

The Sport Flyer

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Richard McIntosh, Editor

Brad Methvin, Web Editor

Members who elect to receive the newsletter by the US Postal Service, instead of by email, must pay \$10 in addition to the annual \$20 membership fee. Please refer potential members to Secretary-Treasurer:

GSFA/ Richard Logue

584 Ripplewater Dr.

Marietta Ga. 30064 (770.590.3071)



OUR BOARD of OFFICERS

Bryan Jorgenson, President

Mark Henderson, VP

Richard Logue, Sec Treas.

Recap of our November Meeting:

Mark Henderson supplied the November 8th meeting details that follow:

Our last official meeting of 2003 took place at the Etowah Bend clubhouse. There were approximately 25 people in attendance with VP Mark Henderson chairing the meeting. The president, Brian Jorgensen, was not able to attend due to work schedule conflicts. At least he is flying when he is working!

There were several visitors that came out to the meeting. I believe some of them might have joined that day. Welcome.

Several old business items were discussed. One item was the use of the trailer and what to do about keeping it secure. Whatever the case, the membership needs to remember to call one of the executive officers when possible, preferably Richard Logue, before taking it out.

We need to make sure that we keep the club in the loop and keep the trailer clean and ready for the next guy. Details about the trailer should be on our website soon if not already.

The Christmas party is right around the corner! It will be on Dec. 6th, details are on the website. Anyone interested in helping should contact Kim Arrowood.

Frank Eck had a quick update on the Sport Pilot proposal. You guessed it. It's still hung up in committee. The proposal is slowly making its way through the bureaucracy and may be sometime before it's clear of review.

The most important part of the meeting was the final nominations and election of officers for the upcoming year. The nominations from the October meeting were: Kim Arrowood for President, Lonnie Sand for Vice President, and Richard Logue for Secretary/Treasurer. The floor was opened to allow any last minute nominations with none offered. After a show of hands, the nominees were unanimously voted in. Hugo Garcia elected to step down as newsletter editor and will be replaced by Richard McIntosh.

Meeting closed

Don't forget to send me any articles, for sale ads or pictures you want me to post in the newsletter!

See you at the December 6th Meeting, Richard Logue's house.

Richard McIntosh mcdiver@bellsouth.net

CALENDAR OF EVENTS:

Dec 6th Georgia Sports Flyers Annual Christmas Party

Food to be catered (shrimp tray, cheese tray, sandwiches, sheet cake, Beverages, gifts, and door prizes. Hosted at Richard Logue's house (same location as last year!) starts at 6:30pm.

Directions to the GSFA Christmas Party at Richard Logues house

From I-75:

- Exit 269 (Barrett Pkwy) turn west towards Rt 41.
- Cross Rt 41, go several miles to Rt 120 West (Dallas Hwy)
(Waffle House will be on left side of road)
- Turn right on Rt 120, and go to 3rd traffic light (1 mile)
- Turn left on West Sandtown Rd. and go 1 mile.
- Turn Right into Stillwaters subdivision.
- Turn left at first street (Ripplewater Dr)
- Go to 584 Ripplewater Dr.
(the last house on right in cul-de- sac)
(pull in driveway, park on grass on left side)
(remember, landing on grass is good)

If you have any questions, you can call Richard or Helen at 770-590-3071 or 770-425-5575.

Ultralight Radios at Cartersville

**By
Ben Methvin**

From time to time we get nice articles on how to use the aircraft VHF radio communication in various situations, I have not seen one of these since Phil Fascone put one together several years ago which updated one from the USUA magazine of 1994. Recently one of my students brought it to my attention that it would be nice if we had an article that would serve us in our world of class E and G airspace. This is an attempt.

Radio communication is not required in Class E or G but often it is a very good idea if it does not replace the prime rule of “see and be seen”.

Airports under class E airspace are often called uncontrolled since there is no tower and aircraft may land there without a radio. At Cartersville and Rome with relatively high traffic consisting of many types of aircraft and ultralights it is strongly recommended that radios be used for safety reasons. I believe that one reason Ultralights are tolerated at both of these airports is that most of the Ultralights have radios and use them properly.

I know of one example wherein a radio was not used properly and nearly caused a head to head accident. At minimum it caused a Learjet to abort a landing and go around. This made the Jet pilot mad and cost some sum of money for the extra fuel. The cost of that fuel would have operated the Ultralight for months. The author was the screw up and was saved by his son in a following Ultralight who advised the Lear that his father was landing from the north on 19 and was not on frequency. He strongly requested that the Lear abort and I was given a chance to suddenly see the underbelly of a Lear close up and personal. My apology to the visiting Lear crew did not impress. I had misdialed the radio and had not followed the prime rule of see and be seen. I was lucky and grateful.

Radio communications require a good radio in good operating condition. Most of the Ultralights use hand-helds, which have proven their worth. It is up to us to know that they are working and not likely to give out of battery power at the worst time. Part of the pre-taxi check should be to assure yourself that the radio and intercom system are functioning and on frequency. If you are not sure you can call Cartersville Unicom (the FBO) and request a radio check.

The Unicom is usually the Fixed Base Operator who runs the flight school, sells fuel and manages the airport. There is no obligation on their part to answer your call but they always do if they are in the office. You can also call them for traffic information and wind direction and runway selection when you are returning to the airport and do not hear any other aircraft in the pattern. The call is: Cartersville Unicom - Wiz bang requesting an airport advisory please.

Basics to talk the talk.

The purpose of the radio is for the exchange of pertinent information which allows all on frequency to know the who, what, where and what for of all other aircraft in the vicinity. It is not a chat line.

Preparing to taxi out: Cartersville traffic – Ultralight Wiz bang taxing out of the North hangars for runway 19 – Cartersville

Prior to this call two things should have happened. One the ASOS should have been consulted on 120.525 to check the altimeter setting, the wind speed and direction. Other ASOS information will also be useful such as how close the dew point is to the temperature and the height of the ceiling and any thunderstorms in the vicinity. It also gives a chance to check your radio as to reception quality. An important rule before transmitting on a active frequency is to first listen for several seconds to be sure that you will not be stepping on another transmission.

Notice that Cartersville opens the transmission and punctuates it. We do this because there are other airports on the same frequency and we want to be sure all know where we are. The Cartersville at the end is because we often don't hear all of the first one and it cuts down on confusion.

Prior to take-off: Cartersville traffic – Ultralight Wiz bang taxiing on to runway 19 for takeoff – Cartersville

Prior to this call several things should have transpired. First is an awareness of all others in the traffic pattern and where they are. Don't crowd anyone and don't start your take-off roll if any airplane is still on the runway. You should have completed all the pre-takeoff items on your checklist. Once you have announced that you are taking the runway take it and go.

At the end of the takeoff: Cartersville traffic – Ultralight Wiz bang upwind departing the pattern to the Southwest – Cartersville

Alternatives might be: Cartersville traffic – Ultralight Wiz bang crosswind departing the pattern to the East from downwind - Cartersville

Cartersville traffic -- Ultralight Wiz bang crosswind remaining in the pattern – Cartersville

Departures can be in any direction but should be consistent with the pattern altitude and depart from the pattern in an appropriate direction. To depart to the North from a take-off on 19 you could either depart from a circle from the southwest departure or from the downwind leg to the East and then North.

Once away from the immediate vicinity of the airport pattern you will only transmit where you believe it helpful. For example many instructors use the airspace due West beyond the stacks as practice areas and do many maneuvers which might bring them down into our space.

A position and intention report might be appropriate such as: Cartersville traffic Ultralight Wiz bang two miles south of the stacks maneuvering between two thousand and fifteen hundred feet Cartersville

Other aircraft in the vicinity will be grateful and will usually answer you with their position information.

When you are retuning to the airport it is appropriate that you announce your intentions while still several miles out. General Aviation airplanes usually announce ten miles out and if they are descending jets they may be twenty miles out or more when they first announce. Ultralight being much slower should announce much closer such as two to four miles out.

Approaching from West: Cartersville traffic – Ultralight Wiz bang four miles to the Northwest at 2000 feet descending to 1300 feet . Will be crossing the runway to enter downwind runway 19 Cartersville

Approaching from the East: Cartersville traffic Ultralight Wiz bang four miles to the East will be approaching on a 45 to enter the downwind for runway 19 Cartersville

Entering the pattern: Cartersville traffic - Ultralight Wiz bang downwind midfield at 1300 feet for runway 19 Cartersville

Turning base: Cartersville Traffic -Ultralight Wiz bang base for runway 19 Cartersville

Turning final: Cartersville traffic - Ultralight Wiz bang final (touch and go or full stop) Cartersville

Once fully clear of runway: Cartersville traffic – Ultralight Wiz bang clear of active runway 19 Cartersville

From these examples you should be able to fill in the blanks such as what do you say when landing on runway 01 etc. After all we instructors are always looking for good judgment. This information does not fit any other class of airspace. If you have reason to go into class C or D there is much more to learn than just the talk.

**Would you like to Learn to fly Ultralights or Trikes?
These folks are instructors you can call:**

| | | |
|-----------------|--|--------------|
| Chuck Goodrum | trikes@mindspring.com | 770-426-7294 |
| Joe Horton | jhorto1@bellsouth.net | 770-975-0003 |
| Bryan Jorgensen | bajorg@aol.com | 770-439-5504 |
| Richard Logue | loguer@earthlink.net | 770-590-3071 |
| Ben Methvin | adakb@aol.com | 770-509-6753 |
| Brad Methvin | bradm@brashley.com | 678-461-4463 |
| Bob Smedberg | bobsmdberg@bellsouth.net | 404-427-5739 |

(If you know of other instructors please e-mail mcdiver@bellsouth.net)

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*Georgia Sport Flyers Association
584 Ripplewater Dr.
Marietta GA 30064*



MAIL TO:

Meeting : Sat. December 6th starting @ 6:30 PM

Meeting at: Richard Logue's house

Topic: GOOD TIME

SEE INSIDE FOR DETAILS AND DIRECTIONS