



Hangar 13 News

Chattahoochee Valley EAA Chapter 677

Columbus, Georgia

Est. 1979—Chartered 6 February 1980



10 for 2013

Danny Jones
Ken Sines
Thomas Moore
Mac Molnar
Jack Bartholet
Phil Johnson
Lina Taborda
Chris Cook

100th Young Eagle Mission

Jack Bartholet and his distinguished crew of Young Eagles during the September 28th Rally. Fifty Young Eagles were introduced to flight on the day, bringing our total for the year to 306 missions. Thank you to all of the volunteers that participated in this and all of our rallies.



It's on!

We have not had a cookout in a while,
but that's about to change.

Ribs and Q will be the menu for Saturday, October 5th

We will eat around 6:30 as usual. There will be a \$15.00
charge per person to cover food and drink

Come join us! Cheers, Chuck

President's Desk



When you see a chance take it. It's all on you...

In 1980, British rocker Steve Winwood had a hit single on his "Arc of a Diver" album entitled, "While You See A Chance..." It inspired me to

follow my dreams, to take chances, to live on the edge. In 1980, I took a chance and accepted the first job I was offered in an ad agency – as a traffic manager – with the promise they'd move me to writer after I had demonstrated my skills. I did and they did and it worked out fine. In fact, taking that chance has led to a career in writing that has provided a relatively steady income for more than 30 years.

At virtually the same time, I also started what I felt would become a priceless music collection. I would buy albums ("Arc of a Diver" was one of them), play them one time with a brand new diamond stylus to record them to cassette, then clean them and re-sleeve them; keeping them in pristine condition for "future collectors" who I knew would pay a fortune for my near-virgin vinyl as rare artifacts of musical genius. Taking that particular chance ultimately generated less than \$5 when I sold all my albums for the equivalent of a penny apiece to a music store after lugging them around for three decades.

Do you think the music would have sounded better on vinyl than on cassette? I enjoyed the cassettes, but sometimes I wonder what I missed to make five bucks.

Don't wonder what you missed by not participating in the events of our Chapter, and there are lots of them coming up:

- Chapter meetings the last Thursday of every month and Young Eagles the last Saturday of every month
- Elections in November
- Fly-out opportunities
- The Christmas event December 12

You can make a difference in the lives of youngsters through Young Eagles, and you can change an adult's life with an Eagle Flight – either as a pilot or by referring a potential pilot to Steve Culpepper. You can make a difference in your own life through the camaraderie of the meetings and events, and through the knowledge gained through our "Flight Bag" topics and shared experience on Fly-outs. You can make a difference in the chapter's future – which will impact most of the aforementioned opportunities – by nominating good officers and board members and voting for them.

The lyrics of the song are as true today as they were nearly 34 years ago: "While you see a chance, take it. Find romance, fake it. Because it's all on you!" Okay, so I forgot about the cheesy, shallow romance line. It was the 80s. Sorry.

Thanks for all you do.

Ernie





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EAA Chapter 677**

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Editor's note

Well, I procrastinated and left this edition of the newsletter to the last evening of the month. I started working on it early in the month, but life and a fair dose of procrastination got me here, typing my note at 9 pm. Rather than delay this month's issue, I've nixed a few sections that I had planned to include, so if you don't see something I spoke about and you were expecting, I apologize. We have an exciting month ahead of us (see below), so enjoy the activities...It's all fun!

Chapter Calendar

Oct 5— Chuck's World Famous airport community BBQ is back

October 12-13—Great Georgia Air show in Peachtree City
—Wings over North Georgia Air show in Rome

October 19-20—Greg Koontz Open House and Fly In, Ashville, AL

December 12—Chapter Christmas get together at the Loft

Mar 15-16—Thunder in the Valley 2014



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Old Dogs and New Tricks

As a person who trains and also flies professionally, I see aviation from both sides of the fence. One of the things that pop out at me consistently is the fact that when a pilot starts to exercise the privileges of his or her commercial pilot certificate, they seem to forget about the training aspect of their trade, and this is a huge ongoing problem in the constantly changing aviation industry.

I had a privilege to fly with a retired airline pilot recently who owns a beautifully restored Cessna T310R. He had new paint, interior, avionics and freshly overhauled RAM engines with less than 100 hours on each. We first met at his local FBO and discussed the aircraft and what was laid out for our two day training session.

His knowledge on IFR procedures was above average and of course below average on VFR procedures (common flaw for those who fly IFR all the time). We discussed what was to be accomplished on the first flight and what was desired from him during that time. We soon were airborne and departed on course for the first part of the flight. Right off the bat, I could see some pretty grave errors that gave me goose bumps. First off, he allowed no time for the engine oil to reach the low end of the green arc before he went into the run-up as very rapidly choked through his procedure with no apparent checklist. He then began to commit almost every sin there is when operating a RAM conversion on a turbo charged engine. This led me to dig a little deeper into his knowledge about the aircraft and how to operate it. We cut the flight short and went back to the small office at the FBO where we took a look over his logbooks and RAM Checklists.

We found the “RAM Card” for the aircraft and started our review at which point he stated that he was never shown these procedures when he bought the aircraft, even after

receiving a “checkout” from a local CFI who supposedly was an expert on this conversion. After 17,000 hours and 30 years of flying, how could this pilot not be aware of how to operate this airplane? What I mean is how could he have been so blind on the proper procedures to operate this aircraft? Simple, the CFI’s reassurance of the training he received as the proper way to operate the aircraft and the owner inability to educate his self as to the operation of the aircraft.

Too many pilots are hooked on the lie that all aircraft are the same and that they have all the knowledge they will ever need when it comes to flying them. After further review of the aircraft logs, we also found that the prior owner opted out of NOT installing the optional unfeathering accumulator at the RAM conversion; this might not have allowed us to properly restart the engine after our planned shutdown for that flight.

Bottom line is that flying for most pilots is easy, and some may be able to get in any aircraft and be able to take off, fly around, and then return for a safe landing. However, the onset of the first emergency or the inability to operate the aircraft correctly could change everything, and this is truly when the panic would start. Continued operation of the Ram engines of this T310 would have surely ended up in a catastrophic failure at some point. Who would have guessed that this guy would have ever had issues flying an aircraft correctly? He agreed to meet with me again and work on his RAM techniques, which is probably the best thing for him at this juncture.

Even old dogs at some point, have to learn new tricks. Luckily I was able to get him started into the FAA’s Wings program, and next time we meet, he will be able to renew his flight review as well as receive his Basic Level miniature wings based on the flights and training we accomplished, then he will be able to add them to the ones he had from his last job!

Train on...

Todd

Of interest...



Check out those solo wings on Sam Highnote's flight suit! Sam soloed September 3rd, on his 12th hop in a TG-16A sailplane, at the Air Force Academy. TG-16 is the military designation for the DG-1001, built by German manufacturer DG Flugzeugbau. Sam completed the Basic Soaring Course and has applied for the Cadet Instructor Pilot upgrade program. Selections will be announced till December.

Emilie's Young Eagle Gallery



Around the state

**You're Invited...
Fall
Fly In**

**EAA 1211
Blairsville, Georgia (KDZJ)**



**Saturday, Oct 12th, 2013
from 10am - 2pm** (Rain date: The following -
Saturday, Oct 19th, 2013)

Invites any and all Pilots, flyers, builders, and fellow EAA members
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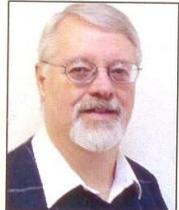
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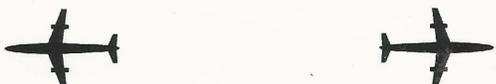
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