

WILL CHRISTIAN AIMS AT GETTING PRIVATE PILOT CERTIFICATE

Will Christian, the son of EAA 172 member Ed Christian, undertook his first solo flight on July 9th. Since then the 16-year-old Lakeside High junior has taken more solo flights and, with his instructor, has flown from Augusta to Athens, Georgia., and back. "It didn't really kick in until my second or third time flying solo, the excitement of what I was doing," Will said. "You can't get that feeling doing anything else. It's great."

For nearly two decades, his father, Edward, has flown commercial jets for Delta Air Lines. He also flew F-16s in the first Gulf War as an Air Force pilot. Will might follow in his father's footsteps. "I've thought about maybe going into the Air Force," he said. "I'm really not sure yet, but it's something I could fall back on if I wanted to because of the experience I'm getting."

Will's father encouraged him to start flying lessons. "All of my life, I've been pretty interested in it," he said. "When I turned 16, he started telling me *Now*. Will hopes to obtain a pilot's certificate before the year concludes. His solo flights have impressed his mother, Mary. "I've never seen that side of Will before," she said. "I mean, flying an airplane? I didn't really know he had it in him to stay so calm." Will was recently featured in an article in the *Columbia County News-Times*. *Portions of this were excerpted from the 09/02/09 Columbia County News-Times.*



Will Christian wants to get his pilot certificate by year's end.

*PHOTO BY: Jim Blaylock
Columbia County News-Times .*

FAA INTENDS TO CUT NDB, VOR, AND GPS APPROACHES

AOPA ePILOT August 28, 2009



In its latest round of proposals to cancel instrument approaches, the FAA expanded its scope from slashing NDB approaches at airports that also had RNAV approaches to include cutting VOR and GPS approaches. Of the 154 approaches that the FAA is considering canceling, 64 are VOR approaches and 19 are circling GPS approaches. While AOPA supports the FAA's efforts to eliminate redundant ground-based procedures and shift its resources to developing more satellite-based GPS-WAAS approaches, the association wants to ensure that necessary approaches are not canceled. In order to do that, AOPA needs to hear from pilots who have local knowledge of these approaches to assess how their elimination would impact instrument access to those airports.