



Hangar 13 News

Chattahoochee Valley EAA Chapter 677

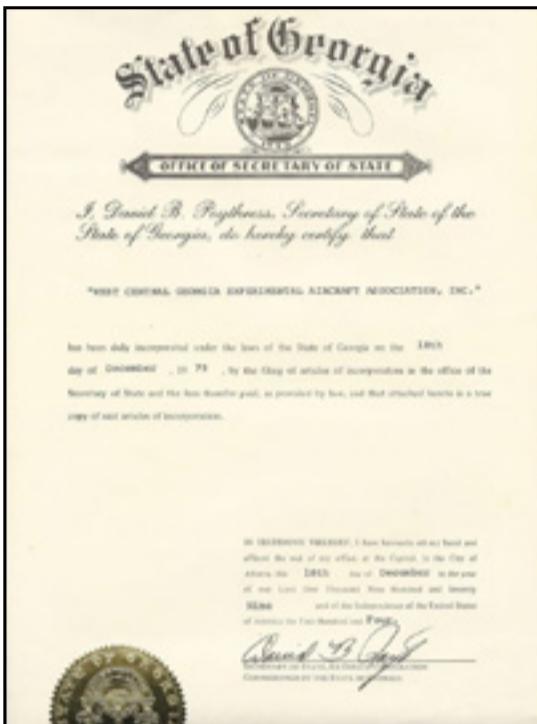
Columbus, Georgia

Est. 1979, Chartered February 6, 1980

DECEMBER 2014

VOLUME 4, ISSUE 12

NEWS AND NOTES HAPPY ANNIVERSARY TO US



The West Central Georgia Experimental Aircraft Association, Chapter 677, was incorporated on December 18, 1979, and application was made for charter. EAA Headquarters records show the charter was approved on February 6, 1980. The name was changed to Chattahoochee Valley EAA Chapter 677 in 2012.

2015 DUES ARE ... DUE!

Please pay your 2015 chapter annual dues by the end of January:

- Single \$40
- Family \$55
- Senior (65 and older) \$20
- Student (full-time) \$20

SAVE THE DATE

Jan 27	Chapter Meeting, 7 pm
Jan 31	Aviation Merit Badge Workshop, 8 am
Mar 22-23	Thunder in the Valley

A Record-Setting Day

THE DECEMBER 27 YOUNG EAGLES

Rally was another one for the chapter record books. Fifty-four Young Eagles flew – including 14 by Sarah Anderson alone – bringing EAA 677 to 504 for 2014, the second-highest in chapter history.

Sarah's flights made her the 13th EAA 677 pilot to reach "10 for 2014" status, another chapter record for a single year. Sarah also became the youngest chapter member to achieve that milestone, and joined her father, Terry, to become the first father-duo to do so. She was our 41st Young Eagle volunteer this year, another record.

SEE PAGE 5 FOR MORE
YOUNG EAGLE HIGHLIGHTS



WELL-DESERVED APPLAUSE

The December 9 chapter Christmas party featured a tribute to Todd Shellnutt for his contributions to EAA 677 and the Columbus aviation community. Todd sold his business, Skyline Flight Training Academy, in May and now works in the Atlanta area as a consultant and designated pilot examiner. For more on Todd and the Christmas party, see Ernie Kelly's column on page 2.

It's the Names, Not the Numbers



We had a great turnout at our Christmas event at The Loft – the biggest in the past three or four years.

It was an honor to have former chapter President Todd Shellnutt and his family as our guests, and it was a delight to see friends we've not seen in a while. Todd always could draw a crowd.

Al Allnoch shared a video of highlights from the year (click on the image below to launch it), we celebrated Todd for his contributions over the years, and we distributed tongue-in-cheek "Special Recognition" awards. Gary Brossett went through the impressive numbers for 2014: Highest paid membership ever, most ground volunteers ever, most Thunder in the Valley volunteers ever, and an opportunity to fly 500 Young Eagles for the second time ever (which we accomplished this past Saturday).

As impressive as they are, the numbers are just a statistical representation of real people who sacrificed real time to help make our events a better experience for all involved. Young Eagles, Thunder in the Valley and the Tri-Motor tour exposed EAA 677 to thousands of people who would not otherwise have any idea we exist. We succeeded at those events because of our volunteers. They made the motto of EAA real as they literally shared the spirit of aviation.

I owe a huge debt of gratitude to the following folks, as do nearly 500 children, several hundred parents, the

Columbus Airport Commission and others whom I'm just not bright enough to remember. Thanks so much! Please let us know what we can do to show we appreciate you because we want you to continue as enthusiastic volunteers. We have a certificate and pin for each of you, but those can't capture how grateful we all are. These fine people *are* EAA 677:

Allen Allnoch	Joel Jones
Deanna Bartholet	Susan Kelly
Merri Bolen	Jared Landry
Rachel Broom	Erik Lawrence
Gary Brossett	Rickey Lawrence
Emilie Brossett	Jerad Lewark
Bill Buck	Jerry Lewark
Phaedra Childers	Frank Lumpkin, IV
Bill Creech	David Martin
Steve Culpepper*	Brian Pappas
Kennedy Davenport	Rocket Rick Payne
Rick Dellinger	Jack Phillabaum
Brad Glass	Dianne Preston
John Hart	Tom Swilling

Though it only covers a year, looking at this list, I see names of people who've moved on to better things, and others who have moved past the point in life of being able to participate any more. And I am moved when I consider either form of loss.

I look forward to seeing as many of you as God will bless us with in 2015.

*Steve did not miss a single event in 2014, except for the Christmas party, when he was caring for his father.





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EAA Chapter 677**

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Bud Schuman



COMMUNICATIONS OFFICER | ALLEN ALLNOCH

A Salute to Grass Roots

WHEN I WAS IN 10th GRADE, MY family moved to Statesboro, Georgia. I was not happy about being uprooted from my hometown, Waycross, and separated from my lifelong friends. But one good thing that came with our new town was a *really* cool aviation community.

Davis Airpark (known today as Brooklet Airpark, 6J9) had a 2,700-foot grass runway, a fascinating array of aircraft and a thriving EAA chapter. For an awkward kid reluctant to make friends at a new high school, it became a welcome place of refuge.

The airpark was named after Ken Davis, who ran it in his spare time when not at his day job as a maintenance manager for Georgia Southern University. His hangar doubled as an office, and while “FBO” would be too generous a term, it was the primary gathering spot for the cast of characters who frequented the place.

Ken gave me my first real paying job. It was less than whatever was minimum wage at the time, but the experience of fueling airplanes, monitoring radio chatter and listening to the endless stream of BS from airport bums – well, that more than made up for any monetary shortcoming.

The hangar itself was a showcase for antique and classic aircraft. The centerpiece was Ken’s immaculately restored, mint-green Cessna 140. Ken, a licensed A&P, also had a Waco and a Stinson in various states of restoration, and countless other random aircraft components.

A number of tricycle-gear aircraft called Davis home – Cessnas and Pipers, a Mooney, even a slick Bellanca Viking –



No security clearance needed – at Davis Airpark, you parked by your airplane, pumped your own gas and paid on the honor system.

but low-and-slow taildraggers very much embodied the spirit of the place. Whatever the bird of choice, pilots at Davis had to be on their game, for the lone runway had a tall stand of pines jammed up against the west end and power lines at the other.

But the people, more than anything, were what made the place so special. As we so often hear about EAA in general, there was real *community* at that airport. Chapter cookouts, for example, brought dozens of people out on Sunday afternoons. If they weren’t in the air themselves, they were gathered in lawn chairs by the taxiway, eating, talking aviation and critiquing fly-bys and landings.

By the time I finished college, I had wandered away from EAA, and from aviation in general. But the memories and the sense of camaraderie were revived when I discovered EAA 677. I think I’ll stick around this time.

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MEMBER SPOTLIGHT

PHIL JOHNSON

Hometown: Phenix City, Alabama. The All-American City. But I've lived in Columbus the past 46 years.

Occupation: Attorney. Elderly. Humble.

Ratings Held: Commercial, Instrument and CFI, which I foolishly let expire.

Number of Hours: 850, more or less

Aircraft Owned: Half interest in a PA-32-260 Cherokee Six. Ancient pelican. But good radios.

Dream Aircraft: I am a simple man. I'd like to have a straight-tail Bonanza.

How did you get involved in aviation? Been interested from childhood. Although I was 45 when I got my license. One of my first dates with my long-suffering wife was at a Penny A Pound activity at King's School on Victory Drive. My parents had taken me to that activity in my childhood. We (Chapter 677) need to figure out how to do Pennies A Pound here.

I had one false start at taking lessons in the middle '70s. Later I met a friend, Bill Frank, who at the time was flying for Hughston Clinic. I rode along as a passenger with Bill whenever I could, which was fairly often. He and my other aviation friend, Kelsey Kenyon, encouraged me to seek a license.

I asked Bill who could instruct me. He suggested back then either Earnie Shelton or Terry Ernst. I went to the airport and by chance met Earnie. I was accompanied by a friend, and he and I made our introductory flight to Pine Mountain. I sat in the left seat. I remember when we landed there and taxied to the FBO, I reached down automatically and switched off the magnetos, like it was a car. Earnie looked at the switch and said, "Well ... OK." Of course the many hours I spent with Earnie has been an indescribable blessing in my life.



What is your favorite destination to fly to? Apalachicola. Or as a Columbus controller once referred to it, "After-lachcicola."

What's your most memorable flight? I've had a few. There was one where Kelsey and I and another friend took a partially restored Piper Aztec to Atlantic City. Practically all the way with no electric. We concluded the arrival process, after dark, with a flashlight, handheld radio and handheld GPS. I remember crossing Chesapeake Bay in the dusk thinking, "This is what killed JFK Jr." Thank goodness when we turned the alternator back on there was enough power left to extend the landing gear.

Nearly as memorable as that was running off the runway in Destin. Very exciting. Also Kelsey and our spouses went to Cayman Island on the Cayman Caravan they used to have. He had just bought his Baron.

What do you enjoy most about flying? You mean the takeoff roll? It would be easier to say something I don't like about flying. But I can't think of anything I don't like. Except bad weather. And last-minute maintenance squawks.

What do you enjoy about flying Young Eagles? This is not politically correct, but I like flying the airplane. Sometimes something humorous happens, which I enjoy, but I am actually in it for myself. Although the children can be cute! Still, to say I'm there to build future leaders of American aviation would be a stretch.



Young Eagle Snapshots

December 27, 2014



NUMBERS

54 flown
(48% first time)

504 for the year
(44% first-time)

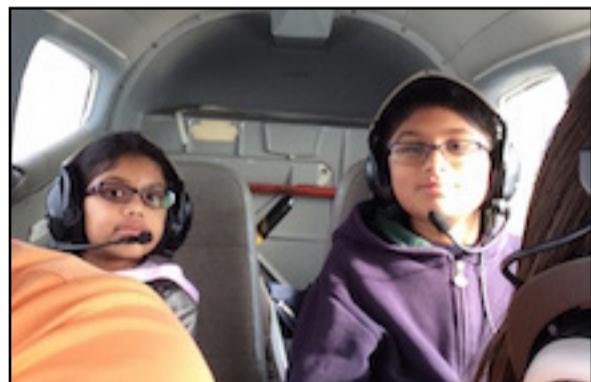
3,373 all-time

PILOTS

Sarah Anderson
Ken Sines
Will Buck
Bill Buck
Bug Eiland
Jack Bartholet

GROUND CREW

Steve Culpepper
Rachel Broom
Jerad Lewark
Jared Landry
Gary Brossett
Jerry Lewark
Emilie Brossett
Ernie Kelly
Brad Glass



All Hands on Deck

January 31 Scout Workshop Calls for Significant Manpower

ALL AVAILABLE PILOTS AND GROUND crew will be needed when EAA 677 hosts the 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.

Up to 75 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.

Come help a Scout fall in love with flying!





AIR SHOW UPDATE | Phaedra Childers

Committee Enjoys Productive ICAS Trip

MEMBERS OF THE TITV PLANNING COMMITTEE

attended the 2014 International Council of Air Show's convention in Las Vegas earlier this month. The group signed a number of acts and displays for the 2015 air show, and attended various education sessions. Lessons learned in these sessions included:

- The second largest indicator of fraud is ticketing, and the majority of admission fraud is created by volunteers. Air shows should customize all tickets with bar codes, dates, theme, etc.
- Air Shows should stick to their "no refund" policy. Making one exception to the rule will open the door to many and could quickly affect the profits of the show.
- A major finding of the 2014 ICAS Spectator Survey was that the age of spectators 60+ is unsustainable. In 1998, this age group was 8% of all responses; today the age group is 16%. The 60+ age group was the largest age category of all responses.
- Military jet teams and modern military continue to be the main attractions, followed by warbirds.

To that end, a number of warbird acts have been booked for

2015. Acts and statics booked so far include:

- Disable American Veterans (DAV) "Panchito" B-25
- The Class of 45 (F4U Corsair and P51 Mustang)
- Trojan Horseman (Six-ship T-28 team)
- Commemorative Air Force B-17
- Sky Soldiers Cobra and Huey demo
- Tinker Belle C-46
- Jacquie B. Air Shows (Aerobatic performer Jacquie Warda)
- Kent Pietsch Air Shows (Jelly Belly comedy routine)
- Indy Boys (Jet School Bus and Jet Outhouse)
- Never Forgotten Exhibit (911 Memorial)

Several more acts have been penciled in for 2016, including Skip Stewart, the Shockwave Jet Truck and the GEICO Skytypers.

SPONSORSHIPS

- The planning committee has secured \$67,000 in-kind donations and \$54,600 cash donations for the 2015 air show.
- WRBL is joining the air show as a major sponsor (Eagle level).



AIRPORT DIRECTOR | RICHARD HOWELL

Fencing Upgrades, Loyalty Program and More

AS WE GET OLDER, ONE CONSTANT seems to be that the year we just completed flew by much faster than the previous one! That was true of 2014, for me at least.

2015 is already shaping up to be another busy year. We have hired a new Airport Maintenance Manager who will be taking his post the first week of January. Bruce Anderson comes to us from Columbus State University. His first task will be to integrate our three maintenance functions into one department. This promises to be quite a process, so I ask in advance for your patience and support if it appears we are not paying attention to things you think we should! Please feel free to call the office and we can open a work order.

On a sad note, we have been advised that due to the injuries our Facilities Supervisor, Paul Phillips, sustained in his auto accident in September, he will not be able to return to work with us. Paul had been an airport employee for more than a decade and will be missed.

Sometime in the spring we will begin the installation of our wildlife perimeter fence. This is a \$1 million project funded by the FAA, State DOT and local funds. We will be installing all new fencing and upgrading or replacing most of the gates. Some of the layouts of fencing and gates are expected to change, especially on the west side. I'll communicate more as the project gets closer.

The Commission will be seriously looking at fees and changes in the first part of next year as we perform our annual budget function. It is planned we will publish a fee schedule with new and updated fees and charges. We don't anticipate anything startling, but we have identified areas where it appears we are under the market rate or don't charge anything at all. These areas need to be addressed, and we also want to be transparent in our fees.

The Commission is also working on a Flightways Loyalty Program for our home-based folks. We are anticipating a tier program based on purchases from the Com-

mission. As one purchases items though the year and work up through the tiers, there would be discounts and free stuff. This idea is still in the preliminary phase as we come to understand what our software can do in tracking purchases. If you have questions or comments, please contact Sonya Hollis, our Marketing Manager.

In October the Commission decided to reform the GA Committee as provided for in the Commission by-laws. Richard DesPortes has volunteered to set up the committee. It is hoped the committee will begin meeting early in 2015.

We are working on other initiatives as well. There are too many to list here, but each contributes to our goal of making things better for all airport users while maintaining the facilities in a first-class manner. In past years we have not always been successful in this, but it is something that the Commission and I are committed to.

Happy holidays and best wishes for the New Year!



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