



Hangar 13 News

Chattahoochee Valley EAA Chapter 677

Columbus, Georgia

Est. 1979—Chartered 6 February 1980

This is the Spirit of Aviation— This is EAA!

I borrowed the title from someone, so I'll apologize up front for using it and not giving credit. Let's call it a pre-senior moment, because I just can't remember where I read it...if you are reading this, THANK YOU!!! The title seemed appropriate for our member activities in the months following TITV 2013.



KCSG—KEYW—KCSG

In April, Thomas Moore piloted N75607 to Key West and back for a little vacation time. I'll share a few details Thomas reported on his return, but for the rest of the story you'll have to spend some quality time with him. Flight time totaled 12.4 hours round trip with around 110 gallons of fuel. Thomas must have felt like an airline pilot when Tampa ATC advised him to maintain 7500 as a B-717 passed below at 7000. When he arrived at Key West, the outdoor bartender at the FBO said "Welcome to Key West, would you like a drink?" That's one of the de-

tails you'll need to discuss with Thomas.

Thomas had a wonderful time in Key



West and a memorable flight experience. On his return he mentioned the words of encouragement from Todd Shellnutt...everything will be ok!



Alabama Jubilee 2013

In May, Chris Cook, Ken Garbacik and yours truly crewed for Joel Jones at the 36th Annual balloon Festival in Decatur, Al. It was quite the experience for all of us. Joel didn't

[See page 4](#)

President's Desk

Jane Law Wicker – June 29, 1967-June 22, 2013



Because so many of our EAA 677 chapter members were heavily involved in the Thunder in the Valley Air Show, it didn't take

long for the news that wing walker Jane Wicker and pilot Charlie Schwenker had been killed in a crash during the Vectren Air Show in Dayton on June 22. It also didn't take long for people to post videos of the horrific accident. But what struck me as even more insensitive, although I'm sure it was not intended that way, was for so many to comment, "At least she died doing what she loved."

I understand that sentiment. Her tweets and postings in the days and hours before the crash underscored her excitement at having the chance to entertain and amaze another crowd of tens of thousands of onlookers, and to turn skeptics into admirers. She did love what she did. But I'm willing to bet it wasn't how she wanted to die.

A divorced mother of two boys, Jane was engaged to United Airlines pilot (and stunt pilot) Rock Skobow. Having young children and a fiancé indicate plans for the future. I imagine she had plans to do many things she loved for a long time while spending time with people she loved.

Watching Jane prepare for her routine made it very clear she had no intention of dying of anything other than old age. She rehearsed in the hangar before stepping into her flight suit. She

rehearsed while the plane was still on the ground and out of sight. She never had fewer than two points of contact with the plane at any time, and she did not hesitate to tell Charlie it was too windy, too cold, or too anything to do a particular part of the routine. Jane and Charlie were models of measured and controlled risk. They did not take unnecessary risks – even though they loved what they did.

I guess my problem with people saying, "At least she died doing what she loved" is that it seems to de-emphasize that Jane and Charlie died; that this tragedy is somehow less tragic because "they were doing what they loved." They were not Thelma and Louise. They were real people with real families and real loved ones who are suddenly and violently robbed of their security and find themselves awash in all the questions – their own and those of the public – which naturally follow something like this.



I could almost accept someone saying "she died doing what she loved" if Jane had died of a heart attack while chasing her giggling great-grandchildren through a hangar. But not under the circumstances which actually killed her.

Excuse the rant. But unless I die in a rocker on a porch with a Scotch in my hand watching my great grandchildren pre-flight their aircraft, please don't let my epitaph be, "He died doing what he loved."

Rest in peace, Jane and Charlie. You will be sorely missed.

Ernie



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EAA Chapter 677**

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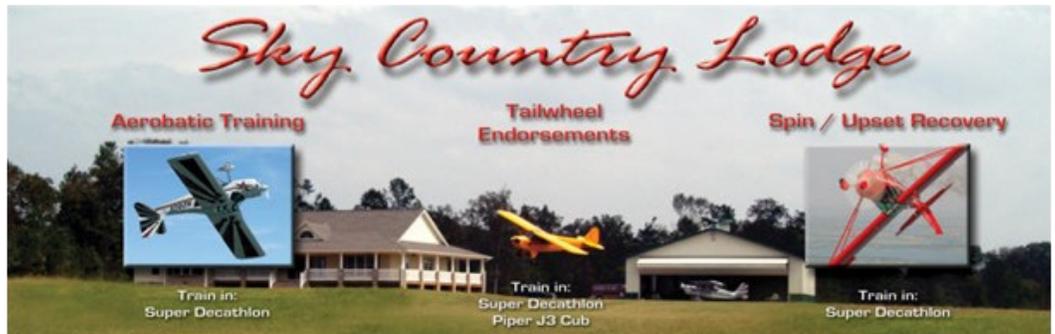
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Editor's note

Past President ('85) Charles Hanna attended our June meeting and brought copies of our chapter newsletter, from its beginning in 1979 to 1988. You might remember Charles from our April meeting, when he helped out with the torque wrench presentation.

I'm reading each issue and will be providing some historic information in upcoming issues, on our website and Facebook page. I've filled in a few past presidents on this page already.



During TITV 2013, Greg Koontz invited our chapter up to his Sky Country Lodge in Ashville, AL. Please consider the following dates to be discussed at our July meeting: September 7, October 26, November 2, 9, 16 & 23. Training flights (spins and upset) are also available on those dates, so we'll need to plan in advance. More detail will be provided at our meeting. Also, Greg's open house and fly-in date will be announced soon.

Chapter Calendar

July 25—Chapter meeting at Hangar 13

- Hangar project list
- Sky Country Lodge fly-out discussion
- Chapter calendar for the rest 2013

July 27—Young Eagles Rally at Flightways

Mar 15-16—Thunder in the Valley 2014

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win the Hare and Hound race, but he sure was a hit in The Glen neighborhood after landing one morning. Kids, parents and even grandparents poured out of their houses, rubbing their eyes, and in the pajamas for an opportunity to fly in Wind-Spirit. Joel treated the neighbors to tethered flights for over an hour

and we lost count how many flew. See the photo collection on page 6.

Local Aviation History in the making

This is not a advertisement for Skyline Columbus, but a part of Columbus aviation history that should be of interest to all of us involved in aviation. Many of us must have thought past chapter President Todd Shellnutt had lost his mind when he opened the doors of what is now Skyline Flight Training Academy. Since February 2009, Skyline has served aspir-



ing pilots and the local aviation community.

On June 13, Steven Hewlett was awarded his Gold Seal Flight Instructor Certificate, recognizing him as a profession with a proven track record as a CFI.

Also in June, Todd became the newest FAA Designated Pilot Examiner (DPE) in Georgia. Being an FAA Designee does not come

easy, Todd had to survive several logbook reviews, followed by demonstration of every maneuver in the PTS for each certificate and rating held, and no less than 7 checkrides in 3 different aircraft. Having passed all required checks, Todd was off to the FAA in Oklahoma City for formal classroom training and became an official designee on June 26. It's not over for Todd, he'll administer his first checkride next week, as a DPE, with the FAA onboard the aircraft.



Hangar 13 Conference Room is Officially Open

On June 27, we held our first official meeting in the new space. Twenty-three members and guests were treated to an outstanding presentation on historic Souther Field, by Mike Cochran of Americus, Georgia. Mike retired from South Georgia Technical College this past year, where he served as an aviation instructor for 27 years.



When Ernie told Mike he could bring props for show and tell during the presentation, it's doubtful that Ernie expected to see an original Curtiss Jenny propeller.

Also during the meeting, President Ernie Kelly reunited Jeremy Casey with his solo shirt-tail and snap shot from the occasion.

See pictures on page 5



Jeremy's solo Oct 5, 1999



Shirt-tail reunion



Mike's Souther Field Presentation



Here's Steve Culpepper back in 2011 realizing the potential of Hangar 13. Note: He's standing where Mike is, in the photo to the left





Joel's beautiful Windspirit



Point Mallard launch site for the Hare & Hound



Crew ready to launch & chase the Hare (Pepsi)



Chasing the Hare

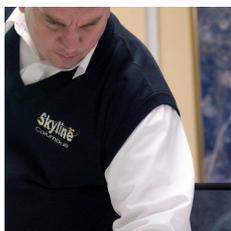


"The pay is in the Fun"



Tethered flights in the evening

From the Right Seat



A Long Cross Country

How much actual planning goes into your cross country flight planning? Do you normally start a few days before the planned flight, or just show up at the airport a little before your flight hoping all will be clear along your route? Cross country flight planning can be quite the daunting task, especially if you comply with the regulations (§91.103) and become familiar with “all available information concerning that flight.” I have always been fascinated with that phrase, “All available information,” if you think about, that’s a huge amount of information. The part that is actually the hardest is to compile this information into something that makes sense to you and has a practical application on the flight deck.

How many of you remember the extensive planning you did as a student pilot? The hours spent researching and making notes, the publications and charts, the learning of a new online program or iPad app, and simply just making heads or tails of what you’re looking at? I recall the kitchen table being riddled with open charts and pubs along with my trusty E6-B and plotter (I know I re-sharpened my pencil at least three times). However, these times have changed dramatically over the last five years. Advancement in technology has come so far that those of us who had to do it the old way almost find it unfair that students of today don’t have the headaches of the past.

My longest cross country was over 3000 miles, 35 hours of flight time, 7 time zones, 6

countries, and all into unfamiliar airports with unknown services, questionable operating hours, and usually a language barrier. Not to mention the different operating rules of that country, being outside of ATC or FSS range with no contact for hours on some legs, and did I mention that most of the flight was over frigid open seas? I was lucky that I had a “trip pack” made by Jeppesen that covered my route. It contained most of the information I needed for the trip.

Whether it is a flight to Eufaula, AL or Paris, France, you should always know what you’re getting yourself into, and how to get out of it if this case arises. I know a very competent pilot who decided to “just go” one day and ended up landing in the middle of an airshow at his destination. On your next flight, make it old school and do the numbers with a pencil and paper, you will soon realize how much you forgot and how that forgotten information can come in handy one day when all of the “tech” may not be available to you.

Todd



Thunder in the Valley Update



As we bring 2013 to a close and start looking ahead at planning for the 2014 Air Show, there will be open committee positions to fill. If you would like to be a part of the planning committee or know of someone else who would be interested, please contact Phaedra Childers at phchilders@bellsouth.net or 706/243-8954.

Planning for the 2014 Air Show will begin in September and end in April with a wrap-up meeting. The planning committee will meet monthly through December and bi-weekly January through the Air Show. All meetings take place at the Columbus Airport - 7:30 a.m. September through December and at 12:00 noon January through the Air Show.

Open committee positions:

Chair, Logistics - responsibilities include coordinating with City department heads for use and delivery of bleachers, barrels, stanchions, fencing, golf carts, public services, etc. to the Air Show. Works closely with the facilities management committee. Additional tasks include coor-

inating with Walmart, TitleMax and CSU for parking and mapping the ramp for vendor and sponsor booth displays. An established support person is available during Air Show set-up for assisting with vendors and sponsors.

Chair, Sponsorships - responsibilities include scheduling regular meetings, motivating committee members to stay on task, assisting committee members, when needed, with calls on sponsors or new leads and generating potential prospects. An established sub-committee of eight already exists.

Coordinator, Silent Auction - liaison between the Air Show and the organization running the auction. Responsibilities include assisting the group with pre-show communication, set-up, take-down and collecting items from Air Show performers and sponsors for the auction. The organization running the auction will generate the majority of the auction items.

Young Eagles Gallery– June 29



10 for 2013

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



overcast at 1600 feet stuck with us for most of the day. Thomas pulled a bit of overtime and was able to delight 5 new Young Eagles, including the birthday boy shown here. Thank you to the 17 volunteers and the Flightways staff that made it possible

We started the day with a great turnout of volunteers and potential Young Eagles, but the weather did not want to cooperate.

Even though the forecast called for clearing around 9 am,

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SCHEDULE OF EVENTS

7:30 am: Pancake Breakfast & FLY-IN.
11:00 am: Lunch by Shanes Rib Shack
Noon: Judging Registration Ends



Awards / Rides



Aircraft Trophies Awarded in 9 categories
WACO Biplane/Huey & Cobra Helicopter Rides
Children's Activities & Bounce House

FOR MORE INFORMATION, CONTACT:

Winn Fletcher: 770-231-8282 or Richard Strickland: 770-560-2356
or our Web Site: www.611.eaachapter.org

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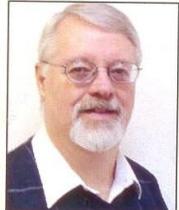
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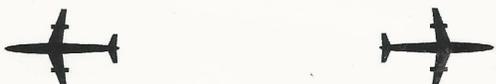
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