



Hangar 13 News

Chattahoochee Valley EAA Chapter 677

Columbus, Georgia

Est. 1979—Chartered 6 February 1980

414 Young Eagles in 2013!



Hardest working Young Eagles registration crew in Georgia. They look so professional!

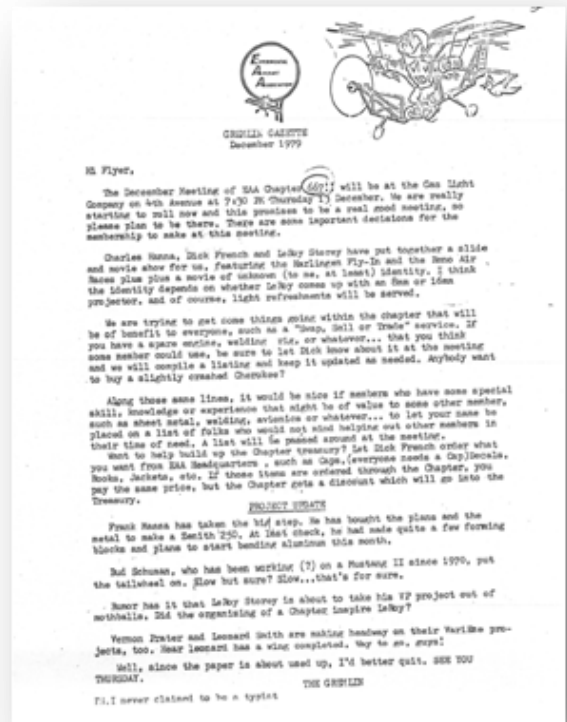


Phaedra presents Thunder in the Valley Air Show tickets to Ken's first Young Eagles of the day.

Chapter turns 34!

Our chapter was incorporated by the state of Georgia as the West Central Georgia Experimental Aircraft Association, Inc., on December 18, 1979 and application was made for charter. Remember, we changed the name of the chapter to Chattahoochee Valley EAA Chapter 677 in 2012. EAA HQ records show our chapter charter was approved February 6, 1980.

Thanks to past President Charles Hanna, we now have copies of many of the chapter documents from days gone by. The December '79 issue of the Gremlin Gazette, seen here, may be the very first issue of our chapter's newsletter. See our website [library](#) to read it and other issues .



President's Desk

Lucky '13? Luck has nothing to do with it...



I'm still marveling at the turnout for our Christmas event. There were 28 of us. Some of "us" were welcome guests and not chapter members, but that says even

more. Chris, Joel, Marty, Phaedra, Phil, Rocket, Father and Son Reitz, Tom Swilling, and others are proud enough of their participation in EAA 677 to bring non-member guests. (Hope Presque Isle, ME, several cities in Canada, and Hoover, Alabama are not too awash in stories from that evening...)

Many thanks to all who contributed – Brian Pappas for the video we couldn't play (my bad – didn't know the equipment), Gary for the great certificates, Buddy Nelms and the staff at The Loft for being flexible and finding enough tables and chairs for all of us, and to all those present for being patient and keeping the spirit light when it could have collapsed into chaos. It was a joyful occasion thanks to the attitude of cooperation and camaraderie that pervades our group. Sadly, some of our most faithful contributors and "heavy lifters" could not be there. You were missed!

That attitude of cooperation, camaraderie, and shared goals is exactly why 2013 was such a success. Naysayers (yes, there are some) have said we've experienced a remarkable period of luck. Friends, luck has nothing to do with it.

In 2013, working together, we accomplished so much:

- March 1 - Received \$2,570 in Young Eagle Credits from 2012
- March 2 - Parade of Planes to The Landings
- March 15-17 – Actively participated in the 16th Thunder in the Valley Air Show
- March 30 – Flew 58 Young Eagles (excluding some too-young passengers who flew)
- May 30 – Awarded Air Academy Scholarships to CJ Arnold and Frank Lumpkin IV
- June 3 – Accomplishments mentioned in General Aviation News

- June 3 – EAA 677 recognized in EAA Chapter-Gram
- June 27 – First official meeting in Hangar 13
- August 31 – Ken Garbacik's 3rd Air Venture Scrapbook published in EAA Chapter News
- September 26 – First meeting in Hangar 13 WITH AIR CONDITIONING
- November 21 – Officer elections result in an expanded board of directors (see page 6)
- December 12 – Record-setting Christmas dinner participation
- December 18 – Volunteer at Columbus Airport's "Operation Holiday"

On December 18, Chattahoochee Valley EAA Chapter 677 turned 34 years old. The most consistent focus over those years has been Young Eagles. For 2013, we're on track (weather permitting) to provide more than 400 YE flights – second highest total in chapter history. Our YE success is possible only because of another trend: we have had more ground volunteers than ever. Pilots are where the YE rubber leaves the road, but ground volunteers are the foundation – the greeters, escorts, paperwork managers, younger sibling entertainers, safety briefers – upon which we have built a reputation that EAA 677 is about more than just flying.

EAA has long branded itself as "The Spirit of Aviation." Nowhere is the Spirit of Aviation more alive than in Columbus, Georgia at EAA 677. Thank you for letting me be associated with you. It is truly a joyful honor to tell those who give me the opportunity, "I work with EAA 677 out of Columbus Airport. Never heard of us? Got a few minutes?"

I can't wait for 2014!

Ernie





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EAA Chapter 677**

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Visit our website at
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and on Facebook

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Chris Cook
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Mac Molnar
Phaedra Childers

Property Manager

Marty Flournoy

**Young Eagles
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Ken Sines

Eagle Flight Coordinator

Steve Culpepper

Webmaster

Chris Cook

**Membership
Coordinator**

Daniel Jones

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Todd Shellnutt
Glenn Mathews
Reginald Benford
Steve Wurst
Earnest Shelton
Haywood Turner III
Dick French
Charles Hanna
Dennis Lanier
Vernon D. Prater
Harold Buck
Leroy Story
Bud Schuman

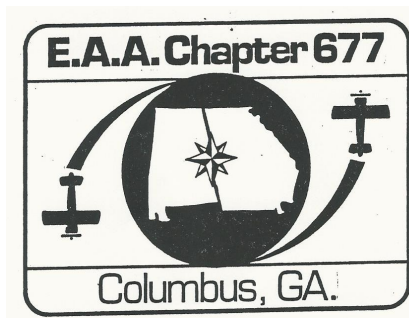


Editor's note

This is my last newsletter as editor and I am so excited to take on the title of past editor (just made that one up). Allen Allnoch will take over as the 9th editor (Gremlin Gazette/Hangar 13 News) with the January 2014 issue.

We ended the year with 414 Young Eagles flown, our 2nd best year in chapter history. Thank you to the aircraft owners and volunteers that make it happen ever month. Thunder in the Valley Air Show presented Complimentary Tickets for the 2014 show to each of our Young Eagles this month. An EAA HQ email will be sent next week, inviting each of our 2013 Young Eagles to stop by during the January/February rallies to pick up a ticket to the show. The email will also invite them to return for another flight, so we'll need all the help we can muster.

Another chapter first was achieved this month...27 members have already paid chapter dues for 2014! Maybe 100% in January?

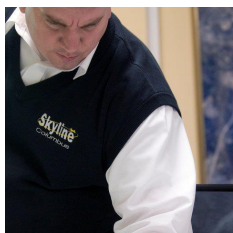


Chapter Calendar

- TBD**—Chapter fly-out to Eufaula for lunch
- Mar 15-16**—Thunder in the Valley 2014 (CSG)
- Mar 23-23**—Dublin Balloon Fest
- Apr 1**—Sun 'n Fun (LAL)
- Apr 26-27**—Boshears Skyfest (DNL)
- Apr 26-27**—WWII Heritage Days (FFC)
- May 24-25**—Alabama Jubilee
- Jun 13-15**—Gulf Coast Balloon Festival
- Jul 28-Aug 3**—AirVenture (OSH)
- Oct 18-19**—47th Thomasville Fly-in

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From the Right Seat



Is Learning to Fly too Expensive?

I recently received an email that suggested the reason people don't fly is the poor economy.

In other words, if I understood correctly, people don't want to learn to fly because it's too expensive in today's world. A lot of people say that, so there may be a point to it.

So let's take a look at this. Since I don't have reliable statistics for the national average for learning how to fly, I'll use myself as the example. In researching this, I found the web site www.davidmanual.com, in which he collected the U.S. Census Bureau statistics for median income from 1967 to 2012. In 1999 (the year I earned my private certificate), the median annual household income was \$33,238 and in 2012 it was \$50,599, in real dollars. Adjusted for inflation, that works out to \$50,978 and \$51,017, respectively.

Now, as I recall, the hourly cost for a Cessna 172, wet, was \$85/hour and the instructor was \$20 (not enough for the latter, I know), so it was \$105/hour. Today, at one FBO I frequent, the same airplane is going for \$115/hour (including a fuel surcharge that changes with the bulk price paid by the FBO) plus an hourly instructor rate of \$48. That works out to \$163 per hour. Using the median wage figures above, there are two ways of looking at it - median income went up 152 percent while the cost of flying went up 155 percent in real dollars, or, using the same inflation scalars, the hourly rate went from \$161 to \$164 per hour.

Now, admittedly, a one person sample using different markets, Chicago vs. Columbus, doesn't make a true study, so I welcome anyone with the national statistics to take a run at this. I will also freely admit that some increased cost is due to increased regulation.

However, my contention is that learning to fly

has never been "cheap" in a relative sense. Whenever anyone talks to me about renting a 152 or Warrior for \$15 per hour in the 1960s, I counter with "and what did a loaf of bread cost then?"

We, as flight instructors, flight training organizations, pilots, and aviation advocates, are competing with lot of other activities for potential students' hearts and dollars. People are spending all kinds of money on toys, trips, and activities, ranging from the latest smart phones to exotic trips, to high-end cars, to boats. That tells me that people will willingly pay for something if they feel that they get value from it, and that they will make some concessions in one area of their budgets in order to get something in another.

So here is the challenge: we need to make learning to fly something that will be attractive enough to get those that may be interested in the door. At the same time, we need to make sure that our new prospects, regardless of why they want to learn to fly, get every ounce of value from the time they spend with us, so that they don't feel they've wasted their time and money.

I know it can be done - let's continue the conversation to try and find those answers.

Todd



Thunder in the Valley Update



Acts/Statics

The Maneuver Center of Excellence Band will perform during opening ceremonies of the Air Show. Saturday's performance will be played by the Marching Ensemble and Sunday's performance will be played by the Ceremonial Ensemble. The Silver Wings Parachute Demo Team will be confirmed in January.



Contracts have been signed with Kyle Franklin – Franklin's Flying Circus and Paul Stender – Indy Boys' Jet Vehicle. Contract pending with Skip Stewart. Georgia State Patrol will perform the Water Drop and SWAT Team acts. Skip Stewart, Kyle Franklin and Paul Stender will perform the finale of the show – The Immortals.

The Hixson Flight Museum, Tiger Flight Foundation, Camo Group and Berlin Airlift Founda-



tion are confirmed static displays.

Marines are considering either an Osprey or

Harrier Demo. And, the F-18 TAC Demo team leader announced they will not be performing during 2014.

Sponsorships

To date, \$58,850 is confirmed in cash donations and \$92,500 in-kind donations. The Acts and Statics committee is looking for a sponsor for the Big Air Insanity Motor-cross act to perform with Skip Stewart. Extreme Power Sports, with the assistance of media partner, PMB Broadcasting, has been contacted.

Hoteliers for the 2013 Air Show will once again sponsor room nights for the 2014 show.

Marketing

Stand and Stretch will roll-out Facebook, Twitter, Email and Web-site the first week of January. Radio, television and newspaper will follow in February.

Ticketing

All 2014 tickets have been delivered to the air show office. Tickets will be available for purchase locally February 1, but are available online now.

Volunteer Groups

CSU ROTC will not be returning this year. Civil Air Patrol, Smiths Station NHS, Central High NJROTC, Hilton Terrace Baptist - Youth Group and Shaw High School Lady Raiders have been confirmed. The loss of CSU will leave the show short of 40 volunteers. If you know of any groups that are interested in volunteer hours and a donation* to their organization, please have them contact Stephen Cosby at stephendcosby@gmail.com. *Donations to volunteer groups are based on hours worked, type of tasks managed and revenue made through concessions.

Chapter Leadership for 2014

Board Members

Jack Bartholet
Phaedra Childers
Chris Cook
Marty Flournoy
Rick "Rocket" Payne
Ken Sines

Elected Officers

Ernie Kelly – President
Gary Brossett – Vice President
Dianne Preston – Secretary/Treasurer

Appointed Leaders

Al Allnoch – Newsletter Editor
Jack Bartholet – Fly-Out Coordinator
Gary Brossett – Website Editor
Gary Brossett – Technical Counselor
Steve Culpepper – Eagle Flights Coordinator
Danny Jones – Membership Coordinator
Ken Sines – Young Eagles Coordinator



Information



Sporty's Webinar Series

Click the screenshot below to look at the entire lineup and register

Title	Date	Time	Speaker
iPad 101	Tuesday, January 21	2:00pm ET	Bret Koebbe

[Sign Up](#)

Just bought an iPad for your airplane, or thinking about getting one? This free webinar will explore all things iPad as it relates to flying and show you how to use it as an electronic flight bag (EFB) in the airplane:

- iPad 101: differences between iPad models, including the iPad Mini and iPad Air
- Popular aviation apps for aircraft owners and pilots of all skill levels
- iPad kneeboards and mounting options
- Advisory circulars (ACs) and FARs relating to use of digital charts and EFBs
- iPad preflight and standard operating procedures
- How to use the iPad as a moving map in-flight navigator with the ForeFlight Mobile app
- Popular iPad accessories, including wireless GPS and ADS-B weather receivers

Other seminars:

iPad 101
Foreflight
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Event Coordinator

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