



THE SPORT FLYER

NEWSLETTER OF THE SHELBYVILLE EAA CHAPTER 1326

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***January 2025
Volume 22,
Number 1***

***Ch-1326 Websites: <https://chapters.eaa.org/ea1326> 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: January 2025 and the coming year!

Dear EAA Chapter 1326 members and friends. I hope you had a happy holiday season with family and friends. (We had a great Christmas celebration with family, then we got stuck at home with that December "bug" that was going around.) Despite the warmer winter which allowed us to get a couple more weekends of pleasure flying in, the "weather daemons" from the cold North have finally swept down to collect their dues. Those of you who operate out of turf runways are certainly feeling the impact.

In other BIG news, we are trying to "rebrand" ourselves. In the past we've somehow gained a reputation as the "Breakfast Chapter" as that seemed to be the primary reason for us being here. Over the past year our board has been brainstorming how to increase our "footprint" in the local aerospace and aviation education communities. Yes, our monthly fly-in/drive-in breakfasts are important, but to continue that tradition we need to attract new members, and getting new members means we need to be more attractive and relevant to the local aviation community. So HOW do we do that?

First, we've established an EAA VMC Club at Shelbyville airport to support local aviators and "in training" aviators in the Bedford and adjacent counties. (See link: <https://www.eaa.org/ea/pilots/ea-pilot-proficiency/proficiency-and-education-programs/vmc-club>)

Next, we're scheduling several EAA Young Eagles rallies for the coming year. The first one is scheduled for February 8th (provided we can get pilots and insurance.) Stay tuned for registration information.

We're planning on hosting an additional social event quarterly with guest speakers or a tour of some kind. The first of those is scheduled for Saturday March 20th, with a talk by one of our local flight instructors. Additionally, our Technical Advisors over at Mack Air L.L.C. and Patriot Avionics have promised us some building support and technical seminars.

We're providing more support for local experimental builders. Breakfast participants have noticed an RV-6 sitting in the corner. It belongs to a local 501(c)3 education program and we're currently getting background checks on some of our members so we can help support a local High School building team. Those of you

who came to the December breakfast may have noticed a Challenger II Experimental LSA chained to the fence next to our hangar. That's Chapter member (and Project Police officer) Lamont Taylor's, which is undergoing a condition inspection in our hangar as I write and will hopefully be airworthy about the same time the "weather daemons" decide to give us nice weather again.

Finally, we're changing our "Sport Flyer" publishing schedule to hopefully better inform our members as well as our newsletter followers. You've received THIS January newsletter over a week earlier than normal, then the February issue hopefully before the end of the month to give you more time to plan for the February events.



Randy Kelly
President, Ch-1326

Last Month's Meeting: 20 December 2024

Editors Note: This is a summary of the meeting. Official minutes will be sent to Board Members. Any member may request a copy of minutes from the Secretary.

Randy called the meeting to order at four minutes past the hour (1804 LCL). Randy and Leigh Kelly were physically in attendance and Tim Rosser and Jim West attended virtually.

Old Business: Randy noted the previous meeting minutes were published in the newsletter except for the bank balances which will only be recorded in the official hard copy minutes. Leigh said that she didn't have a Treasurer's Report because nothing had changed since last month. Randy said that he would forward the bank balances to Jim West for inclusion in the minutes.

New Business: Randy asked the officers if they had received his email which contained copies of the existing bylaws and the amended ones. Jim and Tim confirmed that they did. Randy asked Tim to confirm that he didn't have any issues with the amended bylaws so that Randy can present them to the general membership in

January for their input. Tim asked for clarification that in the document that the blocks which were highlighted were either changed or new. Randy said that the yellow highlighting indicated new material and that it was mostly financial in order to support our conversion from a 501(c)(7) nonprofit to a 501(c)(3).

Leigh unveiled the new chapter banner that she had been authorized last month to order from VistaPrint using EAA's discount. She reported that she charged it to her personal credit card and will get reimbursed by the chapter for it (so the money is presently still in the chapter account). The banner needs to be mounted to a 2"x4" so that the airport workers can hang it facing Highway 231.

Randy said that he needed to renew our chapter charter with EAA and he would use the existing bylaws. The "amended" bylaws will be forwarded to EAA after review by members and final board approval. Randy noted that he will pay for both our charter renewal fee and our insurance premium. He noted there is an optional "ground handlers" (EAA members who move aircraft in the facility) insurance at significant additional cost. Randy requested permission to renew the charter and renew the insurance policy with baseline coverage for two aircraft (Mark Cannon's Cherokee and Derek Rowe's RV project.) The board authorized Randy to complete the charter and pay the fee. Leigh noted that in addition to the insurance premium, we will be required to pay a small fee when we submit our chapter's annual status report to the Secretary of State and when we submit a request to the IRS to convert from a 501(c)(7) nonprofit to a 501(c)(3). Those will be paid directly from the chapter's bank account.

Jim asked about the timing of the application to become a 501(c)(3). Leigh said she intended to wait until after the beginning of 2025 to submit the application to the IRS. She explained that she wanted to wait until the beginning of the year because there was not sufficient time to complete the process in 2024, plus if someone makes a donation to cover the cost of the application, they would probably want the donation to be in the same year as the

application so that they can deduct it from their taxes.

Randy opened a discussion of the chapter's 2025 calendar. Our baseline event is the monthly fourth Saturday breakfast except in December. Randy said he wished to keep all the potential breakfast dates on the schedule even if we ultimately decide to cancel a breakfast some month due to contingencies. Tim said that he thinks that the technique of sending out a text message the weekend before the breakfast to confirm that we have enough workers to cover a breakfast works well. Randy said airport management puts up the banner the Monday before the breakfast, so Randy only needs to make the go/no-go decision by that morning.

Randy noted he wants to hold our business meetings / “board meetings” on the Thursday prior to the fourth Saturday breakfast. He plans to do all the business meetings via Webex and reserve the in-person meetings for social activities. We will make the final breakfast logistics coordination decisions at the Thursday business meeting.

Randy wants to schedule quarterly Young Eagle events. He explained that EAA has a new online Young Eagle scheduling tool but you need to have a place-holder Young Eagle event to use the tool. Randy said he would use the “closed sign up” option until we can confirm we have enough pilots and aircraft to support an open event. The YE rally in the first quarter would be February 8 (with a back-up date of February 15). The second quarter YE rally would be in May on May 10, with a back-up date on May 17. An extra YE rally will be scheduled in June because we want to fly as many YEs as we can even though a lot of families will be taking vacations during the summer; it's scheduled on June 14, with a backup on June 21. The third quarter YE rally is scheduled for August 9, with a backup on August 16. The fourth quarter YE rally is scheduled for November 8, with November 15 as the rain date. Tim asked Randy to confirm that he intended to schedule YE rallies in both May and June. Randy said yes, it's intentional because the weather is usually good in June and the kids are out of school. He said that he wants to keep other second Saturdays

open for other chapter events, such as tower tours and museum visits. Leigh emphasized that she believes that Saturdays are the best time for chapter excursions and events because we'll have greater participation on Saturdays than on week nights.

Jim offered that he has some aviation movies and documentaries that we could show sometime. Randy replied that we have shown movies in the past so that is one possibility, but we don't need to schedule all of our Saturday events this far out into the future except for the YE rallies (because he wants to put them into EAA's system now so that they can have insurance in place for them). Jim asked if it's legal to share movies virtually. Discussion ensued about the technical feasibility as well as the legality. Tim pointed out that the impetus of having social meetings is the in-person contact and that even though there is a place for virtual meetings (such as the business meetings), virtual meetings cannot take the place of in-person meetings for fostering social interaction.

Randy shared that he is trying to start a “VMC Club” at KSYI. He's spoken with the two flight schools at KSYI about sharing the load of running a VMC Club here on one week night per month. Hawkins has said that they're amenable to helping with that. The idea is to have a social with light food (such as hotdogs and chips) beforehand followed by a one-hour session. Randy is willing to be the point-of-contact initially to get it started but he doesn't want to become the “single point of failure.” Tim suggested using the VMC Club videos from EAA over Webex.

Leigh had two additional topics to discuss. The first was that she had ordered the STEM kits from EAA. She explained that we can't simply order STEM kits but rather must schedule a STEM event and then have someone from EAA call to confirm the event and place the order for an appropriate number of STEM kits. We must pay for the kits in full in advance and then submit the invoice to EAA for reimbursement from our Young Eagles credit. Our chapter has \$55 of Young Eagle credit that we can be reimbursed to offset most of the \$70 that we paid for the two kits (at \$35 apiece). She

paid for the STEM kits using Chapter 1326's debit card and must file for reimbursement before the middle of January 2025. Randy noted that he has accumulated even more credits for our chapter in 2024.

The second subject was the kitchen faucet for the hangar. Leigh said that the one that Jim had recommended costs over \$450 and she cannot find a comparable commercial-quality faucet below the \$300 amount that had been authorized at the previous meeting. She requested that the amount be increased so that she could order the commercial-grade faucet. Jim emphasized that we should get a commercial-grade faucet because all of the castings are metal, whereas the lower-priced units have some of the castings replaced with plastic components. Randy questioned whether we need to buy a commercial-grade faucet since we only use them a couple of days per month. Leigh emphasized that we need to either replace or repair the one that we have before the next breakfast because it's leaking. Jim said that he can look at it to see if the leak is easily reparable because he has a large quantity of O-rings. Randy also wants to replace the cheap plastic supply lines with PEX so that we don't need to worry about freezing in the future, too. Jim said that he has a lot of plumbing experience so he can replace it and he will come to the hangar to see what needs to be done. There was more discussion regarding whether we needed to buy a commercial-grade faucet. Tim made a motion to increase budget for a new faucet to \$500 and authorize Leigh to make the purchase that she believes is best for the chapter. Jim seconded the motion and it passed unanimously.

Randy asked if there was any other new business and there was none. Action Items are noted in the official minutes. Tim made a motion to adjourn and the meeting was ended at 1915 LCL.

Leigh Kelly
Acting Secretary

Technical Korner: EAA Homebuilders Week, 27 - 31 January 2025

Online events hosted by EAA HQ will start January 27th. There will be thirty (30) online sessions to expand your knowledge of building you own aircraft.

Homebuilders Week is an online opportunity to carry on the founding mission of EAA by sharing as much knowledge and information about building you own aircraft as possible in five days. We start on Monday January 27th, 2025, and end on Friday, January 31st, 2025. Each day, we offer six live webinars running back-to-back, starting at 11:30 AM Central Time and running every hour and a half until the last session at 7:00 PM Central. The sessions are live and allow time for questions. To sign up for the sessions, visit www.EAA.org/HomebuildersWeek.

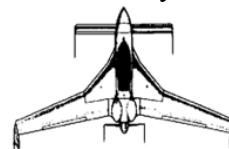
The topics cover something for everyone, whether you are just considering the idea of building an aircraft, are knee deep in a project or getting ready for test flying. We even have EAA President Jack Pelton lined up on January 30th, to talk about EAA's Advocacy efforts on behalf of the homebuilt members.


EAA Homebuilders Week follows immediately after the anniversary of the founding of the Experimental Aircraft Association on January 26th, 1953. I can't think of a better way to recognize our organization's founding than to spend 5 straight days learning about homebuilding.

EAA Homebuilders Week is made possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, and Van's Aircraft.

Visit www.EAA.org/HomebuildersWeek to sign up.

Charlie Becker
EAA Homebuilt Community Manager



 Homebuilders Week Schedule January 27 - 31, 2025					
To sign up: EAA.org/HomebuildersWeek					
Time EST	Monday 1/27/25	Tuesday 1/28/25	Wednesday 1/29/25	Thursday 1/30/25	Friday 1/31/25
11:30-12:45	Building an Aircraft: What You Need to Know - Charlie Becker	Wiring Basics - Dick Koehler	Flight Testing 101 - Paul Dye	EAA Advocacy Update: Top Homebuilding Issues and the Impact of MSAIC - Sean Elliott, Rob Hackman, & Jack J. Petton	Staying Alive: Analysis of Homebuilt Fatal Accidents - Dave Nelson
1:00-2:15	Sheet Metal Basics - Mike Dooley	TIG Welding - Charlie Becker & Shaun Walker	Composite Construction - Mark Fors	Amateur-Built Aircraft Certification Process - Joe Norris	Liability of Selling Your Homebuilt - Kathy Yodice
2:30-3:45	Fabric-Covering Basics - Nate Hammond	Getting Your Project Finished and Flying - Vic Syracuse	Buying a Used Homebuilt - Vic Syracuse	Sonex Highwing Update - Mark Schable	Zenith Aircraft Kits & Plans - Sebastian Heintz & Roger Dubbert
4:00-5:15	The Need for Speed: Kitbuilt Options - Dave Forster	Hardware for Homebuilts - John Cox	Advanced Flight Systems - Rob Hickman	Garmin Experimental Avionics Solutions - Brad Brensing	Weight and Balance - Joe Norris
5:30-6:45	Panel Planning and Wiring - Marc Ausman	Dynon Avionics - Michael Schofield	Engine Selection Basics - Dick Koehler	Gas Welding - Budd Davison	Working With Wood 101 - John Egan
7:00-8:15	Rotax 9 Series Installation & Operation - Phil Lockwood	Designing the Perfect Paint Scheme and its Impact on Budget - Craig Barnett	Data-Driven Diagnosis of Engine Issues - Mike Busch	Van's RV Aircraft Kits - Greg Hughes	Common Builder & Maintenance Errors - Vic Syracuse
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Happy New Year: Argh! This may be out of character for me to be nice, but even "Scrooge" had a change of heart this time of year once. At my insist...uh, I mean suggestion, Staff Editor Randy routinely asks for guest article writers. Despite my counseling he's "too nice", apparently his requests have not gone unheard. If you recall, last month not only did a dedicated EAA member respond to my quiz question, but also submitted a general aviation history article, and has promised to supply future articles on occasion. So, we welcome guest author Mike Machat. For those of you who may not be familiar with that name, it is appropriate for an introduction. Here's a quick bio for Mike:

Originally from Long Island, New York, Aviation Artist, author, and historian Mike Machat served in the U.S. Air Force before relocating to Los Angeles and being hired by the McDonnell Douglas Corporation as a technical illustrator. He became a Staff Artist and Corporate Representative there before establishing his own Aviation Art business in 1984.

Mike was first president of the American Society of Aviation Artists and a flight-rated member of the Air Force Documentary Art Program. He painted murals at the Bob Hope

Airport in Burbank, CA, the Museum of Flying in Santa Monica, and Edwards Air Force Base. Mike has four paintings in the permanent collection of the Smithsonian National Air & Space Museum and is the only artist to have won the Combs Gates Award for Aviation History from the National Aviation Hall of Fame.

As an aviator and EAA Member, Mike holds a Commercial Pilot Certificate and has logged more than 2,000 flights in sailplanes. He has flown in 250 different types of aircraft on assignment, and was the first Air Force artist to fly in the Grumman F-14 Tomcat and Rockwell B-1B Lancer. Mike has written four best-selling books on aviation history and currently serves as Curator and Historian for the Museum of Flying in Santa Monica, CA.

LONGEVITY



On a busy day at my local airport recently a number of airplanes populated the run-up pad prior to their departure. It was a typical weekend at the field, yet I couldn't help but notice that five of the six aircraft parked in that run-up area were Cessna 172s. I've written many times about the venerable 172 and how it's the most-produced airplane in history with the total approaching a staggering 45,000 airplanes built since 1955. What I didn't know is how many of those airplanes are still flying actively today.

This led me to an online search of the FAA Aircraft Registry Database to learn how many Cessna 172s are shown on their "Active Aircraft" list. As I reviewed the statistics, another interesting fact emerged – of the top five active aircraft types, not one had made its first flight later

than 1960! Quite a sobering fact when you think of how many excellent new Light Sport trainers are being used in flight schools today and how many high-performance homebuilt aircraft are flown as well. So how do all those numbers break down?

The top five active FAA registered aircraft with totals in parenthesis are: Cessna 172 Skyhawk (18,573); Piper PA-28 Cherokee (15,996); Cessna 182 Skylane (12,435); Cessna 150 (7,512); and Beechcraft Bonanza (6,934). Types include all models, such as Beechcraft A35, V35B, A36, etc. It is also interesting to note the tally of aircraft by manufacturer: Cessna at 38,500 airplanes; Piper with 16,000; and Beech - 7,000. That's a total of approximately 60,000 airplanes flying today among only the five most popular General Aviation types.

It was surprising to learn the only contemporary aircraft in the top ten was the Cirrus SR20/22 which came in ninth. So why are modern airplanes not as abundant in these statistics? Numerous factors like cost and complexity obviously play a part, but a larger issue looms. During the General Aviation boom of the 1960s when I first learned to fly, there were nearly 30 airports on my native Long Island, New York. Today (not counting JFK and LaGuardia), there are just six. So where have all those General Aviation airports and flying schools gone? That will have to be a topic for a future article.



Mike Machat
Aviation Historian and
Ch-1000 Project Police Alumni

EAA Chapter 1326 Young Eagle Report



There were no Young Eagles flight the last few weeks of December or first weeks of January. We are hoping to have regularly scheduled Young

Eagles rallies in 2025. The first is scheduled for February 8th provided we can get Young Eagle pilots, aircraft and crews lined up. Stay tuned.

Project Police Aircraft Spotters (and trivia) Quiz



Evil Editor Zurg: Last month I introduced a different Spotters Quiz category, namely, "what's wrong with this picture?" Here's the first "headline" and accompanying picture from a popular internet news agency for your scrutiny:

U.S. Forces Conduct Targeted Strike On Iranian-Aligned Weapons Facility In Syria



Second, here was a "purported" example of the super short field takeoff capabilities of an unnamed production aircraft that's been floating around on the internet.



I quickly got responses from my "usual suspect" Project Police members. The first remarked, "1) The caption doesn't fit the picture. Clearly, the '(Thunder)Birds wouldn't go on a "targeted strike" mission without ordnance. 2) Airbus A400M in USAF livery. USAF is not a user of A400M. Judging by the typically misapplied national insignia, this might be a movie

prop or stand-in. " A second "deep undercover" PP echoed the sarcasm noting that 1) an unarmed group of Thunderbirds performing an unannounced airshow over Syria would definitely cause confusion, and 2) also noted that to the best of his knowledge, the USAF tactical airlifters hadn't purchased any Airbus A400s. Apparently as I suspected, this wasn't a big challenge to my Project Police, but since it was the "happy" time of year, I figured I could be benevolent and challenge their sense of humor as well as their aircraft knowledge.

Anyway, for the rest of you, both of my PPs ventured correct answers. The first incident is another case of "media ignorance". They needed a picture of a fighter and the Thunderbird "stock" photo was probably the first thing they Googled. The USAF Thunderbirds are a demonstration team. Although their F-16 "Fighting Falcons" have "hard points" and weapons capable software, their primary mission is public relations versus delivery of combat power. If you see the Thunderbirds in combat, you know the "feces have hit the air circulator". The second photo was captured from one of these "hey look at this" click-bait stories on the internet. Somebody sent that to me with the question "can tactical airlifters really back up?" which is what the aircraft had to do to line up on the runway. (Yes, current USAF tactical airlifters both jet and prop can back up.) At first glance in "low resolution" with the aircraft approaching head on I looked at the tail and thought C-17. A few seconds later I saw 4 turboprops and went A400. Big deal, THEN when the aircraft turned sideways, the PACAF tail flash, flight test or US Coast Guard paint job, and USAF markings all screamed "deep fake". After some research I tracked it down to the video output produced by a flight simulation house. Mystery solved.



My staff editors and readers tell me "PP's" love aircraft in movies. Having friends in "the business", I'm partial to those quiz questions too. I was all prepped with a mystery aircraft for this month, but I've decided to "leverage" one of the answers on this last quiz. The aircraft flown by the USAF Thunderbirds is the F-16 "Fighting Falcon" shown below.



Here's this month's 2 part quiz question: 1) What other nickname does the F-16 "Fighting Falcon" have, and 2) Where did that nickname come from?

Send your answers to the F-16 "Fighting Falcon" A.K.A. double header to Staff Editor Randy Kelly, at electriccrow@pobox.com. The first respondent with both correct answers gets a free breakfast courtesy of Staff Editor Randy. (Sorry, you "undercover" PPs are not eligible.)



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.

THE SPORT FLYER

Chapter 1326 Calendar

January 21st, 2025; Regular Thursday meeting, 6PM. virtual meeting, contact Randy Kelly for link.

January 23rd, 2025; EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, KSYI airport.

February 4th, 2025; VMC Club Meeting, 1730, Sport Flyer Hangar, KSYI airport.

February 8th, 2025; Young Eagles Rally, 0900, Sport Flyer Hangar, KSYI airport.

February 20th, 2025; Regular Thursday meeting, 6PM. virtual meeting.

February 22nd, 2025; EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, KSYI airport.

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

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

CHAPTER 1326 ADMINISTRIVIA

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

Contact our officers by e-mail:

President Randy Kelly: 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.

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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

C/O Randy Kelly

PO Box 767

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

ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

- Kommandant's Komments
- December meeting minutes
- Technical notes: EAA Homebuilders Week, Jan 27-31
- Evil Editor Zurg's Aircraft Spotter Quiz
- Monthly plea for "Project Police" participation for new stories



EAA Homebuilders Week Schedule
January 27 - 31, 2025

To sign up: EAA.org/HomebuildersWeek

Time CST	Monday 1/27/25	Tuesday 1/28/25	Wednesday 1/29/25	Thursday 1/30/25	Friday 1/31/25
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