

The Sport Flyer

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

Our Next Club Meeting is July 8th

Pilot Fun is:



Words of Wisdom Worth Repeating to "WanABe" Sport Pilots

**"If at First You Don't Succeed,
TRY, TRY AGAIN
(That Means Practice, Practice, Practice)**

50% Flying and 50% Friends

Next Club Meeting:

Second Saturday
Etowah Bend

July 8th

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

Officer's Reports

Presidents Cockpit:

Heat, wind, and rain are not conducive to logging too many hours of flying. Maybe, the future month will get us all up and flying more frequently. Hopefully, this will be the case and we can safely enjoy the sport we love. Fly-ins and fly-outs have been nonexistent.

A reminder we voted to abide by Robert's Rules of Order in the conduct of our meetings so that applies to all of us and not some of us. We can conduct a meeting much faster and still cover all we need to cover if everyone cooperates.

Also, in keeping with the above the speaker should not be interrupted with questions during the presentation. That is the courteous way to listen to the speaker and all can benefit. Your questions can be answered in a question and answer period after the speaker has finished.

Another reminder, for the protection of our hosts property all holders of keys in the club should turn them over to the Treasurer to be logged in and redistributed only to the appropriate members and sign that no duplicate copies have been retained. This will also protect our property.

I have been remiss in not thanking our host, Mr. Jim Karlovich, for obtaining a new windsock. I took a photo of it and will pass it on to the newsletter editor for next month's issue..

Keep flying safely! - Frank

Vice President:

Verbal at July 8th.meeting

Secretary/Treasurer:

Verbal at July 8th.meeting

Safety Officer:

July Safety Thought

Weather forecasts are horoscopes with numbers (smile).

Don't believe it until you see it - be prepared for an alternate course of action, should the weather or conditions not be as forecast. Listen to that still small voice inside that may be trying to tell you something. Don't be a hard head!!!

Fly Safe,
Budman

SAFETY TOPIC: COLLISION AVOIDANCE

From The Safety Officer

Although this article has been published before, I feel it needs to be reviewed once again by all of us flyers, especially this time of year due to increased activity level and now that it's summer, the humidity and haze will decrease flight visibility on a great many days.

The most important aspect of vision and the technique to **see & avoid** other aircraft/UL's is an **appropriate scan technique**. The "see & avoid" responsibility is a basic component of our VFR responsibility (VFR: Visual Flight Rules). Pilots need to exercise good scanning discipline to avoid near misses and/or mid-air collisions. At lower altitudes where ultralight pilots like to fly, they are in

jeopardy of not only mid-air collisions with each other, but with obstacles from the ground such as towers, guy wires and power lines.

1. Scanning the sky for other aircraft is a key factor in collision avoidance. Scanning should be used continuously by the pilot (or right seat passenger/copilot) to cover all areas of the sky visible from the cockpit. Thus, one must use timesharing techniques to efficiently scan the surrounding airspace, while monitoring the instrument panel and navigation equipment, as well. Yes, Keep your eyes out of the cockpit as much as possible!!!
2. While the eyes can observe an approximate 200 degree arc of the horizon at one glance, only a very small center area of the eye called the fovea, has the ability to send clear, sharply focused messages to the brain. An aircraft at a distance of 7 miles, which appears in sharp focus within the foveal center of the eye, would have to be as close as 7/10 of a mile in order to be recognized if it were outside the foveal vision area, such as the peripherally. **Because the eyes can focus only on this narrow viewing area, effective scanning is accomplished with a series of short, regularly spaced eye movements that bring successive areas of the sky into the central visual field.** Each movement should not exceed 10 degrees and each area should be observed for a least 1 second to enable detection. Although horizontal back and forth eye movements seem to be preferred by most pilots, each pilot should develop a scanning pattern/technique that is the most comfortable and then adhere to it to assure optimum scanning.
3. Studies show that the time a pilot spends on visual tasks *inside the cockpit should represent no more than 1/4 to 1/3 of the scan time outside the cockpit.* Conversely, no more than 4 to 5 seconds on the instrument panel for every 16 seconds outside (4 x 1 ratio: outside x inside scan).
4. Pilots should realize that their eyes might require several seconds to refocus when switching the viewing area from inside the cockpit, to outside distant objects.
5. Effective scanning also helps avoid “empty-field myopia.” For the pilot, this means looking without seeing, which is dangerous.
6. Limiting head movements may also decrease the chance of vertigo, dizziness or disorientation.

Determining Relative Altitude: Use the horizon as a reference point. If the other aircraft is above the horizon, it is probably on a higher flight path. If the aircraft appears to be below the horizon, it is probably flying at a lower altitude.

Taking Appropriate Action: Pilots should be familiar with the right-of-way rules. Therefore, if an aircraft is on an obvious collision course or if you are overtaking an aircraft, one can take immediate evasive action in compliance with applicable Federal Aviation Regulations (FAR's). Yield right of way, as appropriate.

Consider Multiple Threats: The decision to climb, descend, or turn is a matter of personal judgment, but one should anticipate that the other pilot might also be making a quick maneuver. Watch the other aircraft during the maneuver and resume your scanning again immediately since there may be other aircraft in the area. Don't fixate on one issue and forget that there may be other multiple threats in the sky.

Collision Course Targets: Any aircraft that appears to have no relative motion and stays in one scan quadrant is likely to be on a collision course. Also, if a target shows no lateral or vertical motion, but increases in size, it may be on a collision course...*take evasive action!!!*

Recognize High Hazard Areas:

1. Areas where aircraft tend to cluster or converge: airways, especially near VOR's or NDB's, airport traffic areas (airports), etc. Yes, that means traffic patterns too!!!
2. Remember, most collisions occur during the day when the weather is good and /or within 10 miles of an airport!!!

Cockpit Management:

1. Study maps, checklists and manuals **before flight**. Proper preflight planning, noting the necessary radio frequencies & organizing cockpit materials, can reduce the amount of time required to look at these items during flight, permitting more scan time.
2. Avoid focusing excessively on cockpit electrical gadgets such as GPS's or engine & performance monitoring equipment.

Windshield Conditions: Dirty or bug-smearred windshields can greatly reduce the ability of pilots to see other aircraft. Keep the windshield clean.

Visibility Conditions: Smoke, haze, dust, rain & flying towards the sun, can also greatly reduce one's ability to detect targets.

Visual Obstructions in the Cockpit:

1. Pilots need to move their heads to see around blind spots caused by fixed aircraft structures, such as doorposts, wings, etc. It will be necessary at times to maneuver the aircraft (clearing turns) or to lift a wing, to facilitate seeing.
2. Pilots must ensure that cockpit items such as sectionals, plotters, facility directories, etc are readily available, properly secured or stowed during flight.

Lights On: The use of exterior lights can greatly increase the conspicuity of any aircraft. **Turn on strobes, beacons and/or landing lights while in the traffic pattern. If you got' em, use 'em – turn'em on: Lights on for Safety!**

**Submitted by Michael Prosser
aka Budman**

Call Signs

This is a call sign update for Mike Fouts; my error – I keep getting him mixed up with Bam Bam...ha ha. Send me any updates additions or updates and I will be glad to include them in later publications. If you've been tagged with a call sign of if you've picked one 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!

Boom Boom - **Mike Fouts; Piper SuperCub** - update from **Budman**

Website Editor:

Verbal at July 8th. meeting

Trip Coordinator:

Verbal at July 8th. meeting

July's Birthday Boy number 1 - Steve Walton

I guess its my turn in the barrel, July 28 1933 was a day of infamy - WW1 started July 1914, Hitler came to power in 1933, and Stevie was born a depression baby, in fact when my mother saw me, she was really depressed, however, Somehow I overcame that shadow and was able to make a slight contribution (I think) to the world of Aviation. After attending an Aviation trades high school in the big Apple (New York for my Southern friends who may not know) my family migrated to the great Left Coast (again West coast). Here I began my education in earnest (Chasing Girls) (Just kidding), learning about real Airplanes. This was 1952, the Korean War was in full bloom and so were the Aircraft manufactures, North American, F-86s, Northrop, F-89s. I was hired as a flight line mechanic for both companies, although not at the same time. In 1953 I became a member of the US Army with thoughts of becoming a real Army aviator, however after many delays in their processing of my paperwork, my paperwork finally came through advising that I was to be eligible to go to warrant Officer flight training, but by this time 21/2 years past, and by this time I just about had enough of the good ol US Army, so I said adios. Fortunately I had obtained enough flying time in Helicopters and having my private Pilots license before going into the service, Thanks to the G.I. Bill I was able to get my Commercial, Instrument, Multi-Engine Ratings and was able to get my civilian helicopter rating and start flying for MONEY. Did a couple of tours in Alaska, and liked it so

much I dragged my new wife up the Alcan Hiway and settled in Fairbanks, a real frontier town in 1959, but we loved it. Great people, Great country. The Helicopter job petered out, so I was able to go to work for Wien Airlines flying DC-3s,C-46s and every bush plane you can think of, it was quite an experience and one I would cherish forever, (Best Time of our lives).However as all good things must come to an end, the Airline furloughed me and now with two kids had to find a job, Which I did with Douglas Aircraft Company flying their DC-3, Aero Commanders, and Bell Helicopter. I had the privilege of flying some very important people one of which was Gen Charles Lindbergh, who rode in the right seat of an Aero Commander as I transported him to LAX,. Wow, was I excited. That wasn't the last time, I flew him, 5 years later when I was a pilot for Pan American We took him to Paris, (Yes he did remember me.) Dec 6,1991 was also a day of Infamy, that's when my beloved Pan Am, finally had to declare Bankruptcy. That's when I said enough; I retired, but not quite! Went to work for a company called Private Jet, as a Flight Engineer, to close to the magic age of 60 (where we must all lose everything we learned and be turned out to pasture) to become a captain again. It was fun while it lasted (6Mos), but they too went belly up. As you all know by now I ARE a DAR as my finale for my contribution to the greatest avocation in the world.

Blue Side up - Steve

July's Birthday Boy number 2 - Steve Ahouse

A direct quote from our Shy Chef:

"Being one of the YOUNGEST members, I can brag that I will be (only) 51 on July 29th."

THERE IS A NEW SKY GAME IN TOWN The Fat Ultralight Game Rules Are Tossed Out

By Chuck Goodrum,
Commercial Airplane and Helicopter Pilot,
Ultralight Airplane and Trike Pilot,
Ultralight Trike Flight Instructor

This article is one of a series of two articles. The first addresses the recreational movement of operating powered light aircraft in the USA by focusing on the popularity and demand for change in the ultralight community. The second addresses the arrival of the newest recreational flying movement by focusing on its three major components.

Faced in the 60's and 70's with the discovery, and in the early 80's with the up-surge of very light flying machines, namely hang gliders, then powered hang gliders, and later off-shoots of various designs, the Department of Transportation's Federal Aviation Administration (FAA) created a new rule to govern the operation of these newest and lightest of flying machines. In September 2, 1982, the FAA placed into Title 14, U S Code of Federal Air Regulations, (commonly referred to as Federal Air Regulations), the new rule entitled "Part 103 - Ultralight Vehicles". FAR Part 103 created a new class of flying machine, termed "ultralight". This term was designated to specifically distinguish it from the term "aircraft". In FAA parlance, aircraft has a very technical meaning. For example, an aircraft must be shown to be airworthy, where by very specific standards are met. An ultralight would not be required to meet those standards. The rule further excluded ultralight vehicles from Part 91, which only pertains to the operation of aircraft as described in FAR Part 91.1(a) and wherein ultralight is not defined.

Ultralights were of two classes: unpowered and powered. To further distinguish and define the term ultralight, guidelines were established to determine if the little flying machines met the weight and speed limitations, and the fuel and seating capacities outlined in the new rule, as well as to describe how they were to be operated in the national air space system. The details were provided in AC 90-66A, AC 90-89A, AC 103-6, and AC-103-7. The game rules under general aviation had ever been allowed to operate were far less complicated. The rule and guidelines avoided the complexities of aircraft and pilot certification. They privatized to a great extent a popular and growing recreational aerial activity. They allowed recognized manufacturers and owner/pilot associations the opportunity to manufacture, disseminate, and enforce the ultralight regulation. The FAA, busy with the growing air transportation and air space control system, stepped back and monitored their activities.

By the mid to late 90's most of the "ultralight vehicles" were definitely too heavy, too fast, carried too much fuel, held too many seats, and carried passengers. Two-seat training ultralights were not operated as exempted. As if the class legally existed, these ultralights became known as "fat ultralights." Many individuals bought their first slim or fat ultralights, often as first time owners, pilots, and/or instructors,

and simply went flying. Many ultralights were flown unregistered. Registration of an ultralight with a recognized ultralight association was a "recommendation" from the FAA, not a requirement. Those ultralights that were registered nationally, with one of these associations, often did not display on the ultralight the association registration number. They routinely did not use the registration number or the FCC radio license number in their radio communications - see AC 103-6. Pilots often did not understand the standard operational rules of the sky, could not read or navigate with an aeronautical chart, and often did not understand air space and airport use. Paradoxically, there were more registered two seat ultralight trainers than single seat ultralights, and more registered instructors than pilots. The ultralight structure was upside down. Those owner/pilots/instructors who registered their ultralight did so based on personal membership and/or their instructor's affiliation with one of the FAA recognized, national ultralight associations. The Georgia Sport Flyers Association's chartered affiliation perhaps the most popular one, the United States Ultralight Association (USUA), demonstrates this general trend.

As the abuse of ultralight operations accelerated, the myth spread that the Federal government didn't actually regulate, nor could they properly monitor ultralight flying. In actuality, the agency did regulate ultralighting and they did monitor the ultralight community. As the new millennium approached, the growing and successful ultralight manufacturers and markets, and the more vocal owners and pilots, registered or not, continued to ignore or remained ignorant of the FAA's UL rules, guidelines, and repercussions. This same ultralight community not only ignored the operational boundaries of the ultralight rules, they more often than not, refused to embrace the FAA endorsed and longer standing experimental-amateur built and demonstration procedures. Meanwhile, leaders within the ultralight community petitioned the FAA. They demanded change to the ultralight rules. They wanted legal recognition of "fat ultralights" and the pilots who operated them. They fundamentally lobbied for a new game plan.

The FAA responded. A Working Group was formed to devise a plan. By September 2004, a new game plan emerged. It was outlined in Title 14 of the Code of Federal Regulations (14 CFR) entitled the "Certification of Aircraft and Airmen for the Operation of Light Sport Aircraft". It became more commonly known as the "Sport Pilot and Aircraft Rule." The document provided the playing field upon which the new game would be flown. And perhaps most significantly, it maintained the original ultralight playing field. This new game meant that, at the lowest levels of the aviation, an individual had a choice of fields upon which to play – one, to play by the ultralight rules; two, to play by the new sport rules, and third, as always, to ignore both.

The sport pilot and light sport aircraft rules are the new operational game for "fat" or otherwise "illegally" owned and flown ultralights as well as a new class of "manufactured" light sport aircraft. The "fat" ultralights as well as ultralight pilots and instructors are expected to transition to the new game as "light" sport aircraft, pilots and instructors. Perhaps, the response to the new sport rule will be different. To some people it hasn't. For some it won't. And, for still more it will. Time certainly will reveal the decisions of the many ultra, light, and sport flyers. As referee or umpire, any further response from the FAA will no doubt be to enforce the games rules.

So, what does the FAA's newest of aerial recreation and sport entail? It creates two new categories of aircraft - weight shift control and powered parachute. Ends two seat ultralight trainer and ultralight instructor exemptions by 2008. Ushers in a new set of modern light aircraft. Promotes the transition of fat ultralights and their owner/pilots. Provides manufacturing standards. Outlines how these new aircraft will be registered, made airworthy, and maintained. And, perhaps the most profound rule,

adopts a new means to verify pilot health. Basically, this time, the newest of recreation and sport rules is integrated into Parts 91 and 61. These rules establish the playing field upon which the new sky game is played. It does all this without changing the ultralight opportunities granted on September 2, 1982, nearly 24 years ago. It fosters a new revolution in grass roots aviation. Each of us has an opportunity to participate early in the revolution, which is not unlike the days of the ultralight revolution. Most importantly, it provides people the opportunity to fly in the sky. What a wonderful opportunity.

Special Report

"Sport Pilot Knowledge Test Now Class-Specific" from EAA 06/22/06

Effective June 23, 2006, the FAA has modified the sport pilot knowledge (written) test. Previously, the knowledge test covered all classes of light-sport aircraft (LSA). Now, each LSA class—airplane, powered parachute, weight-shift, glider, lighter-than-air, and gyroplanes—has a test tailored specifically to that class.

“Individuals flying powered parachute and weight-shift-control aircraft will like this,” said Larry Clymer, manager of the FAA’s Light-Sport Aviation Branch in Oklahoma City, Oklahoma. “Now, they won’t have to answer airplane-type questions that don’t apply to their aircraft. For example, powered parachute pilots won’t get questions about weight and balance because that doesn’t apply to them. And airplane pilots won’t have to answer questions about powered parachute canopies.”

All FAA-approved testing centers, including EAA partner [LaserGrade](#), are prepared to offer the new class-specific knowledge tests. For a link to the FAA website to view sample knowledge test questions, or locate a testing center near you, visit the EAA [sport pilot website](#)

Sport Pilot Certification:

Who Passed What So Far?

Charles Spegele - Sport Pilot Practical Test and is 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 & Going for his CFI.

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 and maybe CFI exam.

Richard Johnston - Sport Pilot Knowledge Test and maybe CFI exam.

Mike Miller - Sport Pilot Knowledge Test

Bill Malpass - Sport Pilot Knowledge Test

Who's Bird is now "Legal?" - (FAA Registration, N number and Airworthy):

Charles Spegele - RANS 6 SE - The Blue Eyed Coyote N 197CS

Wayne Evans - FS IISC - Red Eagle N 60RE

[This Space is for YOUR Plane]

The making of a Pilot - "Persistence"

STUCK AND UNHAPPY (From AOPA)

Stuck on a maneuver or concept? Nothing you've tried makes it stick. You practice and study, but the mistakes just keep coming. Even more frustrating, they're the same mistakes, time after time. What's going on?

Not only is this common problem disheartening, but if it involves a flight maneuver, it also can be expensive. A good first step is to back off. Take a break from the maneuver. Come back later—after working on something you know well or enjoy—and try one of many reliable strategies for licking the problem.



What can you do to get back on track? A good first step is to get another demonstration of the maneuver. There's something flight instructors learn about teaching called the law of primacy. The definition, as Ralph Butcher explains in the [May 2006 AOPA Flight Training commentary](#), is that "the state of being first, often creates a strong, almost unshakable, impression." Was your first impression of the maneuver a wrong impression? Asking for additional demonstrations often helps in a known trouble area for new pilots: learning to land, which is discussed in the March 26, 2004, Training Tips article ["Tackling Touchdown Travails."](#)

Observing another student getting a dual lesson on the maneuver (or ground task) is a very successful prescription for getting the program back in gear. See ["Park and Ride: Learning through Observation"](#) in the March 1998 *AOPA Pilot*.

Or think about the maneuver the way your instructor looks at it. Reduce it to its component concepts or skills. Do you see how they come together to make the maneuver work? How would you teach the maneuver to someone else?

"If you can remember that flying and other aviation activities are major and worthwhile accomplishments, you can more easily surmount the moments when you feel that you cannot go any further," counseled David Montoya in the September 2000 *AOPA Flight Training* feature ["Dealing with Discouragement."](#) "And since flying is a multifaceted, complex task, you should expect to hit learning plateaus and remember that these are normal." Read some of the simple ideas he proposed for getting back in the game, and move forward!

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)

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.

Closing Words of Wisdom from **Bart Rice**, via Steve Walton

"Life is Not a journey to the grave with the intention of arriving safely in a pretty and well preserved body...but rather to Skid in broadside, thoroughly used up, totally worn out, and loudly proclaiming --

WOW – WHAT A RIDE ! "

See you All at Etowah Bend on July 8th

Thanks, from the Eds. - Wayne & Ann Evans

(770) 753-4181 wevansee@mindspring.com