The Sport Flyer

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

Our Next Club Meeting is June 10th

Club News
Special Memorial Issue

Quote of the Month

As a minimum, two of the three items are always needed to successfully complete the flight. Lose one item and it could ruin your whole day. Consider the following three items:

Appropriate Airspeed
Altitude
Brains.

Budman

Salute to a Friend

Jimmy's Passion

Next Club Meeting:
Second Saturday
Etowah Bend
June 10th
10:30 Fly-In and Gossip
11:00 Starts Promptly

2006 Officer's:
President - Frank Eck.
Vice President - Richard Johnston
Secretary/Treasurer - John Euchner
Safety Officer - Michael Prosser
Website Editors - Brad Methvin & Richard Johnston
News Letter Editor - Wayne Evans
Trip Coordinator - Kim Arrowood

Officer's Reports

Presidents Cockpit:

Approaching the last of Spring and the starting of Summer with the high temperatures that make for longer take-offs and landings. Hopefully your take-offs will equal your landings.
We have looked into the LSA aircraft, now it is time to revisit Part 103. We want to keep their air vehicles operating with safety in mind. I hope efforts to get the word out on LSA aircraft has not left you feeling abandoned. That certainly was not the intent of your GSFA (USUA Club 690). A good air vehicle is still needed by the 103 air vehicle drivers. USUA is still working on getting FAA approval for training use only of two place air vehicles that allows for a student and instructor and the necessary additional weight adjustments. This is a matter of safety to students and all of us in the air. USUA has also requested that the FAA allow the use of records by students that occurred prior to the old cut-off date to be used provided they were registered by a recognized organization. So, you will not have to have the additional expense of further training and aeronautical knowledge tests if you obtained it prior to the old cut-off date. Otherwise, Part 103 is now unchanged. This will keep it simple for those who like it that way. And for as long as we police ourselves to always do the right thing when operating our air vehicles on the ground and in the air.

P.S. Congratulation to Wayne Evans on receiving His N number for Red Eagle.

Vice President: Our International traveler Richard is Back
See his Special Report in this newsletter about Dubal, including a new Ultralight friend.

Secretary/Treasurer:

Minutes of the May Meeting 05/13/06

Frank Eck - Opened meeting at 11:10

Richard Logue - introduced guest Russell Jackson, Drs Ed Atwell and Scott Daniel (Etowah Fields) and Chuck introduced Karen Gard.

Ed Atwell - invited us to his field, Etowah Fields or as we know it as Docs Field. A good number of our merry group did go and we would like to say a big THANK-YOU to Ed, his family, and Scott for being such gracious host. Awesome potato salad Ed.

Frank Eck - USUA has asked for anyone in the club that would represent the club & participate in an electronic forum. That committee would address various concerns and issues that would influence our flying communities.

Mike Prosser - Safety report was good and alls well at Cartersville.

Ben Methvin - introduced Ron Lowrey . Ron has published Air Exploration of the Lewis and Clark Expedition. Ron started flying and taking pictures from a Max Air Drifter 15 years ago before buying one of the first Air Cams from Leza Lockwood. Plane took 3 years to build, seems that they were designing the aircraft at the same time as they were building it. The trip was two years in the planning. They used the Air Cam for the camera platform and a car for support along the way. The trip followed the original from St. Lewis to Oregon. The photo expedition is available in Book and CD.

Richard Johnston - Is back and talked a little about his interesting trip abroad.

Mike Prosser -. said that we, all members, need to have a signed copy of the Patterns and Procedures on file. (Eds Note: Patterns and Procedures from Mike are in this newsletter.)

Steve Walton -The most over looked part of the plane inspection is the instrument markings/ Placards. The Data Plate must agree, exactly, with the registration card. The 2 " high EXPERIMENTAL decal is for the passenger to see, so place it accordingly. You must first have the registration card before Steve inspects your plane.

Meeting was dismissed at 12:12 then we enjoyed another scrumptiously prepared meal by Mr. Steve Ahouse - John

Safety Officer:

I am very pleased to once again report that no complaints regarding safety or our performance at VPC have been reported, this month. Thank you for your good work and please remain vigilant and courteous to other pilots and the general public, as they come by our hangers from time-to-time to see these pretty little airplanes.

Please continue to review the Cartersville Pattern and Procedures Document monthly, as a refresher. I need the "**Acknowledgement Of Rules**" letter(s) sent to me upon completion by new students/Club members. This is a requirement of the **"First Amendment To The Rules and Regulations Of The Cartersville Bartow County Airport Authority Of Georgia**". These are included in this month's newsletter.

Reminder: I have asked all instructors to document this when a student solo's. This also may be done at the time an individual joins the club. I have asked the Sec/Treasurer to also include this with the application. All original copies are to be forwarded to me for presentation to the Airport Authority, upon their request.

Keep up the good work by being a good neighbor at the airport. - **Budman**

Cartersville Ultralight Pattern and Procedures

1. Yield right of way to all aircraft, fixed wing or rotary wing, civilian or military.

2. Visual flight rules apply. Weather minimums are established as1000 ft. ceiling & 3 miles visibility.

3. The use of a radio is strongly recommended; keep personal chatter to a minimum. Ask for an airport advisory & runway in use, on 123.05 MHz, prior to taxi and on approach –10 miles out. Local traffic operating less than 10 miles from VPC should obtain/provide advisory information as soon as practicable.

4. Use the runway directed by Unicom, unless safety dictates otherwise. Advise traffic of an immediate safety issue or declare an emergency.

5. The "Default Runway" is runway 19. This is defined as the preferred "use runway" when winds are not a major factor (usually less than 5 mph), there is not a Unicom advisory to

use runway 01 and traffic is not currently using 01. This will coordinate a common runway for IFR & VFR traffic during default conditions.

6. Left hand traffic only, is authorized at VPC.

7. The ultralight traffic pattern altitude is 1300 ft. MSL (540 ft. AGL). The ultralight pattern downwind, base and crosswind legs are normally well inside & parallel to, the aircraft traffic pattern.

8. The runway "middle third" is designated as an ultralight take-off and landing area. All routine take-offs are to be initiated from this area, unless safety or training issues dictate otherwise. This will expedite vehicle departures and will alleviate potential traffic congestion on the taxiways and run-up areas. However, ultralights that are landing may land anywhere on the runway (excluding the over-run) from the threshold to the "middle third," at the pilots discretion.

9. Pattern entry should be performed on the 45-degree entry leg to downwind at 1300 ft. MSL (540 ft. AGL), in level flight. Straight in approaches are legal, but are discouraged, due to their potential for conflict and disruption of traffic flow.

10. Ultralights may cross / over-fly the active runway at 1300 ft. MSL (540 ft. AGL), via dedicated crossing points, to go to the pattern entry on the opposite side of the runway. Dedicated crossing points are approx. 2000 ft. from the approach end of the active runway. Ultralight pilots shall ensure that there will be no conflict with conventional traffic.

11. When landing and established on the downwind leg, fly the 1300 ft. MSL pattern (540 ft. AGL) past the approach end of the runway in use, prior to turning base leg. Example: when on downwind for 01, turn base south of "Old Alabama Rd." A good rule of thumb is to turn base leg at approx. 45 degrees past the end of the runway. Do not turn base leg north of "Old Alabama Rd."- inside the airport perimeter fence.

12. Do not land or take-off on the "over-run" at the extreme south end of 01.

13. Upon landing, clear the active runway as soon as possible and notify traffic when you are clear of the active.

14. Do not make departure turns prior to reaching the end of the runway. Depart the pattern straight out or exit at a 45-degree angle until clear of the aircraft traffic pattern.

15. Upon take-off or pattern departure, do not exceed 1300 ft. MSL (540 ft. AGL) prior to exiting the aircraft pattern area.

16. Use beacons, strobe lights and/or landing lights, if so equipped. The FAA has sanctioned a "lights on for safety program".

17. If equipped for flying after official sunset, ultralights shall land prior to the expiration of the thirty-minute grace period.

FIRST AMENDMENT
TO THE
RULES AND REGULATIONS OF
THE CARTERSVILLE BARTOW COUNTY
AIRPORT AUTHORITY OF GEORGIA

COMES NOW the CARTERSVILLE-BARTOW COUNTY AIRPORT AUTHORITY and hereby adopts the following First Amendment To The Rules And Regulations Of The Cartersville Bartow County Airport.

1.

That the following requirements attached hereto as Exhibit "A" are hereby adopted by the Airport Authority with respect to Cartersville ULTRALIGHT PATTERN and PROCEDURES and are effective as of Monday, January 22, 2001.

2.

That prior to operation of an ultralight at the Cartersville-Bartow County Airport all ultralight operators are to read and sign and an acknowledgment of their understanding of the Cartersville Ultralight Pattern and Procedures.

Adopted this 9 day of January, 2001.

Chairman

ATTEST:

(SEAL)
Secretary

Member

Member

ACKNOWLEDGEMENT OF RULES

I, the undersigned, hereby acknowledge that I have read and understand the Cartersville Ultralight Pattern and Procedures and have received a copy thereof and will comply with the same.

This _____ day of _____, _____

_____
(The Undersigned)

June's Birthday Girl:

Hello, My Name is Kim Arrowood. I was in business for myself for 10 ½ yrs with Locator Inc. I retired this passed Jan 06. With the price of fuel; it has turned out to be more difficult than we expected but we'll make it.

Unlike most of the guys, I did not grow up building model airplanes and thinking of one day flying a plane. Being a Woman I always thought that I would be like most women and be a Mom. But life can be like a long Cross Country trip. When the weather changes you have to make do with what you have. So when my husband Steve said, that I should get a hobby, I did try some other ideas, first quilting & even a stain glass class. They just did not take hold of me. I gave this a lot of thought. You have to understand that I'm afraid of heights. So when I went out to the Airport for my first flight I knew that I would either love it or hate it, but I would not know for sure until I tried it. The date was 6/7/02 with Mr. Ben Methvin. For at least the first 3 hrs of training, I could not talk and fly at the same time. It was hours later before I could talk again just after I reported that I was on final.

I have been flying now for 4 yrs {June} and having so much fun. I now have over 300 hrs. About 60 Hrs of that cross-country. My Best cross country was from Augusta, Maine to Chesapeake RGNL. Ben and I tried to get to Florida Keys but hurricane Tammy stopped that from happing. In preparation for that flight, last year Ben & I had made a trip to Hilton Head. This was to see how well we could fly together with him flying the Cub and me flying my slower Flightstar. I thank my Husband for all of his ground support. Without such good ground support, a trip can go very slow. My family is of course my Husband Steve, 2 African Grays, 1 Indian Ring neck {Birds} 1 cat & 1 dog. I also have one Brother and a Sister.

I have been a part of the GSFA for 4 years, Rally Master for 2003, staff Rally 04-05 President for 2004 & 05. Now, I'm like the rest of the Members that just Love Flying for fun. The best part of my Life started when I started flying. The trips I've gone on with others are priceless. With each trip there are always great stories, and new memories.

I'm studying now for my CFI test and will be getting my Flightstar ready to be N Numbered. I'm so thankful for all of the guys at the Airport. Everyone there is always willing to help. It's like one Big Happy Family. I would like to say a very Special Thanks to Mr. Ben; He has been a Very Big help to me. He taught me to Fly - the Best Gift in the World. Not only that but this man flew that Trip with me in the faster Cub just above a stall most all of the time so as not to leave me behind. Ben always goes above and beyond the call of duty. For me it's an honor to know Mr. Ben Methvin. In closing, I believe this year's officers are doing an outstanding job & I'm thankful for them.

PS. I hope the weather starts co-operating soon so that I can better help the club in my new position as trip co-coordinator. Fly Safe.

Kim

Hey Guys & Gals: these are a few checklists that I use frequently and have modified them accordingly, for my type of aircraft/vehicles & my type of flying. Hope that you enjoy it and can use it. Make your own personalized checklist just for you, specific to you type of ultralight, vehicle or airplane!

Submitted by "Budman"

Checklist Procedure – Prefight Inspection

1. Start at the Cockpit:

- Verify required documents are aboard, specific to your vehicle or operating privileges.
- Remove gust lock from control stick/control wheel, etc. You may be using your seat belt to tether the stick, as a gust lock.
- **Confirm that the ignition switch is OFF**. If you only have a single switch for this (master switch & ignition combination switch), then turn it on temporarily at this time.
- **Turn the Master switch** on if equipped: check electric fuel gage & fuel quantity, ammeter, drop flaps – electric or manually, if so equipped.
- **Turn master switch off** (or switches). Point is - no power to accidentally start the engine.

2. Empennage (aft fuselage to tail group):

- Verify no damage
- Remove tail tie-down
- Control surfaces – check condition/security, elevator freedom of motion & range of travel. Check cables, control horns and fasteners, as equipped.
- Check strobe/nav lights, if equipped.

3. Right Wing - trailing edge:

- Flap condition & position, if equipped - Verify actuating mechanism is not binding.
- Aileron – check freedom of movement and security.

4. Right Wing:

- Remove wing tie-down.
- Main wheel tire and landing gear assembly. Check for integrity of assembly and tire pressure. Remove wheel chock.
- If you have wing tanks, visually check fuel level & integrity of fuel cap – secure and check fuel/cap vent. Drain fuel sump, if equipped.
- Wing condition - leading edge, strut, flying/landing wires, nav lights, scan Kingpost, etc, as equipped. Verify any zippered compartments are securely sealed.
- Remove Pitot cover and verify Static port is clear.

5. Nose:

- Integrity of engine and accessories: propeller, spinner, air filter, muffler, fuel pump, wiring, cables, cowling, etc.
- Four stroke – check engine oil.

- Tri-gear – check integrity of nose wheel assembly, tire pressure, etc.
- Remove nose /cowl plugs for cooling air to get in.
- Windscreen – clean as required.

6. **Left Wing:**
   - Wing condition – leading edge, strut, flying/landing wires, nav lights, scan Kingpost, etc, as equipped. Verify any zippered compartments are securely sealed.
   - If you have wing tanks, visually check fuel level & integrity of fuel cap – secure and check fuel/cap vent. Drain fuel sump, if equipped.
   - Main wheel tire and landing gear assembly. Check for integrity of assembly and tire pressure. Remove wheel chock.
   - Remove wing tie-down.
   - Remove any alternate Pitot cover and verify that the Static Port is clear.

7. **Left Wing – trailing edge:**
   - Aileron – check freedom of movement and security.
   - Flap condition & position, if equipped - Verify actuating mechanism is not binding.

8. **Cockpit:**
   - Retract flaps, if previously deployed.
   - Ready for pre-start checklist application

Note: Check pitot tube & static ports, wherever located on airframe, specific to your vehicle. Sometimes the Static Port is located at a separate location than the Pitot tube.

Two alternate checklist methods:

Radio Communications -

"CIGAR": **C**ommunicate – Set up radio frequencies & talk at the appropriate reporting points.
Intentions – What do you want to do or where are you going? Asking or telling?
Gadgets – Monitor your gages and/or set up your instruments & gadgets. Be prepared for take off or landing. Checklist anyone?
Announce – What are you doing now or about to do now? Where, what, when?
Reply- Confirm clearances, actions or read backs. *Don't forget to say "thank you".*

Takeoff and Landing -

"GUMP": **G**as –Fuel on; most full tank; electric fuel pump on, if required.
Undercarriage - Fixed landing gear for most of us – down, welded and locked!
Mixture - Full rich setting, if cockpit adjustable. Most of us have fixed jetting anyway.

Prop - Fine pitch for high RPM, if cockpit adjustable. Most of us have fixed pitch props anyway – just be prepared to firewall that thing! On every take off, verify that the engine achieves the minimum required RPM, otherwise abort the takeoff ASAP!!!

Submitted by Michael "Budman" Prosser

A Special Report from our GSFA International Correspondent - Richard Johnston

I am back in town now after 16 hours of flying, I feel like I have missed a good part of the spring. Dubai is a very modern county and probably one of the wealthiest in the world as there is plenty of oil in the region and trading is big as Dubai is a convenient stop between Asia and Europe.

I was there working for Etisalat, the national telecommunications company where I was installing a computer system to automate the operation of their satellite ground stations. Although my normal workweek was 60+ hours, I still had time to take a few photos and see some of the sights. Dubai has an indoor ski slope, the worlds largest mall, worlds largest man-made island, and now are building the Dubai Tower, at 3000', and it will be the tallest building in the world. They also have a "Dubai Land" park, very similar to Disney world with rides and county pavilions like Epcot Center. There is even a miniature Taj Mahal!

Most of the people there are immigrants, there for the high paying contract jobs. One of the managers for the company I was working at passed by my laptop and saw my desktop photo, an image of my son and I with Flightstar at one of the past fly-ins. He was very interested in flying, told me all about his interest in Microlights and how he wanted to fly a microlight coast-to-coast in the USA. I told him about the requirements here in the states and our club. Soon after I got back, I received an email from him, telling me all about how he had found the only microlight flying club in the U.A.E. and had started taking flying lessons. A link to the flying club is at http://www.jazirahaviation.com/ if anyone is interested. I believe they have some great thermals in the summertime!.

Typical "Dubai" Lawn Service

Richard

Another Airworthy Bird - by Steve Walton

Its spring again, time for flowers to bloom and ultralights to morph into REAL Airplanes, at least one of our clan has done just that. Congrats to Our intrepid editor and soon to be Light Sport qualified (we Hope). Wayne had finally bit the bullet and subjected himself and his aero machine to the scrutiny of the FAA representative DAR (ME). Oh I was tough on ol Wayne, but try as I may, I just couldn't find any fault in his beautiful FSII.So with that said, I gave him his ELSA Airworthiness Certificate. The first in our club to do so. "Good Job Wayne". In all seriousness, it was a piece of cake as long as you follow the EAA guidelines. I stress again, those who are looking to

certify their aircraft should send for the EAA ELSA package, it simplifies everything. I will help anyone who has trouble with the paperwork, just give me a call.

Till next month:

Steve

Editor's Comment:
Thanks Dr. Steve, and the Red Eagle said that Tail Probe of yours didn't hurt a bit.

"I Wish Somebody Had Told Me" A new series from your editors this month

First Installment:

Ten Fingers and Ten Toes -or "Simple Tools for solving Difficult Problems" - by W. Evans

As some of you know I have an Engineering and Invention Company called KISS Communications, Inc., which stands for Keeping Independence, Safety and Security. Most of you know the more common meaning for the word KISS but more recently the "Politically Correct" crowd, not wishing to offend that group in our society who are determined to be "Stupid", have changed the word to "Smarty". This change is probably due to the new "Stupid People" lobby now located in Washington (Naturally). Now that this rambling introduction is over, I will get to the point of this new series from your editor.

Many of us approach solving seemingly difficult problems (I will get to wind triangles latter) by looking to complex solutions, probably involving computers or sophisticated technology. I have occasionally sinned in this area myself, as Ben Methvin will testify.

The type of flying we do is supposed to be "Fun" as Ben has told us many times. A quick trip to Etowah Bend, Rome and Calhoun does Not normally call for dozens of complex calculations and hours of planning as if we were flying a 747. Longer trips takes greater planning but using a good, safe "Common Sense" and "Realistic" approach is always a good place to start.

Finally, to this month's topic - "Complex Wind Correction Calculations - or Not"

Most of you have a lot more hours flying than I do - Many of you have been flying many different aircraft over many decades. So I am Not going to insult your intelligence by discussing how to determine which direction the wind is coming from relative to you plane's coarse whether it be Head, Tail, Cross etc. That's the "common Sense" part of the Wind Correction Calculations. Now to the "Realistic" part. Not many of use have Super Accurate Compasses and very few have a Compass Card to correct for magnetic errors caused by our electrical instruments. At best, our compasses give us a Fairly Good Approximation of the direction to head on our intended coarse.

Wind Conditions now compound our problem of trying to determine which direction to point our aircraft so that we end up where we wanted to go in the first place. Even though we know wind speed and direction will change during our flight, At least we can determine wind effects upon our intended coarse at take off time and if we are really good, even during our flight.

Now comes the Wind Calculations. We could use Mechanical or Electronic E6Bs or Wind Triangles or ……etc. Or, once in the air, do we Need to do any wind calculations at all. Not Really. Instead, let's just get back to KISS. As we have been taught many times, once you have initially done your best to compensate for your compass errors and set your initial course, "Look Out The Windshield". Find that landmark on the horizon in front of your nose "Literally" and fly to it. Crab as needed to compensate for wind conditions, but keep flying towards you horizon target. Once you get near your target, find another one on the horizon that lets you stay on your intended coarse. Keep finding new targets on the horizon until you finally reach your destination. Hurrah. Is all of this flying by Horizon Targets Cheating? No Way. Flying the kind of planes we do under our mandated VFR conditions, is the natural, safe "Common Sense" and "Realistic" way to get where we want to go.

But what happened to the Wind part of **"Complex Wind Correction Calculations - or Not".** What has been described above is the **"or Not"** portion.Now comes all those **"Complex Wind Correction Calculations".** Besides being part of our Sport Pilot Tests, knowing how to use E6Bs, Wind Triangles, and Wind Charts to determine the effects of wind on our flying makes us a Safer pilot, Especially on the Runway. Last month we included a Runway Take Off wind correction chart. The Chart was designed for Runway Take Off because, compared to being up in the air with that very big space around us, on most runways, there is only a few feet on ether side of your plane. Neglecting Cross Wind effects here can put you and your pretty plane in the grass, and maybe even upside down. You don't have to use complex tools to make Safe Take Offs with Cross Winds. It has been proven that the easier a tool is to use, the more likely that task Will be used. Using KISS again - a simple method of creating a good approximation of wind effects that Will be used is a lot Better and Safer than a method, using complex tools that probably Won't be used.

Ten Fingers and Ten Toes - The Bottom Line KISS:

In one of the numerous articles I have read after being hooked on flying, I found a simple but fairly accurate method of determining the amount of Cross Wind to expect given the wind direction and speed. It is easy to remember, even as you are flying. It is called the $5.79 rule (everybody likes to remember money) or simply the 5 7 9 rule. These numbers are actually percentages or decimal numbers. When tied to just Three Different Degree Differences (30 deg, 45 deg. & 60.deg. Angles) between the Incoming Wind Direction and the Intended Course Direction and compared to the Incoming Wind Speed, the result is the amount of Cross Wind Speed you'll encounter. In other words: 50% (.5) is tied to 30deg., 70%(. 7) is tied to 45deg., and 90% (.9) is tied to 60deg.

Meaning:

The Cross Wind Speed = 50% of the Incoming Wind Speed if the Wind is at a 30deg difference
The Cross Wind Speed = 70% of the Incoming Wind Speed if the Wind is at a 45deg difference
The Cross Wind Speed = 90% of the Incoming Wind Speed if the Wind is at a 60deg difference

Examples:

1. Given the Wind Speed = 10 mph at a 30deg difference, the Crosswind = .5 (50%)x 10mph = 5mph.
2. Given the Wind Speed = 10 mph at a 45deg difference, the Crosswind = .7 (70%)x 10 mph =7mph.
3. Given the Wind Speed = 10 mph at a 60deg difference, the Crosswind = .9 (90%)x 10 mph =9mph.

What about Head or Tail winds? (Back to "Common Sense")

If the Cross Wind Speed is 50% of the Incoming Wind Speed then the Head (or Tail) Wind speed is 100% - 50% = 50% of the Incoming Wind Speed.

If the Cross Wind Speed is 70% of the Incoming Wind Speed then the Head (or Tail) Wind speed is 100% - 70% = 30% of the Incoming Wind Speed.

If the Cross Wind Speed is 90% of the Incoming Wind Speed then the Head (or Tail) Wind speed is 100% - 90% = 10% of the Incoming Wind Speed.

What about wind coming in at other degree differences (angles)?

Since a 60deg difference between the Incoming Wind and Course already creates a Cross Wind Speed of 90% (virtually 100%) of the Incoming Wind Speed, any remaining angles between 60deg and 90deg still creates a Cross Wind Speed about 100% of the Incoming Wind Speed. For angles between 0deg and 30deg, the relationship between Crosswind and Incoming Wind Speeds is Linear. This means that for an angle of 15deg (1/2 of 30deg.) the Crosswind Speed is also 1/2 the Crosswind Speed of that at 30%. Example: If the Cross Wind Speed at 30deg. = 10mph, then at 15 mph it is 10mph x1/2 = 5mph. For degree Differences (Angles) in between. 30, 45 and 60 just Interpolate (Your Best Estimate, KISS)

Note:

The above is an Example of a Complex Way to explain a Simple KISS Method for wind correction. All you have to remember is that .5, .7, .9 goes with 30,45,60 Degrees Differences (Angles). That's It.

Remember: Always Start your Safe Flying Day with a KISS

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 & 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):

(New This Month)
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]

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/ (New From Richard Johnston)

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.

Words of Wisdom:

From Steve Walton

Son, someday you will make a girl very happy, for a short period of time. Then she'll leave you and be with new men who are ten times better than you could ever hope to be. These men are called pilots.

Remember, Starting in July, all future newsletters will be in PDF only. If you haven't Downloaded the FREE PDF Reader from the Adobe web site as we described in numerous past emails and newsletters - Please do so As Soon As You Can. We wouldn't want any of you to miss all this Great Stuff coming your way from our GSFA contributing columnists.

See you All at Etowah Bend on June 10th

Thanks, from the Eds. - Wayne & Ann Evans

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