



Hangar 13 News

Chattahoochee Valley EAA Chapter 677

Columbus, Georgia

Est. 1979—Chartered 6 February 1980



Our First Sporty's Learn to Fly Course Graduate

Kennedy Davenport of Kendrick High School completed Phase 3 of the EAA flight plan in October. She's scheduled to complete her first flight lesson tomorrow, with immediate Past President Todd Shellnutt, at Skyline Columbus Flight Training Academy.

Kennedy flew with Jack Bartholet in his beautiful Cardinal during our March Rally. She serves as a Brigade Commander in the NROTC unit at Kendrick and plans to be a Naval Aviator



Rick Dellinger's preflight briefing



Mrs. Myers students from Rothschild Middle School

President's Desk

Every Re-Gifting Might Be the Best Thing to do With Your Gifts



I've been giving it a lot of thought lately, and the idea of "re-gifting" has lost some of its negative

stigma to me. Transferring a gift to someone who appreciates it and will use it appropriately actually honors the giver in a greater way than leaving the gift in a box in the attic. And sometimes, re-gifting leads to an even greater gift.

Re-gifting is biblical, as well. In 1 Peter 4:10, Paul writes: "Each of you should use whatever gift you have received to serve others, as faithful stewards of God's grace in its various forms."

Over the last year or so, I have come to recognize flying as a gift. I thought it was a right I had earned through lots of studying, taking many lessons, spending a lot more money than better pilots would have invested, and having some very kind and generous friends. Because Susan was not an enthusiastic passenger, Young Eagles became a great excuse to fly – to exercise my right. I convinced myself flying for Young Eagles should take precedence over my family ("I know it's our granddaughter's first birthday, but it's Young Eagles!"). I even thought it wouldn't happen without me. About the time I became convinced Young Eagles revolved around me, the Someone who made it possible for me to fly in the first place made it clear I needed to give it up. When I stopped flying, others started. The need was met without me and I was humbled.

It wasn't just flying. Many of you generously shared your gifts with no goal other than to see

children's faces light up, to make Hangar 13 more comfortable, to send someone to Air Academy, or to make it possible for the chapter pay bills. You re-gifted your administrative skills, photography, warm welcomes, electrical skill, engineering, and donations of cash or fuel.

As we become immersed in the holiday season, I want to commend each of you for being so willing to re-gift and let you see how your generosity is blessing others.

Kennedy Davenport is a great example. A Young Eagle who flew with us earlier this year, Kennedy has completed her online ground school (a gift from Sporty's Academy), and has earned her first actual flight lesson with a voucher (another gift from Sporty's). And she's just the most recent re-gifting recipient. There's Jared Lewark, Frank Lumpkin, CJ Arnold, all the students Mbonya Myers has brought to our events, and even a dying quadriplegic who had flying on his bucket list.

What you've all re-gifted, to me and to so many others, goes far beyond dumping a gift you had no use for. You've shown how to give generously, selflessly, and almost endlessly. That is worth ten thousand hours of flying time and will have benefits into generations yet unborn as it is repeated again and again by those who witness it.

Consider this my thank you note. I am truly grateful.

Ernie





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EAA Chapter 677**

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Editor's note

The end of another year coming soon. The election results were tabulated during the November meeting. Elected to serve: President, Ernie Kelly; Vice President, Gary Brossett; Board, Chris Cook, Marty Flournoy, Phaedra Childers, Jack Bartholet, Ken Sines, and Rocket Rick.

I've included a few shots from area events in this issue. Debbie attended the Southeast Regional Fly-In (SERFI) at Middleton Field (GZH) and provided some fine pictures from the event. My family and I stopped by the Perry (PXE) Open house to check out the Collings Foundation "Wings of Freedom tour" and though we went to see the B-24, P51 and B-17, the best part was the numerous aircraft attending the event. The aircraft parked on the ramp represented 84 years of aviation, from a 1929 Standard, several Champs and Luscombes, to a variety of modern homebuilt aircraft. I've posted a folder of additional shots in the chapter gallery.

The November Young Eagles rally is history! Excellent turnout of volunteers. Mrs. Myers joined us for her annual school fieldtrip, bringing a dozen students from Rothschild Middle School. Debbie became our latest member to reach "10 for 13." Keith Owen and the Battle Banana (named by Frank IV) joined in the fun.

Please join us at The Loft on December 12th at 6:30 pm

Chapter Calendar

December 12—Chapter Christmas get together at The Loft

Dec 20—Soldier's Christmas meal at CSG

Dec 28—Young Eagles Rally at Flightways Columbus

Mar 15-16—Thunder in the Valley 2014 (CSG)

Mar 23-23—Dublin Balloon Fest

Apr 1—Sun 'n Fun (LAL)

Apr 26-27—Boshears Skyfest (DNL)

Apr 26-27—WWII Heritage Days (FFC)

May 24-25—Alabama Jubilee

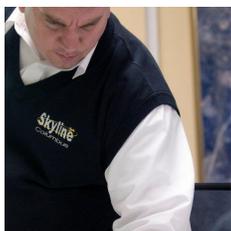
Jun 13-15—Gulf Coast Balloon Festival

Jul 28-Aug 3—AirVenture (OSH)

Oct 18-19—47th Thomasville Fly-in

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From the Right Seat



What You NEED to Hear

Other than the cost of the flight training that one may pay for, the cost of the aviation headset is usually the most expensive thing in the pilot's flight bag. There are a vast amount of choices on the market today and the most common question by new pilots is which one is best for them. The price is usually the top determining factor in the purchasing of a headset, but what do you actually get for the wide range of prices and what works best for you. Well let's take a look at it a little closer.

Let's look at some facts:

- Most every headset on the market today comes with a five year warranty
- Most all headsets provide at least a 22-25 decibel reduction in ambient noise
- Prices range new from around \$100 - \$1400 full retail

So which one is good for you? The ultimate answer that appeals to most pilots is one that plugs into the airplane, and when you put in on your head, you can hear and talk through it. My first headset was a David Clark 13.4 (the 13.4 refers to the ounces of the headset), and it met all of my needs for the mission that I was doing at the time. When I graduated flight school, my parents bought me a set of Bose 10. I was very excited to actually be wearing a set of Bose, after all they were the most expensive on the market at the time. After wearing them for some time, I found that I did not like the way they fit my head, especially because of the band on top pressed down on the cap button on top of my favorite flying hat. I was soon turned on to a set of Sennheiser that had a split top band that could fit on either side of the troublesome button atop my hat. I wore this set for around 5 years until it finally was replaced by a set of Mach Ones by Lightspeed. This was the worst headset that I had ever bought and



was also the first headset that I wore inside of ear. I had my ear molds made special at a local hearing aid shop, but whenever I would chew gum or talk, the seal would break and there would be a loss hearing protection. I finally made a move to a new set, the Clarity Aloft, and I have been wearing it since 2008. This set also goes into the ear and is extremely comfortable to me and weighs virtually nothing. It had audio input as well as stereo and independent volume control. At a 30 dB sound reduction, it competes with the headsets in the \$1100-1400 range and only costs around \$475 new. I have 3 sets of these in which one stays in the plane, the other in my office, and the other in my flight bag.

Most pilots do not like this headset due to the fact that it goes into the ear canal. I like it best because it doesn't mess up my hair, and I don't have headset head after a flight. So, what I'm trying to get at is that you have to find what works best, for what you are doing.

As much as I fly, I cannot afford to use a battery powered headset. I would go through at least box of AA batteries per week and that amounts to about \$260 a year on batteries alone. Most students are content with the fact of just owning their own headset regardless the costs, but the fact is that a headset is an investment and you should choose wisely. So how do you make this decision? I think the best way to make a good choice is to actually try on as many pair as possible. This is easy to do by just visiting Aircraft Spruce at KFFC, where they have almost every major brand hanging on the wall ready for you to try on.

Just remember that almost every headset feels like a vice on you head after 3 hours of flying. You may also want to choose a headset that doesn't block out too much noise. Some sounds in the aircraft can be blocked by these ANR (Active Noise Reduction) headsets and you may continue to fly an aircraft well into a failure that could have been prevented if you could have heard it. Bottom line – don't take any ones word about which headset is right for you. Borrow some from a friend or go to Aircraft Spruce and try them on yourself, but buy your headset because it's what you need for your mission, not because it has a name brand on the ear cup.

Todd

Thunder in the Valley Update



Sponsorships

The committee is making great progress! To date, \$36,350 in cash pledges and \$84,000 for in-kind services. Ten new donors have been secured. The committee is using the "foundation" approach; which seems to be working nicely. A social media campaign, that will include a "click-through" link, has been added to the work flow.

If you know of someone or an organization that would like to make a contribution to the 2014 Thunder in the Valley Air Show, please contact Chris Bowick at cjbowick@comcast.net.

Facilities Management

The committee met with City department heads October 21. The City is on board with similar support as in 2013. The Muscogee Co Sheriff's Department will support through their CERT program only.

The City also plans to support with the following displays – DARE and GRATE from the Columbus Police Department, the Interstate Command Trailer/"Gold Goose" from Emergency Management and a Fire Safety Simulator/ House from Columbus Fire and EMS.

Marketing

The committee and media partners met October 22 to develop a theme with promotional strategies. An emphasis is being placed on the foundation of the air show, and creation around the tag-line of "In the Air and On the Ground".

A disclaimer will be added to all tickets, web site and signage, *"By your admission to Thunder in the Valley Air Show, you grant Thunder in the Valley Air Show the right to video/photograph you on the air show grounds for marketing, advertising or broadcasting purposes without payment or consideration thereof."*

A direct mail campaign, targeting online ticket purchasers from the 2012 and 2013 air shows, has been added to the work flow. If you have a unique marketing idea and would like to share

it, please contact Dave Arwood at darwood@pmbradio.com.

Acts and Statics

"The Immortals" will be the main act for 2014. The F-18 Demonstration Team has not been approved to perform during 2014. The Silver Wings Demonstration Jump Team has been approved, and Thunder in the Valley Air show is on their calendar. Please forward all inquiries for acts and statics to Greg Russell at titvacts@gmail.com.

Parking and Transportation

All parking venues have been confirmed. Columbus State is prepared and will make the necessary spaces available to Thunder in the Valley Air Show. Due to the construction near Walmart on Airport Thruway, only the side lot on the West side of the store will be available.

Tickets

The consignment contract with MWR is complete. VIP and Staff/Vendor wristbands are printed. General admission tickets have been ordered. VIP and Staff/Vendor mirror tags have been ordered.

VIP/Volunteers

Cici's Pizza will provide pizza to volunteers and VIP. B. Merrell's will serve lunch to VIPs on Saturday, March 15 and Zaxby's will serve lunch to VIPs on Sunday, March 16.

17th Annual
Thunder in the Valley Air Show
Saturday March 15– Sunday,
March 16, 2014
At the Columbus Airport

SERFI pictures by Debbie Morris



C185D (1965)



Piper/CubCrafters PA-22-150 (2001)



PA-22-160 (1958)



C170B (1952)

Perry Open House pictures by Emilie & Gary Brossett



Collings Foundation B-24J



New Standard D-25 (1929)

Perry Open House



Luscombe 8A (1947)



Aeronca 7AC (1946)



Vans RV-8 (2006)



Vans RV-8A (2012)



Boeing A75



C177 Cardinal (1968)

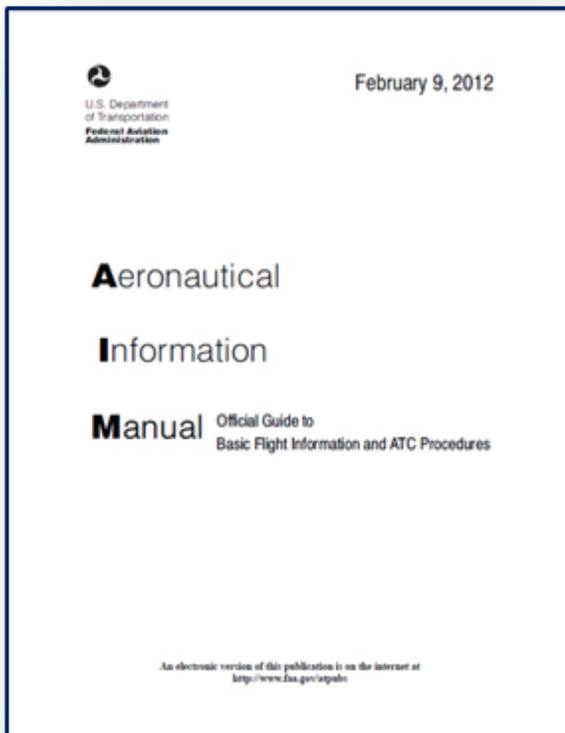


Kit Fox Speedster

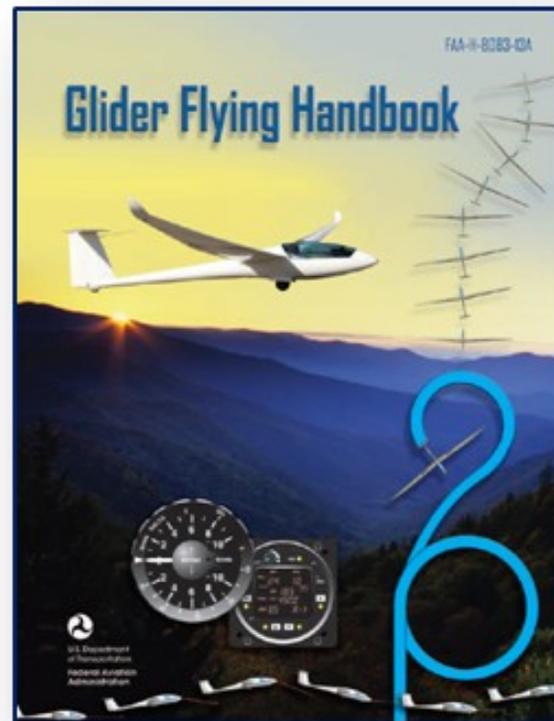


North American P-51C (1943)

Information



AIM is available free online (click the manual)



New Glider Handbook available on the FAA website (click the manual)

EAA Webinars

TBOs and Other Maintenance Intervals, by Mike Busch	12/74/13	9pm EST
Is Your Airplane Airworthy?, by Larry Both	12/11/13	8pm EST
Ultimate Aircraft Buying Guide, by Scott Sky Smith	12/18/13	8pm EST

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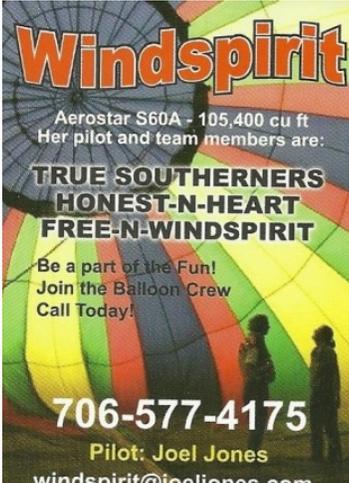
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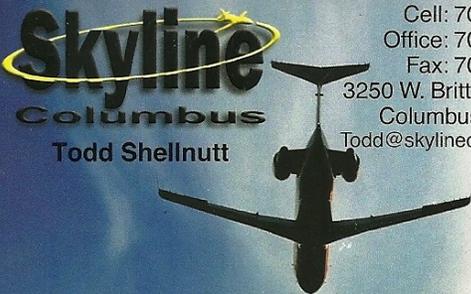
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