



Hangar 13 News

Formerly The Gremlin Gazette

Newsletter of the

Chattahoochee Valley EAA Chapter 677

Columbus, Georgia

since 1979

In this issue:

- Member Spotlight
- TITV Update
- RCAC News
- Young Eagle News
- From our Library

Calendar

Feb 25– Young Eagles
Rally
8:30-11:30 am
Flightways

Feb 28– Meeting
7 pm
Hangar 13

Mar 2– IMC Club
6 pm
Flightways

Mar 7– AOPA ASI
Seminar
7 pm
Patrick Hall
Columbus Tech



Jack & Allen



Gary

Chapter Leaders Learning How to Best Serve You

With the new year comes a new beginning and a fresh start for EAA's nearly 900 individual chapters. The organization offers two leadership workshop opportunities for chapter officers and leaders to learn more about EAA's programs and resources for chapters.

Last week EAA Chapter 976 hosted a Chapter Leadership Boot Camp in Carrollton, Georgia, with 35 participants from chapters all along the eastern seaboard and southeast region in attendance. EAA's boot camps are one-day cram courses to learn about topics ranging from member recruitment and Young Eagles to insurance and how to best use chapter resources. Continued on page 7



President's desk

Often we are asked, what comes of the kids we fly at Young Eagle rallies. It's not often that we know what impact the YE flight has on their future.

In February of 2007, Dorinda Morpeth flew a local girl named Elizabeth and made a lasting impact on her, sparking an interest in aviation.

After graduating from Columbus High School, Elizabeth went on to earn a Bachelor's Degree in Photojournalism from Ohio State and a Master of Fine Arts from American University. Now she's found a position that brings together her two loves. She recently completed an intern position with AOPA and in January was hired full time.



Next time you are reading the [AOPA ePilot Newsletter](#), scroll down to the credits and look for our Young Eagle.

On January 9, Frank Lumpkin IV (EAA 1109248) soloed at CSG. Frank flew his Young Eagle flight with Ken Sines (EAA 453045) on February 23, 2008 and is a 2013 Basic Air Academy Scholarship Graduate. His CFI is Richard Desportes.



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**EAA AIRVENTURE
OSHKOSH
2017**

July 24-30

Chattahoochee Valley

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Rocket Rick Payne

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Leroy Story
Ronda H (Bud) Schuman



Member Spotlight

Jack Bartholet

Many members know Jack Bartholet in different ways. He's one of the people who spent so much time helping get our club space ready by investing untold hours and dollars wiring and hanging lights and ceiling fans and painting just about every surface that would accept paint. He flies one of the most beautiful Cessna aircraft ever built – a stunning C-177B Cardinal that he's loaded with technology and creature comforts. And he's married to someone who brings energy and laughter to every room she enters – the delightful Deanna Bartholet.



There's more to Jack you may not know. Did you know he is an engineer? Or that he recently earned his Commercial certificate? Take a moment or two and see how Jack answered some of the questions we will throw at other unsuspecting EAA 677 members who find themselves in our Member Spotlight.

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

A: I was working in Germany for the Corps of Engineers at Bitburg Air Base. I started flying with an Air Force Aero Club at Bitburg in 1971. Learning to fly in Europe was a constant adventure, with different customs, procedures, and languages. After getting my license, we flew all over France, Germany, Belgium, Holland, and Switzerland. Epic trips were to Italy and as far as Sicily. We also flew across the English Channel to a small airport on the outskirts of London. (All in a C-172G model with only 145 HP. – EK)

Q: How many ratings do you have?

A: ASEL with Instrument rating. Achieved Commercial license just this past year; not because I wanted to fly for hire; but because I wanted to upgrade myself.

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

A: About six or seven years ago, I noticed that EAA 677 was preparing for Thunder in the Valley. I thought that joining them would be a neat way to see TITV from the inside. Also, I wanted to be a part of a flying group; rather than just flying by myself. (EAA will be involved in TITV in 2017 as well. Interested in volunteering? Tell Gary! – EK)

Q: Best memory of EAA / or flying?

A: Best flights have been the group fly-ins. AOPA and Cardinal fly-ins. It is just more fun doing neat things as part of a group of friends. (Susan and I were privileged to participate in an AOPA fly-in at St. Simons Island with Jack and Deanna a couple of years ago. He is a committed participant to events like this and gets more out of them than I imagine the organizers could fathom. - EK)

Q: Why do you think someone should get involved in general aviation?

A: Flying is a significant accomplishment and an extremely rewarding experience. There is just nothing like watching the world slide by below you and then arriving at your destination airport.

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

A: By far, the way to start is with a flying club. Mix and learn with other people. (I promise. River City Aero Club did not put Jack up to this! But if you're interested, drop an email to RiverCityAeroClub@gmail.com!) As you can see, Jack is a pilot from whom we could all learn a great deal. It's been a pleasure and an honor to get to know him – which would never have happened if not for the fellowship and camaraderie that exists among members of EAA 677!

By Ernie Kelly, Membership Coordinator

Thunder in the Valley Update



Twenty Years of Thunder

April 8-9
10 am—5 pm

In the Air:

Skip Stewart— Pitts S-2S Prometheus
Matt Younkin— Beech 18
Greg Koontz— Super Decathlon & J-3
Gary Ward— MX2
US Army Silver Wings Demo Team
Red Tail Squadron— P-51C Mustang
Larry Labriola— L-39 Albatros
USAF F-16 & P-51C Flight Display



On the Ground:

Big Insanity Motocross Show
Chris Darnell— Shockwave Jet Truck
Rise Above Traveling Exhibit
Lockheed P-3 Orion
Boeing P-8 Poseidon
Grumman C1A Trader
North American T-28C
Lockheed C-130 Hercules
Precision Extreme Drive
Lamborghini Gallardo Spyder
Ferrari F430
Camo Group Living History
Brits in the Valley Car Display

Tickets on sale Feb 21

Free- Children under six
\$8- military advance
\$10- advance
\$15- on the day

ONLINE

Columbus-Area McDonald's
Flightways Columbus
Ace Hardware – St. Mary's Rd
Brusters Real Ice Cream- 1654 Whittlesey Rd
Brusters Real Ice Cream- 7590 Schomburg Rd
Brusters Real Ice Cream- 3465 Macon Rd
Wingstop – 2528 Weems Rd
Military tickets - MWR Tickets and Travel

2017 Sponsorship Goal- \$120,000

Cash pledges received to date- \$69k
In-kind donation- \$109,787

If you are interested in being a sponsor, please contact [Chris Bowick](#)

The Thunder in the Valley Air Show is a 501(c) 3 non-profit that has contributed over \$750,000 to local charities through the years. Please securely donate TODAY and help to make this year's air show, and charitable giving, the best ever! [DONATE](#)



River City Aero Club

By President Tom Swilling



Thank You Ernie Kelly for making the AOPA Rusty Pilot seminar possible. AOPA's Yasmina Platt presented a very informative ground school, including a variety of facts needed to complete the ground portion of a flight review.

Propellers restaurant were so kind to open early for our meal before the event, and they even provided delicious snacks during the event.

There were about 30 present. We had out of town guests from as far away as South Carolina. At least two of our members completed their flight review as a result. We even had a few people express an interest in joining RCAC.

Saturday, January 21st, we held our first monthly meeting of the year. Our members have volunteered to be responsible for the food and the program each month. Dan Dawson prepared a delicious chicken chili, and he

invited Marty Flournoy to tell us about aerobatic competition.

Everyone had a great time, despite the storm.

We announced a new type of pilot membership. We have added a temporary membership, that is good for thirty days. A temporary member must fly with one of our approved instructors, (Dorinda, Dan Dawson, or Rocket Rick). They can use N14KM for \$65/hour dry. Regular pilot members pay \$50/hour dry.



Young Eagles

In 2016 we shattered our previous record by flying 549 Young Eagles, fifty-two percent of them for their first flight in a general aviation aircraft.

For the year we averaged four aircraft per rally and sixteen volunteers. Our only weather cancel was in March, a welcome change from the four cancellations in 2015.

We kicked off the year with fantastic weather for our January 28 rally, where we flew 53 Young Eagles. With seven aircraft and twenty volunteers, it was a leisurely event.

Muscogee Moms, LLC. Editor returned this month to take some photos for her website. She and her son flew with Jack in December, but she didn't bring home any usable photos.



"My oldest absolutely loved the experience and is ready to go again. It's a wonderful program, and I think it's awesome how many pilots volunteer their time and fuel to introduce kids to the joy of flying"

Editor, Muscogee Moms

Doug Muse took them for a flight and she was able to capture some shots for her blog. If you haven't had a chance to read it yet, you can find it at [Muscogee Moms](#).

On this 25th anniversary year of the Young Eagles program, Headquarters is challenging chapter pilots to fly 25 for 25. Special prop cards, decals and recognition will be presented to those pilots achieving the milestone.

Book of the Month

Week-End Pilot – Frank Kingston Smith – Random House (1957)

If it seems odd that a disc jockey wrote a book being reviewed in the EAA newsletter, you're thinking of Frank Kingston Smith, Jr., a nationally known Top 40 radio personality who pumped out the hits from the late 1960s to the early 1990s. It might not seem so odd if you also knew he was an air show announcer and pilot. But it was his father, Frank Kingston Smith, Sr., who wrote the book reviewed here. Lawyer, author and general aviation writer and activist, Frank Senior ultimately wrote 16 books and more than 1,000 articles for *Flying*, *AOPA Pilot*, and EAA's own *Sport Aviation*. He was presented the Max Karant Lifetime Achievement award by AOPA in 1997, and the Elder Statesman of Aviation Award by the National Aeronautic Association in 1999. Smith died in 2003.



Week-End Pilot is Smith's first book. A rare, autographed edition is in the EAA 677 library, donated by Phil Johnson. Not sure how Phil came to own this gem – signed to Edwin J. Montgomery on January 29, 1958 – but I am very grateful he was willing to share it, as it is a delightful book. It's easy to see how it launched not only Smith's career as an author, but also an interest in general aviation among a generation of post-World War II professionals.

After serving in the Navy in WWII, Smith earned his law degree, married, and became a trial attorney in Philadelphia. Early in **Week-End Pilot**, we learn how – after a hypertensive medical event at age 35 – Smith was advised by his doctor to pick up a hobby to take his mind off work. He tried several other avenues without satisfaction and finally said he'd consider a partner's suggestion to try flying, if the partner could find an airplane for \$2,000 or less.

The rest of the book is a very humorous look at the adventure of learning to fly in a \$1,500 Cessna 140; and it includes some great glimpses into flying in the 1960s.

It was a heady time to be a private pilot, when it was literally less expensive to fly than to drive; and **Week-End Pilot** captures that with insightful and wry humor that speaks to pilots and non-pilots alike. I can't tell you how many times I forced Susan to listen to excerpts I thought were just too funny not to share. In a section of the book dedicated to reviewing aircraft he was considering as upgrades to his 140, Smith expressed concern over the all-wood main spar in a Bellanca which had been stored outdoors saying, "I was afraid that, if the termites ever stopped holding hands, the plane would fall apart." Or how the landing gear on a Mooney "retracts as fast as the guy behind me blows the horn when the light turns green." And how Cessna's tricycle landing gear was, to tail-dragger pilots accustomed to fighting to remain aligned with the runway after a crosswind landing, "the greatest invention since the wired brassiere."

Week-End Pilot is a great weekend read (we no longer hyphenate that particular portion of the calendar) for anyone who would enjoy a quick dip in the nostalgia pool with a very funny lifeguard. And it's yours for the taking from the EAA 677 library.

Review by Ernie Kelly

Chapter Leaders Learning How to Best Serve You

Continued from page 1

A second workshop, EAA's Chapter Leadership Academy, is currently in session at the EAA Aviation Center in Oshkosh. Just over 50 members from all over the country arrived Wednesday night to network, share, and learn best practices for how to better serve their chapter. The Chapter Leadership Academy is an immersive three-day workshop. Chapter leaders learn a tremendous amount about EAA and its different programs, and have an excellent opportunity to network with other chapter leaders as well as interact with EAA staff.

From EAA News

Editor's note: Jack Bartholet and Allen Allnoch attended the Boot Camp in Carrolton and Gary Brossett the Leadership Academy at EAA HQ

Below please find a note from Rachel, our Young Eagle attending Middle Georgia State University, School of Aviation.

