The Sport Flyer

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

Our Next Club Meeting is August 12th

Amazing What a New Paint Job Can do for Your Bird

(Thanks Steve)

Words of Wisdom

Problems are just Challenges waiting for solutions

Next Club Meeting:
Second Saturday
Etowah Bend
Aug 12th
10:30 Fly-In and Gossip
11:00 Starts Promptly
Bring Your Bird

2006 Officer's:

President -Frank Eck.
Vice President -Richard Johnston
Secretary/Treasurer -John Euchner
Safety Officer -Michael Prosser
Website Editor - Richard Johnston
News Letter Editors -Wayne/Ann Evans
Trip Coordinator - Kim Arrowood

SOLO at Last -Congratulations

Michael Miller - 5/21/06
Warren Grosland - 6/15/06
Scott Peterman - 6/15/06
Dan Medlin - 7/16/06
Steve Ahouse 7/16/06
Jim Madeley 7/31/06

Third Quarterly Airport Authority Meeting Report

Submitted by Michael W. Prosser – GSFA Safety Officer

The July 18th, 2006 Cartersville-Bartow County Airport Authority meeting topics & issues were as follows:

Issues:

- **The smooth road (good stuff):** No operational safety issues were noted. Good work!!! Please review the Cartersville (VPC) Airport Pattern and Procedure document from time-to-time, as a refresher. Please comply & continue to fly safely and to be a good neighbor. Also, please help to promote a harmonious relationship with all of our pilot friends & airport users at VPC.

- **Oh-no,….the bumpy road (bad stuff)**: A very significant problem/concern was voiced by a representative of Phoenix Air, concerning hanger rental to UL pilots who will not or have not paid their annual Advalorem Taxes on their vehicles (aircraft). A concert of affirmative opinion was heard from several Airport Authority Board Members on this subject. As I have mentioned in the past and as voiced in this meeting, this is a real sore point with the Airport Authority. This is a revenue issue for the county and the Airport Authority will pursue it!!! I expect that the issue of opening & inspecting T-hangers will be revisited and an inventory taken of those aircraft/owner operators. Phoenix Air/Airport Authority may not know exactly who or how many UL's are in any given hanger, but from the sound of it, they are going to find out.

The attorney for the Airport Authority will address this issue; his name is Mr. Keith Lovell. Evidentially, the county gives Phoenix Air a copy of the known Advalorem Tax "payers" – therefore, they know many who haven't paid those monies. The number of "payers" mentioned was only 2 or 3 UL operators and I'm one of those "payers", so that makes a very short list of "payers". Most of us UL operators at VPC are known by face, name and ultralight; so they can easily cross check the list and have a good idea who has not paid their Advalorem Taxes. It appears consequences will be forthcoming for those affected individuals…???
As a minimum, individuals who are currently in a T-hanger & have not paid their taxes may be evicted from the T-hanger that they are now occupying. Further, individuals who have not paid their taxes may be denied hanger rental of a current, existing building (should one become available) or be denied a new hanger after the construction is complete.

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

Projects: Old Business

- **"T" Hanger construction** is still alive and well, but it's taken longer than most of us expected. A contract awards was issued for the site prep/construction project. You may have noticed the earthwork being performed on the Northwest corner of the airport. The ETA (best guess) for hanger completion is 6 – 8 months.

- Hanger funding is available and the Airport Authority is shopping for a hanger vendor, from which to purchase and erect the hangers.

  Note: The new hangers will be on the northwest end of the field. The plan is to build a total of 30 new T-hangers: (22) in one cluster, with a 34'depth (for large or twin engine aircraft). Another cluster of (8) T- hangers will be built with a 24' depth (small or single engine aircraft). Discussion indicated that both hanger clusters would have a 40' wingspan capability.

- Work on all sides of the airport property has been underway to clear trees & brush from the safety zones around the runway and at each end. Most notably is the clearing at the Northeast corner of the field (ravine). This ends at Highway 113.

- The road-widening project continues for Highway 113 and the Ga. Dept. of Transportation. The contract was awarded to NW Ga. Paving Co. Expect much construction in the future to this area as it will affect the approach end of runway 19; there will be some type of embankment built at the roadway there. This will not affect flight operations at the airport, but may affect vehicular highway traffic. The Airport Authority has signed three easements for Ga. Power to make the necessary changes along the roadway of services/utilities. Please be alert for heavy equipment and pedestrians at work.

New Business:

- The water pipe installation work along Highway 61 has been completed. However, there appears to be a problem with the landscaping/ "as left" finish of the highway shoulder and airport property at various work areas. Contouring type finish work may be performed at any convenient time. Another benefit of this was that during the water line installation, VPC received 6 additional fire hydrants. This additional firefighting capability is invaluable at VPC.

- Also, new chain link fencing will be installed very soon along this area where the water line was installed, so please be alert for heavy equipment and pedestrians at work. The affected area will be from the entry gate near Southland Aviation & mid-field blue hangers northward, approximately 1250 feet.

- A new DME (distance measuring equipment) has been installed at the South end, courtesy of the FAA. I was told that the FAA wanted the "old" DME frequency of VPC's original DME, for Hartsfields new 5th runway. The tradeoff was that VPC got a brand new DME…yahoo.

- Along the South end, across Old Alabama Road and adjacent to Hwy. 61, re-zoning projects are in progress with the county and developers (building projects). The FAA is very sensitive to this project, due to the restrictions/limitations around the Safety Zone at the approach end of 01. The Airport Authority is monitoring this very closely.

- Mid-field, East side: The windsock and segmented circle will receive maintenance to cut and clear brush/debris around the base windsock & segmented circle.

- Jimmy Stiles Hanger/Business: Mr. Henry Rogers, Mr. Stile's Son-In-law, attended the Airport Authority meeting as the "Executer" of Mr. Stiles estate. He discussed his intention to settle all open business issues with the Airport Authority and liquidate Mr. Stiles business there, which would include the selling of Mr. Stiles hanger and liquidate those assets in & around the hanger itself & clean-up the property. I understand that there are several interested parties in buying the hanger.

  We miss you Jimmy Stiles! He was a staunch advocate of UL aviation and general aviation as a whole; he will be greatly missed.

Budman

August Safety Topic

"The Primer Bulb/Squeeze Bulb"

Submitted By: Michael W. Prosser, GSFA Safety Officer

In keeping with the spirit of this topic and others that I have written during the course of the year, I try to plant the seed of thought that elevates your safety conscience, concerning your aircraft and system maintenance. If so equipped, the primer/squeeze bulb may be a very important part of your fuel system, but it usually doesn't receive the attention that it deserves. For some, you may have an electric fuel pump to prime and maintain fuel pressure to the carburetor or a combination of sub-systems, with or without a primer/squeeze bulb; each to his/her own personal preference(s), of course. Please inspect and maintain those arrangements thoroughly. Seek guidance for fuel system changes or modifications. However, I will be addressing the more common –"basic" system in a Phantom, Hurricane or Flightstar, to name a few. Let's consider it now.

The primary use of the primer/squeeze bulb is to manually prime & pressurize the fuel system (includes fuel pump & carburetor) prior to engine start or restart. Personally, I like to pump/squeeze the primer bulb and pressurize the fuel system prior to engine start & inspect the fuel system as part of my normal preflight to check for any leaks, performance and holds fuel pressure.

The primer/squeeze bulb works in concert with a fuel pump like a "Mikuni". These systems are primarily intended for elevated fuel delivery systems, not gravity feed systems. Further, like the simplicity and effectiveness of the squeeze bulb. It serves several purposes: fuel system primer, back-up fuel pump (that's what it does when you squeeze it doesn't it?) and fuel system reverse flow preventer (prevents or impedes backflow). It should be mounted horizontally, if possible and within reach of the pilot, in case of emergency (manual fuel pump mode). Also, I like to be able to see all of this, up front and personal.

The squeeze bulb should be a good one, not a cheap one. This is of course, your choice. You usually get what you pay for, right? Right! The body (bulb) is rubber and should be replaced on a regular basis or anytime that there is cracking, stiffness or should it dry out. The body should be soft/supple. Sometimes the body may become stiff (dry out), after it is exposed to the atmosphere, if the fuel system has been disconnected from the fuel system for a while. Be sure to check the fuel line fittings and connections. Check your fuel system now! Why not replace it every couple of years? After all, it's relatively inexpensive and real good (cheap) insurance.

I would enjoy discussing system pro's & con's at the next GSFA meeting. After flying UL's for the last 17 years, I think that I have explored them all, have you? Fly safe.

Budman

So You Think You Know Your Uncontrolled Airport – Maybe – Maybe Not

10 Goodies Found by Ben Methvin

1. In the United States, airports with control towers are in the minority. In fact, only 5 percent of U.S. airports have control towers.

2. According to AIM 4-3-3, the departure leg of the traffic pattern - often referred to as the upwind leg - begins after takeoff and continues along the runway centerline. If you're remaining in the pattern, delay your turn to crosswind (if necessary) until you're beyond the departure end of the runway and within 300 feet of pattern altitude, unless noise abatement procedures dictate otherwise.

3. Airports with control towers are depicted as blue airport symbols on a sectional chart. However, this does not necessarily mean that the control next to the tower frequency in an airport's information block on the sectional indicates that the control tower is only in operation part-time. For the operating times of part-time control towers, consult the appropriate Airport/Facility Directory (A/FD) or information panel of the VFR sectional chart. The A/FD will also contain the frequency for CTAF after the tower closes. Airports without a control tower will be depicted by magenta airport symbols.

4. FAR 91.129(c)(2) requires that the pilot contact the appropriate ATC facility as soon as practicable when operating from a satellite airport without an operating control tower but within another airport's Class D airspace. FAR 91.130(c)(2) lays out the same requirement for operations at a satellite airport within Class C airspace.

5. While entering on a 45 to the downwind leg is considered a standard approach from the downwind side of the traffic pattern, it is not a regulation. Although FAR 91.126(b) does stipulate

that all turns at nontowered airports be made to the left unless otherwise stated, the FAA does not mandate any specific type of traffic pattern entry. When entering on the upwind side of the traffic pattern, an upwind or crosswind entry may be less of a hazard than overflying the field and entering on the 45. Create a mental picture of the traffic in the area and plan your traffic pattern entry to join the flow of traffic with minimal conflict. It is important that you are ready to modify this plan (if necessary) to avoid other aircraft.

6. The Common Traffic Advisory Frequency (CTAF) is just that - advisory. During peak times, it should only be used to aid in collision avoidance, as airport advisory information can usually be obtained by listening to other pilots' radio calls in the pattern. Be courteous when using the CTAF: Listen before you speak. When two pilots transmit at the same time, it blocks the frequency and creates a loud squealing sound over the radios of other pilots. You may hear pilots utilizing the CTAF for purposes other than collision avoidance (e.g., scheduling lunch), but this is not standard operating procedure and should be avoided It is also important to note that the same CTAF may be in use at multiple airports in one area. Keep in mind that the traffic pattern you're currently operating in might not be the only one within earshot. Although at many airports the same frequency is used for both unicom and the CTAF, this is not the case at all airports. Make sure to check your A/FD to determine the correct unicom frequency and use this frequency (not the CTAF) for FBO-related activities: ordering fuel, getting parking directions, etc. Ordering fuel

7. Section 7-1-12 of the AIM states that, when installed, the ASOS/AWOS signal should be receivable within 25 nm of the airport, at or below 10,000 feet AGL. When approaching to land, ASF recommends listening to the ASOS or AWOS 20-30 miles out in order to aid in staying ahead of the airplane. Once you know what the weather at your destination is, you can begin to plan your arrival. At airports without automated weather information, a radio call to the airport unicom should provide the information - provided somebody is at the other end of the radio. If you are unable to get weather information over the unicom, overfly the airport 500 feet above traffic pattern altitude to view the windsock.

8. Just prior to making the turn to Announcing turns from one pattern leg to another will aid in collision avoidance by making it easier for other pilots to see and avoid you. Making a position announcement just prior to making the turn means you'll be in the turn as other pilots scan for your aircraft. It is much easier to locate an aircraft turning downwind to base than it is to locate an aircraft straight-and-level somewhere on the base leg. When making position announcements on the CTAF, be sure to address your radio calls to Traffic (i.e. "White County Traffic"). You should only address your calls to Unicom when you want to talk with the unicom operator. When rolling out of the turn to Once established on

9. Nontowered airports may not have ATC, but they are not a free-for-all. Though they're commonly referred to as uncontrolled airports, pilots should consider them self-controlled airports, as they are the only people responsible for collision avoidance and aircraft sequencing. Be courteous to others and take the responsibility to ensure that you operate your aircraft as safely and efficiently as possible at all times.

10. Section 4-1-9 of the AIM specifically states, "Pilots stating, 'Traffic in the area, please advise' is not a recognized Self-Announce Position and/or Intention phrase and should not be used under any condition." When operating in the vicinity of a nontowered airport, you should be listening to position reports from other aircraft in order to build a mental picture of where the traffic is. If you are unsure as

to the position of another aircraft (e.g., if you are unfamiliar with the location of Lake Linganore), it is acceptable to ask for clarification. However, if the five aircraft immediately preceding you have announced, "…left downwind for Runway Two Three," there is no need to ask which runway is in use.

NEW CALHOUN ULTRALIGHT TRAFFIC PATTERN

June 2006

Editors Note:
You can measure the importance of this information because it was submitted by both Mike Prosser and Chuck Goodrum - Thanks Guys.

Mike's Introduction:

While visiting Calhoun on a local fun flight in my HummelBird, I remembered that during our last GSFA meeting, John Euchner had mentioned that Calhoun now had an UL pattern established. Sure enough, it's posted on the FBO bulletin board for all to see & learn. Please be aware and comply. ***Budman***

Chuck's Introduction

The FAA has established regulations, advisory circles, and orders to aid in the dissemination of information to operators in the national air space system, for which the FAA is ultimately responsible for regulating, enforcing, and protecting people on the ground from the hazards of aircraft operations. The agency has established over time various standardized procedures both on the ground and in the air that impact on the over all safety of operators and non-operators.

One such standardization is the flow of traffic operating at airports. Airport traffic patterns tend to follow a standardized structure at public and private airports across the nation. The Aeronautical Information Manual (AIM) under Section 3 Airport Operations describes these standard patterns. They are further detailed in AC 90-66A. However, some of the airports, because of the unusual terrain, obstacles, and congested areas, or otherwise safety-of-flight hazards, have modified or "nonstandard" traffic patterns. One example of a nonstandard ultralight traffic pattern exists at the Bartow County-Cartersville Municipal Airport, more commonly referred to as "Cartersville Airport." Most of the resident pilots at the airport know of these variations. The Georgia Sport Flyers can be proud to have participated in establishing that ultralight traffic pattern.

Whether standard or nonstandard, it is incumbent upon each pilot who operates in and out of any airport, to be knowledgeable of an airport's potentially unique operational procedures. Information needed to do so is found in the appropriate Airport/Facility Directory. This is particularly so for airports that a pilot visits. It is not unusual for a pilot to assume that all operations at all airports are as she or he experiences at his or her resident airport. This is not so! For example, unlike the Cartersville Airport, the Tom B David Airport (Calhoun Airport) has a "standard" ultralight traffic pattern. Both of these airports are uncontrolled airports.

Some resident and visiting pilots, who operate to and from the Cartersville and Calhoun Airports, have been observed not operating in the appropriate pattern at each airport. When compared, the following description of the standard Calhoun ultralight traffic pattern shades light on this phenomenon.

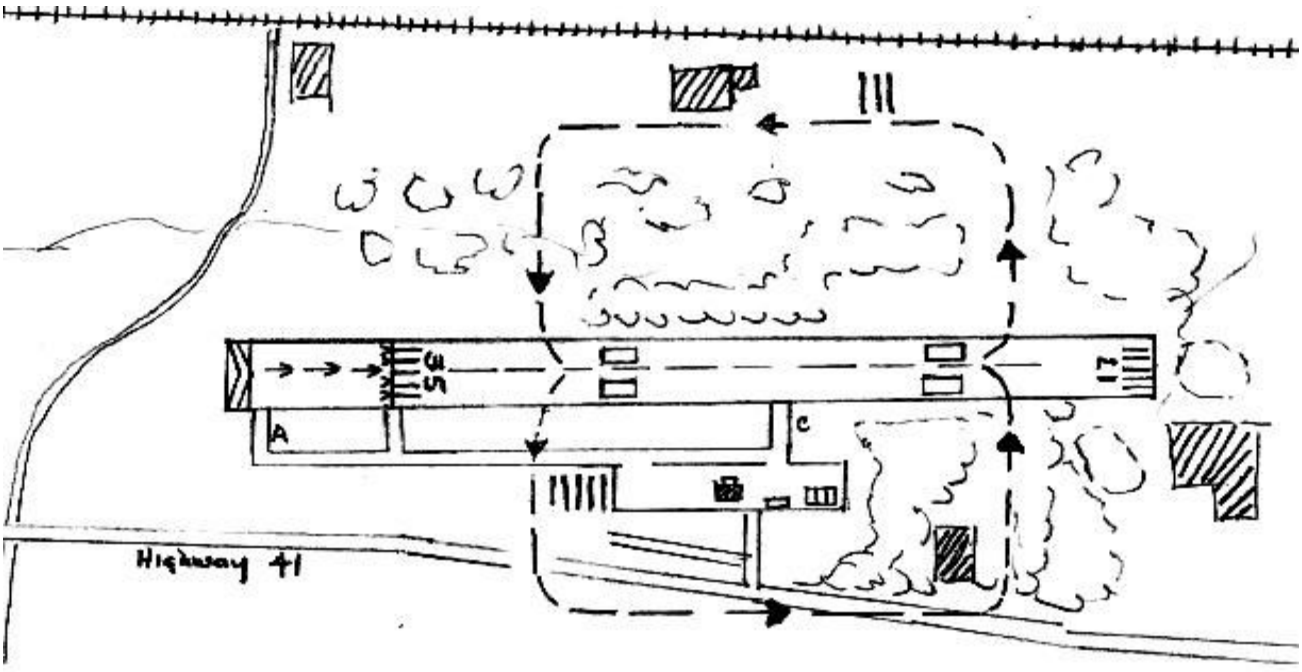
TOM B DAVID AIRPORT (CALHOUN AIRPORT), CALHOUN, GA

ULTRALIGHT TRAFFIC PATTERN
June 2006

Resident and transient ultralight vehicles (UL) utilize the Tom B David Airport (Calhoun). The following information is provided to all flight operators.

Standard airport traffic pattern altitude for UL is 500 feet above an airport's field elevation. Calhoun's elevation is 642 feet AGL. Therefore, the designated UL pattern recognized by the Airport Authority is 1100 feet MSL.

Standard traffic pattern direction for an airport is left hand traffic. Therefore, UL's will be flown at Calhoun in a left hand pattern.
A standard runway has markings to indicate direction, length, and access to and from the runway. Calhoun's runway direction is 35-17. Its length is 6000 feet, which includes a southern 1000 feet displaced threshold.



See accompanying diagram.

The standard ultralight take-off and landing area of an airport with one runway is the middle-third of that runway. The Calhoun airport runway has two touchdown zone markers. These white, parallel markers designate the longitudinal boundary of the middle third. This region shall be known as the hard surface UL runway. The Calhoun airport has taxiways A, B, and C, which allow ULs to safely enter, depart, land, and taxi clear. Unless training or maintenance test flying, the UL operator is directed to use taxi ways "B" or "C" to enter the UL runway to take off; and to use taxi way "C' to exit the runway after landing in either direction. Since taxiway "C" marks mid-runway, take-off is permitted at mid-runway.

UL operators are reminded that ultralight vehicles are required by Federal regulation to give way to powered aircraft, as are powered aircraft required to give way to un-powered aircraft. Aircraft in the pattern are required to remain clear of landing craft, particularly at the landing threshold. While the landing aircraft or vehicle has right of way, this standard does not distract from the fact that all operators of any flying machine must act in a safe manner to avoid contact with other aircraft or vehicle whether in the air or on the ground.

While radio communication is not required by the FAA for aircraft visiting or based at Calhoun, to maintain operational safety, The Airport Authority, prefers that ULs use radios. Small, portable aviation transceivers are available in the aviation market place for this purpose.

With the advent of Sport Pilot and Light Sport Aircraft Rules (LSA), ULs which transition to E-LSA and new aircraft purchased as S-LSA with speeds of ULs, are to operate in the above established UL pattern. Exemptions from this directive will be at the discretion of the airport manager.

Pilots, Water, and Plastics - A healthy pilot is a safer pilot.

By Chuck Goodrum

Recently, medical research revealed important facts, which are most relevant to our water storage habits. Some observers have commented that these facts are not facts. They are urban legend. Read Snopes.com. Nevertheless, consider them true for the purpose of this article. Just "water" for thought.

Johns Hopkins University posted these recommendations in its newsletters: No plastic containers in micro, No water bottles in freezer, and No plastic wrap in microwave. Walter Reed Army Medical Center also circulated the findings: Dioxin chemicals cause cancer, especially breast cancer. Dioxins are highly poisonous to the cells of our bodies. Freezing plastic bottles with water in them and heating foods in plastic containers releases dioxins from the plastic.

Recently, Dr. Edward Fujimoto, Wellness Program Manager at Castle Hospital, was on a TV program to explain this health hazard. He talked about dioxins and how bad they are for us. He said that we should not be heating our food in the microwave using plastic containers. This especially applies to foods that contain fat. He said that the combination of fat, high heat, and plastics releases dioxin into the food and ultimately into the cells of the body. Instead, he recommends using glass, such as Corning Ware, Pyrex or ceramic containers for heating food. You get the same results, only without the dioxin. So such things as TV dinners,

instant ramen and soups, etc., should be removed from the container and heated in something else. Paper isn't bad but you don't know what is in the paper. It's just safer to use tempered glass, Corning Ware, etc. He reminded us that a while ago some of the fast food restaurants moved away from the foam containers to paper. The dioxin problem is one of the reasons. Also, he pointed out that plastic wrap, such as Saran, is just as dangerous when placed over foods to be cooked in the microwave. As the food is nuked, the high heat causes poisonous toxins to actually melt out of the plastic wrap and drip into the food. Cover food with a paper towel instead.

As I studied the research's findings, I realized how it impacted on my behavior as a pilot. Particularly during the summer season, and this year has been a scorcher, I store water in my ultralight, in my car, and in my hangar and home refrigerators. Commonly, that water is stored in plastics containers. I also surmised that letting the water sit in a plastic container in the extremely hot sun and tight enclosures of aircraft and automobiles tends to invite the hazards outlined in the research. I am changing my water storage behavior. I am switching to glass or metal containers. As a pilot, I look at my new water storage behavior as a measure towards greater health and safer flying. I hope you will too. Anyone for a “glass of water”?

THERE IS A NEW SKY GAME IN TOWN, PART 2

The Three A’s of the Sport Game - Airmen, the Owner

By Chuck Goodrum

Since May 20, 1926, the federal government began regulating aviation activity across the nation. On October 4, 1982, the FAA created for the recreational flying community a new recreational air game, which by previous standards arrived with a revolutionary set of rules to play by. The game was played on the “ultralight” field. By September 1, 2004, in part because the greater recreational community requested change to the ultralight rules, in part because that same community persistently abused the ultralight rules, in part because the ultralight field was perceived too small for the accommodation of two-seat, very light aircraft, which were in high demand and readily available in the market place, and in part because time had arrived for the FAA to re-examine their previous attempts to promote safety in recreational aviation. Previous attempts included the creation of a “primary” aircraft airworthiness and a “recreational” pilot certification. In the aftermath of these failed, intermediary programs, the next step the FAA took was even more revolutionary. Disappointed ultralight players and anticipating sport aircraft players were invited to play by a new set of rules on the new “sport” field.

The sport air game consists of **three components - Airmen, Aircraft, and Airspace.** Airmen represent the players: owners, pilots, instructors, and repairmen. Aircraft represent transitioned ultralights, selected certified standard aircraft, American Standard for Testing and Methods ‘ (ASTM) consensus-standard aircraft, and two additionally FAA recognized categories of aircraft. Airspace represents the arena in which the airmen and the aircraft interact. Together, they constitute the three A’s of sport aviation. This month’s article focuses on Airmen.

Airmen

While an owner can be any or all of the airmen listed above, an aircraft owner plays a unique role independent of the others. The potential sport aircraft owner is the individual ultimately responsible for the aircraft, which is essentially “property”. This responsibility entails insuring

that his or her personal or corporate property is purposefully operated and safely maintained, and that the financial obligation of property-ownership is met. As an aircraft owner, the individual is also responsibility to the FAA. The FAA expects an aircraft owner to register the aircraft and for it to be airworthy. The latter may include “inspection” by the FAA when necessary, such as is the case with a transitioned ultralight. Registration and airworthiness is followed by routine, annual inspections and completion of repairs and alterations for the purpose of insuring that the aircraft remains in a safe flying condition. The owner is also responsible to the FFA to report when and to whom ownership is surrendered. The FAA also expects the owner to report when the aircraft is involved in an incident of injury to people or to property. And, as importantly, the owner is obligated to state and local governments to pay taxes levied on the property, not unlike a car, truck, boat, or motorcycle.

To become a sport aircraft owner, an individual has four options: (1) purchase a newly manufactured light sport aircraft; (2) purchase a standard or experimental-amateur built aircraft, either of which meet sport operational limitations; (3) purchase a non-conforming, “fat ultralight” vehicle; and (4) prepare to “transition” her or his currently owned ultralight vehicle. In the latter two options, the owner is required to transition the ultralight vehicles to sport aircraft. This is predicated on the FAA’s expectation that an owner of any ultralight vehicle, which “does not conform” to the 254 pound, single seat, five gallon, and 64 mph speed limit definition of ultralight, must register the “fat ultralight” to a sport aircraft. And, as significant, while an owner of a conforming ultralight vehicle is expected to continue operating, flying, or playing on the ultralight field (where FAR 103 rules apply), an owner has the additional option to transition the conforming, ultralight vehicle to a sport aircraft. Important to know that once this is done it cannot be returned to ultralight status.

An owner can build or purchase an experimental-amateur built. The stipulation is that the owner “can not register” it as a sport aircraft, since it was previously registered registered as an experimental-amateur built. Also, the owner “must operate” it as a sport aircraft only if it meets the sport aircraft limitation criteria: reciprocating engine; fixed or ground adjustable propeller; fixed or auto-feathering for a glider; fixed-pitch, semi-rigid, teetering, two-blade rotor system; fixed landing gear except for an aircraft intended for water operation, non-pressurized cabin, not more than two seats, not more than 1320 lbs or 600 kgs (1430 lbs or 650kgs if water), not faster than 138 mph or 120 kph in level flight, and a stall speed not more than 52 mph or 45 kph. This is in contrast to some owners who purchased an experimental-amateur built (ultralight light looking vehicle) and then re-registered it and/or flew it as an ultralight vehicle. There are a few owners of these aircraft in the GSFA. Actually, the owner who built the experimental-amateur built “look-a-like-ultralight" actually did as expected by the FAA. That is, the potential “fat ultralight” was built/assembled and registered as an experimental aircraft and flown by a certified pilot, not flown as an ultralight by an ultralight pilot.

One of the most important aspects of ownership of transitioning ultralights is the imposed FAA deadline to accomplish the transition. The owner must insure that the transitioning ultralight (conforming or not conforming) is registered with the FAA and inspected for airworthy before January 31, 2008. Not only is there a deadline to complete the transition, the FAA also created another deadline September 31, 2010 to limit the period through which the newly registered “experimental-light sport aircraft” will be permitted to operate commercially as a sport aircraft. This means that the transitioned ultralight, more likely a former, two seat “ultralight trainer” reserved under FAA exemption for ultralight pilot-instruction, can not be used “for hire” after this

date. For future commercial operations, which are limited to training and towing, the FAA expects an owner to use only a manufactured, "consensus standard", "special-light sport aircraft".

This expectation asserts that an ultralight owner can no longer possess a two seat, ultralight trainer because there will no longer be such a vehicle. To do their part, the FAA will withdraw all previously issued exemptions to operate a two-seat ultralight training vehicle as an ultralight. This means, as initially envisioned by the FAA, the ultralight playing field will no longer have two-seat ultralight vehicles on it. Only single seat vehicle owners will be allowed to play with sport aircraft. That is owners can permit only sport pilots and sport pilot instructors to operate the aircraft.

At the time of aircraft registration, an owner must testify that he or she owned the transitioning ultralight by completing and submitting to the FAA an Affidavit of Ownership for Light Sport Aircraft (AC Form 8085-88A). The owner also must register the transitioning ultralight by completing and submitting to the FAA an Aircraft Registration (AC Form 8050-1). A Bill of Sale (AC Form 8050-2) may have to accompany it. And lastly, the owner must permit a FAA Inspector or a designated airworthy representative (DAR) to inspect the transitioning ultralight vehicle. The process is complete when the inspector submits AC Form 8130-6 and the FAA approves it and phase I if required is flown off.

These steps accomplished, the owner of a former ultralight (fat or not fat) will become the owner of a sport aircraft, which is classified as an Experimental - "Operating light-sport aircraft". This designation is more commonly referred to as an "experimental light sport aircraft" or ELSA. The owner who elects to purchase a new or previously owned, manufactured consensus standard aircraft must register the aircraft in another classification, which is termed "special light sport" aircraft or SLSA. In this case, the owner must prove the following. The aircraft (1) has "not" have been previously issued an airworthiness certificate or an equivalent airworthiness certificate issued by the U.S. or a foreign civil aviation authority, (2) is in a condition for safe operation, (3) was built and tested to the applicable consensus standards by the aircraft's manufacturer, and (4) possesses the manufacturer's statement of compliance.

Fundamentally, the FAA expected both transitioned ultralights and newly manufactured light sport aircraft to be registered by the owners - not pilots; not instructors, and not repairmen. The FAA does not allow a light sport or any other "aircraft" to be registered with any private association as were ultralight vehicles - fat or skinny. This arrangement allows the FAA to more closely monitor or umpire the new sport air game. Just as players in a game are issued a game shirt with numbers, an owner is issued an identification number and the FAA expects the owner to place it on the aircraft as are all other FAA recognized aircraft. This number is commonly referred to as the aircraft's "N" number. The letter "N" is the assigned International Civil Aviation Organization (ICAO) identifier for US registered aircraft. It can be immediately detected by the FAA or any other authority, such as local law enforcement.

The owner, a major participant on the new sport game field, is directly responsible to the FAA to insure that the aircraft is properly utilized for what it is, an aircraft with property boundaries and operational limitations. Ownership is a proud and responsible position to hold on the sport playing field. Stay tuned as Part 2 continues in a subsequent issues with a description of the roles of the other players: pilot, instructor, and repairman.

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)

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

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/

After taking many inputs from its members and others, the AOPA has also created a 31-page document covering the PTS in a more straightforward 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) - SOLD

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

More Hot Web Links From Our Members:

Airport Information and Maps -

http://www.ultraflightradio.com ./
http://www.mapmuse.com/
http://www.airnav.com/
http://www.jazirahaviation.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.

August Thought For The Month

As pilots, we want to take credit for our piloting performance as pure "skill". However, Mother Nature will humble each of us pilots from time-to-time, usually during the landing phase.

What I have learned is that… "a smooth landing is mostly luck; two in a row is all luck; three in a row is prevarication!!! (Smile).

Budman

See you All at Etowah Bend on Aug. 12

Thanks, from the Eds. - Wayne & Ann Evans

(770) 753-4181 wevansee@mindspring.com

PS.

Sorry about not having a Birthday Boy and Bird Pix this August. Whoever you August people are, you just missed a golden opportunity to Toot Your Own Horn. We know you will step forward Next Year - Right?

Unfortunately for all of you next month (Sept.) is your editor's birthday. You all know what my "Red Eagle" plane looks like but with some luck there might be some special secrets I can tell you in my SHORT Bio.

Remember - the Blank space below is for YOUR article so please send us some of your good stuff for September. - Thanks