

## NEWS AND NOTES



### AIR SHOW DONATES \$500 TO CHAPTER

Phaedra Childers, Thunder in the Valley Air Show Coordinator, presented Ken Sines with a check for \$500 to benefit EAA 677 Young Eagles at a breakfast ceremony on August 4. Thunder in the Valley gave back a total of \$44,000 to Chattahoochee Valley youth organizations and charities, a \$12,000 increase over 2013, despite the second day of the 2014 show being rained out.



## SAVE THE DATE

- Sep 20 **Southern Wings Fly-In, LaGrange-Callaway Airport.** Note: EAA 677 members will meet at Flightways Columbus and depart at 9 a.m.
- Sep 27 **Young Eagles, 8:30 a.m.**
- Sep 27-28 **Warbird Weekend, Dekalb-Peachtree (PDK)**
- Sep 30 **Chapter Meeting, 7 p.m.**
- Nov 8 [AOPA Fly-In, St. Simons Island](#)

## EAA WEBINARS

- Sep 3 [All About Prebuys](#)
- Sep 17 [How to Fly LSA to All 50 States on a Budget](#)

# Davenport Dream Grows

**'DREAMS START HERE,' PROCLAIMS** the web page for Air Academy, EAA's series of week-long camps designed to introduce young people to aviation.

For Kennedy Davenport, the dream was already alive when she attended Air Academy Basic Camp in Oshkosh, Wisconsin. But it definitely grew as the Kendrick High School senior did everything from building a wing rib to flying a Cessna Skyhawk to meeting one of the original Tuskegee Airmen.



Kennedy said she especially enjoyed the classroom and workshop sessions. "I now understand why men build and work on things," she wrote in a thank-you letter to EAA 677, which funded a scholarship for her to attend the acade-

my. "It's very calming."

Kennedy showed off her wing rib at the August 26 chapter meeting. She said she also built a spark plug box, learned to weld, flew a helicopter and attended several airshows that were part of EAA AirVenture.

"I would like to ... tell you all how grateful I am for the scholarship," she wrote in her letter. "I would have never been able to experience all of the activities offered here at camp."

Kennedy also attended the Naval Academy's Summer Seminar in June. She hopes to continue her education at either the Naval Academy or the U.S. Military Academy.

Frank Lumpkin III, who attended the Air Academy Basic Camp last year, returned to Oshkosh this summer to attend the academy's Advanced Camp.

**SEE PAGE 6 FOR MORE OF KENNEDY'S AIR ACADEMY PHOTOS**



## WORLD-CLASS AVIATOR

Marty Flournoy shared video and stories from the FAI Advanced Aerobatic Championships during the August 26 chapter meeting at Hangar 13. Marty was part of the U.S. Advanced Aerobatic Team, which finished fourth out of 12 teams in Slovakia earlier this month. While the team was disappointed by a late penalty that prevented a higher finish, Marty said "the camaraderie is really what's fun about it."

# Branded



Thanks to my sweet bride's patience and generosity, I was able to go to AirVenture for a couple of days this year. I don't know the difference between hash and a hashtag, but I can say

with confidence anything posted about the event should include #Wow.

As we wandered the grounds and fought a losing fight against being overwhelmed, it occurred to me that AirVenture is a great example of branding. By "branding" I mean generating good thoughts from *everything* that is even vaguely but officially associated with the event.

Every person from Milwaukee to Green Bay was friendly and welcoming and, even if not fully informed, fully enthusiastic and able to point us to someone who *was* informed about AirVenture. Inside the gates, the struggle for good branding was even stronger, as evidenced by AOPA's huge presence, Ford's very engaging demonstrations of vehicles new and old, and particularly the aircraft displays. Take the amphibious LSAs, for example.

The Icon A5 ([www.iconaircraft.com](http://www.iconaircraft.com)) takes the Branding Grand Prize. Since unveiling the concept, the A5 (pictured at top right) has been the Apple of aircraft. (I expected Icon to name it the iPlane instead of the A5.) Everything about Icon, including the people who worked in the tent, radiated "cool." All wore black. All were young, thin, hip and apparently hard of hearing because the music was always very loud. The A5 is cool from wingtip to wingtip and has a huge following among Harley owners, GQ readers and tanning salon patrons.

Apparently I wasn't the only one who thought Icon was special, because the MVP (pictured bottom right; [www.mvp.aero](http://www.mvp.aero)) nearly cloned their look. It was just a mockup and a video, but had the same basic design, same speeds and same price as the A5. (There's a kit-build option for \$20K less.) Their brand of the flying boat LSA breed adds practical to the Icon cool by addressing docking challenges and making every square inch of horizontal space useful. Some dubbed it the "flying bass boat." Others referred to it as the "real air camper." But it was well presented and attracted crowds. Anglers. Boaters. Campers.

While EAA 677's "brand" is not as slick or expensive as Icon's, or as pervasive as AirVenture's, it is really pretty good. We met Debbie Morris for one of the seminars and couldn't help but



share her passion for flying that is bigger than the Oshkosh South 40. Susan and I saw John Hart, with his smile as broad as the flight line is long. There was Kennedy Davenport, with a future as bright as a Wisconsin sunrise, and Frank Lumpkin, whose attitude has more positive lift than Sean D. Tucker in a space shuttle.

All of us *are* our brand. Every time we invite someone to a chapter meeting, tell a parent about Young Eagles or invite someone on an Eagle Flight, the EAA 677 brand represents public engagement. When we participate in events like Thunder in the Valley or Flightways' fifth anniversary, our brand says EAA 677 embraces the airport community. When we get together in the hangar to fix it up or just to swap stories, the EAA 677 brand evolves into camaraderie. That kind of branding is very positive.

In fact, to borrow Visa's line, it's priceless. Thanks for helping build our brand.



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**COMMUNICATIONS OFFICER | ALLEN ALLNOCH**

# Soaring Like an Eagle

**IT'S OFTEN SAID THAT GLIDER** training is one of the best ways to build stick-and-rudder skills for any aircraft.

I was intrigued, so I decided to give it a try. I didn't have to travel far to do it – Southern Eagles Soaring flies every Saturday and Sunday, weather permitting, at Roosevelt Memorial Airport, just outside of Warm Springs.

All it took was about three seconds of trying to stay lined up behind the tow plane, a Piper Pawnee, for me to realize that, yeah, this would definitely sharpen one's flying ability.

My instructor, Glen Klingshirn, flies 757s and 767s for Delta. He did a great job of explaining concepts such as coordinated turns, and was patient with my feeble attempts to put them into practice.

Southern Eagles welcomes new members, and if you're part of EAA 677, you



can get the sponsored rate of \$39 for an introductory flight.

Want more info? Check out their website, [southerneaglessoaring.com](http://southerneaglessoaring.com), and "like" their Facebook page, [facebook.com/SouthernEaglesSoaring](https://facebook.com/SouthernEaglesSoaring).



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# 44 Young Eagles Fly; Jones Tops 100 Missions

THE AUGUST 30 YOUNG EAGLES RALLY WAS delayed by more than two hours due to a low ceiling, but four Chapter 677 pilots still managed to fly 44 passengers – half of whom were first-timers – once the clouds broke.

Columbus Airport fire crew brought their truck to Flightways for a detailed demo during the delay. Other diversions included an arriving DC-9 cargo transport and a Pitts Special on display.

Ken Sines, Danny Jones, Jack Bartholet and Terry Anderson were flight leaders, and were supported by 12

ground volunteers. Danny achieved the milestone of 100 Young Eagles missions and finished the day at 106.

At right is a list of chapter pilots who have flown at least 10 or more Young Eagles during 2014. Each pilot who achieves this status during a calendar year receives a custom “10 for 2014” lapel pin and earns Young Eagles credits that can be used to help offset the cost of sending a young person to an EAA Air Academy session in Oshkosh or assist their local Young Eagles and youth outreach programs.

1 OFFICIAL 1  
 YOUNG EAGLES FLYING  
 3 2 0 7



10 for 2014

Terry Anderson  
 Daniel Jones  
 Will Bueck  
 Ken Sines  
 Debbie Morris  
 Phil Johnson  
 Jack Bartholet  
 Mac Molnar  
 Bug Eiland





## MEMBER SPOTLIGHT

# DEBBIE MORRIS

**Hometown:** Pearl River, New York. But my parents had a weekend place in northeastern Pennsylvania that we've been going to since I was 5 years old. I always loved it there and didn't like having to go back to New York. Now thankfully they live in Pennsylvania, so I fly up there frequently to visit.



**Occupation:** Mechanic at Pratt & Whitney – Columbus Engine Center. Before that, I worked at Heckler & Koch as a firearms repair tech.

**Ratings held:** Private Pilot, ASEL with Instrument

**Number of hours:** 1700+

**Aircraft:** 1963 Cessna 182, N3174U

**Dream aircraft:** N3174U!

**How did you get involved in aviation?** I had been interested in aviation for a while when I was living in northern Virginia, but was mainly interested in airliners. I never imagined that I would ever learn to fly until I moved to Columbus, in January 2006. From here, visiting my parents became a 16-hour drive, compared to a 4.5- to 5-hour drive before. The thought then

occurred to me that it would be cool to learn to fly, and that I could fly up and visit them. So at the March 2006 Thunder in the Valley Air Show, I signed up for flight lessons. I now know that that thought and desire was from God, and that He brought me to Columbus in part for aviation.

**What is favorite destination to fly to?** Northeastern Pennsylvania, but really I like to fly anywhere, and I like going to new states and areas that I haven't seen before.

**What do you enjoy most about flying?** Hard to answer – everything about aviation is just so cool! The views, being in my airplane, the mechanical aspect of flying and maintaining an aircraft, the challenge, the continuous learning about multiple subjects, including weather, seeing the clouds from the inside as well as from above and alongside them.

**What do you enjoy about flying Young Eagles?** I like when a kid is really interested in aviation and when they are obviously enjoying the flight experience.



## Hart Gets Air Time on EAA Video

KATIE MEYER OF EAA'S HR team interviewed our own John Hart as part of a segment on AirVenture volunteers for the August edition of *Chapter Video Magazine*.

John was working in the fab shop when Katie approached him for the interview. When they were finished, she used her smart phone to take a "selfie" with him.

[Click here](#) to watch the video.



John's appearance begins around the 1:51 mark.

# Air Academy Adventures with Kennedy Davenport



Dear Chapter 677

The EAA Air Academy was a completely different but wonderful experience for me. I have to be honest though; when I first got here I felt a bit shunned by the other campers, but, with the help of Frank, people started to warm-up to me, so that made everything a lot better. The classroom had to be the best part of camp. Our teacher lectured the entire time, but he had a way of keeping my eye, which I thought was great. Workshop was also very interesting. I now understand why men build and work on things... it's very calming... This is my first time visiting Wisconsin and my first time attending AirVenture, so I would like to just say thank you and tell you all how grateful I am for the scholarship you guys presented me. I would have never been able to experience all of the activities offered here at camp.

*Kennedy Davenport*

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# Thumbs Up for Hangar 13

EAA 677'S MEETING SPACE HAS UNDERGONE A REMARKABLE transformation since Steve Culpepper posed for the photograph at right two years ago.

The chapter is now meeting there each month amid comfortable surroundings – the room is well-lit, the air conditioners are humming along beautifully, and aviation memorabilia blankets the walls and shelves.

The workroom is shaping up as well. While there's no full-size airplane to build, Gary Brosset has ordered a pair of "pedal plane" kits – a Texan and a Tigermoth – as a chapter project. Plans, a materials list and pictures will be posted on the shop wall, along with a white board for notes and a log book to record monetary donations and volunteer time.

Pictured below is an example of the Texan pedal plane. The remaining images were shot recently in Hangar 13. Perhaps this is what Steve was envisioning when he gave that thumbs-up under a crumbling ceiling.





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