

The Sport Flyer

The Official Newsletter of the Georgia Sport Flyers Association, Inc.
April 2006

Club News On The Lighter Side

An Old Adage Worth Remembering

"There are Bold Pilots and there are Old Pilots but very few Bold And Old Pilots"

Next Club Meeting:

Second Saturday

Etowah Bend

April 8th

10:30 Fly-In and Gossip

11:00 Starts Promptly

Bring Your Bird

Spring Checkup



"Wheels and Brakes A-OK"

"ATTA-BOYS (GIRLS) OF THE MONTH":

Richard Logue - Just passed his Sport Pilot Written Test - Good Job, Richard

Remember Sun-N-Fun April 4 - 10

For those going, have fun and return Safe.

Please send us a report for May's newsletter.

Officer's Reports:

President - Frank Eck.

Secretary/Treasurer - John Euchner

Safety Officer - Michael Prosser

Website Editors - Brad Methvin
& Richard Johnston

News Letter Editor - Wayne Evans

Trip Coordinator - Kim Arrowood

President's Cockpit - Frank Eck

Hi, Sportsflyers! I know we are all ready for some good flying weather after dismal March. I am not happy with our Web page, but the Newsletter is making up for it, thanks to Wayne and Ann for their superior efforts.

I had a nostalgic experience when the new AOPA magazine arrived featuring the Cessna 172's 50th birthday write-up. I started at Cessna as a new engineer 50 years ago this September, just as the first 172s began coming off the production line daily. It brought back many memories of my general aviation days and that airplane.

Now as an LSA and UL flying advocate I can enjoy the lower and slower flying of our airplanes and vehicles, some of which almost match the performance of general aviation aircraft of a half-century ago. Yikes! I must be getting old. Flying can give you that extra edge and gives you a better view from above of life. Be sure to keep Safety First though.

We will need all your help this next month as we prepare for the rally and other events. I'll announce a new fly-out or lunch flight spot that will give you all a little cross-country time and that our fly-out coordinator, Kim, can help us get ready for soon. See you all at the meeting. - Frank

Secretary/Treasurer Reports - John Euchner

February GSFA MEETING MINUTES

02/11/06

Frank Eck brought meeting to order 11:00

Visitors, Lewis Legrand is building a 701 and will join our merry bunch. Chase (visitor) will also join.

Richard Johnston , suggested good time to do yearly maintenance now due to weather doesn't permit much flying.

Wayne Evans thanked those who have gotten their articles in and on time.

Membership also gave the Evans` a hand for the great work they have been doing with the newsletter.

Phil passed his written on the sport pilot test.

Kim is making us plans for a flyout to the Spains airport and estate., Calloway gardens, McMinnville TN and asked who is going to S&F.

Richard and Brad to get together re; our web site.

Jon D. Hansen gave us a talk about his flying experiences beginning at the young age of 15 and his stint in navy, UAL, crop dusting , Delta and his active involvement in the more recent LSA Consensus Standards thru ASTM of which he is a member. Very interesting and informative presentation.

Steve Walton told us that a kit is available to us (not sure of the \$) to facilitate our plane inspection. Steve also said that he would guide us through the submittal forms.

Meeting closed at 1200 hours with lunch prepared by our executive chef Mr. Ahouse.

March GSFA MEETING MINUTES

03/11/06

Frank Eck - brought meeting to order at 1100 hrs. and introduced one of our founding members Frank Nadowski.

Visitors- Gary Petty, Aioshi , Kirk.

Mike Prosser - No safety issues to report.

Wayne Evans- Reminded us to contribute to the news letter.

Kim - (Flight Coordinator) last wk/end was canceled due to weather (Phil didn't get the memo) She will plan another fly out to the Spain's Light house.

There is a flyin at Brisco Field 4/29/06 and one in Macon this month.

Ben Methvin - Gave us the real account of the mishap he and Dan experienced last week in Dan`s plane. We all were so thankful that he could. Ben also explained the Light Sport Pilot testing procedures , this was good information . We need to keep up with the changes as we get closer to taking the practical with Ben.

Mike Prosser - Proposed that the official club newsletter shall be the "Sport Flyer".
this motion was carried.

Let the official record of 3-11-2006 show that the GSFA Bylaws of 4-22-2000 and as displayed up to and including this date on the GSFA Website Member Section have been reaffirmed by unanimous membership vote.

The Bylaws were amended by unanimous membership vote to add the following changes:

ARTICLE ONE - NAME

The name of the official Club newsletter shall be "The Sport Flyer".

Article Seven - Changes in the Bylaws

"The current revision shall be evidenced by a date of revision (i.e. 3-11-06). This shall appear below the Bylaws Header on page one."

Richard Johnston - Wind sock needs to be replaced at E/B

Frank Eck - Staff will meet prior to our next meeting

Meeting adjourned @ 1200 Lunch followed...

Dues Note from John:

Sorry to be singing the same tune, BUT we have 18 folks who haven't paid their dues yet.

We need these dues in the bank.

If you can't be at our next meeting, please send me a check made out to *Georgia Sport Flyers* and mail to:

John Euchner

370-7 Switch Connector Rd. SW

Calhoun, Ga. 30701

Thanks - John

Note From the Editor:

Remember that receiving the club's monthly newsletter is one the privileges of being a dues paying member. Please help us keep you on our Newsletter Mailing List by supporting your club with your annual dues. Thanks - Ed.

Safety Officer Reports - Mike "Budman" Prosser:

Notice

The next quarterly Cartersville-Bartow County Airport Authority meeting is scheduled for Tuesday, April 11th. I will proudly represent you all there. However, the next GSFA meeting is on April 8th and therefore, I will report the routine VPC Airport Authority Meeting details in the May issue of "The Sport Flyer" newsletter and/ or if urgent, by email or telephone, as necessary.

April Safety Tip - Reminder of Some Things To Think About

Prior to flight, before your first flight of the day and after each refueling, do you drain your fuel sump – that lowest point drain, to check for water or fuel contamination? It could save your life. Don't have one? Oh my! Please consider installing one. Further, provided that your drain enough fuel, it can verify positive fuel flow. Do you visually check your fuel tank quantity before flight, or do you just rely on a fuel/sight gage? Please take the time to remove the fuel cap to verify fuel level & accuracy of the fuel gage. Most of our machines require a vented fuel system (positive fuel pressure – no vacuum please). It's a good idea to make sure that that fuel cap is vented and is properly working. As a preflight walk around item you will/should verify that the fuel cap is secure anyway, right? Besides, you're in the neighborhood at the time.

When's the last time that you changed that in-line fuel filter? Believe me, looks can be deceiving, especially those clear or translucent plastic ones. Sure, big particulate or debris is easy enough to see, but it can be difficult to see sediment build-up in the fuel element itself and cause fuel restriction. Therefore, these types of filters can create a false sense of security just because they're transparent. It's cheap insurance; change that puppy out at least annually.

Fly safe, fly for fun, fly for food. - Budman

GSFA History Continued - Air Rally Winners, Part 1

This update is to remember those individual trophy winners that placed first, second or third in the Air Rally competition. Hopefully, with the help of other GSFA members, we can complete the historical record from 1994 to 2004. No Air Rally was hosted for 2005; that year GSFA hosted the North Georgia Light Sport Expo in Calhoun, Ga. at the Tom. B. David airport.

An update will follow for those items that are unknown, at this time. Please send me names/dates and place awards for any of those affected years for this column. Send to: jomikep@peoplepc.com or telephone at 770.792.6229.

Air Rally #1: August 1994 at Dave Wheeler Field:

1st Place - Mike Prosser, Phantom X-1
2nd Place - Dana Simmons, J3 Kitten
3rd Place - Stan Sullivan, Kolb Firestar

Air Rally #2: August 1995 at Dave Wheeler Field:

1st Place - Mike Prosser, Phantom X-1
2nd Place - Ben Cole, Talon XP
3rd Place - Stan Sullivan, Kolb Firestar

Air Rally #3: June 1996 at Etowah Bend:

1st Place - Stuart Fuller, Zepher II
2nd Place - Steve Green, CGS Hawk II
3rd Place - Dana Simmons, J3 Kitten

Air Rally #4: June 1997 at Dave Wheeler Field:

1st Place - Charlie Carter
2nd Place - Brad Methvin, Phantom X-1
3rd Place - unknown

Air Rally #5: June 1998 at Etowah Bend:

1st Place - unknown
2nd Place - Brad Methvin, Phantom X-1
3rd Place - Ben Cole, Talon XP

Air Rally #6: Sept. 1999 at Etowah Bend:

1st place - Larry Ramsey, Aero Trike
2nd place - Bob Leatherwood, Ferguson FII
Tied for 3rd Place: Brad Methvin, Phantom X-1
and Steve Motley, JetWing Trike

Air Rally #7: June 2000 at Etowah Bend:

1st Place - Stuart Fuller, Trike

2nd Place - Charlie Carter, Phantom X-1
3rd Place - Michael Fouts, Phantom X-1

Air Rally #8: June 2001 at Etowah Bend:

1st Place - Steve Green, Phantom, X-1
2nd Place - Brad Methvin, Phantom, X-1
3rd Place - Steve Motley, JetWing Trike

Air Rally #9: June 2002 at Etowah Bend: (Two Separate Vehicle Classes - Fixed Wing and Trikes)

Fixed wing:

1st Place - Dwayne Woods
2nd Place - Brad Methvin, Flightstar II SC
3rd Place - Larry Sample

Trikes:

1st Place - Mark Motley
2nd Place - Chris Antoskow, Airborne Trike

Air Rally #10: June 2003 at Etowah Bend:

Unknown

Air Rally #11: June 2004 at Etowah Bend:

(Two Separate Vehicle Classes - Fixed Wing
and Trikes)

Fixed wing:

1st Place - Jay Dewberry, Challenger II
2nd Place - Terry Miller, Flightstar II SC
3rd Place - Steve Green, Phantom X-1

Trikes:

1st Place - Chris Antoskow, Airborne Trike
2nd Place - Doug Cassel, Trike

Submitted by Michael "Budman" Prosser

GSFA History Correction:

From Chuck Goodrum relating to his March Newsletter article "History Addendum" - The first year of the first air rally was 1994, Not 1995.

Technically Speaking: The Octane Formula

Last month I wrote a "Back to Basics" article and one of the items that I mentioned was the use of the correct fuel/octane for your engine. Use a good name brand that you trust and choose the right "OCTANE".

Please refer to your engine manufacturers recommendations and look for these numbers (#):

MON: motor octane #

RON: research octane #

AKI: anti-knock index #

It's simple math. Add the MON & RON #'s together and divide by two. This equals the AKI or anti-knock index number of the fuel that you should be using. EXAMPLE: a MON of 83 plus a RON of 91 equals 174; divided by (2) = 87 octane (AKI#).

The long term use of a higher than recommended octane fuel may not be the best choice; besides, it's more expensive. Short term, higher-octane fuel usage is not considered to be a concern. The short-term decision to use an available higher-octane fuel is still the preferred choice over the use of a "lower" octane fuel, anytime! Since we fly very often from airport to airport and they may not have the grade of MOGAS (automobile unleaded gasoline), the short term use of 100LL AVGAS (Aviation gasoline) is considered safe.

Do you know what those fuel additives are that boost octane? Alcohol compounds like Methanol or ethanol are examples of those bad additives – they absorb water, sometimes a lot of water from any source that it can find it; in the air, condensation or just container contamination or transport. In your fuel tank it may separate (come out of solution) –drain that fuel sump! Also, it may lead to/cause rust deposits inside your engine. Methanol is corrosive and can destroy rubber, fiberglass and metal...bummer!!! For two-cycle engines especially, this is not good. Further, a higher-octane fuel burns slower and therefore, quite possibly, may burn incompletely. Lead is another of those undesirable additives for many UL or two-cycle engines. These unburned combustion by-products may build-up inside the combustion chamber (spark plug, cylinder head, piston, ring landing/gaps) and lead to fowled spark plugs, stuck piston rings and worse woes. The Law requires that additive warnings must be posted on the pump where fuel contains 10% Alcohol and 3% Methanol. Trust your engine manufacturer, they know your engine better than we ever could.

Buy Pennzoil Products

Submitted by "Michael "Budman" Prosser



Special Book Of The Month:

'GOD IS MY CO-PILOT' AUTHOR DIES AT 97

Brigadier Gen. Robert L. Scott, who in 1943 hurriedly dictated his combat flying adventures in the China-Burma-India theater that became the book *God Is My Co-Pilot*, has died at Warner Robins, Georgia, home to Robins Air Force Base. The missions covered in the book and in a movie—something he felt was over-glamorized—included evacuating soldiers and civilians from Burma in a Douglas C-47 and, on the side, conducting single-aircraft attacks on Japanese troop movements along the Burma Road in a Curtiss P-40 given to him by Gen. Claire L. Chennault of the famous Flying Tigers, according to a report in *The New York Times*. He commanded the 23rd Fighter Group in Chennault's China Air Task Force and shot down 13 Japanese aircraft. He received two Silver Stars, three Distinguished Flying Crosses, and three Air Medals. He was brought home to the United States to boost morale at defense plants, but returned to China to attack trains with experimental rockets and was later based in Okinawa where he attacked enemy ships. He was honorary chairman of the *Museum of Aviation at Robins Air Force Base*.

Note:

Perry Houston County Airport is near by with a 5000 by 100 ft runway and fuel. Jim at the FBO has given the ok for our club to Fly-In, if we would like to, and would loan us a van to go to the Museum of Aviation across I-75, 8 to 10 miles. - Ed

Cross Wind Takeoffs and Landings Review From AOPA E-Pilot:

'SATISFACTORY PROFICIENCY AND SAFETY'

As you prepare for your next solo flight, how good are your landings? Consistently so? If the wind increases or changes direction after you take off, can you cope?

Your instructor no doubt has confidence in you if he or she signed you off to solo. But it's how you feel that counts when the other seat is empty and the windsock is stirring. No problem if you have spent a healthy amount of time pounding out landings during recent dual sessions in the traffic pattern. And that means getting a good taste of a variety of wind conditions: crosswinds, winds of varying direction and intensity, winds that are steady, and winds that come and go unpredictably.



It's been mentioned in previous Training Tips articles that there is no such thing as too much practice for crosswind takeoffs and landings. See the [December 28, 2001](#), and [March 7, 2003](#), articles. This is not only quality training, but a valuable backup strategy for those days when other lesson plans must be scrapped (such as bad weather at a cross-country destination). More important, it is a regulatory obligation: One of the 15 maneuvers and procedures in which a student pilot of a single-engine airplane must demonstrate satisfactory proficiency and safety is "takeoffs and landings, including normal and crosswind," according to [the Federal Aviation Regulation 61.87\(d\)\(3\)](#).

Developing confidence and sure-handedness in crosswind landings will not only make you a

better pilot—it will let you fly more, and enjoy it more. Consider this reminiscence from one student's pilot training: "I believed I completely lacked the precision and feel necessary to carry out such landings successfully and became frustrated every time I cancelled a solo flight because the wind made me uncomfortable. That concern haunted me until the very day of my checkride," wrote Mark Wilkinson in his May 2005 *AOPA Flight Training* memoir, "[The Student Experience: Presolo](#)." Fortunately, the will to learn and continue training, even after the pilot certificate had been won, brought about a happy ending.

"Satisfactory proficiency and safety" isn't just a regulatory phrase. It's a state of mind your training should put you in, every time you fly.

MEDICATION DATABASE NOW SEARCHABLE BY GENERIC NAME (From AOPA)

Spring is here, and for pilots who have allergies, that means fighting off the sniffing, sneezing, and itchy eyes with medication. But how do you know which ones you can take and still be able to fly? Just look it up in [AOPA's searchable database of drugs](#) verified by the FAA. Now you can search by the trade or generic name of the drug. "The addition of the ability to search by a drug's generic name is a great benefit for you," said Gary Crump, AOPA director of medical services. "Doctors are prescribing the generic version of medications more and more, and now it will be easier for you to find out if those medications will interfere with your flying privileges."

"A Better Bird - Airworthiness"

By Steve Walton (FAA DAR) - April Installment

Time for another column, where do the weeks and months Go?

Things are starting to heat up in the certification process. I have a feeling that this will be a busy summer as folks start realizing that the time to get their Sport pilots license will be getting shorter and shorter, don't wait till the last minute, you just might be out of luck getting your plane certified. January 31st 2008 sounds like a long way off, but look how fast this year is going. Remember Sun- N-Fun starts on the 3rd of April and runs through the 10th.

I just completed a certification of an amateur built airplane, and here are some of the things that I found needing correction. Make sure you have all the labels and placards that are required, this one didn't but was corrected while I waited, Also double check all the required cotter keys and safety wire are properly done, its a good idea to have a buddy or two look over your ship before you call the DAR. Have all your paper work ready to inspect, if you don't understand how to complete the forms, give me a call and we'll work together on it, they are not difficult, but they are government forms so I'll say no more. Have a log book for the aircraft and engine, the prop can be part of the engine log, but its preferable to have a separate log for that . We are not out to fail your ship, but it must be safe.

Believe me there's a heck of a lot of paper work if an aircraft does not pass. I don't like PAPERWORK.
Till next month;
Fly Safe & Have fun
Steve

Sport Pilot Certificates:

Who Passed What So Far?

Charles Spegele - Sport Pilot Practical Test and is now a Real Sport Pilot with his own LSA.
Phil Jouanet - Sport Pilot Knowledge Test and working on Practical Test
Mark Shaddock - Sport Pilot Knowledge Test and working on Practical Test
Wayne Evans - Sport Pilot Knowledge Test and working on Practical Test
Richard Logue - Sport Pilot Knowledge Test and working on Practical Test

Who is Studying What?

Kim Arrowood - Sport Pilot Knowledge Test
Richard Johnston - Sport Pilot Knowledge Test
Mike Miller - Sport Pilot Knowledge Test
Bill Malpass - Sport Pilot Knowledge Test

Super Training Tips:

AOPA Cross Country Introduction.

http://flightraining.aopa.org/members/get_help/articles/3535.cfm

Your Flight Instructors:

Ben Methvin - BFI, AFI,
BFI-SP, DPE (770) 509-6753
Training Field - Cartersville (KVPC)

Chuck Goodrum - FAA - Comm SMEL
airplane and helicopter, instrument,
EAA UFI pws (powered weight shift).
(404) 213-7283 Training Field -Hanger 17
Tom B. David , Calhoun (KCZL)

Brad Methvin - BFI (678) 461-4463
Training Field - Cartersville (KVPC)

Richard Logue - BFI
Home: (770) 590-3071, Cell: (770) 309-2525
Training Field - Cartersville (KVPC)

Kim Arrowood - BFI (706) 292-0525
Training Field - Cartersville (KVPC)

Bob Smedberg - BFI (706) 235-2147
Training Field - Cartersville (KVPC)

Richard Johnston - BFI
Home: (404) 921-1853, Cell: (678) 687-9564
Training Field - Cherokee Co. (47A)

Mark Shaddock - BFI (678) 699-2787
Training Field - Cartersville (KVPC)

Tony Castillo - BFI pws (Power weight shift)
(404)561-7632
Training Field - Jackson Co. (19A)

An Important Issue of Taxes That's Worth Repeating

Submitted By: Michael "Budman" Prosser

Well guys & gals, it just keeps coming up; yep, that's right...taxes on our UL's (soon to be sport aircraft owner/pilots). The Bartow County Airport Authority and the Board of Tax Assessors Office require us to pay our fare share of taxes for our UL's & aircraft. This applies to not only Bartow county (VPC), but Gordon county (Calhoun), etc., as applicable. **This is an Advalorem Tax for any vehicle** used for air navigation, based on fair market value and is payable to the county in which the vehicle is based or primarily operated out of (hangered, tied down or from which flights normally originate). Don't be surprised when that little tax notice arrives in the mail, if it hasn't already. Completion of the "Aircraft Personal Property Tax Return" required and is due by April 1, 2006; besides, it's the law.



Other luxuries or recreational vehicles, boats and Jet skies and the like, are required to be licensed or taxed; so even ultralights can't escape the taxman. This is a small price to pay for the privilege of operating out of a municipal/county airport with many nice amenities and services, such as VPC. Since other certificated aircraft are taxed in the same manner, we ultralight pilots shouldn't feel bad; don't we want to be treated as fairly as other pilots at our home field? Haven't we fought to have equal rights at our airports? It goes both ways, even taxes. This is a way for us to demonstrate that we are paying our fair share.

It wasn't very long ago when we had to justify our right to operate out of Cartersville (VPC) and we (UL's) were accused of not paying our share of the tax burden and we were accused of being "freeloaders"! I trust that each of you will do the right thing, regardless of the county/municipal airport where you are home based.

Contact information: Bartow Co. Board of Assessors
135 W. Cherokee Ave, Ste. 243B
Cartersville, Ga. 30120
(770) 387-5090

OR

County tax assessor's office for your county, if other than Bartow County.

Budman

Call Signs - Update

Submitted by: Michael "Budman" Prosser

Here are the "Call Signs" for Club members that I am aware of. If you've been tagged with a call sign or if you've picked one out for your self, let me know and I'll update this list. After all, isn't it better to be called by your "Call Sign", verses your name over an open microphone!

Bam Bam	-	Mike Fouts; Piper Super Cub
Budman	-	Mike Prosser; Hummelbird, N4449A, registered "EXPERIMENTAL"
Catkiller	-	Chuck Goodrum, 582 Airborne Edge Trike with "Streak" wing
Dr. Bones	-	Steve Green; Phantom X-1
Handi-man	-	Richard Logue; Flightstar-II SC
Possom	-	Stan Sullivan; custom Viper
Red Bird	-	Michael Hasenauer; Phantom X-1
Red Eagle	-	Wayne Evans; Flightstar-II SC
Rocketman	-	Chris Antoskow (formerly "Warehouse"); 582 Air Creation Trike, with XP-17 wing.
Spirit 1	-	Kim Arrowood; Flightstar-II SC
Taz	-	Terry Miller
Wizzard	-	Don Smith; Flightstar-II SC

Special Notice: Call Sign Update

"Stick" - Bob Smedberg, Fisher Classic - See...I didn't forget about you Bob - Budman

Super Training Tips: Worth Repeating

AOPA Cross Country Introduction.

http://flighttraining.aopa.org/members/get_help/articles/3535.cfm

Sport Pilot Check Ride Guide: (courtesy of AOPA) Worth Repeating

One of the key elements that FAA Inspectors and Designated Pilot Examiners (DPE), such as Ben Methvin, uses for Sport Pilot flight Instruction and Practical Test is the FAA Practical Test Standards (PTS) FAA -S-8081-29 effective December 2004.

This PTS can be downloaded from the FAA web site:

http://www.faa.gov/licenses_certificates/airmen_certification/sport_pilot/

and from many other appropriate organizations. As an example, after taking many inputs from it's members and others, the AOPA has created a 31 page document covering the PTS in a more straight forward form called the "Sport Pilot Checkride Guide". This guide can be downloaded from the following AOPA web site link:

http://www.aopa.org/asf/publications/sport_pilot_check.html

Good Luck with your Flight Test Preparation- Ed

Buy and Sell:

Sell Flightstar SCII (Lonnie Sand 770-578-9808) - SOLD

Sell Phantom (Richard Johnston 678-687-9564)

Sell Phantom (Steve Walton 770-974-2758)

Wanted - Feedback from You about Our News Letter:

Our Embarrassing Mistakes

Any Accidental Oversights

Anything you Don't Like

Anything you would like more of

Suggestions for Improvements

Email to <mailto:wevansee@mindspring.com>

Use "Club Member Feedback" on the Title Line

Hot Web Links:

Georgia Sport Flyers - <http://www.georgiasportflyers.com/>

Atlanta Ultralights - <http://atlantaultralights.com/>

USUA - <http://usua.org/>

EAA - <http://eaa.org/>

AOPA - <http://aopa.org/>

AOPA Flight Training - <http://flighttraining.aopa.org/>

FAA Written Test Questions: http://www.faa.gov/education_research/

FAA Test Question Answers from Ed. Send Request to <mailto:wevansee@mindspring.com>

See Preceding "Note from Wayne Evans" or [Adobe Reader Download - All versions](#)

Hot Web Links: (Great Contributions From Our Members - Especially Chuck Goodrum)

Airport Information and Maps -

<http://www.ultraflightradio.com/>

<http://www.mapmuse.com/>

<http://www.airnav.com/>

Title 14: Aeronautics and Space -

PART 61—CERTIFICATION: PILOTS, FLIGHT INSTRUCTORS, AND GROUND INSTRUCTORS:

<http://www.aopa.org/members/files/fars/far-61.html> - 14:2.0.1.1.2.3.1.4 (Tons of Info)

*****FAA NOTAMS - http://www.faa.gov/pilots/flt_plan/notams/ (Read, Read, Read)

Member's Web Sites to Visit:

Chuck "Catkiller" Goodrum - <http://ksuweb.kennesaw.edu/~cgoodrum/Chuck/index.html>

This Next Space is Reserved For Your Site. Please send it in.

Downloading Your Free PDF Reader - Please Read

The newsletter editors would like to start sending future newsletter issues in just the universal PDF format which is a much smaller file than MS Word and so downloads in a shorter time -a special benefit to you using a slower Dial Up internet connection.

Downloading the almost universal file reader Adobe PDF should put us all On The Same Page in your ability to receive the Club News Letter regardless of the format (ie. MS Word) of the word processor on your computer. In addition, contact me if you want a copy of the FAA web site Sport Pilot Questions With Answers which I will also make available in PDF format (In addition to the current MS Word format).

Note: the MS Word can be modified but the PDF format is Read Only.

For a Free Download of the PDF Reader, go to <http://www.adobe.com/> and follow these links to the Free Reader:

Click on "Get Adobe Reader" in the Left Column, then click on "Choose a different Version" in the Left Column, then select the right options for your computer for "Fill in the Operating System (ie. Windows), Version (ie. XP) and Language (ie. English)", then click on "Adobe Reader7.0.5", then click on "Download". The file is large at 27 MB so it may take awhile - but it is worth the effort. Once you have saved it in any folder you choose on you computer, click (probably Double Click) on the file and follow the Installation Directions. If you have any questions, please contact me at and we will work it out together (770) 753-4181.

Wayne and Ann Evans - Eds

(770) 753-4181

wevansee@mindspring.com

Your Lost Money???:

If you didn't watch 60 minutes on Sunday you miss the chance to learn about billions of dollars of unclaimed money in each state treasury.

<http://www.unclaimed.org/>

Here's the web page and good luck. Check under all your surnames. It might surprise you.

Tip From Jo Prosser

It's Your Club and Newsletter Too, so Keep Those Great Contributions Coming like Jo's above.

See you at Etowah Bend on the 8th

This Blank Space is FREE to Club Members, Help us Fill It Up for next Month

Thanks, from the Eds