



Hangar 13 News

Chattahoochee Valley EAA Chapter 677
Columbus, Georgia
Est. 1979



Thunder in the Valley 2013



Sweeten P-1 was a hit with over 165 future pilots



Jane Wicker hanging around at the show



Koontz aircraft carrier landing



Beautiful DAV "Panchito" B25



Jason Newburg & Viper

President's Desk



An Attitude of Gratitude

I'm writing this two weeks after the 2013 Thunder in the Valley Air Show and the day after our March Young Eagles Rally, and all I can think of to say is "Thank

you!"

We had more volunteer involvement at the Air Show than ever. From the time we started setting up the tent Friday afternoon through the FOD walk Sunday evening, there were always plenty of people ready to help. Gary Brossett (and Janet and Emilie), Jack and Deanna Bartholet, Jeremy Casey, Bill Creech, Steve Culpepper, John Hart, Joel Jones, Susan Kelly, Keith Owen, Steven Reitz, Sinclair Shakir, Ken Sines, Art Sweeten, Tom Swilling and Scott Whitley – thank you!

We even had volunteers who weren't actual members of the chapter! Jose Acosta, Stephen Cosby, Bug and Lulu Eiland, JJ and Joseph Johnson, Jerrad and Jerry Lewark, Zach Lewis and others. I owe you a chapter T-shirt! Thank you!

Chuck Goodrum donated plates, cups, napkins and flatware for our meal. Thank you!

Art Sweeten, Ken Sines, Tom Swilling, John Hart and others were busy plopping kids in and out of the cockpit of Art's "Sweeten P-1" photo plane and generated \$165 in donations through that little bird. Thank you!

Susan Kelly collected raffle items and sold more than \$1,000 worth of raffle tickets. Thank you,

Sweetie! Marty Flournoy parked his Pitts, his Giles and a borrowed glider in front of our tent to attract a crowd. Thank you! Rick Dellinger, Tammy Margrum, Dianne Preston and Lina Tabora kept a tight watch on the VIP Hangar and peaceably co-existed with the Boy Scout volunteers. Thank you!

We had a number of members join during the show. Tom Bryan, Ed Fernandez, Mark Highnote, Tammy M., Sinclair S. and Rafael del Valle are the ones I remember. Plus we had renewals from Joel Jones, Mac Molnar, Diane P., Ryder Wilson and Steven Wurst. Thank you all!

Philip Johnson was able to sweet talk/strong arm his high-roller contacts into making several sizeable donations. Thank, Phil!

As a result, not only did we generate more than enough money to cover repairs to the roof and help offset the expenses of flying Young Eagles in the year to come, but we made contacts with new potential members: Merri Addison, Allen Allnoch, Brad Glass, Brian Pappas. Thank you.

Since the Air Show, Marty's roofing crew has done a masterful job on the roof of Hangar 13 – I'm hoping it will rain so we can validate their repairs. Greg Russell has donated a lot of material we can use to decorate the place, too. We should be meeting there soon!

We flew 58 kids and made two Eagle Flights during our March 30 Young Eagles rally, setting a standard for performance for the rest of the year. Thanks for the extra effort!

And, thanks to the Chapter's Young Eagle efforts in 2012, we will be able to send TWO youngsters to the EAA Air Academy this summer. Please plan to join us for the meeting on



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EAA Chapter 677**

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the last Thursday of April for the formal presentation to two very deserving teens.

Greg Koontz (another Air Show contact) has invited us to a fly-in and burger/barbecue lunch at his Sky Country Lodge (AL60) near Asheville, Alabama and Jack Bartholet has already flown up there to scout. We'll send a couple of planes up on a pre-trip soon and then plan the real thing to happen this summer or early fall. For a preview, go to <http://www.skycountrylodge.com/>. (Thanks, Jack!)

It's only April and we've already accomplished more than many chapters do all year. And we have nine months to go! Keep the enthusiasm high, keep the ideas coming and keep our events on your calendar. When 2013 is in the books, we can look at each other and say, "Thank you!"

Ernie



Editor's note

I'm going to start sending the newsletter out the first of each month. This schedule seems to work well for getting information together for release. The news will be a summary of the prior month's activities and a look ahead at the coming month. Please send your photos and comments for our newsletter. Anything aviation related that you believe someone would be interested in. The material does not even have to be current stuff. I'm sure there are many of you with some historic photos that would be an excellent addition to our news.

Chapter Calendar

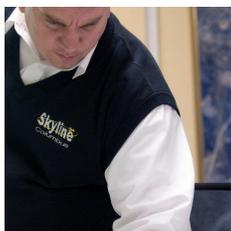
April 25—Chapter meeting at Flightways

- Hangar project list
- Young Eagles Scholarships
- Flight Bag session on Torque wrenches
- Fly out discussion

April 27—Young Eagles Rally at Flightways

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From the Right Seat



Each morning I come into the office and spend the first hour of my time looking over articles and news of the previous days happenings throughout our aviation industry. My reading usually finds me viewing several articles which usually result in some form of injury or even death. Closer examination of each article reveals that the crashes are usually relating to some form of very basic pilot error that is discussed in the private pilot training. We have all heard the statistics about how 75% of all aviation accidents are pilot related error, but I have always been fascinated with WHY the pilot makes these errors in the first place. As a seasoned instructor, I like to place a lot of the blame on the previous CFI, however this is usually not always the case. Bottom line: pilots make stupid decisions. The reason I say this, is because they know better than to do what they're doing to cause these accidents. Still the question remains, Why?

Probably my biggest pet peeve is inadvertent flight into IMC. This usually happens on a daily basis somewhere within the US. It is even stranger to me when pilots fly aircraft with substantially sophisticated equipment on board that would allow them to either detect these conditions or successfully navigate away from these conditions virtually hands free. When the pilot is on the ground, doesn't he/she think about VFR weather minimums and cloud clearances? If so, what about certain hazardous attitudes that would force the pilot to overlook these conditions. Once the pilot is airborne and sees that he/she is about to enter these conditions, why not perform the 180° turn and remove themselves from these conditions as they

were taught in their private training? All these things that we learn, things that we spend hundreds or thousands of dollars of instructor fees to memorize for the check ride, now gone from our everyday use as we take to the skies as certificated pilots. Still the question remains, Why? Over the years I have come to believe that it is not *me* who should be asking the question, "Why?" it should be *you*. Why don't *you* participate in the WINGS program, or come to free seminars, or participate in online training programs, or any other of the numerous free options that are available to you as pilots within the United States. Why aren't *you* doing everything in *your* power to stay at the most current level of training possible for *your* current rating & certificate level? Don't find yourself being a statistic within the NTSB's database, do something about it today. Enroll in an online seminar, talk to your CFI, or just shoot the breeze with a pilot who you look up to in the industry, but do *something*. It could save your life one day.

Todd



Young Eagles Gallery– March 30



200th Young Eagle mission for Chris



30th Young Eagle mission for Phil



Lina making smiles



Lina and the ladies



New members Frank Lumpkin IV (above) & Brian Pappas



Finally, a March rally with no rain. We flew 58 Young Eagles and completed 2 Eagle flights. Thank you to the 24 volunteers that participated...a new chapter record. A special thank you to our new members Allen, Frank and Brian for lending a hand at the rally. Allen served as rally photographer, while Frank and Brian served as ground crew members

Around the state

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Oct 19-20





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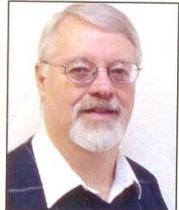


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