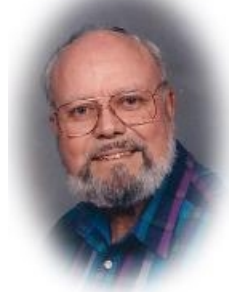


Earl L. Hildebrant

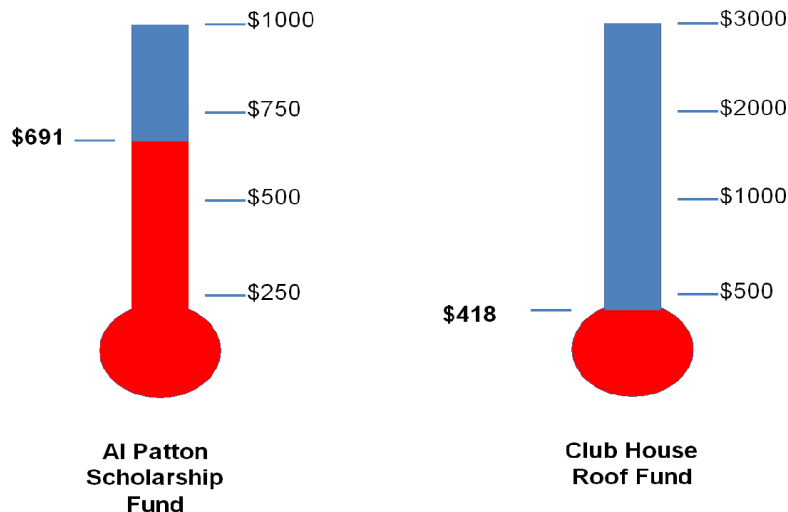


AUGUSTA, Ga. - Entered into rest Wednesday, September 22, 2010, Mr. Earl L. Hildebrant, 83, husband of Jean Hildebrant. Mr. Hildebrant was a native of Midland, MI. He worked as a Field Service Engineer for Garrett Aviation. He was a pilot for 68 years and traveled the world extensively. Mr. Hildebrant was held in high esteem by members of the aviation industry, locally and abroad. He served as a mentor to many and will be sorely missed. Family members in addition to his wife include children: Peter Hildebrant (Leanne) and Susan Hildebrant, stepchildren: Jessica Jimenez, Marjorie Jimenez, Juan Jimenez (Kathie), Jon Jimenez (Toni) and James Jimenez (Debbie), grandchildren: Samantha Hildebrant, Luci Barnhill, Leslie Fryer, Sam Jimenez (Marcie) and Shelly Lorenzen (Steve), great-grandchildren: Shelby McNeal, Bryson McNeal, Amber Jimenez, Emily Jimenez, Samantha Jimenez, Jamie Jimenez, Herbert Barnhill, William Barnhill, Debra Fryer, Alyssa Lorenzen, Maddie Lorenzen and James Lorenzen, Best Friend: Steve Thompson (Jo). Mr. Hildebrant is also survived by one sister and three brothers. A Memorial service was held Saturday, September 25, 2010 at 10:00 A.M. at Hephzibah United Methodist Church, 4431 Brothersville Rd., Hephzibah, GA 30815, with Rev. T.G. Hall officiating. The family received friends following the service at the church. In lieu of flowers the family requested that memorials be made to Hephzibah United Methodist Church, PO Box 65, Hephzibah, GA 30815.

Thomas Poteet & Son Funeral Directors, 214 Davis Rd., Augusta, GA 30907 (706) 364-8484.

FUND RAISING STATUS

Many are already aware that we have two fund raising efforts going on: 1) Al Patton Scholarship and 2) roofing fund. We do solicit funds from those who attend the meetings, but most of our members cannot make all the meetings. I appeal to you also for support of these two funds. Please consider writing a check for whichever you want to support and send to Don Bush, (address is on page 1 of this newsletter). Remember when writing checks, please make them out to **EAA 172** only. Other fancier titles only get us in trouble with the bank. I will be communicating our progress monthly as we move toward our goals. Again, thank you very much for your support! *AI*



Member Spotlight

Doug Johnson and Dana Dudley

Where were each of you born? Doug Johnson: Bakersfield, California.

Dana Dudley (wife): Sterling, Illinois

Where were each of you raised? **Doug:** Bakersfield, CA, moved to Lesotho, southern Africa for four years with missionary parents. My father was an ophthalmologist in a tiny, very mountainous country. After that, I finished high school and college in east Tennessee. Since then, I have lived in Michigan, Florida, and now South Carolina, just across the street from Twin Lakes Airpark. **Dana:** Sterling, Illinois.

Where did you meet each other? We met working in the hospital while in Michigan. I was Dana's boss and she was afraid of me. I miss those days! Actually, I was the boss of the Intensive Care Unit and she was hired by another department, but assigned to our unit. We worked together for four years while she went through nursing school.

Tell about your children:

I have two sons from a prior life. The older son is Rob and has graduated with a degree in Chemistry from the University of Florida. He is currently staying with us while job hunting. Younger son is Steve. He is a certified chef and a certified pastry chef. He lives in Florida. Dana and I have three dogs: Two Weimeraners and a beagle. They are quite spoiled.

What does each of you do for work? We both work for the Medical College of Georgia as registered nurses in the hospital. I work in the Medical ICU and Dana works in the Neonatal ICU. Interesting that I am the pilot and Dana gets paid to fly. She is part of the NICU Transport team and flies on the helicopters and on rare occasion fixed wing jets.

What got you interested in flying and/or homebuilding? My dad started flying when I was two years old. I have his first solo certificate plaque on my wall. I never remember life before flight. We owned a Tri-Pacer, a turbo charged Apache for flying over the Nevada-Sierra's, and a Maule M-5 while in Africa. Unfortunately, my father was killed in 1991 while flying his Piper Aztec in northern California. In high school, (a boarding school) my best friend owned a Taylorcraft. He was 17 and had his private license. I was 16, but neither of us had a driver's license. His mother drove him to the airport so he could fly to the airport where I lived just outside of Chattanooga, TN. We then flew to see our girlfriends for the weekend just north of Nashville, TN. How cool when you couldn't legally drive a car, but could fly a plane to a date! I developed an interest in radio control flying after watching my uncle do it when I was about 10. I flew Cox 0.49 control line planes, and then got into radio control planes in high school. As much as I enjoy full-scale flight, I have a passion for radio control flight due to its possibilities and technical innovation.

What was your first flight? It had to have been in the Tri-Pacer. In 1993 I did my first solo in a 1945 Aeronca Champ at 5 hours. Loved that plane, but Dana nearly quit flying with me her first time up in the Champ when I did a hard slip on approach. Should have warned her, 'cause she knew we were going to die for sure.

Dana's first flight experience was a round trip commercial flight from Chicago to Florida when she finished eighth grade. The next time she flew was the day before she started nursing school. She went up in a Cessna 182 and jumped out! She figured if she didn't survive she wouldn't have wasted any effort on college. Her NEXT flight was as my FIRST passenger the day of my private pilot checkride. Dana is a fantastic co-pilot. She handles the GPS as well as the transponder and frequency changes on the radio. She also makes a great traffic spotter as a great supplement to the TIS on-board display.

What pilot ratings do you have? Private Pilot - Airplane, Single-Engine, Land, with High-performance and Tail-wheel endorsements. Dana's goal is to land the airplane once and walk away. To this end, she has mastered reconfiguring the plane and getting down to 10 feet where she knows she can chop the throttle and hit the runway.

How many hours now? Approximately 270 hours. 80 hours of that has been in the last year since acquiring our Traveler.

