

## NEWS AND NOTES

### YOUNG EAGLES TOPS 3,000

Three pilots shared a busy workload at the April Young Eagles rally, flying 67 passengers and reaching a new chapter milestone – 3,019 Young Eagle missions to date.

#### 10 for '14

Ken Sines  
Debbie Morris  
Phil Johnson  
Jack Bartholet  
Mac Molnar

For more details and photos from the April 26 Young Eagles rally, **see page 6.**



### PINE MOUNTAIN FLY-IN

Harris County-Pine Mountain Airport (PIM) will host a "Food, Fun and Fliers" fly-in on Saturday, June 14 from 10 a.m. to 2 p.m. Hot dogs, burgers and drinks will be provided by the Pine Mountain Volunteer Fire Department.



### EAA WEBINARS

- May 7 [Owner-in-Command](#)
- May 13 [How to Register and Certify Your Homebuilt](#)
- May 21 [Chapter Chat: Power of the Pancake](#)

### SAVE THE DATE

- Apr 29 [EAA 677 Meeting](#)
- May 1-4 [Ford Tri-Motor Rides](#)
- May 31 [EAA 677 Young Eagles](#)
- Jun 7 [Vintage Day Fly-In](#)
- Jun 14 [Pine Mountain Fly-In](#)
- Jul 28-Aug 3 [AirVenture Oshkosh](#)

## CSG Set to Welcome Tri-Motor

AIRLINE TRAVEL HAS NOT ALWAYS meant connecting the entire world in a single day. Nor did it mean flight delays, security lines or baggage carousels. At one time, flying to a destination was an adventure and a whole new perspective on travel.

Columbus-area residents will have the opportunity to experience what those early days of airline travel were like when EAA Chapter 677 hosts EAA's 1929 Ford Tri-Motor on May 1-4 at Columbus Airport.

"EAA headquarters is thoroughly impressed with the hard work that Chapter 677 has put into preparing for their

upcoming Ford Tri-Motor tour stop," said Sean Elliott, Director of Aircraft Operations at EAA. "It is an amazing opportunity for the chapter to share this piece of aviation

history with the Columbus community. We encourage everyone to come out and experience this rare trip back in time."

Tri-Motor rides are \$70 when booked in advance at [flytheford.org](http://flytheford.org), \$75 for walkups, and \$50 for children

ages 17 and younger. \$5 from every ride benefits EAA 677.

If you haven't signed up to volunteer during the event, there's still time – contact Gary Brossett at [brossett@bellsouth.net](mailto:brossett@bellsouth.net).



### SUN, FUN AND FRIENDS

Sun was in abundance during a warm week in central Florida at the 40th Sun 'N Fun International Fly-In & Expo. A number of EAA 677 members enjoyed the event, which featured the return of the U.S. Navy Blue Angels among a wide variety of air show performers.

**SEE PAGE 5 FOR MORE SUN 'N FUN PHOTOS**



## Where Does Your 'Only' Begin?

**A DEAR FRIEND** died recently who was "only" 81 years old. Not that long ago, I'd have thought 81 years old did not qualify for "only." But as I've aged, my "only" has moved. Heck, my dad is only 86, my car is

only 10 years old, I've been working at Synovus for only eight and three-quarter years. In thinking of my friend, I realized that "only" is insidious. It can sneak right up on you.

In flying, we can put our passengers and ourselves at great risk if our "only" begins at too high a standard. "The visibility is only a few miles below VFR." ... "We're only a couple hundred over gross weight" ... "It's only 20 degrees hotter than the last time I came here, and I was able to take off then." ... "It's only been 10 years since I've flown."

OK, those were exaggerated for effect; but you get the idea. "Only" is a terribly subjective judgment and if you find yourself using it, you'd better look out, because something is sneaking up on you.

Our chapter is facing a couple of challenges, and how we meet those challenges depends on where our "only" begins.

The EAA Ford Tri-Motor is coming in, at our request, May 1-4. It was a competitive situation; I submitted our qualifications, and we were chosen. I was persuaded by the argument that we had to raise "only" a few thousand dollars. We did that – thanks to you and your suggestions. That's a good thing, because this is the "only" fundraiser we'll have this year and we earn \$5 for every passenger.

But we still need volunteers. If you hear yourself saying, "I only have a couple of hours," you're more than qualified. Gary has broken the schedule down into small chunks so no one has to work all the time. But we need a few more "only a few hours" volunteers.

We haven't had a meeting in our hangar – the workspace so many of you worked so hard to refurbish – in several months. Why? Because we "only" have one working heater/air conditioner. To solve that, we "only" need one person to suggest a repairman and we're back in a space we can call our own.

And finally, now that Skyline Flight Training Academy – or Skyline Columbus, as many know it – is closing (see below), we are joining the ranks of thousands of airports that have no flight school. Which is another way to say, "We're not the *only* airport without a flight school."

That is a dangerous place for EAA 677 and Columbus Airport to rest. I strongly believe we need a flight school here, and not just because student pilots are great potential EAA members, but because a flight school brings a lot of non-pilots (the family members of the students) to an airport. Flight schools also buy a lot of fuel, employ several instructors, keep the ATC trainees on their toes, and serve as a gateway to the General Aviation community. Student pilots earn their SEL, MEL, IFR and other ratings, and go on to buy airplanes and rent hangars. That's "only" the beginning.

I am happy for Todd and his family. He accepted an offer he couldn't refuse. Don't blame him a bit. But if KCSG and EAA 677 are going to continue to thrive, we need to attract another flight school. Now. As soon as someone says, "It's only been a few years," we're in deep trouble.

I look forward to seeing you at the Tri-Motor Tour Stop! It's "only" a few days away.

### Skyline to Close Columbus Operation May 14

**SKYLINE FLIGHT TRAINING ACADEMY WILL OFFICIALLY CLOSE** its doors in Columbus on May 14. Owner and Chief Flight Instructor Todd Shellnutt explained the flight school has been purchased by Texas-based Kachemak Bay Flying Service, which will relocate the operation to Temple, Texas. Combined with its large rotorcraft school, the Texas company will continue to operate the flight school and take advantage of Skyline's recently earned Part 141 and VA certification, extending the Skyline legacy of training highly skilled pilots, but on a much larger scale.

"This was not something we planned," Shellnutt said. "After five years of operation here at Columbus Airport and seeing nearly 200 of our students become certificated as Recreational, Private, Instrument, Multi-engine and Commercial pilots, I feel we are just hitting our stride. But this is an opportunity we cannot refuse."

Since opening in February of 2009, Skyline and Shellnutt have

become integral parts of the Columbus general aviation community. In addition to playing a leadership role for many years in the Thunder in the Valley Air Show, re-energizing the local chapter of the Experimental Aircraft Association (EAA 677), and hosting hundreds of safety seminars, Shellnutt has been an outspoken advocate of general aviation and aviation safety.

Shellnutt and his family will be relocating to the Atlanta area, where he will continue his work as a Designated Pilot Examiner for the FAA. "I'll also be working as a consultant for two organizations within the Atlanta area and speaking and instructing when given the opportunity," Shellnutt explained. "A friend told me 'consultant' is just a fancy word for self-employed, but I've been self-employed at Skyline for many years. I see this as a great opportunity to start a new chapter in my career as an earlier chapter comes to a really positive end."



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COMMUNICATIONS OFFICER | ALLEN ALLNOCH

# Virtual Hangar Flying

IN THE LAST TWO ISSUES, I WROTE about some aviation books and podcasts that I've enjoyed. In this issue, I'll discuss a few podcasts I listen to. Let's call it Al's Aviation Media Picks, Part 3.

In case you're wondering what a podcast is, think of it as a radio program broadcast over the internet. You can listen to podcasts on a desktop, laptop, tablet or mobile phone. You can find them on a host's website or subscribe through a mobile app such as Apple's iTunes.

Following are four podcasts I listen to on a regular basis, with each podcast title linked to its respective homepage.

**Stuck Mic Avcast.** This podcast about "learning to fly, living to fly and loving to fly" is a weekly conversation between four pilots on a variety of topics, mostly related to the world of general aviation. All four are knowledgeable and amicable; listening to them, you could close and eyes and get the impression they're sitting around your living room talking aviation.

**Slipstream Radio.** Slipstream is a collaboration between two pilots, Rob

Burgon and Brent Owens, I mentioned in last month's list of aviation blogs. Burgon, a F-22 Raptor pilot, and Owens, who files corporate jets, discuss the nuances of flying professionally from their respective viewpoints. As they describe it, Slipstream Radio covers "all kinds of topics pertinent to anyone who gets in a cockpit – or who wants to get in a cockpit."

**Airplane Geeks Podcast.** Hosted by three guys who clearly eat, drink and breathe aviation, this podcast is aptly named. The leader of the bunch is named Max Flight – not sure if that's his given name, but if it is, he certainly grew up to fit it. Actually Max is not even a pilot, but he's worked in the aviation industry for three decades and clearly knows his subject.

**Uncontrolled Airspace.** This one is also hosted by a trio of aviation enthusiasts. Audiences are invited to listen in as these "knowledgeable, opinionated and plain-speaking characters do some online hangar-flying."

## Pic of the Month



**CRAZY HORSE**

This 1944 P-51 Mustang does double duty as an air show performer and a bucket-list thrill ride at Lee Lauderback's Stallion 51 flight school in Kissimmee, Florida. "Crazy Horse" is also, as EAA 677 member Jeremy Casey says, "seriously photogenic."

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# TITV 2014 Nets \$56,000 in Ticket Sales, Leaves \$200,000 Economic Impact

## FINAL REPORT

### Ticketing and Parking

- 11,300 tickets were collected from the gates on Saturday, March 15
- Total ticket sales were \$55,900 – 38% in advance and 62% on the day of the event
- \$9,900 in parking fees was collected

### Economic Impact

- Total out-of-towners: 1,550 (including entertainers/vendors)
- Total room nights: 380 (based on an estimated 50% of out-of-towners spending the night)
- Total economic impact: \$199,900

### Vendors/Exhibitors

- \$4,700 was collected in vendor/exhibitor fees

### Sponsors

- \$99,100 collected in sponsorship dollars

### Spectator Survey Results, March 15 (95 completed surveys)

- 47% male, 42% born in '70s and '80s, 59% white
- 52% average household income of \$50,000 and above
- 45% from zip code 319; 8% drove more than 60 miles to attend the event
- 95% do not have a pilot certificate
- 39% are likely to support sponsor(s) of the air show
- Shade, parking convenience and concession prices were ranked consecutively as needing most improvements
- More than 45% felt military demos and displays were main attractions
- 30% felt ticket price was inexpensive to very inexpensive and 44% prefer to purchase their ticket in advance
- 54% stayed more than three hours at the show, 27% had attended TITV at least one other time and 37% had previously attended at least one other air show

- Spectators learned of the air show through radio ads, friends and tv ads (consecutively ranked)

### Post-event Online Ticket Sales Survey (61 responses)

- 72% enjoyed the event and 80% liked the venue
- 90% felt the online ticket purchase was good and easy
- Suggested improvements: More buses, make it clear that certain entertainment and attractions require additional fees

### Performer and Aircraft Owners' Survey, March 24 (12 completed)

- 58% were statics, 25% first-time participants
- One respondent disagreed with good communication from primary point of contact for the show
- 90% felt TITV met contract details and arrival information from TITV was adequate
- 100% felt the overall customer service by the FBO was friendly

### Marketing

- TV Ads: 115 spots (on WTVM and Bounce), 2/13-3/14, :30 – value of promotion is \$62,400
- Newspaper Ads: 514 inches (17 ads) – value of promotion is \$35,820
- Radio: 90 ads, 1,500 mentions, seven remotes for sponsors – value of promotion is \$74,980
- Billboards: Two outdoor displays and five indoor displays – value of promotion is \$2,595

### Volunteers

- 267 volunteers from Carver High School NHS, CSU Rifle Team, Smith Station High School NHS, Lagrange High School FFA, Columbus High School Soccer Association, Northside High School FCCLA, Civil Air Patrol and EAA Chapter 677



# Sun 'N Fun Scenes



# April Young Eagles Rally

Ken Sines, Mac Molnar and Jack Bartholet flew 67 Young Eagles on Saturday, April 26, and 11 volunteers helped out on the ground.

Among the visitors were seven Boy Scouts from Troop 128 in Smith Station, Alabama. They completed several requirements toward the Aviation Merit Badge while gaining an impromptu ground school education from Jack Phillabaum, Gary Brossett and Rocket Rick Payne. The lessons included:

- A preflight inspection on Jack's mini-Mustang
- A Learjet tour by Rocket Rick
- An ATC tower tour
- Interviews with ATC personnel, Rocket (corporate pilot) and Gary (A&P/IA)
- Explanation from Rocket on the mechanics of flight, using the control surfaces of a Cessna 172 as an object lesson



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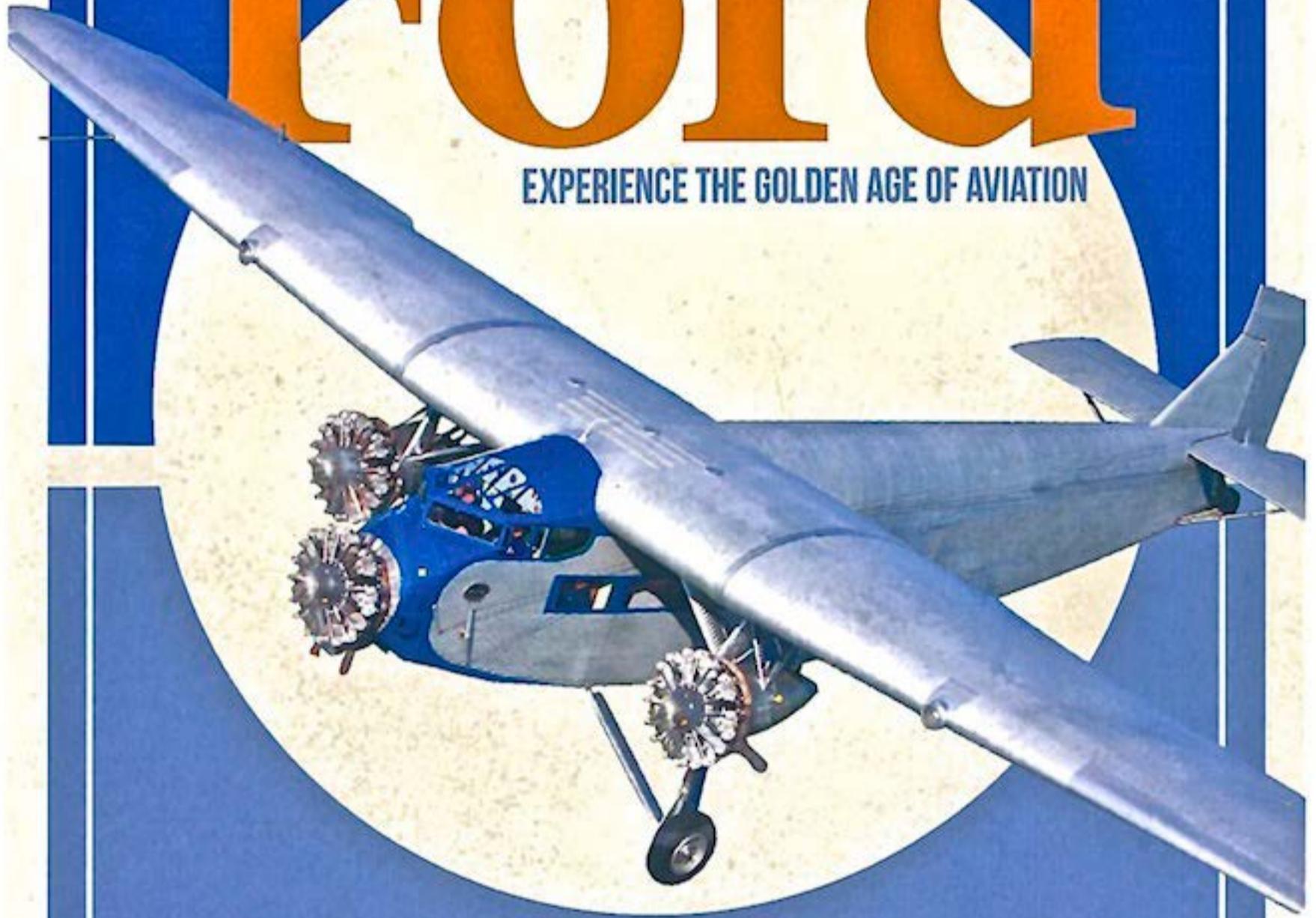
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