apparently, Shawn's daughter, Addison, is a new student at Middle Tennessee State University, and Addison had gotten an assignment to build a glider from scratch using wood, glue, and modeling clay. No metals were allowed. The glider had to "fly" and the design and "improvements" were all to be documented in a written report. (EEZ note: this assignment intrigued me as I have it on good authority that students at the World-Renowned USAF Test Pilot School get a similar assignment.) Like many good students, Addison sought advice and/or help from family. Shawn knew of a Flight School at Shelbyville Airport and figured that was a good place to call for aviation advice.

After relaying all he knew, Mike returned to the "business", leaving PP Matt Wilkins (the other Hawkin's co-owner) and I to get the details and help once Shawn showed up. A few minutes later Shawn showed up with a box of supplies, some sheets of thin balsa, some model aviation grade plywood, glue, lots of different color modeling clay and a "first cut" of a glider she and her son had assembled to help Addison out.

Glider in a box? Some assembly required!

It was an excellent "static model" of a glider shape. Shawn didn't really talk about how it flew, but considering the emergency call to Hawkin's Flight Academy for help, I figured the "consensus" of their test results was not good.

Shawn with "Glider Model 1".

I picked the glider model, which immediately initiated a mental flashback. While I was instructing at the USAF Test Pilot School, I remember an introductory spiel by the then head of the TPS Flight Sciences Branch, Dr Christopher Cotting, to new TPS students. Chris would come in with a model aircraft that he would hold up and say my paraphrasing) "...when you finish here, you should be able to look at an aircraft's shape and configuration and predict how it will fly and what problems you anticipate during test..."

Up front I'll state I am in NO way as qualified as Doc Cotting to make such a pronouncement. My own "flight test expertise" is more along the "mission systems" vein, but I do have a lot of domain experience in different size, shape, and weight aircraft, both in models and full size. Soooooo, with that flashback fresh in my mind, I took a closer look at their model. It was constructed out of model aircraft grade plywood (not balsa), and it was indeed sturdy and built to withstand the punishment of a classroom. There was no camber or positive "angle of incidence" to the wing. The single piece horizontal stabilizer was horizontal (just like the wing), and the center of gravity was completely aft of the wing. The imaginary Chris Cotting image in my brain was standing with the model in front of a bunch of Masters and PhD degreed engineers holding the model saying, "...not enough lift for the weight and negative static longitudinal stability...")

"Not bad for a first try" I said, "how can we make one that will fly?". The very first requirement for a glider is light weight, so the idea of making a fuselage out of the plywood was out. The balsa Shawn brought was too thin to be "structural", but two pieces of thin material would make a thicker and more sturdy fuselage. I pulled out my pen, made a quick fuselage shaped drawing on the balsa and cut it out with my X-Acto knife.

I used the first fuselage half as the template for the other half, then I ran a bead of hot-glue down the center of the fuselage and stuck them together. What I originally considered a disadvantage, the two piece fuselage actually ended up being an advantage as the "split" provided a convenient place to mount the vertical stabilizer.

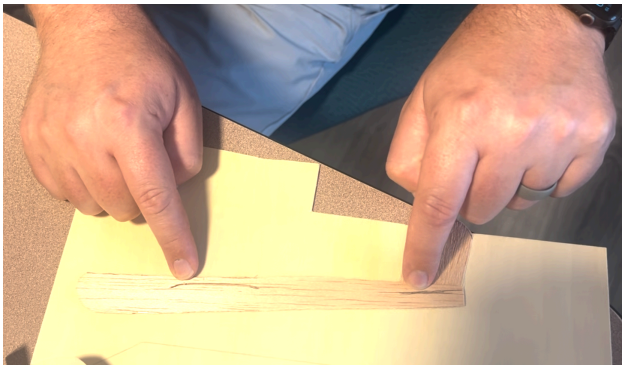
This "sandwiched" fuselage should be lighter.

I arbitrarily sketched a single wing about 3 inches by 18 inches, and a horizontal stabilizer about 2 inches by 4 inches with my pen, and because the balsa was so thin, I cut it out with a pair of scissors.

PP Randy cutting out a wing with scissors. (EEZ: Clever PPs might recognize the "forward half" of a B-52 glider fuselage in the foreground. That's for another build.)

I then cut an airfoil shaped tip contour on one end of the wing and horizontal stabilizer and gave it to PP Matt. Then I cut a single slightly swept vertical stabilizer. While I was busy with the stab, Matt traced the shape of the ends and replicated the shape on the other side of the wing and stab. The balsa was really too thin to hold any shape, so I carefully cut a thin concave cut in the fuselage that was longer than the chord of the wing, that would bend an airfoil shape in the wing while giving it some stiffness, as well as give me the ability to slide the wing forward or backward to adjust the camber and center of lift. Then I cut a thin slightly downward sloping slot in the rear of the fuselage for the horizontal stabilizer.

PPs Matt and Randy



Matt: "So the wing goes here, and the horizontal stabilizer here?"

I hoped the downward slope would provide some downloading to the tail to counteract the forward pitching moment normally caused by a wing and trim to a positive Angle of Attack (AOA). Canarded aircraft use an uploaded forward mounted horizontal stabilizer. (Evil Editor Zurg note: "...not to be confused with Kanarded aircraft, which are apparently from the Southern side of France and are apparently worthy of combat re-namings.)

I mounted the wing and horizontal stabilizer into their slots and hot glued the vertical stab between the two halves of the fuselage above the horizontal stab.

Yep. That looks more like an empennage.

I lifted the model up with a fingertip about mid-chord of the wingtips. The balance point was in the last quarter of the chord from the aft of the wing. "The CG is "A bit aft" I announced, "let's do a quick test flight, but it will probably nose up and stall". We went into the lobby of Hawkin's Flight Academy, where there was more room and I lightly tossed the glider in level attitude. It quickly nosed up, stalled and dropped to the floor.

Adjusting the CG.

"Where's that putty?" I asked heading back into the briefing room. Shawn pointed to the box of supplies and I pinched off a piece of modeling clay and "stuck" it on the nose of the glider. The CG was now about a quarter from the front of the leading edge of the wing. "This should work better" I pronounced.

About ready for flight test!

We headed back to the lobby for a test flight. This time the model sailed across the room though it banked and turned about 60 degrees to the left. "That should work for a start" I proclaimed. "You should be able to 'tweak' it to fly level and straight."

Shawn seemed very happy with this "flight test" and called Addison to relay the results. PP Matt and I got raving praises for our work plus an offer of compensation. I replied that no compensation was necessary unless she happened to have some chocolate chip cookies handy. Shawn packed up the supplies and the new glider model and headed out.

A week or two later we heard back from Shawn and Addison. Apparently with some minor tweaks to the wing and the addition of a little putty to counteract the rolling of the slightly "asymmetric" wing, the glider flew some 20 something feet in the classroom. Addison got an A on her paper and flight demonstration. Here, here!!

Randy Kelly
Staff Editor

EAA Chapter 1326 Young Eagle Report

Saturday February 8 was our first planned EAA Young Eagles Rally of 2025. Unfortunately, the Winter "weather daemons" were not going to make it easy for us. We started watching the weather closely about 10 days before the event, and about 72 hours prior, the forecasters were still predicting a front passage that day accompanied by low ceilings and high winds. While that may be a good training day for student pilots getting ready for the "unexpected", it's definitely NOT the environment for introducing new Young Eagles to general aviation. So - reluctantly, Wednesday night I sent out the "Weather Backup Date" notice to our volunteer pilots and ground crew. Per our EAA Insurance Request, Saturday February 22nd was the designated "weather backup date".

As you read earlier, Feb 22nd was also our fly-in/drive-in breakfast, so there was a lot on our plate that day and our original volunteer count for the breakfast indicated that out Young Eagle volunteers were going to be "double tasked". One of our Young Eagles pilots was removed from the roster because we had no volunteers available to work his position at the breakfast.

The 'weather daemons" were looking like they were going to be amenable during our planned flight windows though the cold weather that morning meant our YE pilots were going to be dealing with engine preheating and possible starting problems. The weather appeared to be more of an issue for our Young Eagle's parents more than it was for our pilots. This was a "closed" event, to help us debug some of the EAA automated Young Eagles planning tools, plus pare down our rather long list of "interested Young Eagles" we had accumulated the last 2 years. After sending invitations to our Young Eagles parents notifying them of the primary and "weather" dates, we only had requests to fly 4 Young Eagles. I had about half a dozen interested

Young Eagle pilots, and had determined we could get the job done with only 2 pilots. I assigned 2 "primary" YE pilots, plus we had two others that said they intended to be there for breakfast and were happy to help, plus we had a "standby" if needed. Despite the cold weather, all our primary YE pilots showed up for the breakfast, so we had 4 pilots, Bobby Tishaw (C-172), Jerry Swick (C-172), Michael Bishop (PA-12) and me (C-182). Three parents also wanted to fly with their YEs and since three pilots had 4-place aircraft, the operational math was pretty easy. The only complication was there were more kids than Young Eagles so we had to delay one flight till one parent got back to take over "cat herding" duties. When it was all over, we had flown 4 Young Eagles and 3 parents.

Bobby Tishaw with Young Eagle Mical.

Jerry Swick with Young Eagle Makena.

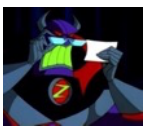
Michael Bishop with Young Eagle Anaya.

Randy Kelly with Young Eagle Eliam.

Congratulations to our new Young Eagles Mical, Makena, Anaya and Eliam (and those parents that flew with them.)

Randy Kelly
Staff Editor & YE Pilot

Project Police Aircraft Spotters Quiz



Evil Editor Zurg: This was last month's quiz aircraft spotted by staff Editor Randy at the January breakfast.

Two of our intrepid Project Police members quickly correctly identified this as a Piel Emeraude. The Emeraude (Emerald) was designed by Frenchman Claude Piel in the early 1950s, and is wooden construction with an elliptical trailing edge. The design was licensed for production by several manufacturers in France, the U.K. and South Africa. One of the first major modifications was a strengthening of the frame so the aircraft was aerobatic capable. That version became the "Super Emeraude" which also "fathered" several derivatives, and was the basis of the CAP 10 aerobatic aircraft.

OK, for this month's quiz, we'll return to "aircraft of film" category. Staff editor Randy was recently watching a late 50's, early 60's "who dun it" TV court drama (that's a clue) where there was a ground and flying scene with the real aircraft, and a "crash" scene with a model aircraft. Despite it's rather distinctive wing root, gear and wing spar configuration, staff editor Randy had to collaborate with some of his fellow PP members to identify this "TV star". Sooooo, can you correctly identify this make and model aircraft? (I won't protest "Grok" or similar searches, but don't expect any "style points".)

Send your "guesstimate" to Staff Editor Randy Kelly, at 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 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

March 4th, 2025; VMC Club Meeting, 5:30PM, Sport Flyer Hangar, KSYI airport.
March 20th, Regular Thursday meeting, 6PM. virtual meeting.
March 22nd, 2025; EAA Ch-1326 Fly-In Breakfast, 07:30-09:30, Sport Flyer Hangar, KSYI airport.

April 1st, 2025; VMC Club Meeting, 5:30PM, KSYI Terminal building, KSYI airport.
April 24th, Regular Thursday business meeting, 6PM. virtual meeting.
April 26th, 2025; EAA Ch-1326 Fly-In Breakfast, 08:30-10:30, Sport Flyer Hangar, KSYI airport.
April 26th, 2025; Shelbyville Aviation Education Day, 10:00-1300 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: electricrow@pobox.com
Vice President: timothy.rosser@mtsu.edu
Treasurer: Leigh Kelly: leighkelly@pobox.com
Acting Secretary: Leigh Kelly

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.

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

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*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
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ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

- Kommandant's Komments
- February Meeting notes
- February Fly-In breakfast report
- Project Police Report: Improving a model glider
- Evil Editor Zurg's Aircraft Spotter Quiz
- Monthly plea for "Project Police" participation for new stories