

NEWS AND NOTES

KENNEDY EYES BUSY SUMMER



Kennedy Davenport, a rising senior at Kendrick High School, has an exciting summer ahead. Not only will she attend EAA Air Academy in

Oshkosh, Wisconsin in July, she also has been invited to attend the U.S. Naval Academy Summer Seminar in June. The Summer Seminar program helps educate, motivate and prepare selected students who are considering applying for admission to USNA. Kennedy, who completed the EAA Young Eagles "Flight Plan" in 2013, will attend Air Academy on a scholarship courtesy of Chapter 677. Watch for a *Hangar 13 News* interview with Kennedy following her summer adventures.



HANGAR 13 WORK NIGHTS

June has been designated as "Get Hangar 13 Habitable Month." Each Tuesday of the month beginning at 7 p.m., we'll be cleaning, organizing and otherwise improving the meeting and work spaces. If you can help, please drop in on any of those evenings.



SAVE THE DATE

- May 31 Young Eagles Rally
- Jun 7 [Vintage Day Fly-In](#)
- Jun 14 Pine Mountain Fly-In
- Jun 24 Chapter Meeting
- Jun 27 Young Eagles Rally
- Jul 28-Aug 3 [AirVenture Oshkosh](#)

Tri-Motor Shines at CSG

A father and his three young daughters stood watching as the Ford Tri-Motor taxied up and shut down its big Pratt & Whitney engines.

"It's beautiful," the man said admiringly.

"Dad," one of the daughters said with an air of exasperation. "It's an airplane."

As the father clearly understood, airplanes can be beautiful – and this 1929 antique truly is a looker.

The EAA Tri-Motor wowed plenty of people during its May 1-4 "Fly on the Ford" tour stop in Columbus, including more than 100 passengers on 17 flights.



Countless more bystanders, like the appreciative father, came out to admire the unique Golden Age airliner.

A big shout-out goes to the 25 chapter members who helped make the event possible,

and to those who purchased sponsorships and bought tickets. Five dollars from every ride and a share of sponsorship income benefitted the chapter.

"My crew commented that they were very impressed and that you were the most organized chapter they had ever worked with," Olivia Rasmus, EAA's Air Tours Program Coordinator, said.



Don't be deceived by Tri-Motor pilot Ed Rousch's casual demeanor. Though he may look like he's out for a Sunday drive in the family Ford, he's working hard to deliver a smooth ride for his passengers. "It does take some muscle," Rousch says. "You feel it at the end of the day."

SEE PAGES 4-5 FOR MORE TRI-MOTOR PHOTOS



75 Years of Progress Ignored – A Priceless Result

The Ford Tri-Motor that spent more than a week with us in early May was built in 1929. Based on its data plate, it will be 75 years old this August. During those 75 years

it's been an airliner, an executive transport for a third-world dictator, a movie star and a delivery vehicle for smoke jumpers. It's also been abused, wrecked, rebuilt and finally re-dedicated to its original purpose – carrying paying passengers.

Over the four days it worked for EAA 677, NC 8407 carried 94 paying passengers and more than 20 of our chapter members – some more than once.

If you were not able to take a ride, you missed a rare treat.

Without pressurization, in-flight snacks or any reason to close the cockpit windows, this stately lady and her throaty radials plowed through air at only 90 miles per hour and no higher than 2,000 feet, allowing passengers the opportunity to view the Chattahoochee Valley from a perspective not possible by almost any other mode of transportation.

I have flown into and out of KCSG hundreds of times on training, pleasure and Young Eagle flights, yet I cannot remember seeing some of the huge homes I saw from the Tri-Motor. I also cannot remember being passed by cars on J.R. Allen

before; but frankly, it didn't matter because I saw people waving at us as we lumbered overhead – another sight I've never seen while riding in more contemporary aircraft.

Was it worth it? In many ways, that's debatable. Our 25 or so volunteers literally put in hundreds of hours to support rides for 94 paying passengers – far short of our goal of 200 or more passengers. My math is not the greatest, but I think we'll end up netting a few hundred dollars. I'm grateful we didn't lose money.

Which takes me back to my original question, was it worth it? Gary Brossett has shared a spreadsheet weighing sponsorships against costs, including the value of volunteer rides, and comes to a powerful conclusion: "Value of the experience? PRICELESS."

He's exactly right. I learned a *ton* about event management, media relations, the value of great volunteers and board members, and the unpredictability of the Columbus populace. I can't begin to tell you how many compliments I continue to receive from those who were able to fly with us. I also hear from people who saw the plane and regret not flying with us.

And it was priceless to me to see my sweet bride gazing out the window, completely relaxed in an airplane (not her favorite environment). That redefined for me how I'd want to fly with her should we again be blessed to have an aircraft and my piloting privileges at our disposal: It will be low and slow. Maybe not as low and slow as 2,000 feet and 90 miles per hour, but low and slow enough to see people waving and be able to carry on a conversation about what we see.

After 75 years, airplanes have gained a lot; but "priceless" is always worth pursuing.

AIRPORT DIRECTOR | RICHARD HOWELL



ILS Recertified; Ramp Project Set to Begin

IT HAS BEEN AN INTERESTING COUPLE OF MONTHS.

We hope to see the light at the end of the tunnel with our electrical contractor. After making it through the winter, the contractor had a shortage of work teams available, so the project continued to be slow going. However, Flight Check was able to recertify the Instrument Landing System in late March, and that definitely was something we were excited about.

We anticipate the ramp crack seal and seal coat project beginning in June. As of right now, the contractor's safety plan and schedule have been approved. We are waiting on final documents and a proposed start date from the contractor. The preconstruction

meeting was completed at the end of March, so we should be ready to go for this important upgrade.

The Airport conducted its annual FAA Part 139 Tabletop Crash exercise. This is an annual requirement as part of maintaining our Airport Emergency Plan. We had a great turnout of local responders for this requirement. The exercise scenario was a catastrophic failure of an engine on an MD-80 aircraft departing CSG. Next year we will be conducting our tri-annual live crash exercise where we actually respond to a situation on the field.

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



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COMMUNICATIONS OFFICER | ALLEN ALLNOCH

These are the Days

DEKALB-PEACHTREE AIRPORT hosted its annual Good Neighbor Day Airshow on May 17. The event featured a variety of acts including Team Aerodynamix, Greg Connell, Larry King, Gary Rower, and the Twin Tiger Yak 55s (pictured at top right is the one piloted by Buck Roetman).

The greater Atlanta area is host to another aviation event in June, at a venue that's quite a contrast to the urban busyness of PDK. Peach State Aerodrome's grass runway, [Candler Field Museum](#) and June 7 [Vintage Day](#) all hearken to a decidedly more traditional era of aviation.

If you like antique and classic aircraft, Vintage Day is a can't-miss opportunity to see them. Last year's edition (pictured bottom right) featured everything from Stearmans to Cubs to Ron Alexander's beautifully restored DC-3.

Interested in going? A fly-out is



planned, with departure from CSG at 9 a.m. on June 7. Contact [Jack Bartholet](#) if you would like to fly (or drive).

Pic of the Month



FIGHTER JOCK

Jerad Lewark got an unexpected treat while volunteering on Sunday of the Fly the Ford event. When this Mig 17, part of the Black Diamond jet team, made a fuel stop at CSG, the pilot invited Jared for a close-up look at the cockpit and encouraged him to follow his dream of becoming a pilot.

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Fly on the Ford Scenes



Photo by Will Rucker



Fly on the Ford Scenes





It is not the length of life, but the
depth of life.

- Ralph Waldo Emerson -

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The family of
Lt. Col. Earnest A Shelton
acknowledges with deep
appreciation your kind
expression of sympathy.

Thank you so much
for the beautiful
arrangement of
red, white, and blue
with airplanes.

It was so fitting
for "Earnie". It
was greatly
appreciated.

Sincerely,
Carolyn Shelton
and family



"You the only one who can make your dreams come true; your also the only one that can keep them from happening."

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