

NEWS AND NOTES

CHAPTER CHRISTMAS PARTY SET FOR DECEMBER 9 AT THE LOFT

Join your friends in EAA 677 for our Annual Christmas Dinner and Awards Banquet on Tuesday, November 9. We'll recognize our volunteers for their service this past year, celebrate some of our highlights from 2014, and introduce our 2015 Board of Directors.



The festivities begin with conversation and appetizers at 6:30 p.m. Dinner is your choice from The Loft's excellent menu. An 18% gratuity will be added automatically.

Guests are welcome, but we must know how many are coming no later than Friday, December 5.

[Click here to RSVP.](#)



SAVE THE DATE

Dec 9	Chapter Christmas Party, 6:30 pm
Dec 27	Young Eagles, 8 am
Jan 27	Chapter Meeting, 7 pm
Jan 31	Aviation Merit Badge Workshop, 8 am

EAA WEBINARS

Dec 3	Perils of Cylinder Work
Dec 10	Hints, Tricks and Tips to Building a Vans RV
Dec 17	7 Habits of Highly Effective Chapters

Youthful Achievers Abound

CONGRATULATIONS TO EAA 677 member **Brian Reitz**, who successfully defended his doctoral dissertation and now holds a Ph.D. in Aeronautical Engineering from Auburn University.

Brian's research on "Control System Development for Autonomous Aerobatic Maneuvering with a Fixed-Wing Aircraft" included a ride in Marty Fournoy's Giles (bottom photo).

Brian is one of several young adult and teenage chapter members who have distinguished themselves of late. The list also includes:

- **Rachel Broom**, who this month completed the Sporty's Learn to Fly ground school course and earned a certificate for her first flight lesson. For more on Rachel, see the Member Spotlight on page 4.
- **Kennedy Davenport**, who was accepted into Embry-Riddle Aeronautical University and just received news of two scholarships that will pay a significant portion of her tuition.
- **Jared Landry**, a Columbus High senior who recently began flight training after earning a scholarship from Thunder in the Valley Air Show.



- **Frank Lumpkin IV**, a Columbus High sophomore who achieved Eagle Scout status this month.
- **Will Buck**, a sophomore at The Citadel who has flown 22 Young Eagles this year.



Short Cross-Country

Marty Fournoy's MX2 ventured downtown for the "Transportation Playground" on November 22. The event was a fundraiser for The Access Center, a new non-profit organization for special needs children.



A Collection of Great Hats

For most of my life, I was not a “hat guy.” My dad never wore hats or caps, and except for Little League and my brief stint in the

U.S. Air Force, I never had much use for them. I grew up in Florida, so we didn’t even wear caps for warmth. Sure, I had a few. I’d get them as gifts or with a purchase, but I’d just put them in my closet and forget about them.

Then one spring I spent a day outside with no hat. The next day my head felt funny. More accurately, my scalp was stinging from sunburn. And then it peeled. (Imagine dandruff on steroids.) I was reminded of my Scot-Irish family’s propensity for skin cancer and became a hat guy.

Now I have hats for boating, walking, yard work, driving, flying, hunting, warm weather, cold weather, golf, hunting, outdoor weddings and just entertaining the grandchildren. Some are serious, others silly.

Not surprisingly, most of my favorites (recognizable by the stains and lived-in look) have something to do with flying and have specific memories associated with them. The David Clark hat got me through my private pilot training. The EAA Flight Leader cap is one I’m proud to have earned. I bought a Tri-Motor cap after we hosted the Tin Goose, and won a Flightways hat at their first anniversary. The *Flying* cap is really comfortable, and it was free with a \$5 subscription. (I’ve

even slept in that one.)

The only truly all-purpose and probably all-time favorite is a beat-up straw hat I bought in a golf shop but is consistently called a “cowboy hat” by the uninformed. It is affectionately referred to as the “Pappy Hat” by our grandchildren and has been used for Young Eagles, boating, driving, walking, swimming (yes ... swimming), yard work and at more sporting events than I remember. It even went to Oshkosh. It has been “upgraded” with a hatband from my University of

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Florida fanatic sister-in-law, a U.S. flag I got after 9/11, EAA and AOPA pins, a Tri-Motor pin and more. It has, as Susan likes to say about cosmetically challenged cars, “character.”

As I was returning a cap to its home on the bedpost, I thought about all my hats and realized EAA Chapter 677 is like a collection of really great hats. Some are new and good looking, but not quite broken-in. Others are weathered and comfortable. Some are great in tight spots when the pressure is on. Some are best where the rules are relaxed. We have very sharp, military hats and we even have police hats. There are those which keep us safe, more than a few that are slightly

silly, and one or two that also make us look good. Fortunately, we have one or two thinking caps. Best of all, we don’t have any duplicates, and our collection just keeps growing.

Please don’t be insulted to be referred to as a hat. It’s just an illustration. If it helps, consider yourself a cap. Or a bonnet, chapeau, derby, fedora or fez. Most importantly, consider yourself important to the chapter. Without you, ours is one outfit that just isn’t complete. Each of you has earned my respect and thanks. I tip my hat to you all!





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COMMUNICATIONS OFFICER | ALLEN ALLNOCH

Thanksgiving Memories

THANKSGIVING DAY has a special connection to aviation for me. It goes back to when I was 13 and my father, Jerry Allnoch, passed his check ride. That was on Wednesday, November 25, 1981, and I became his first official passenger the next day.

It had been a long journey for him just to reach that point. He had dreamed of flying since childhood, but didn't have the funds to start training until he was past 40.

Even then, it happened in fits and starts, with three years passing between his first solo and his first check ride. That's right, the *first* check ride – it took him two tries to get it right.

He failed on steep turns and slow flight after a shaky experience en route to meet the pilot examiner. Flying from our home airport in Waycross to Moultrie, he encountered fog. He was in it for only a minute or two, but it shook him up and he was nervous when the exam began. It didn't help that, from Dad's perspective, the DPE turned out to be a bit of a grouch.

He was devastated and considered giving up the dream altogether. But his CFI, a kind and patient man named Billy Stone, kept encouraging him and agreed to send him to a different examiner for the next attempt.

So on that late-November day, Dad flew to Malcolm McKinnon Airport on St. Simon's Island and easily passed the remaining requirements. He called home



with the good news, then flew Billy's 1968 Cessna 150, N51087, back to Waycross, temporary certificate in hand.

The next day there would be no post-Thanksgiving dinner naps or football watching. As soon as the table was clear, we bolted for the airport, squeezed into the little Cessna and launched from Runway 36 into a gloriously sunny sky. Our route was due north to Dad's hometown, Baxley, then back south to Alma, and on home to Waycross, a mini-cross country of 90 miles round trip.

I would accompany my dad on many more flights in that 150, as well as another one operated by our local Civil Air Patrol squadron; a 1941 Taylorcraft that he restored from a wreck; and a 1946 Cessna 140 that he flew for three years before taking up a new hobby, antique car restoration.

I am grateful that Dad stuck with his training and instilled in me a love of aviation. Thanksgiving has passed, but my appreciation for that time in the air with him lives on every day.

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MEMBER SPOTLIGHT

RACHEL BROOM

Where are you from?

I've lived in Columbus my whole life.

What grade are you in and where do you go to school?

I am home schooled and in the 11th grade.

How did you get interested in aviation?

My grandfather was in the Air Force. His interest rubbed off on me.

The first time I flew, on a trip to Jamaica, I absolutely loved it. The people I flew with were asleep the whole time, but to me, the flight was just as much fun as being there.

When was your first Young Eagles flight and who was it with?

My first Young Eagles flight was in September 2013. I flew with Col. Ken Sines. I had only flown twice be-



fore that, on the trip to Jamaica and back. Young Eagles was my first time flying in a small plane.

What do you enjoy about flying?

Everything. There's nothing like the feeling you get when you leave the ground and see everything from a different point of view.

What do you enjoy about volunteering with EAA and Young Eagles?

I enjoy spending time around the airplanes and doing what I love. The pilots are really helpful and give me advice about planning my future. Everyone is very encouraging.

Do you plan to pursue flying lessons and a private pilot certificate?

Yes, that's what I'm hoping to do.

What are your plans for college and career?

I'm looking at several different colleges at the moment. I want to get a degree in aviation. I hope to pursue a career as a pilot, but I don't know exactly what type of flying I want to do yet.

Election Results

Voting for 2015 chapter elected positions was held during the November 25 chapter meeting, with results as follows:

Dianne Sowell Preston retained her position as Secretary.

In an absolute landslide, **Jerry Lewark** defeated Rocket Rick Payne for Treasurer.

Rocket did, however, find consolation in maintaining his position on the Board. 2015 Board Members are:

- Ken Sines
- Jack Bartholet
- Phaedra Childers
- Marty Flournoy
- Chris Cook
- Rick Payne
- Steve Culpepper
- Allen Allnoch



Congratulations to Ryan Edwards for earning his private pilot certificate on November 9. Pictured with Ryan is Designated Pilot Examiner Fred Houston.

Chapter to Host Jan. 31 Merit Badge Workshop

EAA 677 WILL HOST A BOY SCOUT AVIATION MERIT BADGE workshop on Saturday, January 31 at Flightways Columbus. The workshop will be held in lieu of what typically would be the monthly Young Eagles rally.

Scouts will have the opportunity to complete, in one morning, all requirements for the Aviation Merit Badge, including performing a preflight inspection, visiting an FAA control tower, building

a functional model airplane and, of course, taking a flight in a real one.

Up to 75 Scouts are expected, so LOTS of volunteers – pilot and ground – are needed. Save the date and come help a Scout fall in love with flying! For more information, contact Rocket Rick or Merry Bolen.



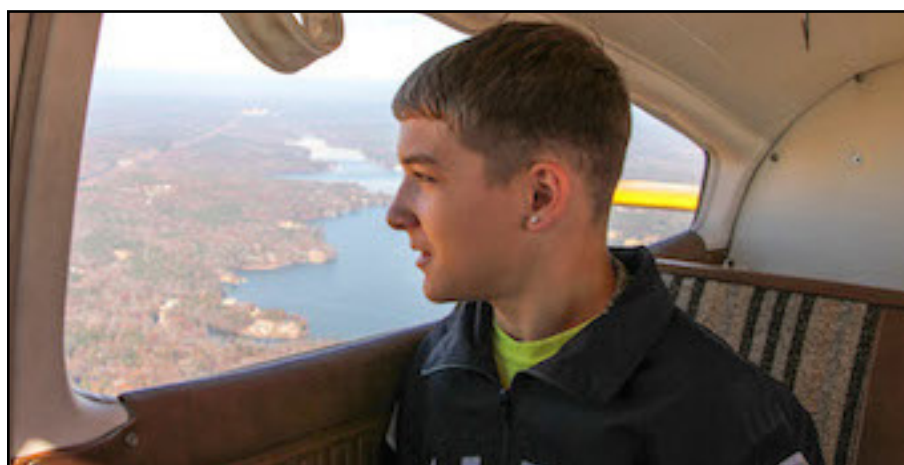
Young Eagle Snapshots November 29, 2014

BILL BUCK BECAME THE 12th chapter pilot to reach “10 for 2014” Young Eagles flown, and teamed with three other pilots to fly 32 passengers at the November 29 rally.

Will Buck reached the 10 for '14 mark in June; Bill and Will are thought to be the first father-son combo in chapter history to do so. The chapter has tied its 2012 record of 12 YE Flight Leaders who achieved “10 for the Year.”

Ken Sines, Bug Eiland and Rocket Rick also flew on Saturday, helping bring the 2014 chapter total to 450 and the all-time total to 3,307.

The next Young Eagles rally is scheduled for Saturday, December 27.





Sponsorship Goal More Than Halfway Met; Performer Lineup Expected in December

PLANNING FOR THE 2015 THUNDER IN THE VALLEY AIR Show on March 21-22 has been ongoing since September. Here are the latest updates:

MARKETING

- Theme: "Cleared for Take-Off"
- New website under construction. Rollout expected in early December.
- Re-targeting campaign will begin December 21.
- Social media calendar will begin January 1.
- Weekly updates are posted on TITV's [Facebook page](#).

SPONSORSHIPS

- Currently, we have cash commitments for \$53,250 from our 2014 sponsors. We have a new sponsor, Minerva, that has made a cash commitment of \$1,000, bringing total cash commitments to \$54,250. Our goal is \$100,000, so we are more than halfway there!
- Our in-kind sponsors, who are donating advertising, goods and services for the success of the air show, have committed to \$56,000. We couldn't pull off the show without the generosity of our in-kind sponsors!

EXHIBITORS

- Six exhibitors, including two aviation schools, from 2014 are returning for the 2015 show. Two first-time exhibitors have contacted TITV for more information.

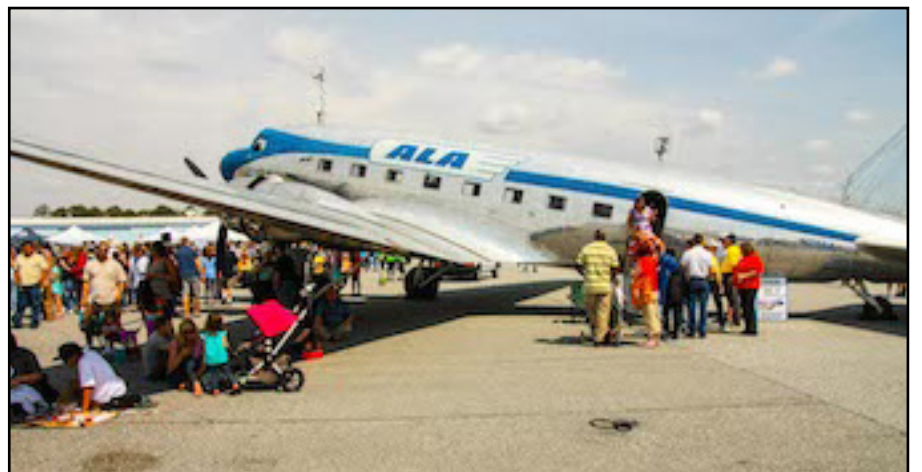
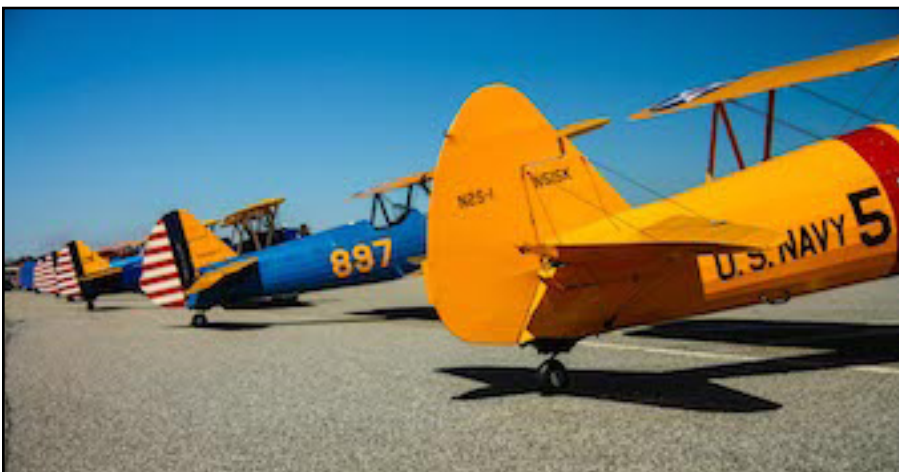
ACT AND STATICS

- Confirmed acts are the Indy Boys Jet School Bus, the DAV Airshow Outreach Program's "Panchito" B-25, and the Stearman Formation Team.
- Confirmed static displays are the Lockheed 12A that appeared in "Amelia," Hixson Flight Museum's T-28 Trojans, Dr. Dan Serrato's C-1 Trader and T-28 Trojan, and Ron Alexander's DC-3.
- Reviewing contracts for Dragon Aviation (L29 and BAC 167) and Aeroshell Demo Team (T-6 Texans).
- Members of the TITV planning committee are traveling to the ICAS Convention December 8-11. Most contracts with vendors and acts will be signed at this time and announced soon after.



TICKETING

- McDonald's tray liner has been approved, is in print queue for mid-January, and will be in restaurants late February.
- The contract with MWR Tickets and Travel is complete. Tickets will go on sale at Fort Benning beginning February 9, 2015.
- Retail tickets are in final draft and scheduled to print in December.
- Online tickets are in final draft and scheduled to go on sale January 1.
- VIP, Staff and Vendor passes are on order and expected to ship December 1.





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