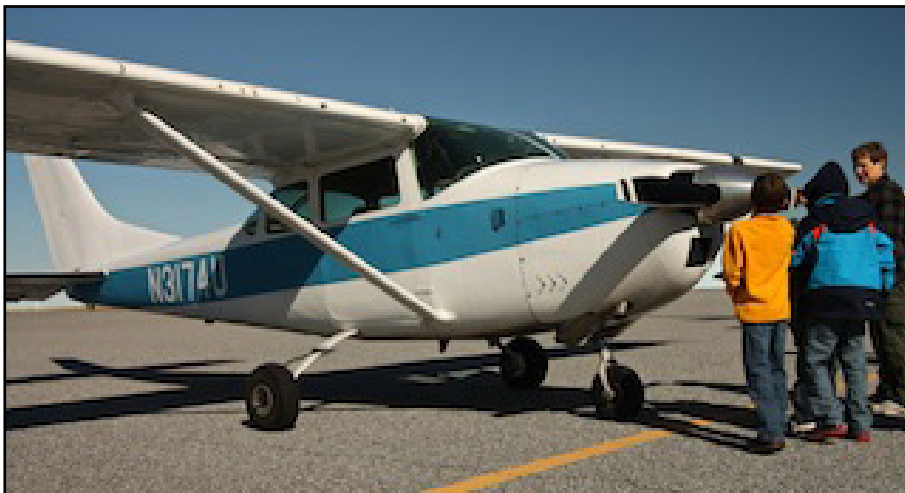


Busy Pilots, Creative Crew Lead Young Eagles



THE FIRST YOUNG EAGLES RALLY OF 2014 WAS A CHILLY affair, with the starting temperature, 22 degrees, easily exceeded by the final tally of passengers, 33. Ken Sines worked overtime, flying 23 of those Young Eagles, and Debbie Morris flew 10 more, including an adult visitor from Arkansas, Nelda Burdell, who was thrilled over her first-ever flight.

Emily Brossett led younger children in coloring activities, Brian Pappas conducted an impromptu workshop in paper airplane design and flight testing, and Rick Dellinger contributed an informal lecture on aerodynamic principles.

Coby Sena, passing through from the Caribbean back to her home in San Jose, California, volunteered her time as well. While waiting for the temperature to rise enough for her engine to start, she led a group of children through a detailed walk-around of her Cessna 182.

NEWS AND NOTES

CONGRATULATIONS

Congrats to Todd Shellnutt and Skyline Columbus for being named to the Flight Instructor Honor Roll and Flight School Honor Roll, respectively, in AOPA *Flight Training's* 2013 Excellence Awards. The award lists appear in the magazine's February 2014 issue.



JANUARY CHAPTER MEETING

The first meeting of the new year will be on Tuesday, January 28 at 7 p.m. in Hangar 13. Bring a check or cash for 2014 dues if you haven't already paid them.



SAVE THE DATE Young Eagles

Feb 22
Mar 15-16 [Thunder in the Valley](#)
Apr 1-6 [Sun 'n Fun](#)
Jul 28-Aug 3 [AirVenture Oshkosh](#)



EAA WEBINARS

Feb 5 [How to Flunk an Annual Inspection](#)
Feb 19 [Vintage Aircraft: Your Gateway to Affordable Flying](#)



SEE PAGE 6 FOR MORE YOUNG EAGLE PHOTOS

Setting a Course for 2014



Where are we headed in 2014? I had a flight instructor (I have had *lots* of flight instructors, but that's another story) who raved over the then-modern Cessna

152's rear window because it made it so easy to glance over your shoulder and confirm alignment with the runway after takeoff.

My problem was I always managed to push a rudder pedal as I twisted around to look back, inducing some serious yaw and destroying my alignment. I guess I wasn't the only one having trouble with this, because somebody eventually put a tiny rearview mirror in the plane. Subsequent instructors convinced me it was a lot smarter to keep my eyes facing forward and use silly things like the compass, heading indicator and ground references.

Even though I don't twist around in the cockpit right after takeoff anymore, I still see value in looking back before I get too far from my departure point. January is a great time to look back at the runway we just left – 2013 – before we get too far into 2014.

2013 was amazing in many ways. We flew 414 Young Eagle flights – the second most in chapter history – and flew 11 out of 12 months. We had our very own "Parade of Planes" to and from The Landings, where we displayed two aircraft and a

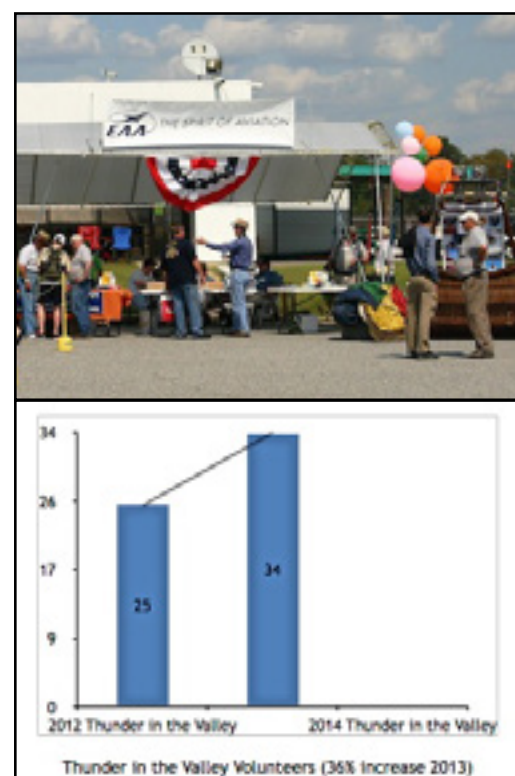
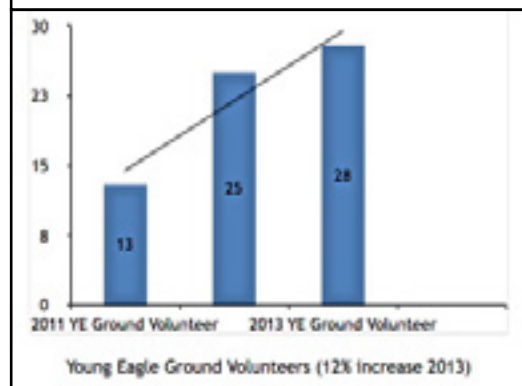
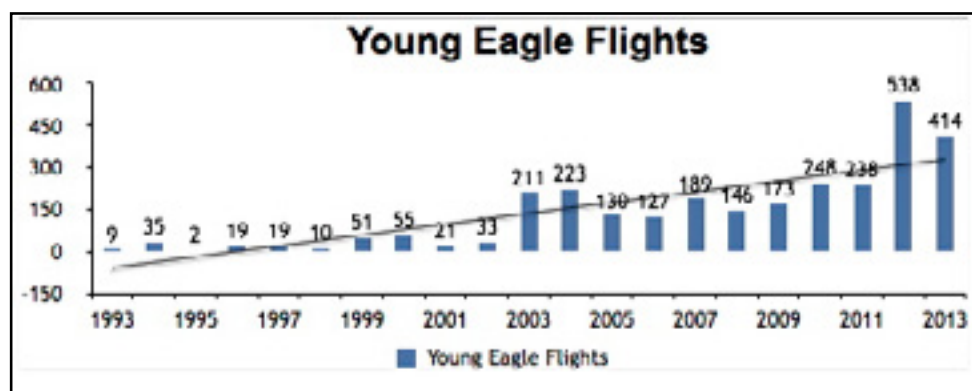
balloon. We had an amazing turnout at Thunder in the Valley Air Show and raised the most funds ever with the raffle. With some of those funds and our Young Eagle credits from 2012, we sent CJ Arnold and Frank Lumpkin IV to Air Academy. We had enough capital to seal the roof of the hangar so we could have our first meeting in Hangar 13 after many months of preparation. It was HOT! So we used almost everything we had left to install air conditioners. We received more than our share of recognition in local and national media. One of our Young Eagles completed ground school, earned her flying lesson voucher from Sporty's, and took her first official lesson. And nine of our pilots earned their "10 pin" from EAA for carrying at least 10 Young Eagles in a single year.

2014 is off to a great start. On January 25, we provided more than 30 rides with only two aircraft. Not all were Young Eagles, but all were grateful; and Ken Sines and Debbie Morris earned their 10 pins in a single day. That was our 36th consecutive Young Eagles Rally. We were weathered out a couple of times, but EAA 677 was always there, ready to go.

That's part of what I think sets EAA 677 apart. In the five years or so I've been privileged to be a part of this group, it has always been ready to go. We didn't always know where we were going, but we were ready to go. And that's a huge advantage.

2014 is off the ground, but where we go with it is up to you. We'll set that course more firmly at our meeting on January 28, so I encourage you to bring warm clothes and ideas. Don't know about you, but my ideas include four "F"s: Fundraising, Fly-outs, Food and Fun!

I'm looking forward (not over my shoulder) to a great year!





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COMMUNICATIONS OFFICER | ALLEN ALLNOCH

Catching the Spirit of Aviation

LAST YEAR I ATTENDED THUNDER in the Valley for the first time. When I wandered by the EAA Chapter 677 display, I never dreamed I would land, if you will, in the editor's chair for *Hangar 13 News*.

I've greatly enjoyed making new friends and getting involved with the chapter over these past 10 months, and I look forward to meeting more of you. If you have anything that might be of interest in this newsletter forum, feel free to send it to allnoch19@gmail.com.

Though I'm relatively new to this chapter, I have fond memories of EAA from my teenage years. My father owned a 1946 Cessna 140 and was part of an EAA chapter at a 2,700-foot grass strip near Statesboro, Georgia. Though I never logged any left-seat time, I spent many hours immersed in a community that really celebrated grass-roots aviation.

I drifted away from aviation for a couple of decades, but now, thanks to TITV and EAA, I've found my way back, and I

even have designs on finally learning to fly. Though I don't fly as much as I'd like to – and really, who among us does, with the possible exception of Rocket Rick Payne? – I've discovered a fun substitute: Watching aircraft take off and land at Dekalb-Peachtree Airport.

Whenever I'm anywhere near Atlanta and it's a pretty day, I love to spend an hour or two at PDK's playground grandstand. When Runway 21R is in use, spectators practically have a front-row seat to all manner of aircraft in motion. Just last Sunday I stopped by and saw everything from a SIAI-Marchetti SF-260D (pictured below), to a gleaming Gulfstream that landed without incident, to a Cessna Skyhawk that did not – the poor pilot touched down rather hard in a stiff crosswind and had to limp back to the ramp with a flattened nose tire.

PDK has a second-floor restaurant, [the Downwind](#), that sports even better views than that grandstand. Flyout, anyone?



The Italian-made SIAI-Marchetti SF-260D is used by several air forces as a trainer and in light attack and close support roles. This 1991 model is privately owned and has made several appearances at AirVenture in Oshkosh.

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AIRPORT DIRECTOR | RICHARD HOWELL

Busy Ground Operations at CSG

I WANT TO THANK YOU ALL FOR for allowing me to contribute to your newsletter. It really is my pleasure; I just hope I can provide content that's useful to you!

First of all, you might want to know something about me. I've been doing airport operations since 1981 and have been an Airport Director since 1998. The other day I figured that, including my assignments in the USAF, I have worked at nine airports around the world. These include military, international, medium-hub, small-hub, non-hub and GA facilities. That said, my family and I are thrilled to be in Columbus and I hope to serve you for many years. I have a wife, three children and three grandchildren.

I believe the biggest things going on now are the airfield improvement projects. As you know, the airport is realigning Taxiway C, as well as installing new lighting there. We're also putting in new lighting feeds, a new lighting vault and new airfield lighting controllers in the FAA tower.

Unfortunately, the weather has not been very cooperative for these projects. West of Runway 13/31, the new "C" has been paved and received a "one-pass" on the pavement markings. However, the section east of Runway 13-31 connecting to the

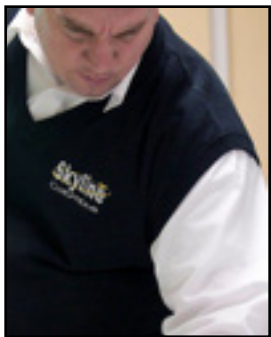
existing Taxiway C still needs to be paved.

The new lighting vault has been installed. (We call it the Smurf building, thanks to its color.) The new control boards are in the tower and functional. The only remaining major electrical work is to install the LED lights on the taxiways themselves. That process began on January 20.

I wish I could tell you when all this will be complete. I believe the total work time remaining is thought to be a few weeks. However, the cold weather has slowed progress. This, of course, is an issue for us because the ILS is still out of service and all our operations are adversely impacted.

Coming up soon will be the crack repair and seal coat of the GA ramp from Flightways to the end of Runway 13. The federal grant has been received and the contract has been awarded. Again, we are waiting for warmer weather to begin the project. I will give you more on the phasing of this as we get closer.

Finally, a reminder that the Airport Commission meets the third Wednesday at 9:30 a.m. in the Airport Conference Room, and anyone is welcome to attend. And if there is something that I can do for you, please don't hesitate to contact the office at 706-324-2449.



FROM THE RIGHT SEAT | TODD SHELLNUTT



The Perils of the FAA Medical Application

THE FAA MEDICAL IS JUST ONE OF the items currently required to become certificated as a Private Pilot. Now with the addition of the online medical application,

numerous pilots are wishing they had someone to talk to while filling it out. The volunteering of information can and does lead to the postponement or denial of the requested medical certificate, especially if the information can be interpreted as something that it's really not.

I had a recent client who disclosed a voluntary counseling for alcohol on his application and the application was denied on the federal level. What I mean is that the local aviation medical examiner (AME) approved his application, but the FAA medical office in Oklahoma City did not.

The bottom line is that the application specifically asks for any hospitalizations or diagnosis of alcoholism or drug abuse. In this case, these did not apply to the applicant. He simply volunteered the information that he sought counselling for a better life for him and his family. He was never part of any clinical program and was never hospitalized for alcoholism, but they denied his application anyway. What makes this situation worse is that he had only a few flights left to finish his private pilot certification.

He has been playing the paperwork game since, and has had to put his training on hold as a result of this. The FAA is still treating him as if he was clinically diagnosed for substance abuse, which has led to numerous visits to medical professionals, and he will have to travel to Atlanta to be seen by another doctor for evaluation. The client has been clean and sober for over a year, thanks to his voluntary request to an Army counselor to better his life. He simply made an attempt to be honest and it has really cost him money and time.

So what do we do when we volunteer the information and it comes back to bite us in the you-know-what? First, simply don't volunteer anything without consulting someone first. AOPA has all sorts of resources in this area, and if you are a paying member, then you should take full advantage of this. Also, have someone walk you through this application, such as another pilot or your AME. And if your AME won't help you with this application process, then find another AME. We as pilots spend thousands of dollars to achieve the status of pilot, and once there, we have to live a life that ensures we never hear anything negative from our AME's, and that we read all the fine print first before we say, do or sign anything. Remember, once you're in the system, it's hard to get out, and if you lie and get caught, then you'd be forced to take up ultralights.



Social Media Campaign Underway; Ticket Sales Begin February 3

2014 AIR SHOW TICKETS

Tickets will be available beginning Monday, February 3 through the following outlets:

- Columbus-area McDonald's
- Flightways Columbus
- Skyline Columbus
- Ace Hardware (3863 St. Marys Road)
- Brusters Real Ice Cream (1654 Whittlesey Road, 7590 Schomburg Road, 3465 Macon Road)
- Wingstop (2528 Weems Road)

All ticket outlets accept cash only. Credit card purchases may be done online at www.thunderinthevalleyairshow.com. Ticket prices are as follows:

- \$8 Military Discount (Sold only through MWR Ticket and Travel at Fort Benning)
- \$10 Advance Discount
- \$15 Day of Event

MARKETING

The social media campaign is underway and doing well. Posts are being made to Facebook and Twitter daily and the website is being updated as new acts and displays are confirmed. Other marketing activities include:

- An email campaign began on January 24 and includes a daily announcement of an act and a static display.
- A video for Huey rides is in the editing stages.
- A flight training scholarship, made possible by AOPA and a local donor, will be promoted through social media and awarded at the air show.

The mission statement for the 2014 Air Show is "Give the Fun Way from the Runway. Your ticket purchase allows Thunder in the Valley Air Show to proudly give back to local Children's Charities, and gives you a chance to experience Thunder Up Close." The 2014 Air Show theme is, "Thunder in the Air and On the Ground" with "Up Close Thrills."

ACTS AND STATICS

Acts and static displays confirmed so far are:



In the Air

- Franklin's Flying Circus
- Melissa Pemberton Aerobatic and Wing Suit Acts
- The Immortals: The Epic Battle of Good vs. Evil
- Georgia State Patrol Air Division Demonstrations
- Silver Wings Parachute Demo Team
- Bell UH-1H Huey Rides

On the Ground

- Indy Boys Jet Powered School Bus and Jet Outhouse
- Hixson Flight Museum
- Berlin Airlift Foundation
- Maneuver Center of Excellence Band
- Tiger Flight Foundation
- South Georgia Technical College
- Auburn Aviation
- Archery Connection
- CAMO GROUP - Living History
- Kids Carnival

Requests have been made for Draken A4 and MB339 jet exhibits, as well as EAA's Ford Tri-Motor.

VOLUNTEERS

Groups assisting the 2014 air show are:

- EAA Chapter 677
- Civil Air Patrol
- Chattahoochee Council
- Boy Scouts of America
- Northside High School
- Columbus High School
- Carver High School
- Smith Station High School
- LaGrange High School
- CSU Rifle Team

SPONSORSHIPS

The air show has \$63,000 confirmed cash contributions and \$115,000 confirmed in-kind donations or services.

VENDORS

There are nine vendors at some stage in the process. There were 13 non-food vendors last year. In 2013, \$3,600 was generated by non-food vendor apps; \$1,800 has been processed so far this year.



Young Eagles Rally

January 25, 2014



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Columbus
Airport
March 3-9, 2014

DISCOVER FLYING WIN \$1,500 USD

The First-to-Solo Challenge is a Women Of Aviation Worldwide Week (www.WomenOfAviationWeek.org) contest. Girls of all ages who go on an eligible discovery flight from March 3 to 9, 2014 can win the challenge's \$1,500 USD Grand Prize.