

Passings

George W. Odom

WAYNESBORO, Ga. - Mr. George W. Odom entered into rest on Sunday, May 23, 2010 at his home in Waynesboro, GA. George is survived by his wife of 42 years, Marolyn J. Odom, his son and his fiancée, George Cale Odom and Reagan McGowan, his brothers Gene (Sandra) Odom and Bobby (Elaine) Odom both of Metter, GA, his sisters Gynette (Howard) DeLoach of Shellman Bluff, GA and Geraldine "Dixie" Odom of Metter, GA, three sisters-in-law, Sandra (Danny) Gibbs, Carolyn Durrence and Brenda (Jimmy) Haire all of Claxton, GA, and several nephews, nieces, great nephews & great nieces, also a special family Steven, Jolene, Samantha and Ryan Dixon of Waynesboro. George was preceded in death by his son Ryan Oliver Odom, his parents Oliver & Leatha Bell Odom and his parents-in-law John & Dollie Jenkins. Upon his request, George's body has been donated to the Medical College of Georgia, Augusta, GA. A memorial service was held at the Burke County Airport on Thursday, May 27, 2010 at 7:00 pm. In lieu of flowers, the family asks that you donate to your church or favorite charity. George was a member of Operating Engineer Local #474, Holmesville Masonic Lodge #195, Baxley, GA, National Headquarters of Civil Air Patrol, rank as Major, Evergreen Baptist Church, Cobbtown, GA, American Legion William C. Scott Post #270. George retired from Operating Engineers Local #474 and Burke County Road Department.

Christopher D. Hughes

WASHINGTON, Ga., - Mr. Christopher Duane Hughes, 44, of Washington, GA, died May 29, 2010 at MCG. There will be a "Celebration of Life" on Saturday, June 19th, details will be forthcoming. Hopkins Funeral Home. Published in The Augusta Chronicle on June 1, 2010.

Member Wooten York, who bases his aircraft at Washington-Wilkes, and knows Chris well, said that Chris was shot after dropping his loaded gun. Chris was the FBO manager at the Washington-Wilkes Airport (KIIY).

Chris' aviation career began in 1986 with the maintenance of Bell helicopters in the U.S. Army. Since his discharge in 1989, he has worked with fixed-wing aircraft in the general aviation industry. Chris was a licensed A&P and an IA and, in 1999, opened This Old Plane with a specialty in antiques, classics and warbirds.

Chris also was the contact for an EAA 172 fly-out last year to the Mule Day events at Washington Wilkes airport and also the Young Eagles Day which EAA 172 put on in October, 2006, and in subsequent years. In 2008 he had arranged for EAA volunteer pilot, Keith Donker of Evans, to return for the third year to give "Young Eagles" plane flights to youngsters at the Washington-Wilkes airport. "We really like to introduce kids to aviation, to spark their interest in flying," Hughes said, "Last year, Keith Donker gave more than 60 kids their first taste of flying, and we hope we can have even more that this year."

WORLD'S LARGEST AIRSHIP NEARLY READY



FROM AOPA: Watch for a really big airship to fly somewhere in the Montgomery, Alabama, area later this year. At 235 feet, builder E-Green Technologies claims it is, or will be, the largest in the world. The airship can carry payloads of 2,000 pounds up to 20,000 feet at dash speeds of 80 mph. The Bullet 580 looks like, well, a bullet. Payloads are carried inside the outer envelope, which is one-sixteenth of an inch thick but 10 times stronger than steel. It is made of Kevlar. It is touted for a number of surveillance and communications uses, and can remain on station for hours at a time. The first mission is for NASA and Old Dominion University and consists of equipment to measure the moisture content of soil.

NAME THAT PLANE

Hummel Bird

From Wikipedia, the free encyclopedia

The **Hummel Bird** is an Experimental/Amateur Built aircraft designed by Morry Hummel. It is a single seat, single engine, all metal airplane typically powered by a 1/2 VW engine in the 32 hp-45 hp range although other engines have been used successfully. It is built from plans, but many of the components are available pre-made from Hummel Aviation. Examples have been built for less than \$4,000 with extensive "scrounging" but with all new material and a pre-built engine, a more likely figure would hover near \$8,000-\$10,000.

Development

The Hummel Bird is a derivative of an earlier design known as the "**Teenie-Two**". Originally designed by Calvin Parker, the design was featured in Popular Mechanics May 1971. Plans for the Teenie Two were originally offered for sale in 1969 and are still offered today with more than 12,000 sets sold.

The next generation of the design was called the "**Windwagon**". Designed by Gary Watson, the windwagon shares a great deal of the design elements of the Teenie Two and debuted at the Experimental Aircraft Association fly-in in Oshkosh, Wisconsin in 1978. The most obvious variation from the Teenie Two is in the fuselage. The Windwagon fuselage is smaller and is essentially a union of two cones. One that starts at the seat back and tapers to the back bulkhead and another that tapers forward of the seat back to the firewall. This design element would carry on to the Hummel Bird.

In the fall of 1979, Morry Hummel, who worked in the Curtis Wright experimental department during WWII, purchased the plans for Gary Watson's Windwagon and the development of the "Hummel Bird" began. Because of the weather in Hummel's state of Ohio, a canopy was needed. The horizontal stabilizer attach construction was re-designed. The seat back was raised 5 inches so a shoulder harness could be added, and the instrument panel was raised 2 inches, increasing fuel capacity and leg room. The wing was completely re-engineered. The dihedral break on the Windwagon was in the middle, Morry made the center wing section straight and put the dihedral break at the point where the outer wing panels bolt to the center section. The Hummel Bird spar is built up of 1/8 6061-t6 aluminum angle spar caps, with a .040, 2024-t3 spar web. The spar cap angles are doubled in the center section, and tapered in the outer panels. The number of ribs was increased, the thickness of the skin was reduced, and the skins get even thinner toward the tips. The ribs are now a two piece design with one in front of the spar(nose rib) and one between the spars(main rib). The skins are riveted to the spars leaving no bump where the one piece ribs previously pushed the skin up where it crossed the spar. Both the Teenie Two and the Windwagon had tricycle landing gear, however, Morry preferred conventional landing gear so taildragger gear became a popular option. There were other changes as well, comprising a significant improvement over the wind wagon.[3] He finished his project in July 1980. In July 1982, the plane was featured in an article written by Jack Cox, of Sport Aviation. Jack dubbed Morry's new creation the "Hummel Bird" and the name stuck.

Originally builders had to buy Windwagon plans as well as Hummel's modifications and try to incorporate the two. This proved very difficult. One of those builders was Bill Spring. An engineer by profession, Spring took a great many photos and consulted with Morry Hummel until he had the complete design. He then created CAD drawings and a builders manual which now comprise the plans package available from Hummel Aviation.

Despite the misconception, the **Hummel Bird** is not an ultralight aircraft. Its empty weight exceeds the specified 254 pounds, it carries more than 5 gallons of fuel, stalls at a speed above 24 knots and its top speed is well beyond the ultralight limit of 55 knots.