THE SPORT FLYER

NEWSLETTER OF THE SHELBYVILLE EAA CHAPTER 1326

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March 2024
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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 2024

Dear EAA Chapter-1326 members and friends,

Wow. Where has the month gone? It seems like we just finished the breakfast and already the "Evil Editor" is pushing me for the Kommandant's article. I don't know if your schedule has been as full as mine, but this has definitely been an aviation month.

Because of circumstances beyond our control ("Big Wigs" from Washington) plus weather, our maintenance talk scheduled for last month's meeting got pushed off. It looks like we'll have a reasonable crowd at our next meeting and Brennan Lewellen, one of our Chapter Tech Advisors is available, so we've rescheduled him to come talk to us at this Thursday's meeting about the similarities and differences of annual inspections and condition inspections. Any of you who own either certificated or experimental aircraft (or want to own one) will probably be interested in hearing Brennan's talk.

Though we ALL understand the importance of continuing aviation education I got "double dosed" a few weekends ago when I attended a Flight Instructor Refresher Course (FIRC) in Spartanburg South Carolina. Two 8 hour days of aviation safety training with daily exams got me refreshed on the usual hot topics as well as a review of last year's safety numbers. The good news is that the accident rate in the GA community is down. The other good news is the continued emphasis on the FAA Safety Team's WINGS program. By completing 3 knowledge events and 3 flight events (appropriate events for the "phase" you are in), you complete a "phase" and it resets the 24 month clock for your Flight Review. (You also get a Flight Review waiver certificate from the head of FAA Safety which will make your flight instructor happy if you're involved in an accident and some lawyer starts gunning for people to sue.) Needless to say, I encourage all of you flyers to participate in the WINGS program to stay proficient.

The coming months are going to be pretty busy and exciting. The April 27th breakfast is the same day as Shelbyville Airport Day. Provided the weather is nice, we're expecting a big crowd for breakfast and after that we're hosting an information booth and collecting names for an upcoming Young Eagles rally later this Spring. We're still exploring the possibility of either a tour to or a briefing by the Nashville Air Traffic Control folks. We're also considering some field trips and project police raids to various other museums or member builds.

We'd love to have you join us for our next breakfast this coming Saturday March 23rd or one of our other events. See you at the field soon.

Randy Kelly
EAA Ch-1326 President

Last Month's Meeting

The February 22 regular meeting was called to order by Randy Kelly at 6PM. Attendees were Randy and Leigh Kelly, Sharon Tinkler, Mark Cannon, and Mike Harris.

Minutes from the January Meeting were approved with minor corrections.

OLD BUSINESS:

Leigh clarified that EAA is NOT sponsoring Aviation Explorers. This activity is under the Boy Scouts, and Motlow State University has sponsored the post. EAA members are only providing volunteer support. Though we (Ch-1326) would like to host some Explorer events in our hangar, the acoustics are not conducive to a large audience for speakers, so we will investigate ideas to enable large groups.

The EAA Hangar came up for discussion. The conclusion of the conversation was that Mark Cannon will donate the month rental amount since he is storing his aircraft there. This rate may be renegotiated as we need to use any hangar space for other events in the future.

Due to low turnout for this meeting, the speaker scheduled for the February Chapter meeting was delayed to the March Chapter meeting. Thus, Brennan Lewellen will speak at the March meeting on the differences between an aircraft Annual Inspection versus a Condition Inspection.

Treasurer's Report:

Current checking balance: $4,848.78

Current savings balance: $5,941.31

New Business:

The 2024 Shelbyville Airport Aviation Day is Saturday, April 26th! We decided not to fly Young Eagles at Aviation Day due to the safety concerns associated with congested airspace and distractions on the ground. Ch-1326 will host an EAA table during Aviation day and will gather names for Young Eagle rides for a later date. Members directly supporting the Young Eagles events will need to have current Youth Protection Training. Non-member volunteers will not be required to have the Youth Protection Training. There is also a Young Eagle Risk Management Training, which Leigh Kelly has completed.

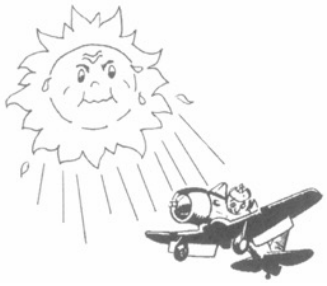
Mark Stauffer (who moved to Wisconsin) requested Chapter membership retention for himself and several other EAA members. Mark also requested consideration of a Chapter 1326 Detachment in Wisconsin. Mark would provide names of other EAA members who wish to remain Ch-1326 members.

There was discussion regarding switching the Chapter from a Section 501(C)(7) entity to a Section 501 (C)(3) entity in order to attract the donation amounts that would enable us to increase our scope of services such as meaningful scholarships.

The meeting adjourned at 1851 hours.

Sharon Tinkler
Ch-1326 Secretary

February 24th 2024 EAA Ch-1326 Fly In Breakfast?

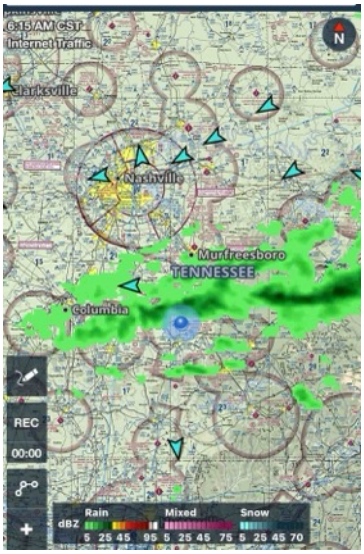


After a successful but lightly attended January breakfast because of the horrible weather, we were looking forward to some decent weather and a better turnout in February. The "mid-term" forecast was for clear skies but possible fog and low ceilings in the early morning of the March 24th breakfast. Nonetheless, we observed our "don't cancel a scheduled event if possible"

philosophy and planned our usual 08:30 setup for the day prior.

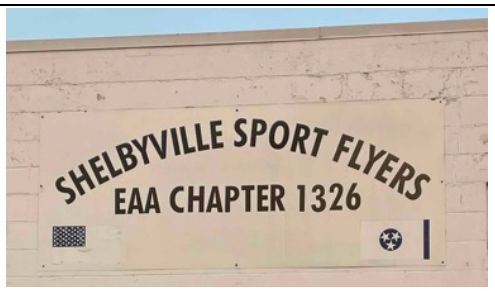
As usual, when I showed up at 08:30, Mark Cannon already had his Warrior pulled out of the hangar and was starting to sweep out the hangar. Tommy Lynch, Leigh Kelly and Matt Wilkins showed up shortly after that and we completed the tables and chair setup and pre-loaded the biscuit pans. Leigh completed the "inventory" and set off to buy the appropriate groceries.

I arrived at KSYI Saturday morning before 06:00 to unlock the hangar and start the "morning of" preparation items. The moon was peeking through the clouds in the West and dawn was lightening the skies in the East, but it wasn't looking good. I loaded and started the coffee urns and started pre-heating the ovens (375deg F) in preparation for the biscuits. The Eastern sky continued to lighten but it was sprinkling on the ramp and there was a definite rainshaft just East of the field.



Nasty weather to the NorthEast!

I was encouraged though because the sky was lightening in spots correlating to the RADAR returns on my Foreflight map app and the nasty weather seemed to be heading away from us. Not too long after this Leigh showed up and we started loading the biscuits into the ovens. In short order Mark Cannon, then the rest of our volunteers showed up. Tommy Lynch came in with the yummy hot potato casseroles, Helene Wharton showed up with Salsa and fresh "toe-maters", our Alpha Eta Rho (AHP) volunteers Cameron Taylor and James Swearengin, Chapter Vice President Tim Rosser, Chapter Secretary Sharon Tinkler, and her friend Diana Socher. We started cooking and prepared to welcome arrivals to the breakfast.



The Shelbyville Sport Flyers welcome you!

As the sun rose in the sky, the clouds of the rainshaft drifted off to the East and an RV flew in about 07:15 bringing in our first customer. (I believe this RV was one of our EAA members from Moontown Alabama.) He noted the winds at altitude on the way up were over 40kts and it was pretty choppy around 2,500MSL.

The first airplane arrives!!

Sharon Tinkler greets our first visitor.🤗

By 07:30 the sky had pretty much cleared and surface winds were still below 10kts so we were hopeful the pent up demand for good flying weather would induce the local aviators to head out to their home airfields in search of breakfast. Shortly after the RV's arrival, a "straight tail"

Bonanza was our second aircraft arrival and then a steady stream of aircraft and customers started arriving.

Our 2nd arrival!

A Panther Sport rolled in as the second representative of the Experimental Aircraft crowd, followed our first Cessna and even a gyrocopter. (That had to be a chilly flight in!🥶)

Sport Performance Aviation Panther looking good in the sunshine.

A Stationaire was the first representative of Clyde Cessna!

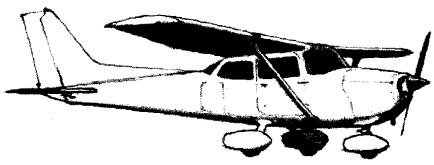
A Magni Gyrocopter drops in!

More pilots and planes arriving.

Pilots congregating to talk before eating or even drinking coffee!

Yep, there was pent up demand to fly! After I checked out AHP member James Swearingen on the pancake grill, I headed out to flightline to collect some more photos as requested by the "Evil Editor". The ramp was filling up pretty quickly. One of the last "fly-ins" was a Navion from the "Commemorative Air Force", and we almost filled up all the seats in the hangar. The "rough" count was 23 aircraft on the ramp for the breakfast, which was probably conservative, and the KSYI line folks were chuckling because they had a "newbie" working the flightline that morning who was pretty swamped. (Glad we could help you guys in your training.😎)

Wow - 9 aircraft arrived in 20 minutes!



The Commemorative Air Force arrives!

4 Rows in the hangar almost full!

As is typical, the crowd started to thin out about 09:00 and by about 09:15 the "mass exodus" was in full swing. (I suspect the already "healthy" winds and turbulent layer up around 3,000MSL was making folks "antsy" to get home before it got REALLY breezy.) The Navion and Gyroplane cranked almost simultaneously with the Navion beating the Gyro out of the chocks, but since (as to be expected) the Gyro only needed about 100ft to takeoff in these winds, he headed to the closest intersection to the ramp and thus handily beat the Navion to the runway. (Editor note: See the video of the gyroplane departure at https://www.facebook.com/1690441057/videos/pcb.1831389277352983/1091093715445493)

The "Great Escape" begins!

Back in the Ch-1326 Hangar, we were all starting the table and chair storage and cleanup. What few leftovers we had got packed up for delivery to a local charity. We don't maintain a "formal" count at check-in, but the informal count (based on donations and number of eggs served) was over 80 folks. VICTORY!

Randy Kelly
EAA Ch-1326 Staff Editor

"I wanna see Starz!"

Staff Editor note: Last month in Scott "Stormy" Weathers's article, "What happened to my Navigator", "Stormy" talked about how inertial platforms and various radio based "Global Positioning Systems" kept track of where your aircraft was and how to get to where you wanted to go. This month "Stormy" brings us another article about how navigators (either protein or silicon based) use the stars to determine where they were or which direction they were headed.

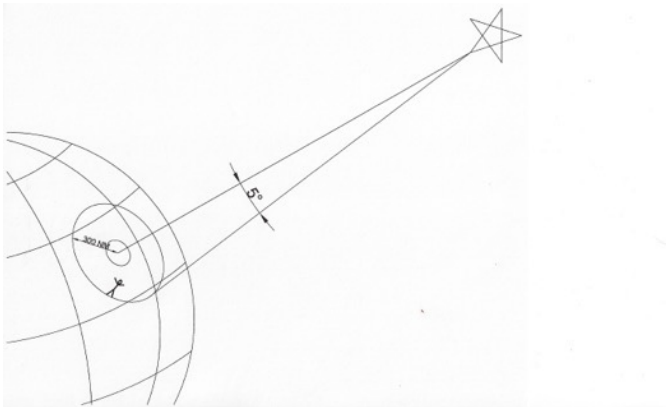
Celestial Navigation in Theory and Practice

"And all I ask is a tall ship and a star to steer her by..." That is a line from the immortal work "Sea Fever" by John Masefield in 1916. But how, exactly, does one steer a ship or anything else by a star, or the moon, or the sun? I spent several years as a celestial navigator aboard the WC-135B in the 55th Weather Reconnaissance Squadron. Let's see if I can answer that question. Let's define the scope of this treatise. I hope to give you an understanding of the theory of why celestial navigation works and an appreciation for how it was done in the US Air Force from its inception until "cel nav," as we called it, was suspended in 1997.

The shape of the earth approximates a sphere. Imagine a celestial sphere with the earth

at its center. Let's plot the location of all of the celestial objects in their locations relative to the earth on the inside surface of that celestial sphere. Actually, there are only forty-one stars that are considered useful to the purpose. In addition, we have the sun, the moon, and a few of the planets. Except for the moon, they are all far enough away from earth that we can assume they are infinitely far away. This assumption will become significant later. If I want to determine my position on the earth, and there happens to be one of those objects directly over me, at the "zenith," then I would be standing on the subpoint of that object. If I could compute the object's location on the celestial sphere, that would be my position on the earth.

What if we don't find ourselves standing on the subpoint of any of those useful objects? What if I measure the angle from the zenith to the object and find it's five degrees? Five degrees of latitude is 300 nautical miles on the surface of the earth. So, I can draw a circle on the earth with the center at the subpoint and a radius of 300NM. I am somewhere on that circle.



The "Circle of Position" defined by a 5degree difference in observed altitude.

This is useful! I can measure the "altitude" in degrees and minutes of any object I can see and compute the radius of the circle I am on. In this use of the word, "altitude" is the angle observed from the horizon to the celestial body. When I compute the subpoint at the time of my observation, I can locate the center of that circle, and I have a line of position that I must be on. If I can see more than one object, I can get two or more lines of position and determine a "fix." I don't need to draw the entire circle; I only need the portion of it that is near me. Moreover, if the circle is big enough (and it always is), I can approximate my little portion of it as a straight line.

You can imagine that computing the location of any given celestial object at any point in time would involve a whole lot of trigonometry. "But, I need to do this on the fly – literally! The earth is turning under me, and my aircraft is moving over the earth at something close to seven miles per minute." There are two things to note. First, someone has already done the math and built tables. All you have to do is find the right place in the right table and look it up. Second, pick a time in the future and plan for that. Like everything else in navigation, it all starts by throwing out a "DR" or dead reckoning position. Pick a time when you want to "fix" your position. There is some planning and third grade math involved, so give yourself some time. Keep in mind the book (MACR55-135) says you must fix your position every thirty minutes during daytime and every forty minutes at night. There are more observable bodies at night, so the fixes are more reliable. A complex precomputation can take twenty minutes or more, so a celestial navigator gets to be an expert in time management. In the B-52 or the KC-135, the navigator has someone to do the actual shooting. In the B-52, the Electronic Warfare Officer (EWO) uses the sextant and reports the results to the navigator. The boom operator performs that role on the KC-135. That helps with time management.

In addition to my Global Navigation Chart (GNC) (scale 1:5,000,000) and my sextant, I need an Air Almanac for the current calendar year and three volumes of HO249; the red one, the white one, and the blue one. The red one is used for stars at night. The white and blue volumes are for everything else, splitting the latitudes into two volumes, 0 to 40 and 41 to 89. The tables include only whole degrees.

So, I have my DR position for fix time. In order to use the tables in the HO249, I need a whole degree of latitude and a local hour angle (LHA) that appears in the table. It's easy to determine the latitude of my "assumed position." I'll pick the latitude in whole degrees that is closest to my DR. To determine the longitude of my assumed position, I note that the almanac gives me the global hour angle (GHA) of the

object for my selected fix time. I must subtract my longitude from the GHA to get the LHA, so I pick an assumed longitude that gives me an LHA that I find in the tables. The HO249 volume of choice gives me the altitude (in degrees and minutes) above the horizon and the true direction (Zn) of my selected object at fix time.

Armed with that, I can stand up to the sextant and shoot my selected body. I crank in the Zn and the expected altitude into the sextant. The sextant has a two minute averager, so I start my shot at one minute prior to the precomputed (precomped) time. Then, the shutter will close at one minute after my fix time. After the shot, the sextant lets me turn the altitude knob until it indicates the average altitude of the shot time. I calculate the difference between the average reading and the precomp altitude. Plotting from my assumed position on the chart, I move the line of position (LOP) toward the body if Height Observed (Ho) was more than the precomp value and away from it if it was less. If the HO is MOre, move it TOward the body. The mnemonic to remember this is HoMoTo. Laying my plotter on the chart so it is perpendicular to the Zn of the body, I can draw my LOP.

However, if I have more than one body to shoot, such as three stars at night, I have to pick different times to shoot. If I plan to have two minutes between shots, that puts four minutes between the center times of each shot. Rather than do three separate precomps, one for each star, I can precomp them all at the same time. Then, I need to account for the motion of the body (MOB) during shot times and the motion of the observer (MOO). The MOO is based on my direction of flight and my groundspeed. The MOB is based on the earth's rotation. How I account for these motions depends on the patch on my flight suit. If I am in Air Training Command (ATC) or the Strategic Air Command (SAC), I add those numbers on the precomp sheet. It's a form printed on a standard piece of paper. If I am in Military Airlift Command (MAC), I account for those motions by moving my assumed position for each shot. A precomp in MAC fits into a space about one inch by three inches on my flight planning form. It is important to note that the motions of the moon are a little weird. If shooting the moon, it's best to shoot it at fix time rather than adjusting for the MOO and the MOB.

Now, I have to mention a bit of a wrinkle. The numbers in the tables are computed as if I am shooting from the center of the earth, not thousands of feet above the surface. However, almost all of those objects are millions of miles, or lightyears away from earth. So, the radius of the earth doesn't matter. If I shoot the moon, that assumption causes problems. Therefore, for moon shots, I have to apply a correction for the parallax in altitude (PinA). There is a table for that correction. If the Ho of the moon is closer to the zenith, the correction is less than if it is closer to the horizon.

There are two more corrections to add. First, the atmosphere refracts the angle of the light from the body. It depends on my altitude in the atmosphere and the Ho. Again, there is a table for that. Second, there is an issue with the rotation of the earth. It isn't as well behaved as one might think. It wobbles a bit. The axis isn't always aligned with the rotation. It nutates. Also, as one might expect of a spinning mass, there is some precession. To compensate, there is a value for the "P and N" correction. I get that from the air almanac and include it in my precomp.

Since I can account for the MOO and the MOB, I will typically plan my shots to be all done before my declared fix time. I will start shooting twelve minutes early for a three star fix. That way, I am sitting at the nav station plotting the results of my shots when fix time occurs. That gives me the chance to press a "hold" button on the INSs to record their position. Then, I can plot the positions of the INSs along with my cel LOPs and assess the accuracy of the INSs against my celestial position. That also gives me a chance to compare the two INS positions and see if they are drifting apart. If I am still at the sextant at fix time, I must ask the pilots or the flight engineer to hold the INSs for me. Asking them to hold the INS typically results in several seconds elapsing before someone says, "Uh.. Say again, Nav." The time elapsed introduces another error.

While we're talking about the flight engineer, it is important that nobody adjusts the throttles during my shot. It won't change the groundspeed appreciably. However, the slight acceleration or deceleration that follows a power

change can significantly move the celestial LOPs. The periscopic sextant doesn't measure the angle between the horizon and the body like the nautical sextants of old did. Instead, there is a bubble in the view field of the sextant. To shoot a body, you hold the sextant so the bubble is centered in the crosshairs while turning the sextant and adjusting the height knob to keep the body in the center of the bubble. A slight acceleration causes the bubble to deflect forward or aft and moves the position in the direction of the acceleration. The standard practice is to announce on intercom that "Nav is up to shoot." That is supposed to warn everyone to leave the throttles alone for the time of the shots. Each minute of defection introduces a nautical mile of error.

Clear enough? Well, get back to work. By the time you have everything plotted, it's time to start planning the next shot. You have to do this for seven to twelve hours. There are some things I haven't mentioned. There is often some error in the sextant. Not to worry. If you are shooting three stars, the error will be the same for each shot. When you plot the LOPs, they may form a big triangle. Your cel position is still at the center of the triangle. If you are shooting only the sun, you will not know how much the error is. If you are shooting only two objects, say the sun and moon, you will not know how much error is in those shots. Also, the navigator is required to do a heading check at the beginning of the over water leg of the mission. This requires doing a precomp to determine the Zn of a visible body. At the precomp time, use the sextant to read the true heading of the aircraft. At the same time, note the true heading indicted by both INSs and the reading of the N-1 compass at the nav station and ask the copilot to read the value of his J-4 compass. Then, compare all the values, converting the magnetic indications to true with the local magnetic variation. After the heading check, before you get out of range of those nav aids on the coastline, take a fix and call it your Initial Cruise Fix (ICF). Finally, there are times when only the sun is available. With that, you get only one LOP and you can't call it a fix. With one LOP, look at where that is in relation to your DR, use your best judgement and plot your Most Probable Position (MPP).

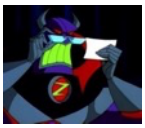
As you might imagine, there are some tangible advantages to celestial navigation. It is available anywhere on the globe. It doesn't require any support systems on the ground. It doesn't require the aircraft to radiate anything to make it work. Moreover, it can't be jammed by anything other than cloud cover. However, it has its limitations. It is sensitive to very small accelerations. At its best, it is accurate to only a few miles. That is why it was only used for crossing large bodies of water. If over land in the free world, there are navigation aids available, i.e. Non-Directional Beacons (NDB), Very High Frequency Omnidirectional Radios (VOR), and Tactical Air Navigation systems (TACAN). Without radio navigation aids, the ground mapping radar is still more accurate than cel nav over land. Nevertheless, when everything else is unavailable, there are stars in the heavens.

For what it's worth, I haven't mentioned grid navigation. It is mandatory to convert to grid navigation at high latitudes where the magnetic compasses become unreliable, typically above sixty degrees latitude. However, subpolar grid was often used for training and during check rides, of course. The only delightful part of grid navigation that I recall is the puzzled look on the pilots' faces as they looked at a compass showing a southerly heading as we cruised toward the north pole. I also haven't mentioned using the APN-59 ground mapping radar to look for weather while enroute over water. Don't forget your thirty-minute cel pacing.

Scott Weathers
EAA Ch-661 Minister of Information

Evil Editor Zurg notes: Given that little "history" lesson, I'm betting a lot of you are thinking "thank goodness for my GPS, VOR, TACAN, etc so I don't have to do that!" Consider that in military aviation and early sea and aircraft, the availability of all those "nav aids" we take for granted is either questionable or non-existent. The lesson for all you "terrestrial" aviators is the same as for our spacefaring "astrogators". You always need some kind of backup to confirm where you are, because if you don't know where you are, it's hard to get where you want to go. As George Harrison said "If ya don't know where you're goin, any road'll take you there..."

Project Police Aircraft Spotters (and Maintenance) Quiz



Evil Editor Zurg

Last month's first Spotter's Quiz had this "swoopy" looking prototype.

Again, I had several "Project Police" who ventured guesses. "The Last Time I Saw Plaris..." (...it's a Flaris Lar 01...) No, I had to look it up. I used the "light/personal bizjet prototype" algorithm and voila, Bob's yer uncle. A second PP also responded with "Flaris Lar 01" but admitted to using some AI help. I guess I have the satisfaction of providing a good CHALLENGE to my faithful readers again.

The Lar 01 is apparently the only aircraft in the Flaris stable at this time. It was designed by a Polish engineer to be an economical jet aircraft using composite construction. Operating costs are estimated to be less than $500/hour. The clean design gives it a glide ratio of about 18 to 1 (about twice that of most single engine Cessnas) giving you some pretty good options if the engine decides to quit.

A jet with clean lines!

Additionally, it is "rough field" capable (notice the trailing arm gear), and one really interesting feature I noted was the use of "suicide doors", which in this case I suppose was to ensure the PIC was the one with the door controls.

"Suicide Door?"

Whatever their claims, it's hard to deny it's a beautiful aircraft design.

OK, getting back to a class of aircraft any of us EAA followers could probably afford, HERE is your quiz aircraft for March 2024. This experimental amphibian was spotted by Project Police member Leigh Kelly on a recent trip to North Carolina (more about that next month). What is it? (Clue - Staff Editor Randy has been called this a few times.)

As usual, send your answer or best "edumacated guess" 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 21st, 2024; Regular Thursday meeting, 6PM. Location TBD.
March 23rd, 2024; EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, KSYI airport.

April 25th, 2024; Regular Thursday meeting, 6PM. KSYI airport.
April 27th, 2024; EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, KSYI airport.
April 27th, 2024; Shelbyville Airport Day, 1000-????, 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
Secretary Sharon Tinkler: tinkler@me.com
Treasurer Leigh Kelly: 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.

Composite Construction		
Jack Bosse	Bossej3@gmail.com	
Wood Construction		
Brennan Lewellen	blewellenvw@yahoo.com	
Fabric Construction		
Brennan Lewellen	blewellenvw@yahoo.com	
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Inputs for the newsletter or any comments can be e-mailed to Randy Kelly at 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
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ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

- Kommandant's Komments
- February Meeting notes
- February Fly-in Breakfast
- Celestial Navigation
- Evil Editor Zurg's Aircraft Spotter Quiz
- Monthly plea for "Project Police" participation for new stories

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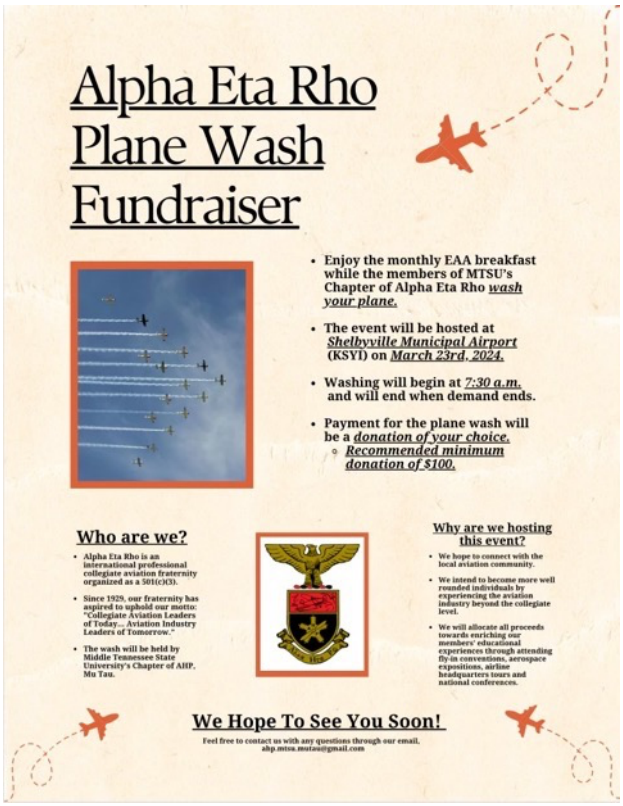

Note: This is a public service announcement for a fellow aviation organization. The AHP Plane Wash is an **independent** event occurring at KSYI at the same time as the EAA Breakfast this next Saturday. That said, it is a convenient time to "spruce up the old bird" while eating breakfast.