



Hangar 13 News

Formerly The Gremlin Gazette

Newsletter of the

Chattahoochee Valley EAA Chapter 677

Columbus, Georgia

since 1979

In this issue:

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- Member Spotlight
– Tom & Dorinda
- Young Eagle News
- From our Library
– ILAFFT

Calendar

Young Eagle Rally
May 27

Chapter Gathering
May 30

IMC Club
June 1

Young Eagles In the News!

(Click each photo below)



Basic Med

The FAA BasicMed includes three core requirements:

- Comply with the general BasicMed requirements (possess a U.S. driver's license have held a medical after July 15, 2006).
- Get a physical exam with a state-licensed physician, using the [Comprehensive Medical Examination Checklist](#).
- Complete a BasicMed medical education course (Approved Courses: [Mayo Aerospace](#) & [AOPA](#)).

[EAA Basic Med Webinar](#)



President's desk

Lots of good news for the chapter this past week!

While attending the Leadership Academy at Oshkosh this past February, I learned that our chapter was not yet recognized as a non-profit organization by the IRS. We had registered as a non-profit with the state and even received a tax payer identification number from the IRS, but no application to be recognized as a non-profit was made.

After the presentation at the academy, I enrolled in the EAA Webinar *Chapter Charitable Status* and prepared our application. I'm pleased to report the our chapter has been recognized by the IRS as exempt from federal income tax under Internal Revenue Code Section 501(c)(3) and donors can deduct contributions to our chapter.

We also received some good news at the closeout meeting for Thunder in the Valley 2017. We received a check from TITV for our volunteer time at the show. Thanks to all that volunteered their time as taxiway security, hotbox security, servers for the sponsor's and VIP dinners.

Our next chapter gathering is scheduled for May 30 in the chapter house. We'll get together for **AVIATION, EDUCATION AND SOCIALIZING**. We'll share a meal and discuss chapter activities. This month we'll view *Right Seat with Tony Spicer* as he introduces the Sonex aircraft. Be sure to read the May issue of *Sport Aviation* which features the Sonex B model.

The April chapter video magazine is available at [CHAPTERS CHANNEL](#)



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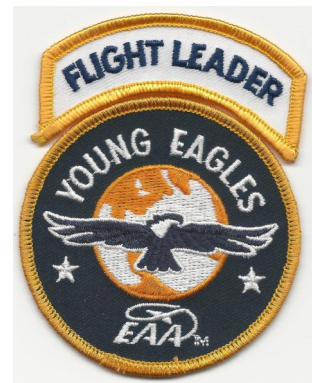


Chapter notes



300th Young Eagle mission!

On his first flight at our April 29 rally, Mac Molnar completed his 300th Young Eagle mission. Before the rally ended he achieved 315, making him the 2nd highest flight leader in chapter history. He was heard saying “I have to catch up to Ken.”



Rachel Broom stopped at KCSG on the 2nd leg of her long cross-country May 2. She was greeted by her grandparents, mother, Bill and Gary.

Rachel completed her first Young Eagle flight with Ken Sines on September 28, 2013 and was our Advanced Air Academy/Sport Air Scholarship recipient for 2015.



Members Jack and Deanna Bartholet, Joel Jones, Emilee, Janet and Gary Brossett attended the Gulf Coast Balloon Festival in Foley, AL, May 4-7. The weather was absolutely beautiful, but wind speeds kept the balloons on the ground for the festival.

Joel's Windspirit didn't leave the ground, but still treated the crowds to glows and candlesticks



Calendar

- May 20— Open House @ Aircraft Spruce (LFFC)
- May 27-28— Alabama Jubilee Balloon Festival @ Decatur, AL (KDCU)
- May 30 —Chapter meeting (topic and meal TBD)
- June 3— Vintage Day @ Peachstate, GA (GA2)
- June 9-10— Southeast Aerobatic Open - Bear Creek bash @ Rome, GA (KRMG)
- June 10— Fabric and Tailwheel Lunch @ Triple Tree, SC (SCoo)
- June 10- Good Neighbor Open House @ DeKalb (KPKD)

Young Eagles

Our April 29th rally was exciting. Phil Scoggins of WRBL News 3 covered the rally (select link on cover page) and was impressed at how we managed 66 kids so effortlessly. The *Muscogee Moms* editor also attended.

Seventeen volunteers and 5 aircraft participated in the event. Nearly 60% of the flyers were first timers.

Dorinda Morpeth, Doug Muse and Mac Molnar achieved 10 for 2017 during the rally, bringing our total Young Eagles flown to 205 for the year.

A thankful parent posted the picture to the right on Facebook of her daughter after a flight with Dorinda. Her t-shirt says it all “Rise to the Challenge.”



10 for 2017

Ken Sines
Bill Buck
Jack Bartholet
Ernie Kelley
Dorinda Morpeth
Mac Molnar
Doug Muse

2017 Milestones

Ernie Kelly
100th Mission

Jack Bartholet
300th Mission

Mac Molnar
300th Mission



25 for 25

Ken Sines
Bill Buck

Member Spotlight

Member Profile: Thomas & Dorinda Morpeth

Tom and Dorinda Morpeth are the definition of a flying family. Tom is a captain with a regional airline and Dorinda is a CFI. Together, they own a Piper Colt (currently disassembled) and one of the most beautiful Cessna 170s you'll ever see. It's a B model which has earned awards from SERFI as Best Classic Aircraft, from Young Eagles who've declared it "awesome," and from their Angel Flight passengers who recognize it as a heavenly chariot. Here's a little "Mor" about the Morpeths.



Q: How'd you get into flying and why did you pursue your PPL?

Tom: After getting a job with the Columbus Police Department, I was making enough money to look into lessons for two activities that I had always wanted to learn, scuba diving and flying. Planet Ocean didn't have any open classes for SCUBA lessons so I went across the street to the airport and signed up for flying lessons. I earned all my ratings at Columbus and, with the help my mentors Scott Youngblood and Steve Bristow, was able to quit the police force and start what has become a 40+ year flying career.

Dorinda: I had been around airplanes since I was a toddler, and as a child of the 1960s, was very much interested in space and flying. My interest was encouraged and I

joined the Civil Air Patrol as a teenager. Life took me away from flying and it wasn't until several decades later, after college and career stability, that I was able to afford to fly and earn my ratings. Flying has given me confidence and it is always a special feeling to climb into your own airplane and have the freedom to fly above everyone else, and go pretty much anywhere you want.

Q: How many ratings do you hold?

Tom: SEL, MEL, Commercial, Instrument, Type ratings in three aircraft (turbine and jet), ATP, and tailwheel endorsement.

Dorinda: SEL, MEL, Commercial, Instrument, CFI certificate, and tailwheel endorsement

Q: What attracted you to EAA and classic aircraft?

Tom: Oshkosh. The EAA is a wonderful organization for anyone who loves airplanes and they put on one hell of a show. We wanted to support their outstanding Young Eagles program and have flown more than 200 kids in our Colt and C170B. We have benefited some of their outstanding workshops

Dorinda: Their beauty and simplicity. Classic aircraft are "generally" less expensive than comparable modern aircraft (Piper Tri-Pacer and Colt, Luscombe). Tailwheel classic aircraft offer challenges, but once you become proficient with the handling characteristics they open up a huge variety of aircraft to fly, from warbirds, antique and vintage, modern homebuilt and kit planes, and high performance aerobatic aircraft. Generally speaking the cockpit can be very simple (J3 Cub and Aeronca Champ), teaching you stick and rudder flying in its purest form.

Q: What drew you to EAA 677 in particular?

Both: It was the local chapter and based at our home airport.

Q: What keeps you coming back to the

Member Spotlight Cont.

meetings and the rallies?

Both: Sharing flying with a great group of people. Participating in one of the most active EAA Young Eagles Programs in the country. Supporting youth who are interested in flying by sending two or three each year to EAA camp.

Q: What's your best memory of EAA or flying?

Tom: Meeting and getting to talk to my aviation hero, Bob Hoover, at the first Oshkosh we attended in 2000. Flying our new-to-us C170B back from York, Pennsylvania in February when it was 15 degrees outside.

Dorinda: First time going to the EAA Southeastern Regional Fly-in (SERFI) and winning Best Classic Aircraft.

Q: What do you think is the best reason to consider a classic aircraft over something fresh out of Wichita or Duluth?

Tom: A desire to preserve, enjoy, and cele-



brate the craftsmanship of old.

Q: You obviously have the skills to build your own aircraft – you've essentially rebuilt a couple of planes already. If you had to choose between a classic certified aircraft and a plane you built yourself, which would you choose and why?

Both: We don't have time to build our own and would choose the classic certified route. It was one of the things we considered when we were airplane shopping and choose the C170B. Part of its appeal was that someone else had performed the restoration.

Q: Why do you think someone should get involved in general aviation (in general) and EAA?

Tom: Learning to fly speaks for itself. It is a life-changing event.

Dorinda: The best way to enjoy flying is to share it and the EAA offers camaraderie with like-minded people.

DORINDA MORPETH

Shares Her Love of Flying



By TOM INGRAM

Dorinda Morpeth grew up around airplanes. Her mother was interested in aviation, and began taking Dorinda to air shows when she was a child. As a teenager, Dorinda joined the Civil Air Patrol, an Air Force auxiliary similar to ROTC. In the Civil Air Patrol, Dorinda learned about navigation, weather and other critical skills for pilots, but most of all, her life-long dream of flying was reinforced.

The dream was on "hiatus," as Dorinda says, through college and then raising a family. She rode and showed horses for many years, but always with an eye trained toward the sky, dreaming of flight. After her divorce, Dorinda went back to college and obtained a master's degree. She now lives in Columbus and works at Fort Benning as an environmental consultant. When she remarried, Dorinda married a pilot.

Dorinda has been flying now for eighteen years. She obtained both her private and commercial pilots licenses, and then became a flight instructor, which she has been doing now for twelve years. When asked what kind of plane she flies, Dorinda is quick to produce her cell phone and show pictures of the old Piper Colt two-seater she flew for more than a decade. She shows off her Cessna 170, an all-metal aircraft from 1952.

For Dorinda, nothing can quite compare to "taking off on a beautiful summer evening, tooling up the river at a couple thousand feet, having that space." That space is the air, the freedom to soar in whatever direction she pleases. It's also a vantage, a unique view on the world, from which she can "see things people don't get to see." On one flight, Dorinda looked down onto a field in which someone had written a marriage proposal—written in huge letters spanning the green space, the kind of proposal that could only be seen from the air. We who keep our feet planted on terra firma could not know, but any pilots out on that day knew there was love in the air.

Flying is often a man's world—or at least it can sometimes seem that way. In movies, men fly and women watch with awe from the ground. Dorinda is keenly aware of this, and draws a great deal of confidence from her confidence as a pilot and instructor. Women are

Ed. Note: Dorinda was featured in the April 2016 Women in Aviation issue of her Magazine

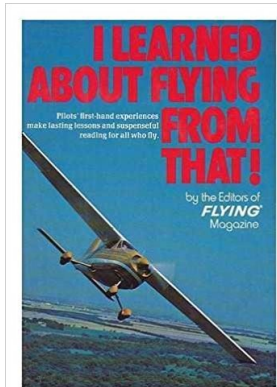
By Ernie Kelly, Membership Coordinator

Book of the Month

***I Learned About Flying From That* and *MORE I Learned About Flying From That* – TAB Books (1976 and 1989)**

It's been said those who do not learn from history are doomed to repeat it. The feature in *Flying Magazine* created to avoid repeating history is "I Learned About Flying From That," acronymized into ILAFFT. As far back as 1939, pilots were sharing their near-misses – and *Flying* was publishing them every month – to educate other pilots.

ILAFFT was and is wildly popular, and *Flying* has been able to diversify its revenue stream by publishing a "best of" collection from time to time. The EAA Library has the first two collections, which cover pilot confessions and confusions from as far back as 1939 and as recently as 1988 – so roughly half a century.



Like other books of the sort, you can open them to just about any story and be informed and entertained. What I found gripping was the nonchalance with which pilots and student pilots of the

1930s and 1940s launched into bad weather with gauges today's pilots would consider insufficient for a flight around the pattern. Many times they regretted it. Other times they simply played the hand they were dealt. Every time, they were grateful things turned out as well as they did.

Over the years, as equipment became more reliable, engine failures were less likely to lead to a story, and electronics moved to the forefront of the crew of likely villains. What is consistent is how often the actual culprit is neither the aircraft nor its systems, but a pilot who is overconfident, under-trained, or otherwise just plain unfortunate enough to find him or herself in the circumstances which generated their story.

Some stories are funny because in hindsight, told by someone who survived, they are worth laughing at, learning from, and moving on. Others are just terrifying. The most haunting story I can recall is by a pilot of an L-19 Bird Dog whose engine failed over the mountains in foggy IFR conditions. The pilot bailed out, only to be stalked by his own lifeless aircraft which, like the shark from the movie "Jaws" but with nav lights ablaze, managed to repeatedly appear out of the fog uncomfortably close and unnervingly silent, repeating a tightening circular path around him, until they both hit the ground yards apart. The pilot was uninjured. The Bird Dog had to be put down.



I think I'm like most pilots who absorb the tales of terror and triumph while thinking, "That could never

happen to me!" That is what we have in common with so many of those whose tales are included and why the books are so valuable. I don't think a single one of the authors arrived at the airport thinking, "I'm going to do something that could really turn out badly today."

The editors made their selections based on diversity of situations, each writer's skill and style, and either commonality or rarity of the situation. They are grouped by theme: weather, equipment failure, training flight, flying when everything says not to, and some that are just great stories. The authors are military and civilian; GA and scheduled airline; high time and student; celebrity and Joe Six Pack. All the stories are well-told; most are memorable to the reader and were obviously burned into the minds of the writer.

I highly recommend both books; but if you're going to read them both, read them in sequence. You'll be impressed with how quickly our aircraft became less likely to fail than our fellow aviators.

Review by Ernie Kelly



Advisory Circular

Subject: Alternative Pilot Physical Examination and Education Requirements

Date: 1/9/17

AC No: 68-1
Initiated by: AFS-800 Change:

This advisory circular (AC) describes how pilots can exercise student, recreational, and private pilot privileges in certain small aircraft without holding a current medical certificate. It outlines the required medical education course, medical requirements, and aircraft and operating restrictions that pilots must meet to act as pilot in command (PIC) for most Title 14 of the Code of Federal Regulations (14 CFR) part 91 operations. This AC is intended to be used as a resource for pilots exercising the privileges described in section 2307 of the FAA Extension, Safety, and Security Act of 2016. It is also intended to be a resource for state-licensed physicians who will be providing the required medical examination to those pilots.

John S. Duncan

John S. Duncan
Director, Flight Standards Service

Here are links to AC 68-1 Alternative Pilot Physical Examination and Education Requirements and AOPAs step by step instructions

(click screenshots for link)

MEDICAL SELF-ASSESSMENT
A PILOT'S GUIDE TO FLYING HEALTHY

Get Started
by creating a **new** account.

Why do I need to create an account?

CREATE AN ACCOUNT

Return Users

Email address

Password

LOG IN

[Restore Password](#)

This **FREE** course is to open to everyone, AOPA membership is not required to take the course.

Step 1:
Review the BasicMed and download the **FAA Medical Exam Checklist**. Complete the self-assessment portion of the form.

Step 2:
Get a BasicMed exam and have your doctor fill out the rest of the FAA Medical Exam Checklist.

Step 3:
Take this course and earn your BasicMed completion certificate.

Step 4:
Print out the course completion certificate and keep it in your logbook. You are ready to fly!



Click on the picture to view video

