



Hangar 13 News

Chattahoochee Valley EAA Chapter 677

Columbus, Georgia

Est. 1979



This pre-WWII homebuilt is on display at the National Air & Space Museum, Steven F. Udvar-Hazy Center, along side hundreds of historically significant aircraft. The aircraft was originally built by Tom Story of Oregon. In 1947, George Bogardus rebuilt the aircraft and attempted to convince the Civil Aeronautics Association (CAA) that homebuilts were a good idea. He named the aircraft Gee Bee and flew to Washington, D.C. three times to gain support. His American Airmen's Association didn't succeed, but the government did finally recognize homebuilts in the experimental category in 1952. The aircraft was restored by members of EAA Chapter 105, including Dick & Jerry VanGrunsven, and then donated to the Smithsonian.



President's Desk



Talk About a Preflight... (Written TWO WEEKS Before the Deadline.)

For the first time in 33 years, I'll be voluntarily leaving work behind for more than a week's worth of vacation. I'll be ac-

companying Susan on a two-week trip to England, Scotland, and Ireland sponsored by First Baptist Church – and I'm going despite a lot of anxiety on my part about what I'm leaving for others to do while I'm gone. I'm doing it because Susan wants me to go – it's her last trip as a tour organizer for our church – and because my boss made it clear she would not let me use work as an excuse to disappoint Susan. (Funny how much of my life is influenced by smart, strong-willed women.)

I'll be away from my PC during the week I normally write the monthly column – the very last week (and sometimes the very last minute) before Gary absolutely has to have it. When I realized this week (the week of April 15) IS the last week I have, I decided it might be a good idea to go ahead and write the column. Wow. I have an amazing grasp of the obvious.

Still, I considered postponing (pronounced "procrastinating") because of the possibility I might submit it TOO early. After all, you don't preflight a plane two weeks before you use it. Which got me to thinking, when planning a trip, when *does* the preflight begin?

This is taking the definition of preflight to its most literal interpretation, but to me, preflight begins the moment you consider the flight. Did you think of the destination first? "It would be

nice to visit our relatives in Greenville..." Did the aircraft and its capabilities inspire you? "This plane will easily get in and out of Greg Koontz' grass strip – that would be a fun afternoon." Maybe YOUR capabilities opened your mind to the flight. "Now that I have my IFR certificate, I can get down there if the weather is a little iffy..." It might even have been the calendar that turned your mind to aviation: "Young Eagles on April 27. That's always a fun day of flying."

In my opinion, it's never too early to start your preflight. You can read about the airport to which you're going, you can get online or pull out the charts and plot the course, you can even post a question on the chapter Facebook page asking for input. It's all preflight if it happens before the flight. And the further ahead you start planning, the less likely you are to be surprised by things you could have anticipated.

The bottom line is that if your brain isn't ready for the trip, the condition of the plane becomes secondary. Go ahead. Start the preflight for the trip to Oshkosh. It's not too soon.

Ernie





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EAA Chapter 677**

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Editor's note

Our first chapter directory has been prepared and will be distributed at the May chapter meeting and Young Eagles event. Thank you Rick Dellinger for suggesting the project, it has been well received by the membership and airport community.

Progress continues on the chapter hangar space. The area above our new conference room is leak free and work continues. Rick Dellinger came through with a load of chairs, so now we have a place for every member sit. Jack Bartholet's plane is down for maintenance, so he has been busy installing and wiring the lights in the space.

Attendance was good for the April chapter meeting. EAA Chapter 6 VP Bob Andrews and guests joined us for cobbler, brownies and pound cake prepared by the Lewark family. Dianne reported our balance at \$2800.70, but confessed to finding an envelope with money in it that needs to be deposited.

Be sure to congratulate member Todd Shellnutt on his recent appointment as a Designated Pilot Examiner for the Atlanta FSDO.

Thank you to all the volunteers that participated in our April Young Eagles rally. Folks came from as far as Warner Robins to have their kids experience first flights. Special thanks to Allen Allnoch, our new event photographer. He did a wonderful job capturing the event (see page 5). Our streamlined administration process received several favorable comments (thanks Dianne!)

Please be sure to mark your calendars and attend our May meeting. We'll be recognizing our Air Academy Scholarship recipients. This might also be the first official function in our chapter house!

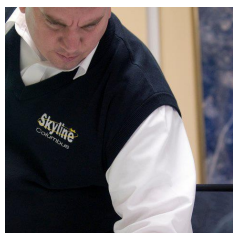
Chapter Calendar

May 25—Young Eagles Rally at Flightways

May 30—Chapter meeting at Flightways or Hangar 13 (stay tuned)

- Young Eagles Scholarship presentations
- Hangar project list
- Fly out plans

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Risk Management

What is risk management? I asked myself this question over and over before I finally picked up the FAA publication and started to read it. I like to break it down using context clues of the actual words. Risk management is simply the management of risks that we take. During flying an aircraft, there are always

certain inherent risks associated with it. Our job as pilots is to clearly identify those risks and manage them successfully. The Federal Aviation Administration (FAA) has a wonderfully easy to read advisory circular,

[FAA-H-8083-2](#), that covers many types of risks associated with ensuring a safe flight. This handbook, called the Risk Management Handbook, is written for all levels of aviators and is a must read for the professional pilot. We can definitely see that most of the new training programs that are on the market today for the technologically advanced aircraft (TAA) have risen from the text of this handbook.

When I was first checked out in the Cirrus aircraft, I was introduced to the PAVE checklist. At

the time, I had never heard of such a thing. I now teach it to all of my current students and renter's to help them readily identify the certain areas of the flight that might be a risk. PAVE is an acronym for **P**ilot, **A**ircraft, **e**n**V**ironment, and **E**xternal pressures. This simple yet effective checklist will help identify the hazards and associated risk. This checklist can be found in the back of the FAA's *Risk Management Handbook*. Evaluating risk is the key to safe flight. Learning to do this efficiently will allow the pilot to assess and thereby manage it in a positive manner. Assessing risk is easily accomplished by using this handbook and the convenient checklist located in the back appendices. The benefits for utilizing the skills learned will also help reduce insurance costs if the pilot has shown completion of a formal Risk management course.

Todd



Young Eagles Gallery– April 27



10 for 2013

Danny Jones
Ken Sines
Thomas Moore
Mac Milnar
Jack Bartholet
Phil Johnson
Lina Taborda



Around the state



Peachtree City (KFJC)
Oct 11-13



Boshears Skyfest
Augusta (KDNL)
Oct 19-20

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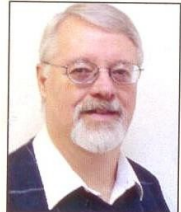


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