

## NEWS AND NOTES

### AOPA FLY-IN AT SSI

The AOPA will host the last of its 2014 fly-ins at McKinnon Airport (SSI) on St. Simons Island on Saturday, November 8.

The fly-in, which runs from 8:30 a.m. to 4 p.m., will include exhibits, a Pilot Town Hall in which attendees can ask AOPA President Mark Baker questions, a pancake breakfast, lunch, seminars and safety briefings.

Several EAA 677 pilots plan to fly to the event. [RSVP to AOPA](#) and [email Jack Bartholet](#) for travel plans.



### SAVE THE DATE

- Sep 30 Chapter Meeting, 7 p.m.
- Oct 11-12 [Great Georgia Airshow](#)
- Oct 18-19 [Wings Over North Georgia Air Show](#)
- Oct 25 Young Eagles, 8 a.m.
- Oct 28 Chapter Meeting, 7 p.m.
- Nov 1 Memphis Belle at CSG
- Nov 8 [AOPA Fly-In, St. Simons Island](#)

### EAA WEBINARS

- Oct 8 [Adding Privileges Under Sport Pilot Rules](#)
- Dec 17 [7 Habits of Highly Effective Chapters](#)

## 52 Fly at Young Eagles Rally

FIFTY-TWO CHILDREN, including Mbonya Myers' class from Rothschild Middle School, took to the skies at EAA 677's Young Eagles rally on Saturday, September 27.

Myers' participation at Young Eagles has become an annual event. This year's class is pictured with a chartered jet that landed at CSG for the Auburn-Louisiana Tech game.

Four pilots flew, including David Martin, visiting from Dawson, Georgia, and 13 ground crew volunteered. Doc Molnar reached a milestone – 200 Young Eagle flights



– and Rocket Rick flew his 10th mission of the year to join the "10 for 2014" club.

Saturday's flights brings the chapter total to 389 and 3,244 all-time. See page 5 for more chapter stats.



### Man on a Mission

Ken Sines has been involved in Young Eagles for more than 20 years, as long as the program has been in existence. He's flown almost 1,500 passengers, which places him among EAA's most accomplished Young Eagle flight leaders. And this month he's the subject of our Member Spotlight. **TURN TO PAGE 4** to learn what makes Chapter 677's "Energizer Bunny" tick.

# Safety Briefings for Everyone



**O**ur August Young Eagles event was memorable for several reasons. Not only because so many patient parents and

children waited for two hours for the ceiling to rise to acceptable levels, but also because our chapter members kept plugging long after the 11:30 a.m. quitting time to be sure everyone who waited got a ride. We provided 44 Young Eagles flights and moved closer to 500 for the year, despite the weather delay.

It was also memorable for another reason: It's the first time in my memory we've been scolded by Columbus Airport. Frankly, it's a scolding we very much deserved.

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'I don't care if the tower gets upset or if we fly fewer sorties. I'd prefer either to having a real need for emergency vehicles on the ramp.'

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After the crash truck came over and entertained the kids and parents, and after we started flying the kids, I think we went into a "done this a thousand times before" mindset, with a big dose of "we need to get all these kids flown." We forgot the primary directive of "let's not let anyone die."

About an hour after we started flying, the tower reported an unescorted woman running across the ramp, directly in front of an aircraft with its engine running. The woman did not have on a vest or yellow shirt, so they presumed she was someone's mother and not an EAA member. They were not happy.

Even if our motivation is not to keep the tower happy, our top priority **MUST** be the safety of everyone involved.

Every Young Eagle receives a passenger safety briefing. Most are also told how to behave in the aircraft. Based on that Saturday's events (sadly, Running Mama was not the only incident), we must remember to brief everyone – including the adults who accompany our passengers – about how to behave **AROUND** the aircraft and that they must be escorted whenever they are outside the FBO.

I'm afraid we've grown complacent and forgotten the amazing machines to which we relate so easily can be unforgiving to the



unaware. I have a tag on the front of my car that proclaims the first rule of aviation safety: "Stay Away from the Shiny, Spinning Things." Apparently, not everyone knows that rule. I will take the initiative to regularly brief all who will listen, but anyone who is standing at the door or on the ramp with non-aviators needs to be just as vocal.

Whether you're a greeter, a document processor, a ramp escort, a pilot, or just a useless chapter president, let's remember our jobs and our responsibility to the children and their parents. I don't care if the tower gets upset or if we fly fewer sorties. I'd prefer either to having a real need for emergency vehicles on the ramp.

Thanks for all you do. Let's be more attentive in the future – so we'll have one.



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**COMMUNICATIONS OFFICER | ALLEN ALLNOCH**

# Must-See Museum

I HAD THE PLEASURE OF VISITING the Udvar-Hazy Center at Washington Dulles Airport earlier this month. If you haven't been to this Smithsonian facility – a companion to the National Air and Space Museum on the Washington Mall – it's worth at least a half-day of your time next time you're in the D.C. area.

Udvar-Hazy has two huge hangars that display thousands of aviation and space artifacts, including a Lockheed SR-71 Blackbird, a Concorde and the space shuttle Discovery.

It also includes ample space devoted to general and experimental aviation; a few examples are pictured here. For more on the Udvar-Hazy Center, [click here](#).



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## MEMBER SPOTLIGHT

# KEN SINES

**Hometown:**

Friendsville, Maryland

**Occupation:**

U.S. Army, Retired. Flew helicopters, including two tours in Vietnam. Also worked for 14 years of Civil Service at Fort Benning in Combat Development.

**Spouse:** Shirley, married 39 years

**Ratings held:** Private Pilot, ASEL

**Number of hours:** 1400-plus, including helicopter time



**Young Eagles Flown:** 1,471. I started when EAA started the program in 1992.

**Aircraft:** 1968 Piper Cherokee 140

**How did you get involved in aviation?** I got my fixed wing certification through a flying club in 1966. I learned in a Cessna 150. I was already a military aviator, so all I had to do was get 40 hours

**What is favorite destination to fly to?** I don't fly that much except for Young Eagles. But I do fly to a military reunion and a family reunion every year.

**What do you enjoy most about flying?** It gives me something to do and it keeps my brain working.

**What do you enjoy about flying Young Eagles?** I enjoy interacting with the young kids. The taxpayers and the Army made it possible for me to fly, so this is my way of giving back. And it keeps me young.



## AIRPORT DIRECTOR | RICHARD HOWELL

# Memphis Belle Bound for Columbus

**IT HAS BEEN A BUSY SUMMER FOR** us. In August we took numerous lightning strikes on Runway 6/24. One impact blew a hole the size of a shoe box in the runway. We also had an aircraft incident the first week of September that destroyed a guidance sign and runway light. Additionally, there was a fuel spill that will require us to dig up some soil in the safety area and pay to have it disposed. That work should be taking place by the end of the month, so watch out for us!

The Commission accepted a \$1.2 million Airport Improvement Program (AIP) grant in August. This money will be used to replace our perimeter fence and also clear some of the wooded areas to

reduce our wildlife attractants. The plans and specifications are prepared; I am just waiting for our consultant to put the package out for bid. I hope to award the work in November.

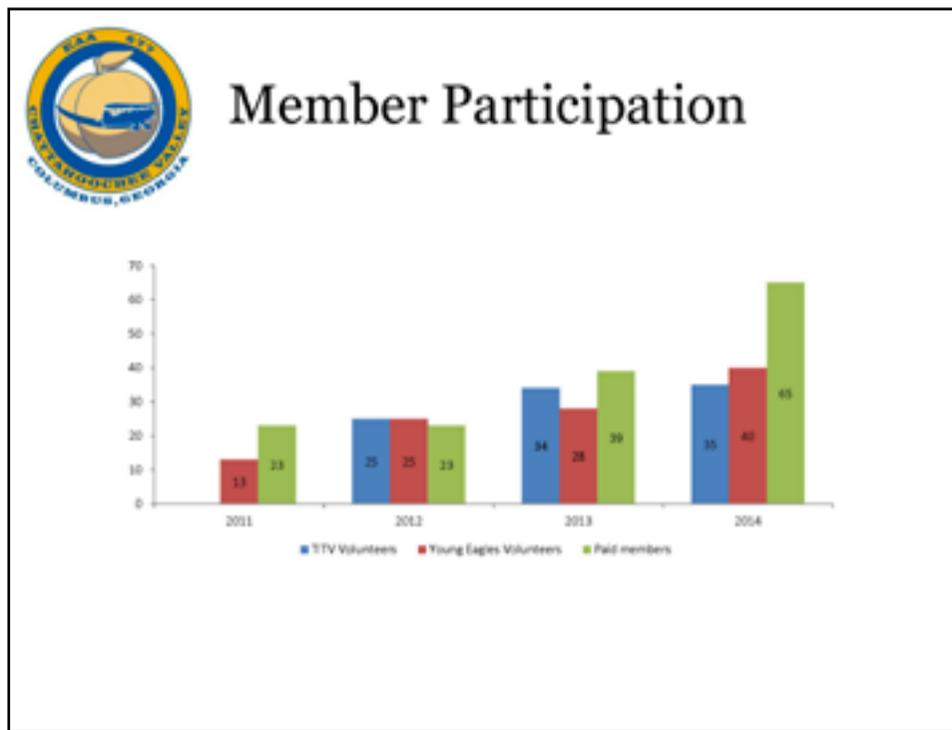
I am very pleased to announce that the Liberty Foundation plans to bring the Memphis Belle B-17 to Columbus during the last week of October, with flights offered on Saturday, November 1. So clear your calendar and come see a wonderful old warrior; it should be a great day!

As many of you are aware, our Facilities Manager Paul Phillips was involved in a serious automobile accident earlier this month. He got banged up pretty well but should soon be going home after completing stints in the hospital and physical

therapy. Please keep him in your thoughts; we look to see him sometime in the future.

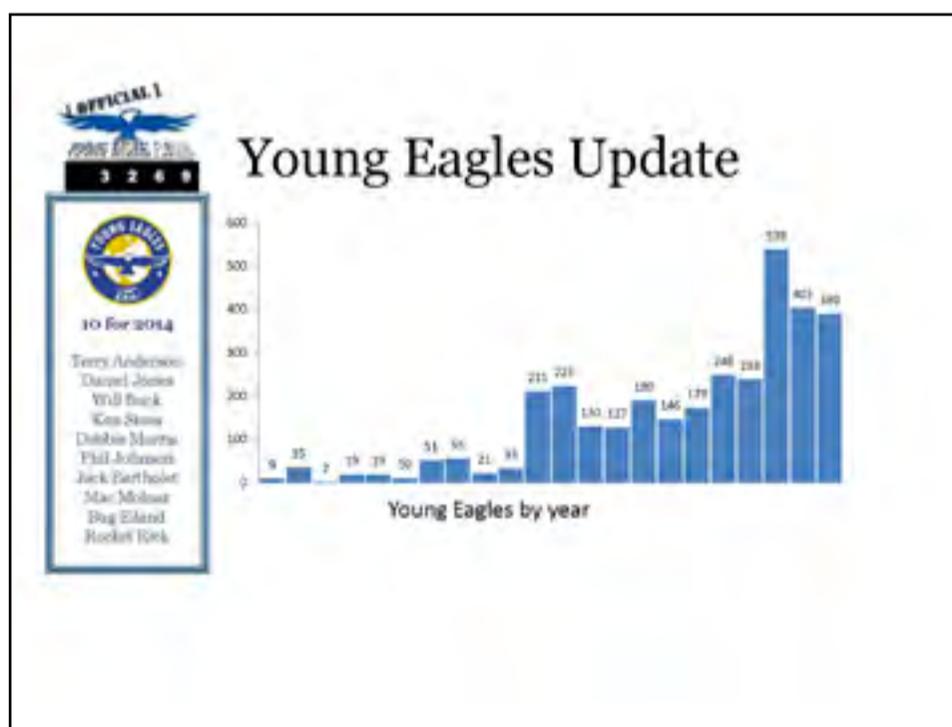
Like many other industries, airports are always challenged by regulatory impacts. The largest on the horizon is the impact of the new health care law on staff time. Effective January, any employee who works more than 29 hours a week will be required to paid health care benefits. Historically, we have worked our part-timers more than that, so management is tasked to make it work while minimizing the fiscal impact of staff on the budget. I share this with all of you so you know that while we are still committed to providing great customer service, please accept that in the next few months we might have some growing pains!

# Chapter Stats



**Young Eagles Update**

Average Jan 2011 to date		Average Year to date
35	Young Eagles per Month	43
4	Aircraft	4
13	Volunteers	13
Not tracked	First YE Flight	55%





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### **MISSION DETAILS**

The spectacular B-17 flight experience includes 25-30 minutes of flight time.

Experience the sights, sounds and viewpoint that our WWII heroes saw during combat over 70 years ago!

Ground tours will start following each days flights. So bring the entire family out to experience history in flight.

### **TOUR DATES & LOCATION**

**Columbus, GA**

**November 1**

**Columbus Metropolitan Airport (KCSG) Flightways Columbus**

**3250 West Britt David Road, Columbus, GA 31909**



[www.LibertyFoundation.org](http://www.LibertyFoundation.org)



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