

Davenport Receives Air Academy Scholarship

EAA CHAPTER 677 HAS PRESENTED KENNEDY DAVENPORT WITH A FULL scholarship to the EAA Advanced Air Academy in Oshkosh, Wisconsin July 22-30.

Davenport, a junior at Kendrick High School, accepted at the chapter meeting on Tuesday, February 25.



Last year Davenport became the first Young Eagle, male or female, in chapter history to complete online ground school and take her first flight lesson in the EAA Flight Plan for Young Eagles. She will be joined in Oshkosh by Frank Lumpkin IV, who attended Air Academy last summer on scholarship and will return this year at his own expense.

Also honored at Tuesday's meeting was Lt. Col. Ken Sines, who received a Life Chapter Membership.

A sign-up sheet was circulated for volunteer shifts at Thunder in the Valley the weekend of March 14-16. A pre-show meeting will be held on Tuesday, March 4 to discuss

plans for EAA 677's presence at the show. The meeting begins at 6:30 p.m. at Hangar 13.



NEWS AND NOTES

CONGRATS TO CHRIS

Congratulations to Chris Cook on getting the engine installed in his RV-8. With that rebuilt, zero-time Lycoming in place, it's looking more like an airplane all the time.

SAVE THE DATE

- Mar 4 **Thunder in the Valley Volunteers Meeting**
- Mar 15-16 [Thunder in the Valley](#)
- Mar 25 **EAA 677 Meeting**
- Mar 29 **Young Eagles Rally**
- Apr 1-6 [Sun 'n Fun](#)
- May 1-4 [Ford TriMotor Rides](#)
- Jul 28-Aug 3 [AirVenture Oshkosh](#)

EAA WEBINARS

- Mar 4 [Aircraft Insurance: Stop Wasting Your Money](#)
- Mar 5 [Diagnosing High Oil Consumption](#)
- Mar 12 [Advanced iPad Flying](#)



FEBRUARY YOUNG EAGLES RALLY

Forty-three youngsters enjoyed airplane rides on a beautiful morning at the February 22 Young Eagles Rally. Thanks to Ken Sines, Rick Payne and Phil Johnson for treating these kids to the joy of flight. Phil joined Lt. Col. Sines and Debbie Morris in the "10 for '14" club. Saturday's flights bring the 2014 total to 79 children flown and the all-time total to 2,949. Some guests also enjoyed a tour of a Pilatus PC-12, courtesy of a visiting corporate pilot named Logan.

SEE PAGE 6 FOR MORE YOUNG EAGLE PHOTOS

Because It Feels Good



Way back when I was leaner, dumber and in better shape – or at least two of the three – I enjoyed running long distances. Not marathon distances,

but five, six, seven miles. My dad once said to me, as far as he could understand it, long distance running was like banging your head against a wall – the only reason to do it is because it feels so good when you stop.

I couldn't help but contrast that with the reason someone would willingly go to the time, effort and expense flying youngsters who might never do anything more with the experience than invite friends to "take a ride."

Or why someone would give up a Saturday morning to deal with a lobby full of over-caffeinated kids and protective parents when it would be easier to sleep in and more responsible to stay home and do chores.

Or why someone would come to a meeting in a too-hot/too-cold hangar or a too-crowded conference room when the only thing that will come out of it is some laughter, handshakes and safety tips they don't really need.

And then, why, for heaven's sake, would someone stand in the broiling sun at an air show, or brave freezing temperatures at a mall, to show off somebody else's airplanes?

We do it not because it feels so good when we stop, but because it feels so good.

Period.

The pictures on our website and Facebook page of Young Eagles rallies and chapter events, of our displays at Thunder in the Valley Air Show – and even of our once-and-done Parade of Planes to The Landings – are filled with smiles. Not forced smiles. Genuine, spontaneous, down-to-the-core smiles.

And why do people smile? Because they feel good!

I cannot tell you how good it feels to hear a bunch of children say "AWESOME!" when asked how their flight was.

I can't possibly describe how good it feels to hear friends laughing while trying to figure out how many bungee cords it takes to support a 50-gallon drum full of water.

I am unable to explain how good it feels to show up at a meeting and have someone who was once a stranger grab your hand and ask about your kids (or grandkids).

And I'll wager no one can tell you how good you it feels to know you're responsible for launching the aviation career of that one-in-a-thousand kid who got more out of their Saturday morning experience than just a ride.

We do all these things in EAA Chapter 677 – and we do them again and again – because they make us feel good. And they make other people feel good, too.

If you haven't helped at Young Eagles, come to a meeting, volunteered at Thunder in the Valley, or just been a part of our group for awhile, I encourage you to do so soon.

I bet you'll feel good about your decision.

I know I will.





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COMMUNICATIONS OFFICER | ALLEN ALLNOCH

Reading List – For Those Days When We’re Ground-Bound

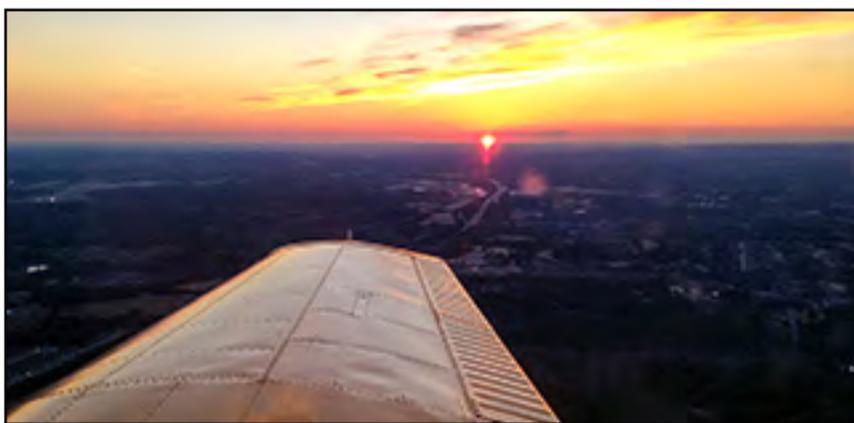
EVERYBODY HAS A STORY TO TELL. It’s the truly unique ones that make it to print. Aviation is fertile ground for that latter category, as this trio of pilot memoirs can attest.

Highest Duty: My Search for What Really Matters is the autobiography of Captain Chesley Sullenberger. “Sully,” of course, is the U.S. Airways captain who pulled off the “Miracle on the Hudson” in January 2009. Had Flight 1549 not hit those geese, we likely never would have heard of him. Instead, he became an instant hero, and the resulting mass-market book details the career track of a quiet kid who knew from an early age that he wanted to fly for a living. Sullenberger’s take on the whole hero business is that a lifetime of learning, discipline and practice prepared him for the crucible of landing an Airbus A320 with both engines out and 155 lives at stake.

Whereas Sullenberger comes across as the strong, silent type, Dan Hampton fits the mold of the Type-A fighter jock. **Viper Pilot: A Memoir of Air Combat**

is full of locker room swagger as Hampton tells us what a stellar pilot he is. But as the saying goes, it’s not bragging if you can back it up, and Hampton certainly can. He earned a Purple Heart and numerous other distinctions with the Wild Weasels, the elite Air Force fighters that seek and destroy enemy air defenses. “Viper Pilot” offers an engaging look at modern aerial warfare and a thrilling view from Hampton’s F-16 cockpit over Baghdad and other hostile territories.

Much more leisurely, both in the story that’s told and the pace of the aircraft that it’s centered around, is Rinker Buck’s **Flight of Passage**. In the summer of 1966, Buck, 15 at the time, and his 17-year-old brother, Kern, restored a 1946 Piper Cub and flew it across the country. Complicating that seemingly carefree adventure was the boys’ difficult relationship with their father. But it’s such tension that makes the story all the more endearing – one of the best, in fact, that I’ve read in a long time, aviation or otherwise.



SUNSET CRUISE

It’s been a harsh winter, which makes one appreciate a beautiful clear afternoon all the more. Here’s the view at dusk on a recent Saturday, just before the aircraft turned final for Runway 24 and the sun dipped below the horizon.

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AIRPORT DIRECTOR | RICHARD HOWELL

The Dog Days of Winter

AS WE ALL KNOW, LATE JANUARY and a large part of February were marked by some pretty nasty weather. We had to close the airport during the January storm, as the pavements were encased in ice. That cleared off after a day, and fortunately, the storm before Valentine's Day had little effect on us. I say "little" because, while the airport stayed open, all of our commercial flights were cancelled and our contractors were unable to work on the airfield.

The contractor work is becoming a real issue for us. The current project involves realigning Taxiway C and installing new lighting on the taxiway. Between the rain and cold, the paving contractor has not worked a full day since before Christmas. The project has rendered the ILS out of service until final grading for the project is complete.

Due to those circumstances, our passenger and GA activity has been significantly down. This, of course, impacts our

revenue streams, so we are watching our expenses very closely. So far we are managing to keep pretty much to our adopted budget in terms of expense. Unfortunately, that budget was adopted when American Eagle was still here. The upcoming months will be a challenge if conditions do not change soon.

As I mentioned in the last issue, we are planning a crack repair and seal coat of the GA ramp from Flightways to the end of Runway 13. This is a federally funded project with a 10 percent local share. The work will begin sometime after the Thunder in the Valley Air Show.

As I also mentioned last month, the Commission meets on the fourth Wednesday of the month at 9:30 a.m. in the Airport Conference Room, and all are welcome. If you didn't make it to the February 26 meeting, perhaps you can join us on March 26. And as always, if there is something I can do for you, please don't hesitate to contact the office at 706-324-2449.



FROM THE RIGHT SEAT | TODD SHELLNUTT

Meeting the Performance Requirement

ONE OF MY FAVORITE THINGS TO ASK on a check ride as an FAA Designated Pilot Examiner, is to see how far an applicant will go after noticing an anomaly. The usual suspect is the take-off distance of the aircraft that they are doing the check ride in.

The scenario would be for them to tell me how far the take-off roll would have to be before they would abort, after they have calculated the takeoff distance. One applicant had calculated his distance as around 1300' ground roll (non-short field), and 2100' to clear the 50' obstacle. I asked if he would abort if he were not at the proper rotate speed at the specified distance; he responded that he would not. I then asked if he would abort if the distance were doubled; he responded with "maybe."

I then asked at what distance would he abort and he stated that it would depend on the scenario. I told that I had already given him the scenario. He then started to explain about the age of the aircraft, time on the engine, and several other factors that he thought were important to the decision. So, I got up to get a cup of coffee and told him to have a figure by the time I returned.

When I returned, the applicant had a figure that was half of the runway length of 5100' – a total of 2550' ground roll before he would abort the takeoff. I informed him that this figure is approximately 196 percent of the book distance, and then asked him to elaborate on his choice of distance. He did have some great-sounding reasons for choosing this distance, but none that

would be substantiated by an FAA official or an FAA mechanic.

His distances were just ones he thought were safe and/or practical to the conversation; he really did not know, and he probably would not adhere to the distances if actually put into a situation in which he was forced to act.

So, how far would *you* go? How far would you stretch the limits of *your* minimums, the engine, the airframe, or onboard systems? At what point do you say, "That's enough," and then head back to the hangar? Your ability to act in a timely manner to things that may happen while operating an aircraft are of the utmost of importance for you and your passengers' safety. You have to know when to say when, to develop that muscle memory in which you just do it, instead of thinking about it.

The next time you go flying, try bringing the aircraft right up to the takeoff speed and then aborting. Note the distance that it took you to get to Vr, and then the distance that it took you to come to a complete stop. You will be surprised at the length it takes to get the aircraft stopped.

Always remember to question everything and stop the airplane or land if you suspect something is wrong. Always perform weight & balance and performance data before each flight (as required by regulation). Don't assume that because you have a 7000' runway that all is safe, and don't assume that your center of gravity is in range just because you have only one Young Eagle on board. I promise that this technique will save your life one day, and possibly your pilot certificate.





Plans in Final Stages for March 15-16 Show

MARKETING

A press release announcing ticket sales and outlets went out January 31. The release was covered by WTVM – Newsleader 9 and posted to other network websites.

Another press release announcing a \$2,000 flight scholarship went out February 12. The news was covered by WLTZ on February 14 and WTVM on February 18. AOPA and The Bowick Group donated \$1,000 each for a total grant of \$2,000



to be presented during the Air Show. The scholarship will go to an applicant who is currently enrolled in a high school within the Chattahoochee Valley and wants to pursue an FAA sport, recreational or private pilot certificate. The winner will be selected based on the best “tweetable” (140 characters or less) completion to the statement, “If I could fly, I would ...” (#If-

ICouldFlyIWould). AOPA has distributed the press release to flight schools throughout the area.

Advertising and social media promotions are as follows:

- Bell Outdoor Media will use three promotion concepts from the Air Show poster – “In the Air and On the Ground,” “Give the Fun Way” and “Up Close Thrills.”
- TV ads started running February 14 on media partner WTVM – Newsleader 9 and all cable affiliates.
- Radio ads started on media partner PMB Broadcasting on February 21; ads started with media partner Davis Broadcasting the week of February 24.
- Daily posts and updates are scheduled through March 16 on Facebook, Twitter and the website. Web traffic is up 155 percent from last year at this time. An email campaign is sending traffic to Attendstar.

Every two years, the International Council of Air Shows (ICAS) conducts a spectator study using a dozen air shows throughout the country, randomly selected to represent small and large, military and non-military, and west coast and east coast air shows. This year, Thunder in the Valley was invited to participate by submitting 200 completed questionnaires from air show spectators. The questionnaire is designed to capture demographic information, specific air show interests and opinions and consumer spending habits.

GOLF CARTS

Private golf carts will not be allowed. The air show will need to place identification on authorized golf carts. Each cart will be

checked on arrival and departure, with a photo made of each.

SAFETY, SECURITY AND EMERGENCY

Only the Airport Director or Chief of Security can close the airport in the event of an emergency. The Airport takes full control of any emergency situation and all air show committee members will become staff members to the Airport and assist with crowd control. Only the Airport Director will talk to the media.

SPONSORSHIPS

All sponsorships packages are complete and being distributed to sponsors. To date, \$94,850 has been pledged, along with \$130,500 of in-kind services.

VIP sponsors are Walmart Deli, B. Merrells, Chesters BBQ, Texas Roadhouse, Zaxby’s, Buford’s Brownies and El Vaquero.

Sponsors’ Dinner sponsors are Loco’s Pub and Grill, B&B Beverage and United Distributors.

ACTS, STATICS AND EXHIBITS

Contracts have been signed with a DC-3, C-47 Gunship, Helio Courier U-10A, Corsair, RV-8A, and an A-4 Skyhawk and MB-339 from Draken Jets. The committee is considering contracts for two aircraft from the Commemorative Air Force, and a Harpoon. Angel Flight and Homeland Security have confirmed their participation.

Fort Benning will support with the MCOE Band, Silver Wings Parachute Demo Team, a small weapons display, two Strykers and 2 Humvees.

Confirmed local recruiters are Army and Air Force Tact T. No response has been received from the Marines or Navy; the Air Force will confirm closer to the event.

All rooms have been reserved for performers and are currently under budget.

Twelve exhibitors have been confirmed.

FACILITIES MANAGEMENT

The sign list from 2013 has been updated and submitted to Pepsi. A designated smoking area will be created for the 2014 show.

VOLUNTEER GROUP DUTIES

- CSU Rifle Team: Manage Huey rides
- Carver High and Smith Station High: Gates and buses
- Northside High and Columbus High: Concessions and carnival
- Chattahoochee Council, BSA: Set-up, tear-down, parking and gates
- Lagrange High: Trash detail
- Civil Air Patrol: Assist Airport Security
- EAA Chapter 677: Assist with VIP and entrances

Young Eagles Rally

February 22, 2014



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