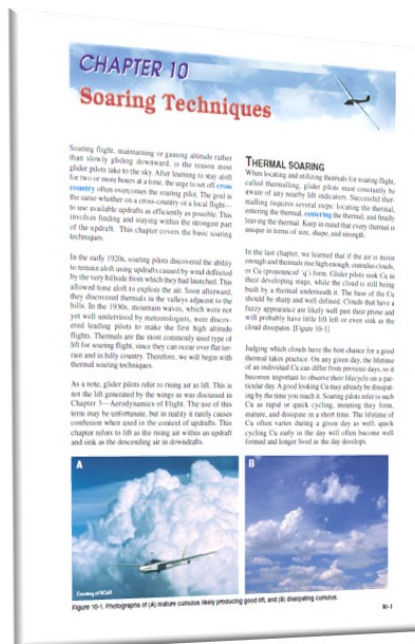




The Joy of Soaring— CFGI Lane Bush of the Rose City Soaring Association was the guest speaker at our January 31 chapter meeting. Lane shared his love and excitement for soaring to a packed house. The association, based in Quitman, GA, operates two Schweizer 2-33A trainers, a Schweizer I-26 and Schleicher Ka8b.

The seminar was loaded with information, providing an excellent introduction to soaring and participants also received WINGS Pilot Proficiency Program credit. Lane walked us through launch at the end of a 200ft tow line behind a C-182, thermalling, soaring, landing and certification requirements. Our group of powered plane pilots were amazed to hear that the Rose City Soaring Association's record for time aloft currently stands at 5 hours and 51 minutes.



Just before release of this month's newsletter, we learned that Lane was recognized as the Most Active Instructor in Region V (TN, NC, SC, GA, AL, MS, & FL) during the General meeting of the Soaring Society of America this month.

Check out Rose City Soaring Association's site at <http://rosecitysoaringassociation.shutterfly.com/>

Learn more about soaring in the Glider Flying Handbook FAA-H-8083-13 (20MB) available for download at: http://www.faa.gov/library/manuals/aircraft/glider_handbook/



“Godspeed, John Glenn...”

February 20, 2012 was the 50th anniversary of John Glenn’s three orbits of our planet. Now 90 years old, Glenn recalls the flight “quite vividly,” as he said during an interview with National Public Radio on the day of the anniversary.

If you’ll allow me to indulge in a bit of hero worship, I’d like to share exactly how vivid an impression John Glenn’s flight made on me as a scrawny four-year-old who was just starting to grasp that big things went on outside our house.

In 1962, my family lived in Orlando, barely an hour from Cape Canaveral. Seconds after Walter Cronkite announced the liftoff and fellow astronaut Scott Carpenter urged “Godspeed, John Glenn,” we rushed to our back yard and looked east. We could follow the pencil thin trail of smoke from the booster carrying Glenn aloft as it traced its course into the sky and disappeared.

From the moment Glenn emerged from Freedom 7 five hours later, I wanted to be an astronaut. Becoming a pilot was a foregone conclusion for me – every adult male relative I knew was already a pilot; and by the ripe old age of four, I was a general aviation veteran, having flown with my family to Columbus, Georgia in our 1959 Cessna 182B to visit my grandmother. But becoming an astronaut – now *that* was a goal worth pursuing.

And that’s what I did for the next fourteen years, even accepting an offer of admission to the U.S. Air Force Academy (an offer I am certain our government deeply regrets to this

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day). After leaving the Academy because of a nearly perfect ineptitude in calculus, it took another 32 years for me to earn my private pilot's certificate. Space flight changed dramatically during that time, but John Glenn's place in my Hall of Heroes did not. If anything, he bolstered his stature after participating in STS-95 on the space shuttle Discovery at age 77 in 1998.

When I heard his 50th Anniversary interview on the radio, I could not accept that John Glenn was 90 years old. His voice was strong, his answers crisp, his memory clear. Despite that, two things really resonated with me: 1) His love of flying began when he took his first flight at *age eight* (he shared a seat belt with his dad in the open cockpit of a Waco...); and 2) Glenn and his wife sold their pressurized Baron *last year*. He still had a current medical (at age 89), but recent knee replacement surgery made boarding the plane difficult.

The pilot of the Waco who took eight-year-old John Glenn flying had no idea that flight would inspire an historic career in aviation that would span 82 years. But I can't let go of the fact that Young Eagles take their first "official" flights with us when they are only eight. Let's keep that in mind when rowdy youngsters show up at the airport on the last Saturday of each month. One of them *could* be the next John Glenn!

Please join me in committing to launch at least one 82-year love of aviation a year by giving each Young Eagles Rally our very best effort in whatever role you play. And if you've never participated, you don't literally know what you're missing.

Ernie



AIRCRAFTSPRUCE EAST SUPERSALE

May 5th, 2012

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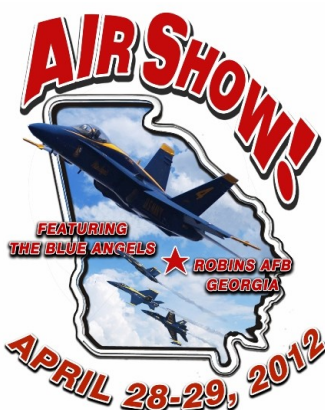
<http://www.aircraftspruce.com/east.html>

Falcon Field (FFC)

Shuttle service: 770-487-2310



Vidalia Onion Festival
Airshow
35th Annual
April 26-29
Vidalia (KVDI)



Robins AFB Airshow
Blue Angels to Perform!
April 28-29
Warner Robins

Airshow Season coming soon!



Dekalb-Peachtree (PDK)
Good Neighbors Day
May 12



The Thomasville
Fly-In
45th Annual Fly-In
October 12, 13, and 14



Boshears Skyfest
19th Annual
October 20-21
Augusta (DNL)



Moody Community
Appreciation Day
Airshow
October 27-28
Moody AFB



Fast-track Your Medical Certificate

With FAA MedXPress, you can get your medical certificate faster than ever before.

Here's how: Before your appointment with your Aviation Medical Examiner (AME) simply go online to FAA MedXPress at <https://medxpress.faa.gov/> and electronically complete FAA Form 8500-8. Information entered into MedXPress is immediately transmitted to the FAA and forwarded to your AME before your medical examination.

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The screenshot shows the FAA MedXPress website interface. At the top is the Federal Aviation Administration logo and the text "Federal Aviation Administration". Below this is the "FAA MEDXPRESS" header with the "FEDERAL AVIATION ADMINISTRATION" link. A navigation bar includes links for "home", "logout", "help", and "ame guide". A note states: "Enter all date in MM/DD/YYYY format unless otherwise specified. Click the question mark icon next to the item number to access the AME Guide page for that item. Instructions for completing the application can be found by clicking the help link above." The form fields include: 1. Application For (Airman Medical Cert. selected), 2. Class of Medical Cert. (1st, 2nd, 3rd), 3. Last Name, First Name, Middle Name, Suffix, 4. SSN, 5. Address, Telephone Number, 6. City, State (GA selected), Country (USA selected), Zip Code, 7. Date of Birth, 8. Hair Color (BALD selected), 9. Eye Color, 10. Sex (Male selected), 11. Citizenship (USA selected), 12. Type of Airman Certificate(s) You Hold (None, ATC Specialist, Flight Instructor, Recreational, Airline Transport, Flight Engineer, Private, Other, Commercial, Flight Navigator, Student), 13. Occupation, 14. Employer, 15. Has Your FAA Airman Medical Certificate Ever Been Denied, Suspended, or Revoked? (Yes selected), 16. Total Pilot Time (Civilian Only), 17. To Date, 18. Past 6 months, 19. Date of Last FAA Medical Application, 20. No Prior App, 21. Do You Currently Use Any Medication (Prescription or Nonprescription)? (Yes selected). A section for medication information is also visible, with fields for Medication Name, Dosage, Dosage Unit, Frequency, and Previously Reported.

The Fast-track ad for **MedXPress** has been with us for several years now. The system allows anyone requiring an FAA Medical Certificate or Student Pilot Medical Certificate to electronically complete the FAA Form 8500-8 (online form to the left). Information entered into MedXPress will be transmitted to the FAA and will be available for your AME to review at the time of your medical examination. MedXPress use becomes **Mandatory** Oct 2012.

<https://medxpress.faa.gov/>



Our Young Eagles Program saw a great start January 28, adding 37 Young Eagles to the World's Largest Logbook. In the coming months we're going to work on improving our operation with some interesting changes, such as assigned Crew Chiefs to help with loading and unloading, parent navigation and paperwork. Be sure and join us this Saturday February 25 as we welcome a local scout troop and the Bayonet News.



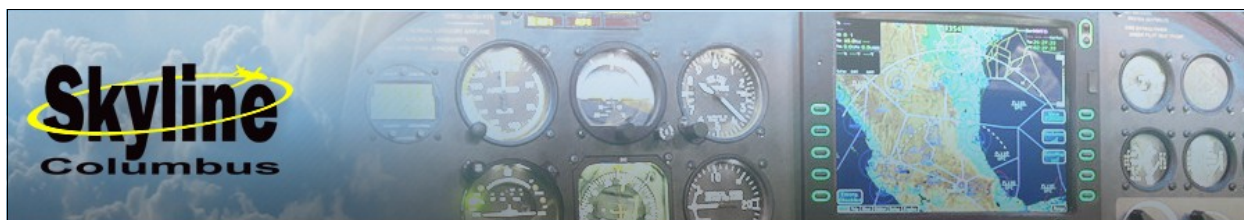
10 for 2012
Chris Cook
George Wade



This month in history

February 1953— The first issue of the official EAA newsletter — The Experimenter — is published. The newsletter is originally written, typed and mimeographed in Paul and Audrey Poberezny's basement and eventually evolves into Sport Aviation, EAA's flagship publication.

Skyline Columbus, the local leader in fixed wing flight instruction now provides rotorcraft flight instruction. A beautifully restored Schweitzer 300 helicopter joins the lineup at Skyline. Stop by and meet instructor Parker Taylor and enjoy an introductory flight around the Columbus area for only \$99. Check out the Skyline website and Facebook page for more details and pictures. <http://skylinecolumbus.com/> or call (706) 322-6565 to schedule a flight



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



Coming to The Patriot Park IMAX Theater
<http://www.nationalinfantrymuseum.com/imax.cfm>

Next Chapter Meeting

February 28
At
Skyline



Young Eagles Rally

February 25
at
Flightways





EXTREME THUNDER



★ FEATURE ACTS ★

- ★ Team RV- World's Largest Formation Aerobatic Team
- ★ Gary Ward in his MX2
- ★ Greg Connell in his Radial-Engined Pitts
- ★ F-18 Demonstration Team
- ★ V-22 Osprey Demonstration Team
- ★ Sky Soldiers Cobra Demonstration Team



INCLUDING

Aerobatics
Vintage WWII Warbirds
U.S. Army Infantry Vehicles
and Weapons Display
Airplane and Helicopter Rides
Kids Carnival and Great Food

AIR SHOW

MARCH 17-18 ★ COLUMBUS AIRPORT ★ 10 AM TO 5 PM

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www.ThunderInTheValleyAirshow.com
Free parking and shuttle
information on website
Columbus, Georgia



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To access this code, please visit your mobile's app store and search for "GT". It will give you the latest news and updates about the show.

Acts scheduled to appear • No rain dates and no refunds