



# Hangar 13 News

Chattahoochee Valley EAA Chapter 677

Columbus, Georgia

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## NEWS AND NOTES

### IN MEMORIAM: EARNIE SHELTON

Earnie Shelton, paratrooper, war hero, flight instructor, Chapter 677 inspiration and president, grandfather, father, husband and friend, passed away early Monday, March 17. [Click here](#) for a detailed bio of this influential leader in the Columbus aviation community.

### EUFALA FLYOUT PLANNED

Jack Bartholet and Ken Sines are planning to fly to Eufaula this Saturday, April 5. Pilots and passengers should meet at Flightways Columbus at 10 a.m. A shuttle van is available at the Eufala airport for a lunch visit to Barb's Kitchen in downtown Eufaula and a tour of local mansions. The total van cost is \$55, to be divided among trip goers, and mansion tours are \$7 per home. Fuel costs will be settled among each planeload of passengers and pilot. Email Jack at [jbarth@mchsi.com](mailto:jbarth@mchsi.com) if you're interested in going.

### SKYLINE JOINS OPEN AIRPLANE

Skyline Flight Training is now an [Open Airplane Rental Center](#). Open Airplane eases the process for pilots who need to rent aircraft away from their home base.

### CAP NEEDS PILOTS

The Columbus Civil Air Patrol squadron is seeking new pilots and members. Contact Mike Karabasz at [mjkarabasz@gmail.com](mailto:mjkarabasz@gmail.com) or 706-330-7219 for more information.

### SAVE THE DATE

- Apr 1-6 [Sun 'n Fun](#)
- Apr 26 [Young Eagles Rally](#)
- Apr 29 [EAA 677 Meeting](#)
- May 1-4 [Ford TriMotor Rides](#)
- Jul 28-Aug 3 [AirVenture Oshkosh](#)

## Help Needed for 'Fly the Ford'

VOLUNTEERS AND SPONSORS ARE needed for the [Fly the Ford](#) event EAA 677 is hosting at Columbus Airport on May 1-4.

If you're interested in serving on one of three committees – Sponsorships, Marketing/PR or Equipment/Volunteers – please email [EAAChapter677@gmail.com](mailto:EAAChapter677@gmail.com).

Gary Brossett has circulated a signup sheet for volunteer positions that include passenger escorts, ground crew, cleanup crew and more. If you didn't get a copy or want more information, email Gary at [brossetg@bellsouth.net](mailto:brossetg@bellsouth.net).

Rides on the Ford TriMotor are \$70/adult and \$50/child (17-younger) when booked online through [flytheford.org](http://flytheford.org). Walk-ups are \$75. If at least \$4,000 in sponsorships is raised, \$5 from every ride will benefit EAA 677.

If you are planning to volunteer for an on-

site position with Gary's team, please consider making a sponsorship donation of \$100 or more rather than buying a ticket for a ride. Though volunteers cannot be guaranteed a ride – paying passengers take priority, of course – they are likely to be offered the opportunity should empty seats be available. And in any case, these donations are extremely valuable. If only 40 members pledge \$100, we will meet the cash requirement and qualify for the \$5-per-ride bonus. Also, sponsorships above the \$4,000 minimum are split 50/50 with the chapter.

If you would like to help sponsor the event, or you know an organization or other individual who is interested, please email [EAAChapter677@gmail.com](mailto:EAAChapter677@gmail.com). EAA 677 is a 501(c)(3) and sponsorship donations are tax deductible.



### THUNDER (AND LIGHTNING) IN THE VALLEY

With heavy rains in the Sunday forecast, Thunder in the Valley Air Show drew a large crowd on Saturday, March 16. Attendees were treated to an exciting show featuring aerobatic performers Kyle Franklin and Melissa Pemberton, warbird fly-bys, Cold War-era jet demonstrations and much more. EAA 677's tent saw plenty of traffic as well. Unfortunately the forecast proved true and Sunday's show was rained out, then the rains returned two weeks later, grounding the March Young Eagles rally after only one flight by Ken Sines.

**SEE PAGES 5-6 FOR MORE THUNDER IN THE VALLEY**

# The Power of Volunteerism



**A** I write this column, I am comfortable, warm and dry – a marked improvement over about six hours ago when I was part of a group of dedicated (and slightly

unbalanced) volunteers who responded on very short notice to disassemble our display in the pouring rain that cancelled the last day of Thunder in the Valley Air Show 2014.

Could we have waited? Probably. But the forecast called for strong in-line winds and our canopy is essential a giant airfoil, so we decided to move all the display elements to Hangar 13, then remove the tarp from the frame, eliminating the possibility of lift. The plan was to disassemble the frame later in better weather; but one thing led to another, and realizing there is very little difference between “soaked” and “saturated,” we went ahead and put everything away.

As a result of this rainy event, I was reminded of how our chapter has been blessed and how those blessings are multiplying.

In terms of volunteers, EAA 677 member participation in events is steadily increasing. We’ve seen regular growth over the years both at Thunder in the Valley and at Young Eagles. (My heartfelt thanks to all of you who volunteered during the Air Show to serve meals or greet the public or play another role.) This morning, we actually had more volunteers than we needed

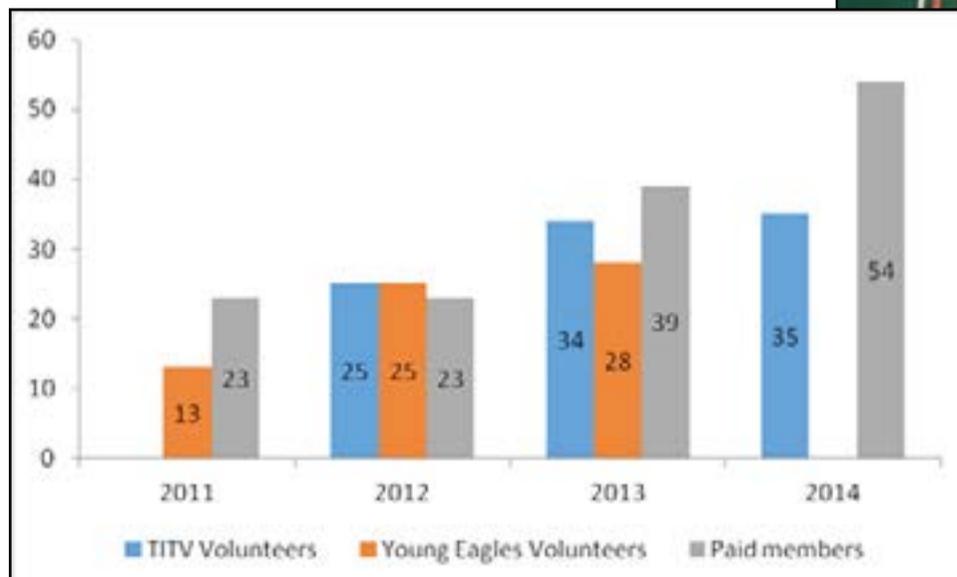
and were able to spare two of them (Kennedy Davenport and Susan Kelly) the “joy” of working in the rain, although both were more than willing to do so.

Our chapter space in Hangar 13, despite being temporarily lacking in conditioned air, is not lacking in storage capacity. We were able to put all the major components of our display in the attic or storage room, which will dramatically simplify transportation and set up in the future. Thank you to the Columbus Airport Commission, airport staff and leadership for making the space available to us. We remain grateful every day.

Our resources – financial, human, and creative – seem to grow as we use them. Our paid membership is at an all-time high and our financial status is solid, if not as robust has it has been in some years. We expect the May 1-4 “Fly The Ford” event will help.

This synergistic combination of blessings helps us expose area kids and their parents to both the fun and function of general aviation. We must continue to stress the role GA plays in their lives, from whisking patients to hospitals, to fertilizing and protecting the vegetables they eat, to helping people run their businesses more efficiently, to bringing together family members who might not have the time to drive. That said, a nice airplane ride might be all the justification some people need to support the cause.

Events like Thunder in the Valley Air Show – and the upcoming Ford Tri-Motor tour stop – let us tell our story, demonstrate our support for the airport community, and strengthen relationships among members while enhancing our budget at the same time. If it takes a little rain to remind me of that, I’m going to be listening for thunder!





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COMMUNICATIONS OFFICER | ALLEN ALLNOCH

# Navigating the Blogosphere

**LAST MONTH I WROTE ABOUT** some aviation books I had recently enjoyed. This month I'll continue on the theme of reading. But instead of focusing on old-fashioned paper books, I'll share a few blogs I follow.

First, a few nuts-and-bolts for anyone who might be wondering, "How do I follow a blog?" (Or perhaps even, "What is a blog?") Simply put, a blog is an online collection of written content, typically brief and typically on a focused subject area. Most bloggers offer a subscription option, usually in an email format. Another method is to use one of numerous feeder websites or apps that gather content into a central online location.

I prefer this latter method, and **Feedly** is the site/app I use. Whenever I discover a blog I want to follow, I simply add the url address to my subscriptions and any new content from that blog or website is automatically fed to my account, which I can then read on a desktop, laptop or mobile device. Now on to a few aviation blogs worth checking out.

**Left Seat.** This is a weekly digital version of J. Mac McClellan's column in EAA Sport Aviation. McClellan, the magazine's editor-in-chief, draws on decades of insight and experience, both as a pilot and a journalist in discussing flying technique, weather, technology and other topics of interest to EAA members.

**Leading Edge.** This blog comes from AOPA's Air Safety Institute and is written by Bruce Landsberg, president of the AOPA Foundation. Landsberg discusses safety-of-flight issues, procedures,

techniques and judgment as a response to what he describes as "the convective nature of Internet misinformation, and so much content that is over weight and out of balance."

**Fixed Wing Buddah.** Corporate pilot Brent Owens started this blog as a response to the oft-heard complaint that flying is too expensive. Owens offers tips to help pilots save money in all aspects of flying – from training to renting to owning – and in all manner of traditional and experimental aircraft.

**Tally One.** F-22 pilot Rob Burgon is the voice of Tally One, whose goal is to help pilots "improve flight discipline, expand their knowledge base and increase their airmanship, and by doing so contribute to the overall betterment of the flying community." Burgon also offers intriguing insider views on the life of a fighter pilot and some thoughtful big-picture commentary on current events and issues in aviation.

**Ask the Pilot.** I discovered "Ask the Pilot" when I picked up a book by the same title at Dulles Airport and couldn't put it down on the flight back to Atlanta. Its author, Patrick Smith, is an active airline pilot who first turned his experiences into a regular column for the online magazine *Salon.com*. Smith continues his compelling work today on his own website, where he writes, "More than ever, air travel is a focus of curiosity, intrigue, anxiety and anger. In these pages I do my best to inform and entertain. I provide answers for the curious, reassurance for the anxious, and unexpected facts for the deceived."

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AIRPORT DIRECTOR | RICHARD HOWELL

## Construction Project Advances

WE ALL ARE AWARE OF THE PASSING of Earnest Shelton this month. I did not have the pleasure of meeting and knowing him personally, and I sincerely wish that I had. Aviation enthusiasts, airport supporters and mentors such as Lt. Col. Shelton are few and far between. It is certain he will be missed.

I finally have some news regarding our construction project. The paving contractor has finished and the electrical contractor should be wrapping up by the middle of next month, weather permitting! We have arranged for the FAA to run a Flight Check on the ILS for Runway 6. As most of you may be aware, and I have just found out, the ILS has always been a little finicky here. The FAA plans to have ILS engineers down from Atlanta in advance of and during the Flight Check. Fingers crossed that they will be able to address any issues that

may arise during the check.

I experienced my first Thunder in the Valley Air Show this month. What a great experience! You can really see that the organizational team knows what to do and then makes it happen. All they need to do now is work on that whole weather thing!

As I have previously reported, we will be performing a crack, seal and seal-coat project on the east apron from Flightways to the approach end of Runway 13. I had hoped to have more details for you, but as of this writing our consultant is still speaking with the contractor to set up a pre-construction meeting and get final schedule for this project. I will keep you advised.

As always, if there is something that I or the staff can do for you, please don't hesitate to contact the office at 706-324-2449. Thank you.



FROM THE RIGHT SEAT | TODD SHELLNUTT



## So You Just Want to Fly?

WHY DO I NEED TO KNOW ABOUT aircraft systems? Why the need to know the service volume of a High VOR? Why would I need to know about atmospheric stability charts? I regularly hear these questions, and many more like it, from young or low-time pilots. They are baffled about why they need to know so much about aviation, when all they really want to do is just fly around the local area or go down to Eufaula for lunch on a VFR day.

When I hear this, it always reminds me of the old saying "Those who can't do, teach." This was definitely written by someone who has no clue as to what they are talking about (not really!).

The origin of the phrase came from a well-known socialist, George Bernard Shaw, in "Man and Superman" (1903). The matter of fact is that there are literally three types: Those who teach, those who do, and those who are capable of both.

Teaching is done for one reason: To demonstrate theory. Those who don't know the theory can only go so far in the "do" part of this. The same is true for those who only teach and rarely "do." This is an ever-evolving issue in the aviation industry, as we see the neophytes doing most of the teaching, mainly because it's the only thing they are qualified to do. They know the theory, but have no practical application as to what they know. No other industry in the world is so extremely dominated at this level by the newly graduated.

The theory of the training is just as important as the application. You will always find that those who are completely

buried in the application portion are prone to tell people how easy it is. However, some rarely understand the theory that goes along with what they are doing. For those who teach and have no application experience, you will often find them baffling the person with less experience with the theory and just enough application knowledge to seem experienced.

If you were to experience a power plant failure at altitude and have to land the aircraft off airport, you would have to know about establishing glide speed, detecting wind drift, checklist usage, radio communication, controlling hyperventilation, and possibly a short/soft field approach and landing technique. Not understanding the theory about establishing best glide could result in missing the emergency field altogether.

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You should always be able to understand the "why" to everything you do in aviation. Why must I do steep turns? Why does an airfoil stall? Why does a frontal wave contain most of the bad weather? The biggest issue we have today in aviation is the lack of education after the certification. Learn to take part in the FAA Wings program, befriend a CFI, and hang around a pilot who has more experience than you do. All of these things will help you understand the "why" of your training and give meaning to what you're doing.

# Thunder in the Valley Snapshots



# Thunder in the Valley Snapshots



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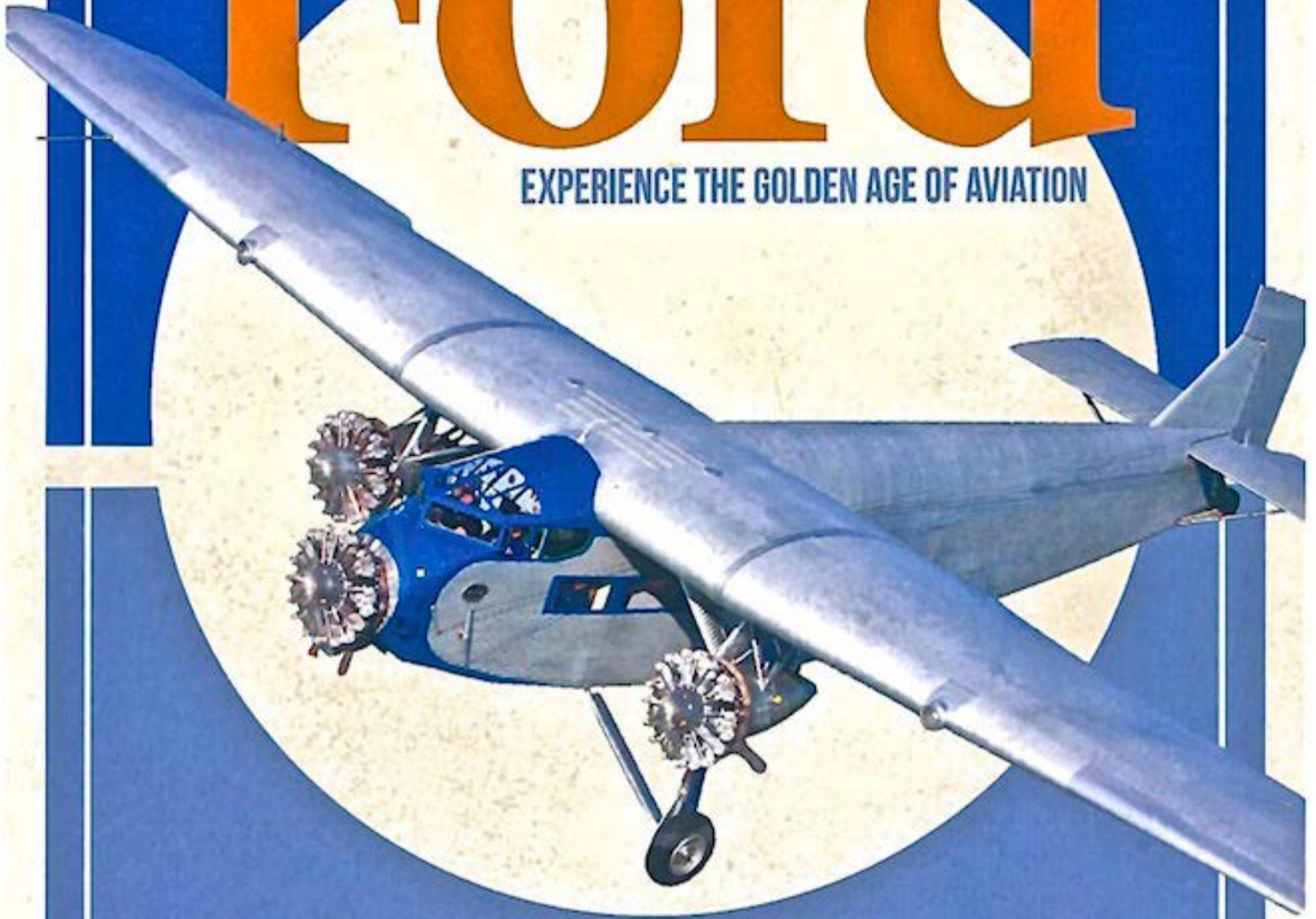
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