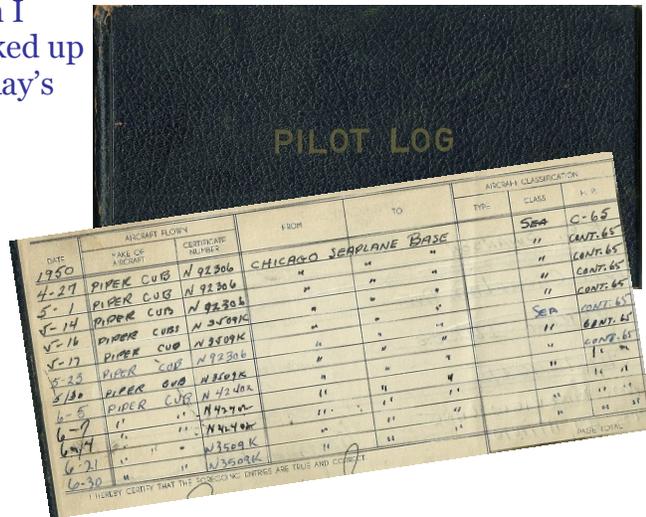


Dusty Logbooks

After reading Jeff Skiles' Looking through My Logbooks, in the March issue of Sport Aviation, I gave some thought to the subject of logbooks. In my closet I have an old book case where I store copies of Sport Aviation and Vintage Airplane. Among other items, this has also become the resting ground for some rather dusty logbooks. There seems to be no shortage of them. At one time I must have thought I would organize them, because there they were, stacked smallest down to largest on a shelf. The smallest up top is my youngest daughter's little blue and white logbook she received at Kid Venture in 2009. Just below that I found my older daughter's logbook she used at the EAA Air Academy in 2006. Below them I found my wife's log, a blank one we picked up somewhere and then my father in law Ray's logs.

Jeff's walk through his logbooks inspired me to take a little historical walk myself. Most of the dusty logs on my bookshelf and the one in my flight bag don't provide much historical perspective, so I sat down and explored Ray's logs. Ray (EAA 104905, AC 1862, IAC 10026) introduced me to EAA in 1990. I had thumbed through a few issues of Sport Aviation at his house in '89 and found them an interesting read, so when he suggested I join him for the big show in Oshkosh the summer of 1990, I jumped at the chance. I lack the literary skills to describe the experience here.



Back to dusty logbooks...

Ray's first logbook was an Air Associates, Inc., No. LP24 Pilot Log. His first entry dates 27 April 1950 at the Chicago Seaplane Base, where his instructor wrote "familiarization, straight and level, medium turns" in a Piper Cub N92306. I took my time reading through the first few pages of instructor comments and entries, even taking the time to check some of the registrations on the FAA website. On his 10th flight his instructor wrote "spins, stalls—approach, normal, full power on & off." Not sure if they just discussed spin avoidance or what. The 11th flight at 7 hours, 5 minutes the instructor endorsed him for solo flight with the very brief entry "OK for Solo." Jeff mentioned in his story that early pilots made their logbook entries in hours and (cont p.3)



Truly Sharing “The Spirit of Aviation”

If you’ve been around EAA any time at all, you will hear, read, or have pressed upon you that the organization wants to be known as “The Spirit of Aviation.”

What does that mean? Well, it varies from situation to situation, but to my simple mind, it means

that when someone thinks of aviation, EAA should come to their mind in fairly short order thereafter.

To do that, EAA and member chapters such as ours must aggressively find ways to positively present general aviation to the non-aviating (and aviating) public.

One way to accomplish this is to be willing to welcome just about anyone into our fellowship and let them see what we see about our aircraft, our privileges, and our approach to sharing our blessings. EAA 677 has done a masterful job of welcoming all comers. That goes beyond my “If your check will clear, you’re welcome here” philosophy. Our chapter has gained a reputation for opening the doors to anyone who’ll put up with our idiosyncrasies and welcoming their opinions, skills, and energy. There are many churches who could learn from us, and that’s a good thing (for us, not the churches).

The biggest demonstration I’ve seen so far of how EAA 677 embodies the Spirit of Aviation was shown at our March 2012 chapter meeting when the group voted unanimously to use our Young Eagles credits to send young Jerad Lewark to Young Eagles Academy at Oshkosh (cont p. 4)

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Glenn Mathews
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Steve Wurst
Ronda Schuman
Dennis Lanier
Vernon Prater
Leroy Story



minutes. The column headings in Ray's logs were even labeled as such and he continued the practice for many years.

More history...

Ray received most of his initial training in a Cub. His solo certificate states "Soloed today in a Piper Cub Plane" and even has a cub face logo on it. At 14 hours of instruction Ray took to dry land with a flight in an Aeronca Champ, NC82942, and he was hooked. This began his lifelong love of the type. He flew his first cross country from Southport to Waseca, Minnesota in Aeronca N36849, which I found on the FAA website registered to an owner in Dayton, Nevada. I would find it interesting to browse the logs of that 71 year old aircraft.

At 145 hours and 15 minutes he transferred his data to a Forrest Dines FD-1 Pilot's Master Log. Just before that he started his flight Engineer's logbook as he began training at Northwest Airlines. He started filling up his FE log in '58 and only had an occasional flight entry in his master pilot log till '64 when he began his training in a DC-6B simulator and eventually the right seat of the DC-6. It's interesting that on receiving his commercial ticket in June '64 he crossed out the column heading "solo" in his log and changed it to PIC.

Browsing through a few more pages I spotted his '82 cross country adventure to Kitty Hawk, NC in his Citabria and his visit to the big show at Oshkosh in '83. I'll save the rest of my historical walk for a rainy day of study.

Speaking of dusty logbooks

We have a number of opportunities to dust off the ole logbook coming up. Mark your calendar for April 28 and join us for the Young Eagles Rally at Flightways. Coming up in May we have our chapter's annual International Learn to Fly Day event on the 19th. If you need another reason to dust off the log, check out the AOPA challenge on page 8.

WANTED

Your pictures and stories

Airport pictures, both on the ground and from the air
Airport stories, past and present

Send in your aviation stories and pictures to [Hangar 13 News](#)



This summer, Jerad is one of our most frequent Young Eagle participants. He's there every time the weather allows and he brings friends. He's a Scout, a bright kid, and a lot of fun to have in a plane. If he can be in the air, that's where Jerad wants to be.

I have no idea whether Jerad will go on to become a private pilot, though I certainly hope he will be able to pursue his passion. I also have no idea whether or not his experience at Oshkosh will be everything we want it to be for him. But I am pretty darned sure that, when he comes home, if Jerad hears anyone say something detrimental or uninformed about the value of general aviation to our community, he will not sit silently. I hope he will speak out loudly, positively, and with the knowledge he's gained from being around us and those at Oshkosh about how general aviation fills a critical need for business, personal, and emergency transportation while offering a broad variety of challenging careers. I also hope he tells them how much general aviation has done for him.

That, to me, is what "Sharing the Spirit of Aviation" is all about.

We have two more opportunities to share our spirit in the near future: Young Eagles (and a Scout Troup) will be coming on the last Saturday of April – April 28. And International Learn to Fly Day will let us host "Old Eagles" on May 19. Watch for details. And let's keep sharing!

Ernie



AIRCRAFTSPRUCE EAST SUPERSALE

May 5th, 2012
452 Dividend Drive
Peachtree City, GA 30269
Tel: 706-487-2310

<http://www.aircraftspruce.com/east.html>
Falcon Field (FFC)
Shuttle service: 770-487-2310

Young Eagles Gallery– March 31



A dozen volunteers and no kids, but plenty of weather to talk about! For the third year running the weather showed up for our March Rally. Be sure to join us at next month's Young Eagles Rally, April 27. We have \$200 worth of fuel to distribute among participating aircraft, thanks to sponsors Flightways Columbus, air show raffle winner Peggy Murphy and the proceeds from our annual fundraising activities





10 for 2012

Chris Cook
George Wade
Jack Bartholet
Ernie Kelly



Maintenance

Advisory Circular 39-7D Airworthiness Directives

Unless stated otherwise, ADs only apply to type-certificated (TC) aircraft, including ADs issued for an engine, propeller, and appliance.

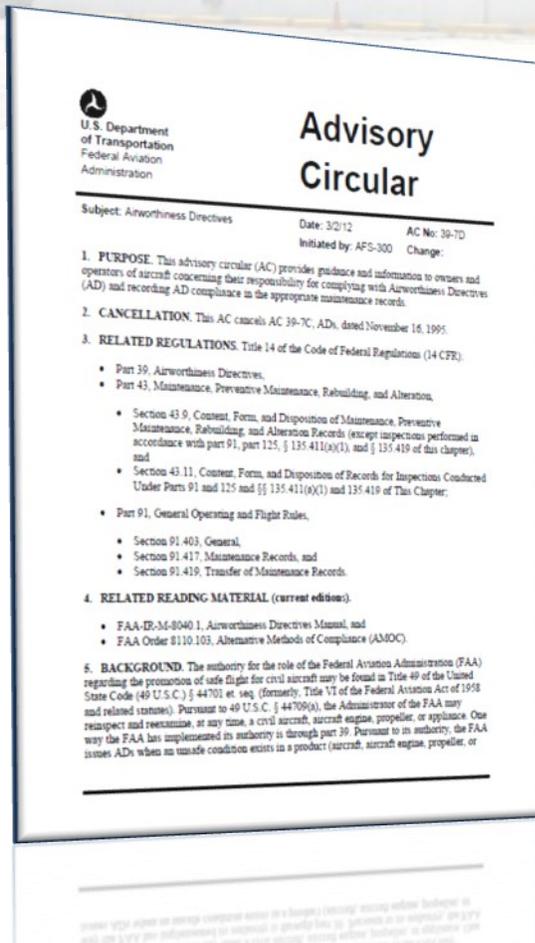
Examples:

“This AD applies to Lycoming Engines Models AEIO-360-A1A and IO-360-A1A.”

This statement makes the AD applicable to the engine models listed that are installed on TC'd aircraft.

“This AD applies to Lycoming Engines Models AEIO-360-A1A and IO-360-A1A. This AD applies to any aircraft with the listed engine models installed.”

This statement makes the AD applicable to the listed engine models installed on TC'd and non-TC'd aircraft.



Required Maintenance and Inspections

	What	How Often	Reference
A	Annual inspection (includes a check of Airworthiness Directives)	Every 12 calendar months	14 CFR 91.409
V	VOR check (if used for IFR)	Every 30 days	14 CFR 91.171
1	100 hour inspection (if used to carry passengers for hire or flight instruction in an aircraft that person provides)	Every 100 hours	14 CFR 91.409
A	Altimeter & Static System test and inspection (for airplane or helicopter operated under IFR in controlled airspace)	Every 24 calendar months	14 CFR 91.411
T	Transponder test and inspection	Every 24 calendar months	14 CFR 91.413
E	ELT (emergency locator transmitter) inspection & battery currency (with some exceptions)	Every 12 calendar months (see ref. for battery replacement schedule)	14 CFR 91.207

Georgia EAA Chapter Directory



[Chapter 6 - GA Sport Aviation](#)

Newnan (CCO)

[Chapter 38 - George C. Cowen](#)

Warner Robins (5A2)

[Chapter 172](#)

Augusta (61GA)

[Chapter 268](#)

Marietta (RYY)

[Chapter 330 - Coastal Empire](#)

Springfield (9GA1- private)

[Chapter 354 - Southwest GA Sport Aviation](#)

Dawson (16J)

[Chapter 468 - South Atlanta](#)

Williamson (GA2)

[Chapter 611](#)

Gainsville (GVL)

[Chapter 677 - Chattahoochee Valley](#)

Columbus (CSG)

[Chapter 690](#)

Lawrenceville (LZU)

[Chapter 709 - William B. Gardner](#)

Rome (RMG)

[Chapter 780](#)

Athens (AHN)

[Chapter 905](#)

St. Simons Island (SSI)

[Chapter 976](#)

Carrollton (CTJ)

[Chapter 1025](#)

Covington (9A1)

[Chapter 1082](#)

Moultrie (MGR)

[Chapter 1195](#)

Dublin (DBN)

[Chapter 1211 - Georgia Mountain](#)

Blairsville (DZLJ)

[Chapter 1332 - Sweet Onion Aviators](#)

Vidalia (VDI)

[Chapter 1350 - Air Grangers](#)

Lagrange (LGC)

[Chapter 1415 - Wingnuts](#)

Suwanee (GA27 - private)

[Chapter 1514](#)

Savannah



This Month in History

April '82—The Denight Special, named after builder Ron Denight, graced the cover. The 91 page issue published at EAA HQ in Hales Corners, WI., was loaded with information.

Paul Poberezny began his piece in “Homebuilder’s Corner” with:

“After some thirty years of EAA work, one wonders where do we go from here.”



International Learn to Fly Day May 19, 2012

Where: Flightways Columbus

When: 9 am to 2 pm

Looking for an excuse to fly? Join us as we introduce interested adults to aviation. Bring your non-flying friends! Look for more details coming soon.



Looking for an excuse to go flying?

Take up AOPA's Keep 'em Flying Challenge, a new time-bound contest to get you in the air between April 1 and July 31. Challenge Steps:

- Complete an Air Safety Institute online course;
- Fly at least five hours; and
- Fly in an aircraft serving as pilot in command to five airports or destinations that are more than 50 nautical miles from the immediately preceding departure point.

Register to take the challenge at [https://www.aopa.org/forms/KeepEmFlying/action/Somewhere to fly?](https://www.aopa.org/forms/KeepEmFlying/action/Somewhere%20to%20fly) See the Georgia EAA Chapter map on page 7

Around the State

Georgia Pancakes

EAA 690
Lawrenceville (LZU)
1st Sat, 8-10:30

EAA 709
Rome (RMG)
2nd Sat, 8-10:30

EAA 1082
Moultrie (MGR)
2nd Sat, 9:30-10:30

EAA 354
Dawson (16J)
3rd Sat, 7-10:00

EAA 1025
Covington (9A1)
3rd Sat, 8:30-10:00

EAA 1350
Lagrange (LGC)
3rd Sat, 8-10:30



AIR SHOW!

FEATURING
THE BLUE ANGELS ★ **ROBINS AFB
GEORGIA**

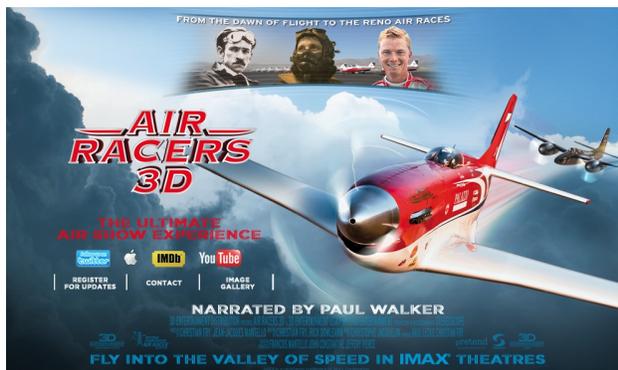
APRIL 28-29, 2012

FREE AND OPEN TO THE PUBLIC
GATES OPEN 10 A.M.; SHOW STARTS AT 11:30 A.M.

See Patty Wagstaff, Commemorative AF Red Tails Squadron, Liberty Jump Team, Kyle Franklin's Super Cub, Sky Soldiers, School Time Jet-Powered Bus, and more.

More information: www.robins.af.mil/airshow, 478-222-7469
Acts subject to change

Special Appearance by the USAF F-22 Raptor



Chapter viewing of Air Racers 3D at The Patriot Park IMAX Theater

Sunday, April 15th
Special chapter price of \$5
Meet outside the theater at 2:30pm



In the Neighborhood

EAA Chapter 1358 Presents

WING'S AND Thing's II

Saturday May 12th

8:00 CST until ???

- **FAASTeam WINGS Seminar**
- **EAA Young Eagles First Flight Program**
- **Lunch Cook-Out**
- **Old Fashion Alabama Ice Cream “Crank-Off”**



Fly-In to Headland Municipal Airport (OJ6) starting at 8:00 CST for a “Meet and Greet” coffee.

Seminar: “*Aging Gracefully*” starting at 9:00 CST at the Auburn University “Wiregrass Extension Service” Classroom (Transportation Provided for fly-in participants).

Young Eagles First Flight: Introduction and registration starting at 9:00 CST at the airport. Recommended ages 14 to 17 must be accompanied by parent or guardian.

SHARE THE SPIRIT – TAKE SOMEONE FLYING



Advertising coming soon!

Want to reach the Chattahoochee Valley Aviation Community?

We're making space available in our newsletter to help you do just that! See the special sizes and rates listed on this page. If you prefer a half or full page ad, please contact the [editor](#) for pricing.

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Contact the [editor](#) for more information or to place your ad.



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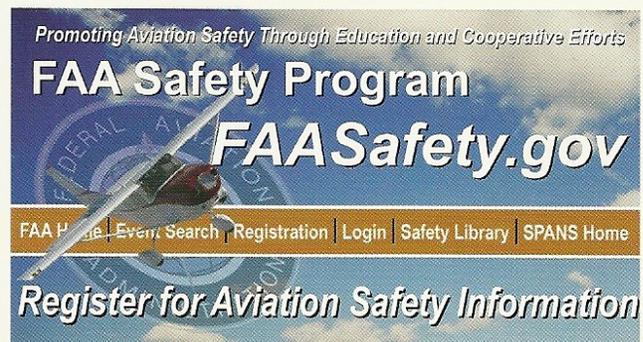


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or
\$10 per year

Business ad 3-1/2 x 3-1/2"

\$2 per month
or
\$20 per year



Promoting Aviation Safety Through Education and Cooperative Efforts

FAA Safety Program

FAASafety.gov

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