



Hangar 13 News

Formerly The Gremlin Gazette
Newsletter of the
Chattahoochee Valley EAA Chapter 677
Columbus, Georgia
since 1979

71 Young Eagles Fly in August Rally

10 for 2017

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

25 for 25

Ken Sines
Bill Buck
Dorinda Morpeth
Jack Bartholet
Ernie Kelly



After two rained out rallies, we had a feeling there might be a crowd at the August rally. We did not expect to have the 2nd largest rally in chapter history. With five aircraft and seventeen volunteers we hosted 71 Young Eagles, 40 of them for their first flight in a general aviation aircraft.



HANGAR 13 NEWS



Volume 7 Issue 5



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President's desk

It's been a busy month in the chapter. We kicked it off with our 2nd annual post Oshkosh BBQ, August 12. John Hart spoke of his visit to the big show and invited all of us to a chapter social at Oshkosh 2018. John and Pat have a camper in Audrey's Park, near the Red Barn store, and he offered to provide plenty of adult beverages! Mark your calendars for

July 23-29, 2018.

On International Aviation day, August 19, we helped the airport host their 1st annual Fly-In. The event was well attended by chapter members and we had so many volunteers, no one was overworked. Thank you all for supporting the event and volunteering your time.

On August 22, we were contacted by EAA Air Tours Manager Kristy Busse. EAA B-17G Aluminum Overcast will be in our area and she was looking for a chapter to host a layover for crew change and rest. We've received approval for the Airport Commission and Flightways Columbus, so mark your calendars for October 10. Our chapter last hosted Aluminum Overcast in March of 1994 (see photo below). Please plan to attend a photo shoot at 2 pm on the 10th, so we can refresh our chapter photo with the B-17 after 23 years.

Our Young Eagles rally on the 26th was one to remember. We hosted 71 Young Eagles, the 2nd largest rally in chapter history, bringing our total for the year to 337. Thank you to all the volunteers that give so much of their time and treasure to our chapter

Gary

AVIATION- EDUCATION- SOCIALIZING



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Member Spotlight

Member Profile: Lance Cope

Lance Cope is one of our members who is a regular presence, but not so present everyone knows him. That made him an ideal candidate for this month's Member Spotlight. Lance and his wife own LL Home Inspections, which has kept him pretty busy, as have other hobbies like restoring classic British sports cars (ask him about his Triumph convertible – it's a beaut!). But he's made plenty of time to become a part of EAA 677 and is often found at our meetings and at the Young Eagles rallies, helping keep the crowd under control. At our May rally, we were privileged to have four Marine CH-53E Super Stallions arrive at the airport as part of a long cross country trip. It was amazing to all of us, but Lance was particularly captivated – perhaps because of his many years in helicopters. Here's a bit more of his story.

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

A: I was fascinated by aviation since childhood. I flew model airplanes and also had an interest in World War I aircraft. I started flying at 16 and obtained my private pilot's license at 17. I first soloed in the Grumman Yankee. I then transitioned into the Piper Cherokee and Warrior.

Q: Your love of flying didn't end there, did it?

A: I joined the Army and completed flight school in 1984, training in the TH-54 (Hughes 300) and finishing in the UH-1H Huey. I went on to earn my commercial and instrument ratings as part of my military flight training. While stationed on Guam, I also flew the Cessna 150 and 172. I did not fly as a civilian again until 2015 with David Hall in the Piper Arrow.

After retiring from the Army, I worked

for Delta Airlines as a Flight Trainer (simulator only) on the 737, for Lockheed Martin as a Maintenance Test Pilot, and for Sikorsky as a Safety, OSHA Hazmat Officer and Facility Maintenance Officer.

Q: How many ratings do you have?

A: My ratings are single engine land (PPL), Commercial Instrument Rotor Wing, and Military Maintenance Test Pilot and Evaluator.

Q: What attracted you to EAA and EAA 677 in particular?

A: I joined the EAA thinking I would re-enter aviation and possibly purchase an aircraft. I'm still on the fence about the last part.

Q: Best flying memory?

A: Thanks to my time in the Army, I have flown in Honduras, Guatemala, El Salvador, Hawaii, Cambodia, Thailand, Australia, Europe and many other places, over all types of terrain and in all types of weather.

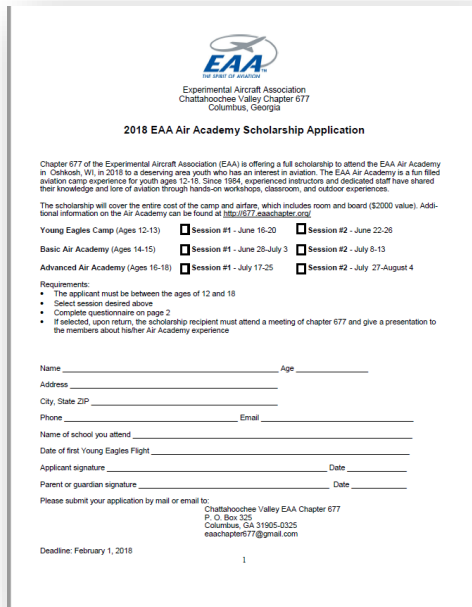
Q: What do you think is the easiest way to get into general aviation?

A: I have taken an interest in Light Sport Aviation. Due to lower costs, I think this may become a more affordable way into aviation. We'll see!

By Ernie Kelly, Membership Coordinator



Chapter notes



EAA
THE SEAT OF AVIATION
Experimental Aircraft Association
Chattahoochee Valley Chapter 677
Columbus, Georgia

2018 EAA Air Academy Scholarship Application

Chapter 677 of the Experimental Aircraft Association (EAA) is offering a full scholarship to attend the EAA Air Academy in Oshkosh, WI, in 2018 to a deserving area youth who has an interest in aviation. The EAA Air Academy is a fun filled aviation camp experience for youth ages 12-18. Since 1954, experienced instructors and dedicated staff have shared their knowledge and love of aviation through hands-on workshops, classroom, and outdoor experiences.

The scholarship will cover the entire cost of the camp and airfare, which includes room and board (\$2000 value). Additional information on the Air Academy can be found at www.eaa.org/airacademy

Young Eagles Camp (Ages 12-13) Session #1 - June 16-20 Session #2 - June 22-26
Basic Air Academy (Ages 14-15) Session #1 - June 28-July 3 Session #2 - July 8-13
Advanced Air Academy (Ages 16-18) Session #1 - July 17-25 Session #2 - July 27-August 4

Requirements:

- The applicant must be between the ages of 12 and 18
- Select session desired above
- Complete questionnaire on page 2
- If selected, upon return, the scholarship recipient must attend a meeting of chapter 677 and give a presentation to the members about his/her Air Academy experience

Name _____ Age _____
Address _____
City, State ZIP _____
Phone _____ Email _____
Name of school you attend _____
Date of first Young Eagles Flight _____
Applicant signature _____ Date _____
Parent or guardian signature _____ Date _____

Please submit your application by mail or email to:
Chattahoochee Valley EAA Chapter 677
P. O. Box 325
Columbus, GA 31905-0325
eaachapter677@gmail.com

Deadline: February 1, 2018

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Air Academy 2018

The camp dates are now available and the finishing touches are being made to our 2018 Academy Scholarship Application. We'll begin advertising shortly. We hope to send one camper to each of the academies (YE Camp, Basic Academy & Advanced Academy)

Scholarship Committee members:

Erik Lawrence
Jerad Lewark
Charlie Sikes
Jim Evans
Allen Allnoch
Phaedra Childers

We must make our selections and notify HQ NLT March 1, 2018



Scholarship Recipients



Jerad
2012
Basic



Frank
2013
Basic
PP-ASEL 2017



Christian
2013
Basic



Kennedy
2014
Advanced



Rachel
2015 Advanced
SportAir
PP-ASEL 2017



Jerad
2016
Advanced



Erik
2016
Advanced



Emilie
2017
Advanced



Erik
2017
Advanced

	Tuition	Airfare	Scholarship total
2012	\$690	\$449	\$1,139
2013	\$1,932	\$1,288	\$3,220
2014	\$1,260	\$366	\$1,626
2015	\$1,180	\$424	\$1,604
2016	\$2,515	\$696	\$3,211
2017	\$2,910	\$693	\$3,603
	\$10,487	\$3,916	\$14,403

Young Eagle update

EAA Chapter 677,

I thought I would share this picture of my Young Eagles Certificate from 2008 next to my pilot's certificate here that I earned on August 11, 2017. Young Eagles was the start of my aviation experience. Prior to that early Saturday morning flight, I had never been in a small plane. I remember sitting in the front and during the flight being able to manipulate the controls, giving me a feel of what it was like to be a pilot. I remember bragging that next Monday at school about how I flew a plane over the weekend, and I now knew how to fly an airplane (so I had thought)!

Then came the long road to earning my Private Pilot's Certificate. Everyone remembers our friend Rocket Rick. Soon after my Young Eagles Flight, my boy scout troop began working on the aviation merit badge. Rocket helped me meet the requirements. I became even more enthused about flying. Unfortunately, when middle school rolled into full swing my academics and athletics took priority over flying.

When high school came around, I found a solution to stay involved with aviation. I had school required community service each year so instead of choosing a random organization the school designates, I requested to help out with the Young Eagles Program and the airshow. Also, during my time volunteering with EAA I also had the privilege of earning the scholarship to Oshkosh. This was an experience like none other, and it only heightened my interest in aviation.

Then senior year at Columbus High rolled around and I had to choose a senior project. I picked aviation. I committed to reaching the solo portion of my private pilot's license before graduation. After the exhilarating experience of flying in the pattern all alone, I began working towards earning the full certification. After a busy summer of studying, practicing, and meeting the many prerequisites needed to apply for a pilot certificate, all the hard work finally paid off. I flew to Auburn and took my check ride. Now I am a private pilot.

I am not writing this because my journey is over. I have reached only a milestone; I have much more to learn and more endorsements and certifications to achieve. I am writing this to show what a profound impact you are making on youth. Young Eagles is the reason I am where I am today. I do not believe I would have my certificate today if it had not been for the spike of interest to fly the skies that was embedded in me the day of my Young Eagles flight.

Just as I back in 2008, sat as co-pilot for Colonel Sines, I hope to have a young person passionate about aviation sitting as co-pilot for me and telling a story similar to this one day.

Thank you EAA Chapter 677 for your support along the way! Keep doing what you are doing!

Sincerely, Frank Lumpkin, IV



Frank's first Young Eagle flight was with Ken Sines on February 23, 2008. He received our scholarship and attended the Basic Air Academy June 28- Jul 3, 2013. He volunteered with the chapter during Thunder in the Valley 2014-2016 and as young Eagle ground crew 2013-2016.

He's currently attending the University of Georgia

Calendar

August 29

Chapter Get-together and dinner
Hangar 13 @ 6:30 (meeting at 7)

September 6—10

11th Annual Triple Tree Aerodrome Fly-In
Woodruff, SC (SCOO)

September 23—24

EAA Sport Air Workshops
Composites, Fabric, Electrical & Sheetmetal
Duluth, GA

September 24—29

US National Aerobatic Championships
Oshkosh, WI (KOSH)

September 30

Young Eagles Rally
Large group already scheduled

October 10

B-17 Aluminum Overcast at CSG

October 20—22

South East Regional Fly-In
Middleton Field, Enterprise, AL (KGZH)

October 21—22

Wings Over North Georgia
Blue Angels performance
Rome, GA (KRMG)

October 28—29

Moody AFB Open House



JOIN THE FLIGHT!

BOOK in advance and SAVE! B17.org

MISSION READY

Climb aboard EAA's B-17G *Aluminum Overcast* for a once-in-a-lifetime opportunity to fly in one of World War II's most vital aircraft.

Columbus Airport
October 10, 2017

FLIGHT EXPERIENCE PRICING AND TIMES		GROUND TOURS PRICING AND TIMES	
Flights available 10 a.m. to 1 p.m.		Ground tours available 2 to 5 p.m.	
EAA MEMBERS	NONMEMBERS	INDIVIDUALS	FAMILIES
\$435	\$475	\$10	\$20
<small>Includes a FREE one-year EAA membership</small>		<small>U.S. under 18 and child/teenage to age 17 are FREE</small>	<small>Adults and children to age 17</small>

Visit B17.org or call 800-359-6217.

"Keep 'Em Flying" - Revenue from the B-17 tour helps cover maintenance and operations costs for Aluminum Overcast.

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Aluminum Overcast returns to CSG

EAA's B-17G Aluminum Overcast will be in Columbus on October 10. They've asked our chapter to host the one day event. Our chapter last hosted the B-17 in March of 1994.

We've already received a thumbs-up from the airport and FBO.

Flights will be scheduled as needed throughout the day and ground tours will be 2-5 pm. We'll need a hand full of volunteers to help with crowd control, concessions and fun. In exchange for our help, we'll receive a percentage of sales.

Book of the Month

***Finish Forty and Home* – Phil Scarce (University of North Texas Press - 2011)**

I enjoy reading. Let me correct that. I enjoy reading what I enjoy reading. There are books on my bedside table which I have NOT enjoyed reading and they are, as yet, unfinished. But I'll get through them. I promise. ***Finish Forty and Home***, which is subtitled, "The Untold World War II Story of B-24s in the Pacific," is a book I thoroughly enjoyed. In fact, I was sorry it ended.

The subhead is a bit misleading, and I was grateful. Don't get me wrong; I'm a fan of B-24s. But if this had been a book about B-24s and their stats and weight and balance and horsepower and fuel burn, this book would still be in the "as yet unfinished" stack beside my bed. ***Finish Forty and Home*** tells the story of *some* B-24s – *Belle of Texas, Dogpatch Express, Green Hornet, Virginia Belle, Thumper* (and *Thumper II*), and others – through the experiences of Herman Scarce and his crewmates and others in the 11th Bombardment Group's 42nd Squadron. It is a story about the people who crewed the planes, maintained the planes, navigated the planes, defended the planes, and both prayed for and hated those planes. But mostly it's about Herman Scarce (rhymes with "scarce") because it was written by his son, Phil.

Phil Scarce grew up hearing his father's stories and had met some of his WWII squadron mates; but after reading ***Unbroken***, Laura Hillenbrand's inspiring story of Louis Zamperini's experience as a prisoner of war in Japan, Herman mentioned to Phil that his team had searched for Zamperini's missing plane off Hawaii. During the discussions that followed, Scarce the younger realized how large a role the B-24 crews played in the Allied victory in the Pacific. That is a story which is not widely known, and he felt compelled to tell it.

Finish Forty and Home follows Herman from the army enlistment center in Danville, Virginia, where he lied about his age to sign

up two weeks after Pearl Harbor was attacked, to exotic, terrifying and dishwater-dull training bases and forward bomber bases halfway around the world and back. Herman quickly became a radio operator, raising his status among the enlisted men. He ultimately became an expert at both radar and radar photography, earning the respect of officers and airmen of every rank.

Those are just some of the facts. The stories that weave the facts into this very well written book are what make ***Finish Forty*** a book anyone who likes a good story will enjoy reading. The B-24s are simply the common element of all those stories. Scarce does an excellent job of painting the full picture of being an enlisted man late in the war, capturing the camaraderie and friendships that morphed into a fiercely loyal brotherly love under the strain of intense training, mind-numbing boredom, and the chaos of battle.

As you move through the book, following Herman through the war, his friends become your friends. Jack "Yank" Yankus and Captain Stay. Captain Joe Deasy and Bob Lipe. Ed Hess and Lt. Sam Catanzarite. Their victories are events you celebrate, and reading of their loss might bring a tear to your eye. Scarce's thorough research took him not only to museums and archives, but also to the homes of his father's friends – or their survivors. Through their stories and letters, with their emotions, Scarce puts a gentle light on the dark consequences of war. The heartbreak of knowing your son/brother/husband will never come home is difficult to grasp. But the anguish of not ever knowing what happened to your fiancé/father/child because their aircraft was never found is devastating. Even after more than six decades, one octogenarian mother still wakes up thinking she hears her missing son letting himself into the house.

Finish Forty and Home easily falls into the category of "what I enjoy reading." If you enjoy reading, you really need to read this book. You won't regret it.

Review by Ernie Kelly