



Hangar 13 News

Chattahoochee Valley EAA Chapter 677
Columbus, Georgia
Est. 1979

2013 Air Academy Scholarship Recipients



President Ernie Kelly presents this year's Air Academy scholarships to Frank Lumpkin, IV of Columbus and Christian J. "CJ" Arnold of Salem, Alabama. The scholarships cover airfare, tuition, chapter shirts and pilot logbooks. They will travel together and attend the Basic Air Academy June 28– July 3, in Oshkosh, Wisconsin.

This marks the 2nd consecutive year our chapter is able to award scholarships. Thank you to all of the volunteers that make this possible by participation in the chapter Young Eagles program. 2012 was a record year for our program, we earned \$2570 in credits from EAA for flying over 500 Young Eagles.

President's Desk



Exactly How Practical is Flying?

Witnessing a demonstration of the Montgolfier brother's hot air balloon in 18th century France, a pragmatist is quoted

as saying, "Impressive. But what use is it?" Standing nearby, Benjamin Franklin demonstrated both his vision and his wit by retorting, "What use is a newborn baby?"

My bride and I spent Memorial Day weekend driving all over upstate South Carolina and Georgia to participate in a wedding and visit relatives and friends. The weather was breathtakingly perfect and I couldn't help but think what a great trip it would have been if we had flown!

Our trip to Easley, SC took four and a half hours (thanks to Atlanta traffic) and was a long ride for Susan, who is recovering from a broken pelvis she brought home from Scotland. Shortly before we arrived at the wedding festivities, we passed Pickens County (South Carolina) Airport (KLQK). Using my most conservative measurements, we could have flown in two hours – three including preflight and car rental.

After the wedding, we drove to Gainesville, Georgia to visit old friends and break up the drive to Waleska, Georgia, where we planned to spend the night with Susan's sister and husband on Lake Arrowhead. We went past the signs to Lee Gilmer Memorial Airport in Gainesville and Cherokee County Airport in Canton. The distances were not great (90 and 40 miles, respectively), but because of the roads, speed limits

and a blessedly casual lunch, it took us about four hours.

Coming home (we live less than two miles from KCSG) took three hours because I made it a point to stop and let Susan stretch her legs (and snag a peach milkshake) in Newnan.

I thoroughly enjoyed the time with Susan and visiting our friends, but I couldn't keep myself from thinking that even a 100-knot Cessna 152 would have given us a lovely view, allowed us to stop almost everywhere we wanted (including Newnan), and dramatically reduced our travel time without too much of a cost penalty. An LSA amphib would have been nearly door-to-door transportation. Or am I dreaming?

In blogs posted by *General Aviation News* on [April 7](#) and [April 8](#) of this year, Drew Steketee argued that airlines nickel and dime you and eat your time and dignity, but are cheaper than using your own plane for infrequent travel. Driving is dangerous and exhausting, but always cheaper than flying. GA simply cannot be cost justified. However, he also said cost can't be the only reason to do something you love.

Is flying practical? For a very small percentage of us, yes. For a smaller percentage, it's a job. The vast majority of us aren't pilots or aviation enthusiasts because it's practical. It's a passion like golf, hunting, fishing, or collecting spoons.

As Mr. Franklin pointed out, babies are not all that practical either. But does that diminish their value? I'm sure glad my mom didn't listen to my dad – a bottom-line pragmatist – who probably said one child was enough after my older sister was born.

Ernie



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Editor's note

On May 4th our chapter conference room in hangar 13 was declared leak free and the set up commenced. We still have a few AC system issues to address, but we'll have our first meeting in the space on June 27th.



On May 23 our president appeared on Chip's World, WLTV Columbus, advertising our Young Eagles program. A special guest appearance was made by Danny Jones' Classic* 1955 Piper Tri-Pacer.

May 24-26, Joel, Ken, Chris and I attended the 36th Annual Alabama Jubilee Hot Air Balloon classic in Decatur. It has been suggested as a chapter get-together event for 2014, so stay tuned!



Chapter Calendar

June 27—Chapter meeting at Hangar 13

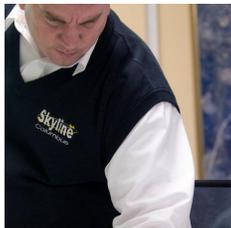
- Hangar project list
- Fly out plans

June 29—Young Eagles Rally at Flightways

* The Vintage Aircraft Association (VAA) defines Classic as aircraft manufactured between September 1, 1946 and December 31, 1955.

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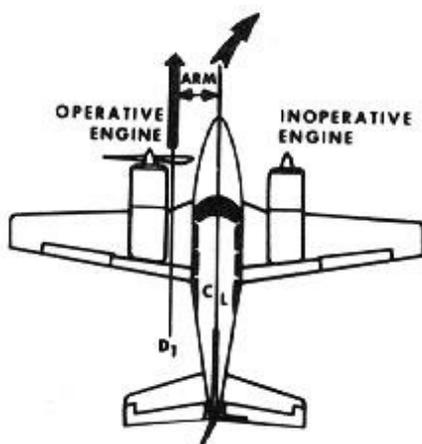
From the Right Seat



Single Engine Ops...

Although not everyone has a multi-engine rating, understanding the aerodynamics of how single engine operations are conducted can greatly enhance a pilot's knowledge of the factors that affect lift (laterally and vertically). When conducting single engine approaches in a multi-engine aircraft, there are several dangerous areas in which to be aware.

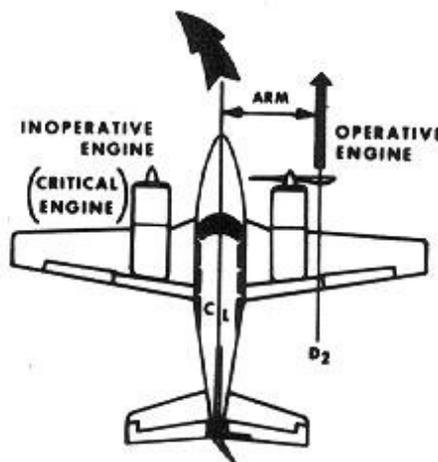
The first is the consideration of what is known as the critical engine. The failure of this engine would most adversely affect the performance and/or handling qualities of the airplane. In most multi-engine aircraft, this is the left engine mainly because it requires the most use of rudder to overcome the yaw.



The second would be the effects of P-factor which is also known as asymmetrical thrust. When maneuvering at low airspeed and high power conditions, the downward moving propeller blade of the right engine produces more thrust because the center of thrust is much further away from the centerline as with the left engine. This creates a greater turning or yawing force than the opposite situation of an operative left engine. In dealing with this asymmetrical thrust, the pilot must also be aware that as these forces increase, the demand for rudder becomes stronger and can eventually become ineffective due to a full deflection. This speed at which the rudder movements will no longer balance the thrust moment and directional control will be lost is known as V_{mc} (minimum controllable airspeed with the critical engine inoperative). Flight below this air-

speed is extremely dangerous.

Although many factors can affect V_{mc}, center of gravity plays a major role. As the CG moves rearward, the arm to the center of the rudder's horizontal lift would shorten, which would mean a higher force (airspeed) would be required to counteract the engine-out yaw. Most pilots who disregard the need to stay on airspeed during engine out operations will find the need to apply large amounts of rudder to counteract the asymmetrical thrust. This large amount of rudder will cause the aircraft's vertical fin to create a lateral lift which is only counteracted by allowing the airplane to accelerate sideways until the lateral drag caused by the sideslip equals the rudder lift force. The condition severely degrades the stall characteristics and V_{mc} will be much higher.



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Todd



Sharpen the Saw

In the 1990 national best seller, *The 7 Habits of Highly Effective People*, Dr. Stephen Covey suggested, in his 7th habit, the importance of renewal. Renewal comes from exercising the four dimensions of our nature—physical, social, spiritual and mental. He called this renewal sharpening the saw. Just as exercise is needed to maintain our physical being, exercising our mind through study, training and continuing education is vital to mental renewal.

To keep the saw sharp in our aviation avocation, we must exercise the ole noggin on a regular basis. Access to the internet provides plenty of opportunity for exercise these days. The FAA Safety team promotes Safer Skies through Education by providing numerous free courses at www.FAASafety.gov. The EAA provides an opportunity to participate in live webinars—check the June lineup below. No worries if your schedule won't allow live participation, the webinars are posted on the [EAA Webinars channel](#) for viewing anytime. The Air Safety Institute provides a fantastic selection of online courses. A sample of the titles are shown below.

Don't let your brain atrophy, happy sharpening!

EAA Webinars for June

- [Help! My Engine is Making Metal!](#) —June 5
- [Tips for Flying into EAA AirVenture Oshkosh 2013](#) —June 11
- [MedXPress: Safely Negotiating the FAA Online Medical Application](#) —June 12
- [Chapter Chat: Growing Your Chapter](#) — June 18
- [Weight, Balance, Engines, and the Reality Check](#) —Jun 19
- [Flying the U-2 Dragonlady](#) — June 26



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BEGIN COURSE



Thunder in the Valley Update



The 2013 Thunder in the Valley Air Show is almost "another year" behind us! "Thank you" letters and performance reports have been mailed to all sponsors; and autographed posters for the sponsors have been delivered. The board of directors will meet in June to approve the balance sheet and vote on the disbursement of proceeds.

As we bring 2013 to a close and start looking ahead at planning for the 2014 Air Show, there will be open committee positions to fill. If you would like to be a part of the planning committee or know of someone else who would be interested, please contact Phaedra Childers at phchilders@bellsouth.net or 706/243-8954.

Planning for the 2014 Air Show will begin in September and end in April with a wrap-up meeting. The planning committee will meet monthly through December and bi-weekly January through the Air Show. All meetings take place at the Columbus Airport - 7:30 a.m. September through December and at 12:00 noon January through the Air Show.

Open committee positions:

Chair, Logistics - responsibilities include coordinating with City department heads for use and delivery of bleachers, barrels, stanchions, fencing, golf carts, public services, etc. to the Air Show. Works closely with the facilities management committee. Additional tasks include coordinating with Walmart, TitleMax and CSU for

parking and mapping the ramp for vendor and sponsor booth displays. An established support person is available during Air Show set-up for assisting with vendors and sponsors.

Chair, Sponsorships - responsibilities include scheduling regular meetings, motivating committee members to stay on task, assisting committee members, when needed, with calls on sponsors or new leads and generating potential prospects. An established sub-committee of eight already exists.

Coordinator, Silent Auction - liaison between the Air Show and the organization running the auction. Responsibilities include assisting the group with pre-show communication, set-up, take-down and collecting items from Air Show performers and sponsors for the auction. The organization running the auction will generate the majority of the auction items.

Coordinator, Non-food Vendor - responsibilities include communication with vendors for completing applications, payments and collecting insurance. All correspondence is done through email or phone calls. Interested vendors will contact the coordinator.



Young Eagles Gallery– May 25



10 for 2013

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

Thank you to all of the volunteers that participated in our May rally. With 15 volunteers and 3 aircraft we flew 30 Young Eagles, bringing our total to 161 for the year. Slightly behind our average from the record year of 2012, but well ahead of previous years. See you on June 29th!



Around the state

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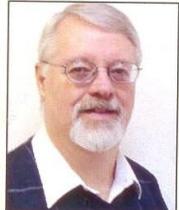


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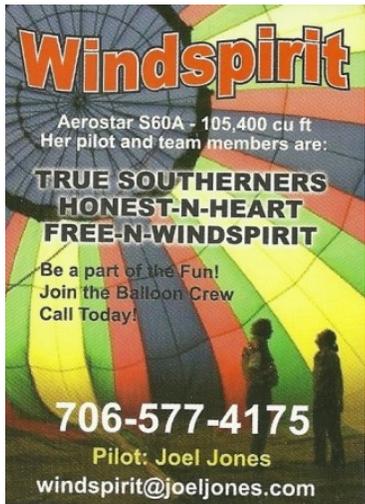
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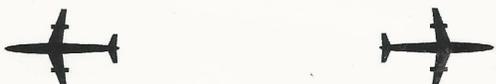
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