

JOHN MAGNAN AND HIS HISTORY WITH EAA 172

In 1995 John Magnan discovered that since Charles Evans, the FBO operator, had passed away, the Wrens airport (65J) had no one to occupy it. He talked to Wrens city mayor J.J. Rabun and discussed whether the flying club John belonged to, EAA 172, might lease the office/lounge and hangar. He proposed this to the club and as a result a letter was sent to the city of Wrens. The city approved this in 1996 and John was appointed as the liaison between the Chapter and the City of Wrens. Not only would he be liaison but would keep up the appearance and condition of the office/lounge, hangar, and grass at the Wrens airport as well as trimming the grass at the edge of the asphalt runway and maintaining the 1300 foot sod runway which he had first constructed in 1998. John retired from being the liaison between the Chapter and the City of Wrens as well as any other activities at the Wrens airport at the end of 2010. Magnan had been voted to be Secretary of EAA 172 in late 1995 and kept that position until December, 2017.



John managed most of the fly-ins at the Wrens Airport from 1996 through 2010. These included both Spring and later on Spring and Fall Fly-ins as well the Wrens Gourd Festival and other special fly-ins. He also handled at least one “poker run” in the early 2000s. He also, during this time, worked with, then managed, several rotorcraft fly-ins at the Barnwell and Aiken, South Carolina, airports.

Also, he volunteered for and then set up displays at the Boshears airshow/fly-in in Augusta, Georgia, from 1995 through 2012, the last year of Boshears. In the early 2000s he set up the inside of a 12' x 30' trailer with displays of EAA 172 activities.

After the founder of the EAA 172 internet Website resigned in 1999, John took over the EAA 172 Website. He used his own Web/internet resources on which to base the new Website and among other things, added a history of the club activities which included both all minutes from 1996 and also calendar happenings from 1998. He continued the updating of the EAA 172 Website through the end of 2017.

As EAA 172 secretary, John Magnan reported the minutes and took photos for the EAA 172 newsletter and Website. He provided sign-in lists for various EAA 172 events. He also maintained the membership list and files. Additionally he responded to both written and e-mailed messages. Added responsibilities included keeping up with the club inventory, obtaining annual licenses and permits from the state of Georgia as well as Richmond county, and doing the annual paperwork for the EAA national membership. He also annually updated the EAA 172 tax exempt status with the Internal Revenue Service and renewed the EAA 172 Wrens airport Airnav website information. John also advertised major EAA 172 happenings (Spring and Fall fly-ins, Boshears fly-ins, obituaries of EAA 172 members, etc.) to EAA 172 members as well as flying clubs in Georgia, North Carolina, and South Carolina.

As members who provided parts of the monthly club newsletter passed away, John took over their responsibilities such as the first page graphics/information and the mailing list. He also provided additional information and photos for the newsletter besides those which were needed for the Minutes page. To save club funds he initiated the on-line newsletter for those who had internet resources in May of 2010 and then only printed and mailed some newsletters for those few who needed it rather than the 180 copies which had been previously mailed and printed. Al Patton retired from doing the club newsletter in the middle of 2012. John then took over publishing and sending out the *Pea Patch Post* which he continued to do through December, 2017.

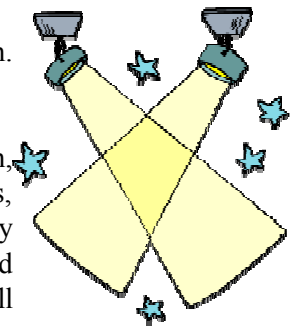
Member Spotlight

Virginia & Don Bush



Where were each of you born? Don: Detroit, Michigan.
Virginia: Augusta, Georgia.

Where were each of you raised? Don: After one month, lived in Indianapolis, Indiana until 4 and a half, then Dallas, Texas until November of 1987 when he moved to the Sandy Hill property (where he created a private airport designated GE30) in Burke County. The associated city for Sandy Hill is Waynesboro, Georgia. Virginia: Augusta, Georgia.



Where did you meet each other? In Sarasota, Florida where they met at the rehearsal dinner of Don's brother Dan's second wedding where Virginia was a bridesmaid.

Tell about your children: none

Tell about your pets: Currently, 6 horses (down from 15), two cats, one dog, and two more rescue dogs they're trying to place. Please ask about them.

What do each of you do for work? Aside from raising trees and hay for the horses, caring for the horses and pets, and caring for 410 acres and a private airfield, both are retired. Don was a civil engineer licensed in Texas and then Georgia. Virginia was a flight attendant for Delta airline for 29 years.

What was your first flight? Don's first flight in general aviation was when his boss (the City Engineer) took him up in a J-3 Cub to check on a new raw water pipeline under test. Yes, the pipeline leaked and they landed in a pasture to inform the contractor immediately. And yes, Don was on the clock. He was hooked, but it was almost 30 years later before he began flight training.

What got you interested in learning to fly and/or homebuilts? Don's brother Dan is an ATP and had bought a Piper Cherokee in which to teach his daughter to fly. Dan took Don up for a practice lesson and explained that general aviation flying and planes were not as out of reach financially as Don had thought. Don partnered in on a Cessna 150 for flight training and then moved up to a Cherokee 140/150. At that point he wanted a more capable cross-country plane. It seemed all the alternatives were too costly both to buy and to operate. That's when friends/mentors at EAA 172 explained that RVs are 50% faster on only 20% more fuel. Next was a RV-6A, and now the RV-7A that is pictured.

What pilot ratings do you hold? Private Pilot – Airplane, Single-Engine, Land.

How many hours now? Over 1,100 with more than 600 in RVs.

What is your favorite aircraft you have flown? Don's brother Dan had a Beechcraft Baron that was awesome with Q-tip props and full-time 300 HP engine.

What is your favorite thing to do with an airplane? Besides cross-country for sightseeing and to visit friends/relations, Don loves to fly-eat-fly, i.e., the \$100 hamburger.

