



Hangar 13 News

Chattahoochee Valley EAA Chapter 677

Columbus, Georgia

Est. 1979, Chartered February 6, 1980

VOLUME 4, ISSUE 6

JUNE 2014

Young Buck Joins YEs Flight Leader Crew

FIVE PILOTS, INCLUDING THREE NEW-comers to EAA 677 Young Eagles, flew 49 children at the latest rally, held on Saturday, May 31.

Twenty-five of the children were first-time Young Eagles.

Will Buck, Bug Eiland and Terry Anderson became the chapter's newest YE Flight Leaders.

Will, 19, is the youngest of 39 Young Eagle Flight Leaders in chapter history. A cadet in The Citadel's class of 2017, Will flew his father Bill's Piper Tri-Pacer.

Bug flew 12 in his first rally. He is the 239th EAA volunteer in the world to fly at least 10 Young Eagles in 2014. Terry is owner of FlyBoys Flight Center in Griffin.

EAA 677 now has six members who have achieved 10 for 2014 status: Ken Sines and Jack Bartholet, both of whom flew Young Eagles on May 31; Debbie Morris; Phil Johnson; Mac Molnar and Bug Eiland. A total of 198 Young Eagles have flown this year.

Since January 2011, EAA has held 37 rallies, with a monthly average of 34 Young Eagles, four aircraft and 13 volunteers. The all-time chapter total is now 1,392 Young Eagles.



Fly Young Eagles, Win a Trip to Aerobatic School

Have you flown a Young Eagle in 2014? If you have – or if you do so by June 30 – you will be



automatically entered in the 2014 Young Eagles Pilot Appreciation Sweepstakes. The prizes: Five days of aerobatic training, a handsome Tutima chronograph watch and a seaplane rating. [Click here](#) for details and come fly Young Eagles at the June 28 rally!



Good Old Days

A variety of classic aircraft and cars was on display at Peach State Aerodrome's Vintage Day on June 7. Several Columbus-area pilots and aviation enthusiasts attended the event at the airport in Williamson.

SEE PAGE 4 FOR MORE VINTAGE DAY PHOTOS

SAVE THE DATE

- Jun 24 Chapter Meeting
- Jun 28 Young Eagles Rally
- Jul 28-Aug 3 [AirVenture Oshkosh](#)

EAA WEBINARS

- Jul 2 [Rules of the Maintenance Game](#)
- Jul 16 [EAA AirVenture Oshkosh 2014 Features and Attractions](#)



Happy Flying Fathers' Day



I'm writing this on Fathers' Day, which is no doubt why it occurred to me a large number of our chapter members can draw a direct connection between their passion for EAA and general aviation

and a person who played a fatherly role in their lives.

I'm not being gender insensitive. With only six percent of the pilot population being female (according to Women in Aviation International), the odds are good most of us who love aviation – regardless of gender – can trace our love of flying to a male pilot they respected ... our flying "father."

Which brings me to my question of the day: To whom would you send a "Happy Flying Fathers' Day" card? As a stepfather to two amazing young men (who, along with their wives, have blessed their mother and me with five grandchildren I hope will embrace flying), I won't limit it to a single person. Heck, I won't even limit it to gender! I was thrilled to meet new chapter member Sarah Anderson, daughter of FlyBoys founder and CFI Terry Anderson, and hear her plans. There's no doubt Sarah will inspire a love of flying in whomever crosses her path, just as Debbie Morris is doing now, along with Dianne Preston, Phaedra Childers and several others. But in honor of Fathers' Day, I'm going to stick with the Flying Fathers' Day card theme.

I'd send Happy Flying Fathers' Day cards to my father, grandfather and "Uncle" Jack Huttig – my grandfather's best friend. Thanks to them, I grew up with three aircraft – N2348G (1959 Cessna 182B), N2525Q (1966 Cessna 182K) and N8211M (1969 Cessna 210K). Four-Eight George and Two-Five Quebec ("Queenie") allowed them to more effectively manage retail stores in Orlando, Jacksonville and Daytona. After a career change, Dad used 8211M to get to banking conferences and client meetings. The planes were business tools.

But not exclusively.

My first memory of a family trip was flying in "George" to see my grandmother in Columbus, Georgia. "Queenie" also spent her share of time flying between KORL and KCSG. But it was "Mike" who cemented my grasp of aviation as an extension of possibilities. We could pick up my sister at college in Greenville, South Carolina and be back in Orlando in less than a day; eat lunch in Tampa after church and get back in time for choir practice; and do college visits in the Carolinas over a weekend instead of taking a week by car.

The best birthday/Christmas presents were when my father, grandfather and Uncle Jack would buy me a few hours of instruction in a Piper 140 or Cessna 150. I knew one day, I'd fly like they were flying. My granddad and Jack are long dead and my dad quit flying when skyrocketing costs diminished the fiscal ROI to nothing, but they'd still get

Happy Flying Fathers' Day cards. (I might need extra stamps on two of them.)

I'd also send cards to: Ben Hedstrom for being a strong Christian and patient instructor; Todd Shellnutt for raising my standards and exposing me to EAA; Ken Sines for trusting me to fly Young Eagles with his baby while his medical was on hiatus; Keith Owen and Rocket Rick for the training in and use of Keith's Warrior II, which I call "the battle banana" for its paint scheme; Jack and Deanna Bartholet for inviting Susan and me whenever they have spare seats to anywhere; and Phil Johnson (a man I'd call "counselor" even if he had never become an attorney) for his calm and objective demeanor, which has helped me separate obsession from opportunity, at least where flying is concerned

To whom would YOU send

a Flying Father's Day card? Would someone send you one? You don't have to be a pilot to invite someone to come to Young Eagles or take an Eagle Flight! I hear Hallmark is already dedicating a rack for Flying Fathers' Day cards. Our next Young Eagles Rally is June 28; fly someone or invite someone and earn your card!



Pappy, Uncle Jack and Dad with their 1959 Cessna 182B, N2348G



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Basket Cases

AS A HOT AIR BALLOON PILOT, JOEL Jones marches to a different beat than the typical fixed-wing aircraft operator. Likewise, skydivers are a unique breed, given their propensity to leap from airplanes for no other reason than the fun of it.

Last month, Joel and four skydivers combined their respective pursuits with a jump from his balloon, Wind Spirit. The group, which included Columbus's Jason McKenzie and Matthew Squarzoni of Skydive Tuskegee, launched from Tuskegee early on Sunday, May 18.

The goal was to reach at least 3,000 feet, but they ended up going all the way to 4,200 before exiting the basket (all except Joel, of course).

I'll let Jason pick up the story here: "This was all of our first experience [jumping from a balloon], but definitely not our last. As far as comparing it to jumping from a plane, it was drastically different. When we jump out of planes,



there is no sense of falling because of the horizontal speed of the aircraft. Also, we have body control almost immediately when we leave the aircraft because of wind resistance.

"With the balloon, my stomach dropped more than any roller coaster I've been on. Also, when you leave the balloon, whatever motion you are doing at exit is what you are doing for the next four or five seconds, because of such little wind resistance. After those first few seconds, I gained body control and deployed my parachute with plenty of altitude to make a safe landing."

Mid-Year Financial Report

In accordance with our bylaws, our mid-year financial report, with results from January 1 through June 15, will be presented at the June 24 meeting of EAA Chapter 677. The meeting will begin at 7 p.m. EDT in the Chapter Conference Room of Hangar 13.

Summary Financial Results (rounded to the nearest dollar):

- Income to date: \$3,733
- Expenses to date: \$3,580
- Net Gain (Loss) to date: \$153

Significant Sources of Income: Dues, Thunder in the Valley raffle, Fly the Ford donations and sponsorships

Significant Expenses: Printing and costs

associated with Thunder in the Valley, Fly the Ford and Young Eagles (chapter cards), plus expenses associated with Young Eagles, Air Academy airfare for Scholarship Recipient.

All interested members are encouraged to attend and review the detailed report. Dues-current members who cannot attend but would like a copy of the report should contact Secretary/Treasurer Dianne Preston at Sowell1249@yahoo.com.

Chattahoochee Valley EAA Chapter 677 is a 501(c)(3) not-for-profit organization operating under the laws of the State of Georgia. All inquiries should be directed to EAA Chapter 677, P. O. Box 325, Columbus, GA

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Vintage Day Scenes





"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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