



THE SPORT FLYER

NEWSLETTER OF THE SHELBYVILLE EAA CHAPTER 1326

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***February 2024
Volume 21,
Number 2***

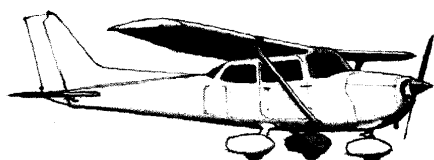
Ch-1326 Website: <https://chapters.eaa.org/ea1326>

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: February 2024

Dear EAA Chapter-1326 members and friends,

Despite the really ugly January weather, it WAS a successful month. We "managed" the utilities in our hangar preventing damage to the hangar and guaranteeing we had a facility to host our first fly-in breakfast of the year and had a productive chapter meeting both in person and "virtually". As you'll read later in this article, we also had a successful breakfast despite the continued frowning of the weather daemons on us. The weather has been better this month. I was able to fly Lois the Skylane a couple times and even went gliding one weekend, so hopefully we should be in for good flying weather again soon.



That said, it's time to start planning for more events for the Chapter members in the coming months. This coming week we have our regularly scheduled meeting as well as our February fly-in breakfast. Over the next couple months we're investigating several other Chapter

activities such as a Project Police raid on an aircraft in construction, a possible lecture by Nashville Air Traffic Control personnel or even a visit to an ATC facility. Later this Spring we have been asked to participate in the Shelbyville Airport day and hope to support the local aviation community with breakfast as well as some STEM exhibits and trying to identify local youth for upcoming Young Eagles events. To get ready for that we need volunteers for not just our normal "breakfast" duties, but also folks to man our information booths and help us identify potential Young Eagles. We've also had some members express interest (and volunteer equipment) for some local cookouts and aviation movie nights. If you're a Chapter member, we can use your help planning and executing these events or coming up with some other ideas. If you're one of our local aviation community friends - then stay tuned in. We'll be glad to have you join us.

See you at the field soon.



Randy Kelly
EAA Ch-1326 President

Last Month's Meeting

The January 25th meeting was called to order at 6:00PM by Randy Kelly and attended by Leigh Kelly, Sharon Tinkler, Jon Fernandez, Cameron Taylor, and new members Matt Wilkins and Mike Harris. The meeting was "simulcast" as a WebEx conference.

OLD BUSINESS:

President Randolph Kelly reported that the Chapter was renewed officially with EAA National.

Insurance was obtained for the Chapter with coverage for our hangar, events, breakfasts, and liability. There is coverage for damage to aircraft based in the Chapter Hangar, but there is NOT coverage for damage caused by Chapter members moving those aircraft. Randy presented some of the rules related to coverage of events: No aerobatic demonstrations; No dropping flour bombs; No bounce houses or kiddie rides; No use of waived airspace; No co-sponsoring an event with any other entity; No dues paying chapter members without National level membership in place. Volunteers supporting our events ARE covered under our insurance.

The Chapter Lease agreement for the EAA hangar was updated with the Airport, reflecting our current contact information. The Chapter's payment remained the same.

Chapter Service Awards for 2023.

EAA National sent us awards for The Chapter president, vice president, secretary, treasurer, newsletter editor, membership coordinator, Eagle Flight leader, and Eagle Flight coordinator.

2023 Activity Round up.

The Chapter supported the following events: Young Eagles Rally (we gave 10 YE rides and 1 Eagle ride) and an Aviation Explorer Program. Several members completed the EAA Young Eagle Youth Protection program. Mike Harris has volunteered to be a Young Eagle pilot. Finally, the Chapter established a relationship with students from the Middle TN State University (MTSU) aviation fraternity, Alpha Eta Rho and who's

members have volunteered to help with the breakfasts and other events.

TREASURER'S REPORT:

January Income: \$290

January Expenses: \$300.28

Checking Account Balance: \$4865.21

*Market Account Balance: \$5940.81

*The bank will charge a \$17/month fee if the Market Account balance is less than \$5,000.

The IRS Form 990 was filed on 1/25/2024.

NEW BUSINESS:

Matt Wilkins introduced the Hawkens Flight Academy, with rentable aircraft, to be located on the field.

EAA is not "sponsoring" Aviation Explorers. (Chapter members are volunteers to this activity.) This activity is under the Boy Scouts, and the State will sponsor the new post. This activity is led by Leigh Kelly. Leigh requests support for the post in the form of speakers, tours, and activities at her meetings. In December, Charles McGaughy (MackAir LLC) hosted a meeting at his maintenance hangar. Explorer activity is insured by the Boy Scouts. Activities are for boys and girls between the ages of 14 and 20 years old. Ground School training will be provided by Sporty's or King schools, and flight simulator support through MTSU.

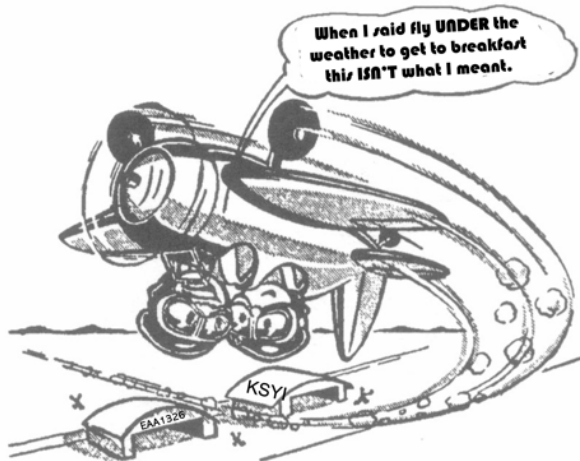
We are still looking for places to go visit as Chapter events. Sharon discussed the possibility of a Nashville tower tour but there is the limitation that only 1 or 2 people are allowed into the tower at a time which limits the number of folks on the tour. Leigh suggested a lecture by one of the controllers to the Explorers or the Chapter would be a good alternative. The TN Aviation Museum in Sevierville is a possibility but that would probably have to be a weekend tour. Sharon's spouse also noted there is a good private aviation museum near the Huntsville airport.

The Shelbyville Airport Day this year will be Saturday April 27th. That is the same day as our regularly scheduled 3rd Saturday breakfast which is good as it should boost our breakfast participation. Paul Perry, the KSYI manager has casually approached the EAA Chapter and Hawkins Flight Academy about any other support activities that day. While a Young Eagles event would be a logical EAA support event Chapter officers were concerned about the impact of a "free YE ride" at the same time/place as a commercial "Discovery Flight" by either TN Flight Training or Hawkins Flight Academy. In the summary discussion the consensus was that a Young Eagles flight was not a "competition" but that in the increased air and ground traffic of the Airport Day event, that collecting a list of potential Young Eagles for a subsequent dedicated Young Eagles event would be simpler, better meet the objective of attracting "aviation oriented" youths, and SAFER.

The meeting was adjourned at 7:07PM

Sharon Tinkler
Ch-1326 Secretary

January 2024 EAA Ch-1326 Fly In Breakfast?



After an almost 2-month hiatus from our fly in pancake breakfasts, it was time to setup tables and fire up the grills again for another "4th Saturday" get together. The last week of January was rapidly approaching and since pretty much everybody in the Chapter had been "out of pocket" for the holidays, one of the items on the

agenda for the Thursday January 25th meeting was figuring out WHO was going to be available to setup, cook and clean up for the breakfast. The really nasty weather the previous couple of weeks including temperatures down to the minus 2 digits Fahrenheit range, snow and ice on the backroads and members being out of town drove the requirement to hold our meeting both in person and virtually. Fortunately, manpower was not an issue as not only did we have some volunteers from Middle Tn State university (MTSU) but we had also signed up several new members to the Chapter. Unfortunately, none of our new volunteers could make it till 09:30 so we set that as the meet time versus the usual 08:30. That seemed like a good idea as it gave us more time to enjoy our second cup of coffee Friday morning, but I forgot to text the new time to everybody. (Bad Randy, bad!!)

Friday morning arrived on time (the celestial clock is EXTREMELY dependable) and about 08:45, Tommy Lynch called me to ask when we were meeting. (Uh oh.) I jumped in the truck and drove to the airport to see our hero "Super Tommy" standing in an open hangar with the Warrior pulled out, and all the tables set up already. (I suddenly felt like I'd lost 5' 5" of height.) With 4 more volunteers on the schedule to show up at 09:30 I told Tommy to head home and we'd see him tomorrow. Shortly after that Leigh Kelly showed up to start inventorying and after 09:30 then new members Matt Wilkins and Mike Harris showed up with the excuse that one of them had been offered a ride in a T-34 with one of the Shelbyville Warbird Chapter members. Well THAT certainly sounded like a valid excuse for a delay so no demerits were issued by the Evil Editor.

Somewhere around 03:00 Saturday 27 Jan I remembered that we'd forgotten to load biscuits onto the pans and had trouble getting back to sleep. I showed up 20mins earlier (05:40) than my normal pre-breakfast start time. It was "sprinkling" lightly when I arrived, so I didn't need an umbrella to get to the hangar. I proceeded to load biscuits onto the pans, load and fire up the coffee urns and pre-heat the ovens (375 deg F for those that are interested). After finishing those "long lead" prep items I checked outside again to see it had now reached the "drizzle" stage. This is

usually when I head outside to take some "morning shots" but I was greeted by darkness and dreary skies. My aviator/navigator brain was now in the "...I wonder how bad..." mode so I pulled out my phone and ForeFlight app. It was NOT looking good.



Oh, this doesn't look good 🙄

Leigh and Helene Wharton arrived shortly after that, followed by Tim Rosser and Tommy Lynch with two nice hot tasty potato casseroles. 😊 The rain started to pick up and shortly before 07:00, in rolled Jon

Fernandez and 4 our volunteers from the Alpha Eta Rho Aviation Fraternity at MTSU. (Mareesa Thaxter, Kayla Hudson, Ryan Taylor, Zac Bryant and Jacob Prewitt.) Shortly after 07:00, one of our regulars, Sean Hunter showed up as our first "customer" to drink coffee and commune about aviation before the food was ready.



Sean is first in the coffee line (again.)

07:00 is typically "zero hour" for final prep before cooking. Tim and Tommy had been busily slicing bologna and SPAM and fired up the meat grill.

Helene started the scrambled eggs and I started pancakes.

Shortly after 07:30 a few customers walked in, damp but hungry so we kept the grills

going. Things were slow enough though that I could check out Tim and one of our AHP volunteers on the pancake grill. We had a slow but steady trickle of folks rolling through the door to include a couple families with kids (who brought toys to keep the restless kiddies active) and there seemed to be lots of aviator "story telling" going on.



Aviators anxious for food and conversation.

Only one aircraft arrived during the breakfast, a Learjet on a charter pickup. I grabbed an umbrella to run out and greet the flight crew and invited them in for breakfast. Unfortunately, they were on a fast stop, load and leave trip so they didn't have time to eat. The Lear Pilot in Command did say that he had been to our breakfasts before so maybe we'll see them again. I headed back to the Ch-1326 hangar. "Old aircrew habits" die hard, like, looking for stuff on the ramp anytime you are walking on it, and I spied a piece of FOD on the wet ramp about 30 feet in front of the Lear, which I snagged and took in for disposal.



Transient Lear in for a pickup (but not food 😊)



FOD picked up from in front of the Lear. 🙄

Back in the hangar I resumed my pancake cooking duties. A few minutes later we heard the distinctive whine of a jet engine cranking and in

true form for aviation enthusiasts, all our AHP MTSU students headed out into the rain to watch the Lear takeoff. With the Lear gone, everybody ran back inside the dry hangar to finish serving duties and grab a bite to eat themselves.

Cleanup was a snap with our Ch-1326 crew plus our 5 total MTSU student volunteers. We got the chairs put away, leftovers packed to donate to charity, tables cleaned and stacked and started washing dishes. The rain continued to pick up, so Jon and I donned our rain gear and went to retrieve Mark Cannon's Warrior to minimize any leaking.

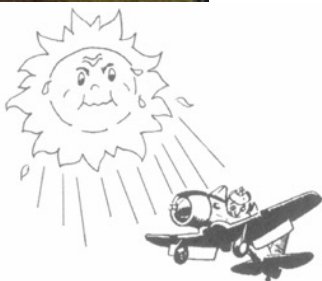


Randy and Jon brave the rain to move the Warrior back before the nasty stuff hits.

As we finished the final clean up and the last participants headed to their vehicles, the rain really pounded us. Safe and dry in the Ch-1326 hangar we reviewed the food cooked and donations and figured we had about 35 - 40 participants despite the weather. We declared "Victory" and everybody headed home, where not too long after that the storm front cleared us to let the sun start peeking through again.



Storms finally pass by (Is that Schubert's Ave Maria I hear in the background?)



That double rainbow seemed a nice ending to a rather dismal forecast but successful first Chapter "drive-in breakfast" for the season. HOPEFULLY, the "weather daemons" will be more amenable to us this next breakfast, Saturday February 25th.



Randy Kelly
EAA Ch-1326 Staff Editor

What happened to my Navigator?

Staff Editor note: I've said it before - one of the benefits of belonging to EAA is the camaraderie made over the years with other aviation members from all different backgrounds. When you 're a newsletter editor beg... uh, I mean asking for articles, it's good to have other sources for interesting articles about different things. Sooo - did you see in the newsfeeds a couple weeks ago that they think they may have found Amelia Earhart's Lockheed Electra at the bottom of the ocean about 100 miles from their destination, Howland Island in the Pacific Ocean. Amelia Earhart and Fred Noonan supposedly arrived near their destination at 10,000 ft with heavy clouds below them back in 1937 and were never seen again. How could this happen when we can easily pull out our phones, enter a name into Google and get directions to our destination, and even a portable aviation GPS could get you a few hundred feet above an island in most IFR conditions? Most "new" aviators are so used to having a purple line to follow, that the concepts of "pilotage" and "navigation" have fallen by the wayside, and we forget long haul aviators carried a dedicated crewmember to keep track of where they were and how to get to where they were going. So how did this extra professional crew position fade into history? Here is a short article answering that question written by fellow EAA Ch-661 member Scott Weathers of Denton Texas, and former USAF "Naviguesser" (Navigator).

What happened to my Navigator?

by Scott "Stormy" Weathers

Where did all the navigators go? There used to be a navigator on every flight across the

ocean. The scheduled carriers carrying passengers from one continent to the next had a navigator on the crew. The cargo planes had a nav position as well. They're gone now. The civilians were the first to lose them. Truth be told, though, the civilian operators took them out of the planes and put them in rooms with no windows and began to call them dispatchers. They replaced their navigator license with a dispatcher rating and learned to coordinate their efforts by way of radio and, later, digital communication. The dispatchers still monitor the progress of each flight across the pond, plotting fuel consumption and ensuring the safe arrival at the other end. The military planes were the last to eliminate the navigator crew position. They did so gradually, keeping them aboard for oceanic crossings and air drop missions. Then, they stopped taking navs along on the oceanic flights. The most recent model of the C-130 Hercules, the "J model," has no nav station at all.

As you have surmised, it was the continued advance of avionics that reduced and eliminated the need for a navigator on the plane. Everyone points to the Global Positioning System (GPS) as the stroke that put the navigator out of business. The GPS did, indeed, have a big hand in advancement of the capability of stick actuators to find their way without the aid of the guy or gal sitting sideways on the right side of the crew cabin. However, the move away from the navigator and the sextant began before the GPS appeared on the scene. The first such miracle was the advent and improvement of the Inertial Navigation System (INS). The INS is a clever device. It keeps track of its position by knowing precisely where it started and carefully accounting for each little acceleration. Back in the day, the latitude and longitude of the parking spot was loaded into the INS. Then, the box sensed the subtle movement as the plane rotated with the motion of the earth about its axis. When it was 'aligned,' the INS could be put into 'nav mode.' From there, accelerometers on a gyro stabilized platform took note of every motion as the plane taxied out and started its journey. In technical terms, it integrated acceleration to derive velocity. Then, it integrated velocity to note the change in position. With that, it continuously updated its perceived position. The first airplanes to rely on the INS without the watchful eye of a navigator

had two or three such boxes. Clever avionics looked at the position of each INS and averaged them to give the folks in the front row its best guess for the position of the aircraft. Later advancements gave the INS the ability to dial up a VOR and update its position when such aids were within reach. Such a function was available to the navigators of the day, but it was a manual process that involved pencils, plotters, and paper charts.

Navigators were gone from all but the most critical missions when the INS proved itself to be dependable. They still flew on aircraft that dropped things, like bombers and cargo planes that dropped cargo and personnel in flight. However, the GPS has made even those functions possible without a living, breathing, coffee drinking navigator. As you may know, the GPS derives its position by listening to a constellation of satellites that orbit the earth. Each satellite broadcasts a signal that can be received by an aircraft, a car, or a handheld device. In fact, ATMs also have GPS receivers but for reasons other than determining a position. In oversimplified terms, the GPS satellites broadcast a position and a very precise time hack. The GPS receivers listen for such signals and make note of the difference in the time hacks. You see, the signals move at the speed of light, 186,000 miles per second. Since the distance to each satellite varies, the time it takes for each time hack to reach the receiver is different. Thus, a declaration of high noon, for example, from one satellite doesn't coincide with such declaration from another satellite by the time it reaches the receiver. The receiver takes all those signals and figures out a position where the differences make sense. Once the receiver decides what time it really is, it calculates the distance from each satellite position and uses those distances to trilaterate a position where all of those conflicting signals can be true at the same time. In two dimensions, it would take three such signals to resolve a position on the surface. With four satellites, it can determine its position in three dimensions. Adding a fifth satellite gives it a chance to cross check its work and increase its accuracy.

The scheme of the GPS has some distinct advantages for both civilian and military applications. The military folks can determine

their position without sending out any signals from the plane. This has advantages when you don't want people to be able to detect your presence. On the other hand, the DME capability of the TACAN or the VORTAC requires the airplane to send a signal to the station and wait for a reply, again making use of the finite speed of light. It's a little like playing "Marco Polo" with the ground stations. The other advantage of the GPS is that it doesn't care how many receivers are out there. Since GPS receivers don't have to send out a signal to the satellites, there is no limitation on the number of receivers that can use any satellite at any time. Now, the designers of the GPS system were concerned that, in time of conflict, such a system could be useful to an adversary. They also realized that a clever opponent could look for ways to jam the system, making it less useful to our own forces. To counter this, they included a feature known as anti-spoofing/selective availability (ASSA). When they first stood up the spiffy, new GPS system, they left the ASSA turned on. The civilians could use the system, but they couldn't get the typical military accuracy of about two meters. That was reserved for the military operators who had the secret codes necessary for such accuracy. In May 2000, the government turned off the selective availability feature, vowing to never turn it on again. For more information, see <https://www.gps.gov>.

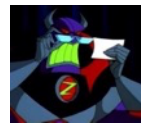
As you might expect, avionics have continued to evolve. Our receivers today have a huge database of places and fixes and points of interest. You only have to enter the identifier of your destination or the fixes along your route, and the GPS will give you the beloved magenta line to follow across the earth for your selected route of flight. Many have instrument approaches and the ability to enter a holding pattern. In the world of big airplanes, they have retained the INS but gave it a GPS receiver to update its position. The C-17 has four boxes called the Embedded GPS/INS, or EGI. Losing the GPS signals would degrade the capability, but the system would still be operable. Why, might you ask, would all of those ATMs around the planet have GPS receivers? Simply, they want to know what time it is. Once the receiver resolves the position and accounts for the differences in all those time hacks, it knows the time down to the millisecond.

Airplanes can fly over the ocean, across the continent, or to the pancake breakfast fly-in with accuracy and reliability never before possible. The best celestial fix is good only to within a few miles. The crew is free to fly anywhere in the world without a navigator. The only downside as I see it is that the pilots will have to get out of the seat to go get their own box lunch when they get hungry.



Scott Weathers
EAA Ch-661 Minister of Information

Project Police Aircraft Spotters (and Maintenance) Quiz



Evil Editor Zurg

Last month's first Spotter's Quiz had this "open cockpit" homebuilt aircraft.

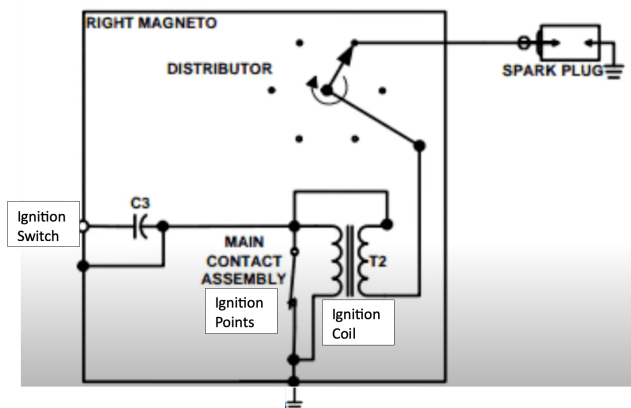


One of my "anonymous" Project Police essentially said "...got no clue..." while another replied with the single word, "Breezy". Actually, to be more specific, this beastie is an RLU Breezy.

The Breezy was designed and built by Charles Roloff, Robert Liposky and Carl Unger ("RLU", get it?). It was designed as a "no cockpit" aircraft with "unobstructed" view for the pilot and passenger. While the original Breezy flew with a set of Piper PA-12 "Cruiser" wings, experimental builders have built Breezys with J-3 (Cub), J-4, J-5, PA-14, PA-18, and even Cessna 172 wings. The original prototype now lives in the EAA AirVenture Museum in Oshkosh.



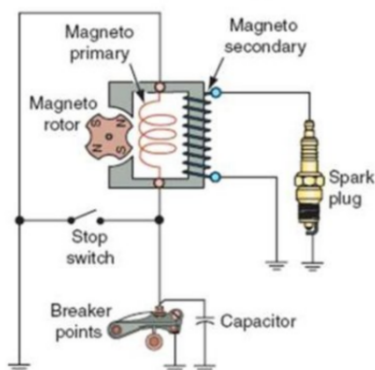
Now for last months "maintenance quiz" question. Last month Staff Editor Randy had this drawing of a "classic" aircraft magneto in his Tech article.



Classic Magneto Ignition System

Before going to press, Randy told me, "There's something wrong with this diagram" and he dug up a more correct one. Randy also confided in a fellow reader who suggested that noting the problem would be an excellent quiz item, which I concurred and instructed Randy to leave in the original drawing for my ... uh, I mean your amusement. Not without pity I left you with the clue that Randy is an electrical engineer.

So -- how many of you after closer examination of that electrical diagram figured out that BOTH sides of the ignition points are permanently connected to ground, meaning that those points serve no physical or electrical function at all? Here's what the circuit diagram SHOULD have looked like:



Aircraft Magneto Circuit

In this case, when the points are closed, the primary coil has induced current from the

"Magnet(to)" passing through the points to ground allowing a magnetic field to build in the primary magnet and secondary coil. When the points open the current through the primary coil tries to go to zero ($di/dt = \text{BIGGGG}$), inducing a huge magnetic field change and a corresponding BIGGGER voltage across the secondary coil which goes to the spark plugs. Ref <https://electronics.stackexchange.com/questions/392713/voltage-induced-in-aircraft-high-tension-magneto-ignition-system>



OK, has your brain stopped hurting yet? I hope so, because now HERE is your quiz aircraft for February 2024. This is NOT going to be another "double-header", but I had so much fun with this, I think I'm going to ask our Chapter Tech Reps for some future maintenance quiz items. (I'm not evil. I'm just drawn that way.) This is a prototype for a new light/personal bizjet. What is it?



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*



THE SPORT FLYER

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

February 22nd, 2023; Regular Thursday meeting, 6PM. KSYI airport.

February 24th, 2023; EAA Ch-1326 Fly-In Breakfast, 0730-0930, Sport Flyer Hangar, KSYI airport.

March 21st, 2023; Regular Thursday meeting, 6PM. Location TBD.

March 23rd, 2023; 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 NEWSLETTER

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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Randy Kelly	electricrow@pobox.com	
Instrumentation and avionics requirements for VFR/IFR		
Jack Bosse	Bossej3@gmail.com	

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

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Shelbyville, TN 37162-0767

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

ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

- Kommandant's Comments
- January Meeting notes
- January Fly-in Breakfast
- Where's my Navigator?
- Evil Editor Zurg's Aircraft Spotter (and Maintenance) Quiz
- Monthly plea for "Project Police" participation for new stories



FOR SALE
STARDUSTER TOO PROJECT



Gen. Characteristics

Seating: 2
Length: 20 ft 7 in
Wingspan: 24 ft
Height: 7 ft 3 in
Wing area: 165 sq ft
Empty weight: 1,000 lb
Gross weight: 1,704 lb
Fuel cap: 20 Fus. 15 Wing
Powerplant: Lycoming
O-360, 180 hp
Max. speed: 180 mph
Cruise speed: 134 mph
Stall speed: 56 mph
Service ceiling: 23,000 ft
G limits: +/- 6
Roll rate: 120°/s
Rate of climb: 1,500 ft/
min

Sometimes, on rare occasions, opportunity comes knocking at your door. When that happens some individuals are astute enough to open the door. Well, KNOCK, KNOCK!!

EAA Chapter 50 in Huron, OH is offering for sale a STARDUSTER TOO Project. If you're looking for an economical two seat, sport bi-plane capable of plus or minus 6 G's then perhaps it's your lucky day. This kit includes:

- * Professionally welded fuselage, completed, primed
- * Wings (4) meticulously crafted, ready to cover
- * Center sections (ditto from above)
- * Full set of guide wires
- * Misc. parts, instruments too numerous to list

**Contact: Ed Beer, 419/610-3560 or
elb511@hotmail.com**