



New Murfreesboro Airport Terminal

Chris Hardee Member of the Month



Captain Chris Hardee had a very early introduction to the airline business by his Father who retired as an United Airline Pilot. It appears that Chris had a great affection for the controls of Piper Apache. So, how did Chris manage to get from here (in the photo) to His present position as Captain of Southwest Airline?

Like a few of us he started to learn to fly before he was legally permitted to drive a car. So he had to bum a ride to the airport or ride his bicycle as I did. In Chris' case he soloed before he could drive to the airport.

Like many Airline Captains it is a long bumpy road. Chris graduated from MTSU in 1999 with a BS in

Aerospace Administration. He began his flying career in his home town in Georgia as a flight instructor at the Gwinnett County airport KLZU. I know that airport well having flown in there with Curtis Collins (one of our former members) and pass by it by car many times to visit my daughter in Bishop, GA. His first airline job came in 2001 right here in Smyrna KMQY at our friend's Corporate Express Airlines. He was soon furloughed from Corporate, and eventually after 11 months he made it back to a major airline, Air Tran, in 2005 where he flew 717. Wait a minute! What is a 717, I never heard of a 717? We know of Boeing 707, 720, 727, 737, 747, 757, 767, 777, 787, & 797! But is a 717 a Boeing???? Well the Editor had to call a time out to see if Chris made an error or what is a 717? So it turns out that Douglas made a lot of DC aircraft DC-2, DC-3, DC-4, DC-6, DC-6, DC-7, DC-8, DC-9, DC-10, and many others. There were mergers and McDonnell merged with Douglas and there were several MD- airplanes made with the MD prefix. The DC-9 was a popular aircraft for short routes and so there were several MD-9, MD-80, MD-90, and MD-95 that all looked like the original DC-9 but with longer lengths and more passengers. Finally Boeing picked up the MD-95, re-engineered it and fitted it with new systems and called it the Boeing B-717. It had R-R Turbofans and would carry 130 some passengers. After Air Tran and the 717, Chris was able join Southwest Airline as a Captain flying B-737 with his base being at Chicago Midway Airport (KMDW).



Getting ready to depart KLAS for KMDW

My ride for the flight was a 737 Max8.



September Newsletter 2021

Meeting Sept. 9 7:00 PM

Young Eagle Sept. 18 10:00 AM – 1:30 PM

Board Meeting Sept. 23 6:00 PM

Chris holds the following Ratings: Single engine commercial, Multi ATP with Gold Seal and 3 type Ratings. He would like to add Glider some day. In his spare time he instructs at Murfreesboro Aviation as their Chief Instructor Pilot.

Important to EAA Chapter 419, he and his Wife, Staci serves us with being our Young Eagle and Eagle Flight Coordinators.

When Chris was a teenager his father bought a C-170 then later a C-180 and Chris has lots of time in tail draggers. Chris remains close to his family in Georgia. After his Dad's retirement from United, Chris enjoys flying home to visit in his C-172. He and his father visit with the original owner of the Apache in which the photo of baby Chris was taken.



What a Hangar should look like



Chris' 1980 Cessna C-172N



Tennessee Aviation Hall of Fame

Induction Gala November 6th

Cool Springs Marriott

There has been an EAA Chapter 419 Member nominated to be enshrined in the TAHOF this year. The chapter is in the process of reserving our own private table for this event. The cost of this table reservation will be \$1200. The table will seat 10 people. Since a well known and dedicated Chapter Member has been selected, it is expected that many chapter members would want to be present to witness this enshrinement and wish the applicant and his wife our congratulations. Chapter members are encouraged to purchase your tickets for \$100 each from our Treasurer Dan Perkey. Some members may receive an invitation from TAHOF offering tickets for sale. Members should reserve this source and use only if all tickets through our treasurer have been exhausted. The Chapter Treasury is subsidizing the event for \$200. Our Treasurer is requesting immediate requests for tickets with payment as soon as possible due to Chapter Cash Flow issues.

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Young Eagle Program Sept. 18 Saturday 10:00 AM to 1:30 PM



For a number of reasons our last Young Eagle Program had to be canceled. We are going to try again with full force on the 18th. Of course the program is subject to the Summer Weather here in Middle Tennessee.

What we need to do as chapter members is to plan to do a Young Eagle program no matter what the weather may look like--it may not turn out that way. Sometimes decisions may have to be made at the drop of a hat.

So who can serve at an Young Eagle event? All Chapter members There are a number of jobs anyone can do as a matter of skill level. We have two senior members who have volunteered to be part of a Welcoming Team dressed in their Flying Suits who have more Military and Civilian experience than anyone else in the Chapter. People need to be available to escort applicants to and from the airplanes and watch the ramp activity for safety reasons.

We need volunteers to help Staci Hardee at the Registration table to help applicants with filling out forms and other administrative tasks.

And, of course, Chris Hardee needs a number of aircraft and qualified pilots to do the flying.

Chris is making arrangements to bring in a couple of Food Trucks to provide Shipp Dawg's BBQ and Shaved Ice. For advertising, arrangements have been made to be guests on the Truman Jones' Radio Show on WGNS September 9 at 9:00 AM. Chris also has ideas for other means of drawing a great number of applicants.

During the week of September 6 (time and place to be announced), Chris will be having a casual Dinner Rehearsal for all volunteers who will contact Chris by Wednesday, 1st of September. That does not give us much time. Chris is most concerned about Airplanes and Pilots. Understand that the Radio Show and our regular Chapter meeting is this same September week.

I would challenge all interested Chapter members to write or call Chris or Staci Hardee ASAP and offer your assistance in the up-coming YE Program. Chris' Cell phone is listed as 615-482-1592 or better write an e-Mail to chardee05@gmail.com

A Fantastic Fly-Out by Lin Dunn

Lin was kind enough to stop by my hangar and share with me a wonderful Fly-Out Vacation trip he took in his Cessna Cardinal up to Battle Creek, Michigan. Once there, he rented a car then drove around southern Michigan and Northern Indiana visiting a number of both Air and Automobile Museums. His story was so interesting he left me with a significant desire to see some of the museums for myself. I begged Lin to give me a list of museums he visited with their addresses. Better than that, Lin wrote a blow by blow as follows:

"On July of this year, I flew to Battle Creek, Michigan. It was a non eventful flight with only one minor vector for traffic over northern Indiana. Battle Creek was chosen as a central for several museums on my itinerary. Duncan Aviation on the Battle Creek/Kalamazoo Airport was great to work with, and had reasonable fuel prices. The rented car rates were reasonable also.

The first day in MI I went to the Gilmore Car Museum in Hickory Corners, MI, about ½ hour west of Battle Creek. The Museum has about 400 cars in six buildings over 90 acres. Some of the buildings are set up as dealer show rooms of the 1930's, 40's, and 50's. They also have a 1940's diner which is a welcome asset as the museum takes several hours to see. All in all it is a very pleasant place to spend day.

The second day I went about 90 miles South to Auburn, IN. Auburn is the home of the Early FordV8 Museum, The Auburn-Cord-Duesenberg Museum, and the National Automotive and Truck Museum. Each of these museums has 40 to 100+ cars and each is very well presented.

The third day I went east to Belleville near Ypsilanti which is the home of the Yankee Air Museum. They have about 20 aircraft, though all are not on display at this time. I was interested in how the Ford Motor Co. built B-24 Bombers at the Willow Run facility at the rate of greater than one per hour. The challenges were well covered and the guides were most friendly and helpful. Another large aircraft museum in the area that I did not get to on the trip as I had visited on a previous trip is the Kalamazoo Air Zoo.

The Fourth Day, I came back by the Air Force Museum which needs no explanation.

All of these facilities have Web Sites with hours and other details.

There are two books that help in finding these types of museums:

"Guide to Aircraft Museums USA and Canada."

"Classic Car Museums & Attractions."

It was a great trip with just a little light IFR weather on the return trip."

Chapter Officers:

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Dan Perkey	Treasurer
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David Swindler	Membership & interim Newsletter
Chris Hardee.....	Young Eagle/Eagle Coordinator
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