

The Sport Flyer

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

May 2006

Our Next Club Meeting is May 13th

Club News On The Lighter Side

Words of Wisdom:

The Joy of Having a plane is
50% Flying and 50% Friends

Next Club Meeting:

Second Saturday

Etowah Bend

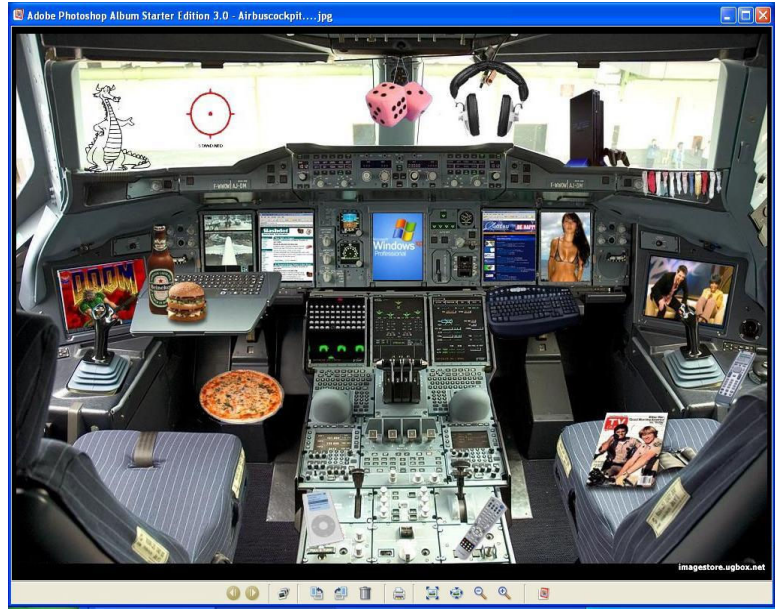
May 13th

10:30 Fly-In and Gossip

11:00 Starts Promptly

Bring Your Bird

Super LSA



The Glass Cockpits are Coming !!!!

The Glass Cockpits are Coming !!!!

(From Steve Walton)

A Special GSFA Salute

SCOTT CROSSFIELD DIES IN SINGLE-ENGINE CRASH

A. Scott Crossfield, 84 (AOPA 1043507), a test pilot who set the criteria that made the first manned space flights possible, died in the crash of his 1960 Cessna 210 on April 19 near convective weather over northern Georgia. The Civil Air Patrol (CAP) located the wreckage near Ranger, Georgia. He was flying from Prattville, Alabama, to Manassas, Virginia, but radar contact with the Atlanta Air Traffic Control Center was lost at 11:14 a.m. EDT near Ludville, Georgia (six miles from Ranger). Crossfield was alone in the aircraft. "No one loved flying more than Scott Crossfield," said AOPA President Phil Boyer. "I've known him since I first came to Washington. I can't think of anyone with more varied aviation experience. And while we don't know yet what caused the accident, it certainly gives us all pause to



remember that weather is no respecter of experience or fame." Crossfield was a colonel in the CAP and established the CAP's A. Scott Crossfield Aerospace Education Teacher of the Year Award. In 1953 Crossfield became the first pilot to exceed Mach 2, flying a Douglas D-558-2 rocket plane. He was the first to fly the North American X-15 rocket plane but was told in his contract to keep it low and slow—no faster than Mach 3 and no higher than 100,000 feet. He survived an explosion while sitting in an X-15 that blew apart on the test stand. Crossfield, who worked for years on the staff of the House Science and Technology Committee, was responsible for training pilots who flew a 1903 Wright *Flyer* replica in North Carolina to celebrate the 100th anniversary of flight. [See the article on Crossfield](#) from *AOPA Pilot*. Photo courtesy Edwards Air Force Base.

Officer's Reports:

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

Presidents Cockpit:

It is Spring and therefore it can only be flying weather when weather permits. We pilots think of our sport as making us aeronautically aware but I visited the Georgia Aquarium this week and saw another dimension of fluidics. You see our medium is air and their medium is water or salt water. You have never seen such grace of movement as the various species swim by. The use of their various control surfaces to provide changes in direction and depth. They even exhibit some unique propulsion systems. These aquatic creatures make us look like we have a lot to learn about flying. So when we are out practicing maneuvers let us aspire to make aileron, elevator and rudder control movements as smooth as our aquatic creatures.

We have a lot of planning to do this month and hopefully our web page will become current. We need volunteers to handle all of the functions to make them run smoothly. If anyone wishes to be a volunteer and handle the organizing of a picnic, competition, rally, expo, etc. PLEASE contact me as soon as possible. I need VOLUNTEERS and I don't necessarily mean Tennessean but Georgia Sport Flyers members.

Make your entire landings HAPPY LANDINGS! See you at Etowah Bend for the May meeting Saturday May 13th at 11:00 am.
Frank

Vice President:

Richard Johnston is working on a special article for next month's newsletter.

Secretary/Treasurer:

Minutes of the General Meeting held April 8, 2006

Frank Eck opened meeting at 11:20

No guest this meeting and a smaller than usual turnout. Most of the active members were in attendance.

John Euchner - Still looking for dues from some members. We are current with our dues to USUA our trailer tag and with the State of Ga.

Kim Arrowood - Possible 1st Saturday June or so for trip to Spitfire Restaurant at Winder. Possible date for family / friends and Competition would be October at Etowah Bend. Need someone to come forward for event coordinator. September will be the date for the flying at Rome like we did last year at McCullum. Need to get dates as September is an active month for area flyins.

Mike Bertolami - S & F report. 1st day was rather slow but the next was busy. Lot of flying from So. Lake. Lots of UL and LSA were part of the fly ins.

Wayne Evans - Keep those cards and letters coming. It helps to get them in early if at all possible.

Frank Eck - Recognized Michael Miller as a new member. Mike already has a Plane and one experience to tell us about...

Ben Methvin - You can walk away from an engine out if you DO NOT STALL in the landing approach. Fly into the crash, stretch it out, but do not lose control. Approach to a landing stall is not a good thing.....

Frank Eck - Gave us a sketch of his past when he was with Cessna. He started in 1959 and was responsible for designing the nose gear on the 150/ 172. On the 310 twin he was responsible for the wing tip design so as to have positive fuel flow and any bank instead of adding the weight of two fuel pumps and the expense.

Our personal Club Chef, Steve, then took over and provided us with his "fine Dining" at 12:15.....

John Euchner

Safety Officer:

Second Quarterly Airport Authority Meeting Report

Submitted by Michael W. Prosser – GSFA Safety Committee Lead

The April 4th Cartersville-Bartow County Airport Authority meeting topics & issues were as follows:
Issues:

- No issues concerning GSFA ultralight Operations or Safety were noted. Good work!!! Please review the VPC Airport Pattern and Procedure document as a refresher. Please comply and continue to fly safely.

Projects: Old Business

- **“T” Hanger construction** is still alive and well, but it’s a bumpy road. Bids were received for the site prep/construction project, but bids were significantly higher than budget estimates, therefore, the project may have to be reopened for re-bid. However, the project will be reviewed with the low bidder to reconcile the cost overage and/or provide acceptable justification according to the specification.
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.
- **New Business:**
Talks have begun with banks regarding loans/loan rates for new T-hanger financing. Banks are requesting info. regarding occupancy. Note: this should not be an issue since there has been a waiting list for years.
The question concerning the availability of additional parking at the new T-hanger location and the parking situation was reported to be minimal.
- Also, please note that water pipe installation work and fencing work is continuing on the airport property. Be alert for heavy equipment and pedestrians at work.
- The DME (distance measuring equipment) is out of service, but should be repaired & returned to service by the time you read/receive this newsletter. Check NOTAMS if this applies to you.

Budman

GSFA History Continued

Air Rally Winners, Part 2

This update is to remember those individual trophy winners that placed first, second or third in the Air Rally competition. Hopefully, with the help of other GSFA members, we can complete the historical record from 1994 to 2004. No Air Rally was hosted for 2005; that year GSFA hosted the North Georgia Light Sport Expo in Calhoun, Ga. at the Tom. B. David airport. An update will follow for those items that are unknown, at this time. Please send me names/dates and place awards for any of those affected years for this column. Send to: jomikep@peoplepc.com or telephone at 770.792.6229.

Air Rally #10: June 2003 at Etowah Bend:

- 1st Place - Bob Smedberg, Hurricane
- 2nd Place - Bill Woods, Kolb Mark III
- 3rd Place - unknown

Thanks Bob Smedberg for the update.

Budman

Air Rally Winners With May Updates

Air Rally #1: August 1994 at Dave Wheeler

Field:

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

Air Rally #2: August 1995 at Dave Wheeler

Field:

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

Air Rally #3: June 1996 at Etowah Bend:

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

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

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

Air Rally #5: June 1998 at Etowah Bend:

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

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

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

Air Rally #7: June 2000 at Etowah Bend:

- 1st Place - Stuart Fuller, Trike
- 2nd Place - Charlie Carter, Phantom X-1

- 3rd Place - Michael Fouts, Phantom X-1

Air Rally #8: June 2001 at Etowah Bend:

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

Air Rally #9: June 2002 at Etowah Bend:

(Two Separate Vehicle Classes - Fixed Wing and Trikes)

Fixed wing:

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

Trikes:

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

Air Rally #10: June 2003 at Etowah Bend:

- 1st Place - Bob Smedberg, Hurricane
- 2nd Place - Bill Woods, Kolb Mark III
- 3rd Place - unknown

Air Rally #11: June 2004 at Etowah Bend:

(Two Separate Vehicle Classes - Fixed Wing and Trikes)

Fixed wing:

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

Trikes:

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

Submitted by Michael “Budman” Prosser

The Topic is PostFlight

From The Safety Officer: Michael W. Prosser, aka “Budman”

Sure, you do the **preflight** right, but what about after the flight? Do you ignore the vehicle and push it back in the hanger until (hopefully) the next preflight (next day, next week, next month)?

It seems that all too often the postflight activity, for many aviators, stops when we stop taking flight instruction. Yep, no more critique of the flight or pilot performance.

Unless a “lessons learned” issue dictate otherwise, I like to do my postflight at the end of each day. It’s a complete walk around similar to the preflight. It’s at this time that I clean the leading edges of the wings, vertical & horizontal stabilizer, windscreen, propeller blades and wheel pants, as well as all of the basic nuts & bolts of a normal preflight and include any “lessons learned” from the days flying activities. After that, enjoy a “debrief” (ask me if you don’t know what that is – I probably have a cold one in my airport fridge that’s a cylindrical, red & white beverage container), chit-chat with the guys (gals) that’s hanging around the airport hanger and then go home & bask in the afterglow of the day’s pleasure.

The postflight paid off for me big time on Sunday, 4-9-06. It happened this way: I pulled my HummelBird out of the hanger for an “air time fix” and the preflight was normal (no safety of flight issues). The flying was great - just what I needed. I taxied back to the hanger and performed my postflight. No airspace issues or technical “lessons learned” to address, so I as most people would, anticipated a quick walk around and clean up of the bug juice on the leading edges. Yea, I did the walk around all right and I did the “touchy feely” thing – pushed this & pulled that, but what I found at the engine stopped me cold in my tracks! I always check my spark plug caps, which also can confirm the integrity/security of the spark plug itself. Well...my port spark plug was loose! No way I thought to myself!!! I always check this before I fly. Please realize that I have only a single ignition system: one magneto and one spark plug per cylinder. Therefore, you should know how important it is, how essential the integrity and security of these components are. My, my, my...sure enough, when hot, the aluminum threads had given way just enough for the plug to loosen, ever so slightly. Like most engines with aluminum heads, they can only be torqued when the engine is COLD. To make a long story short, when I retorqued the left spark plug, the threads failed at peak torque. The result was that the plane was grounded! Buu-u-ummmm-m-m-mer-r-r-r! However, the good news of this story is that the problem was found on the ground, before flight!!!

Scott Casler at Hummel engines rushed & made me a set of new heads and I had them in my hands in four days and I had them installed in two days. My HummelBird is flying again and all is well with the world (smile).

Be safe out there.
Budman

May, Safety Quote for The Month

Maintain thine airspeed, lest the ground rise up and smite thee!

Be safe out there.
Budman

Website Editors: In Progress

News Letter Editor: Please "Keep those Cards and Letters Coming".

Trip Coordinator: Working on Trips but Weather is the King (or Queen) just now.

More Good Stuff from Chuck Goodrum :

Chuck is preparing an article for the June newsletter. The title is "Sport Repairman Course".

He has been coordinating the presentation of a repairman course for sport trike pilots and owners. It is specific to trikes or "weight shift control" aircraft. The course occurs June 24 and 25, 2006 and is posted on the following website.

http://www.sportaviationspecialties.com/LS_Repairman_Courses.htm#Course_Description

May's Birthday Boy:

Mike Bertolami

I'll be 60 on May 12th. The best thing about growing older for me is being able to have my own plane and fly it.

I've loved everything about planes since I joined the Air Force on my 17th birthday. I was a member of the 82nd FIS - ADC, and served a 4-year tour.

In the early 70's I was in the Army National Guard 51st Squadron one year at Dobbins.



I worked on the flight line at McCollum with Red Baron flight service. I later worked with Mr. Ashley at AeroEngine shop, rebuilding aircraft engines and zero-timing them. I also worked for H & L Aircraft Service doing A & P work.

During this time I flew 3-5 hours training in a Cessna. In 1976 I ferried a brand new Hughes - 300 helicopter from Southern California to McCollum with the instructor, and acquired 27 1/2 hours flight time.

I also worked at Lockheed on the C-141 "Stretch Program". One of the best things about flying has been the opportunity to learn from Ben Methvin and to become friends with him. I first met him about 5 years ago, when I saw the small planes flying from Cartersville. I flew 5 1/2 hours with him and was ready to solo. I had to go back to work, however, and didn't see Ben for 1 1/2 years.

When I was able to return, I soloed after 9-1/2 hours. I bought a bi-plane. I now have about 100 hours and I have been modifying and repairing her ever since. Jane says she (my plane) is a girl!

Leibchen (my dog) loves going to the field with me, where I enjoy the fellowship of hanging out with my fly-buddies. (Eds Note: Leibchen is the copilot and really seems to enjoy flying just as much Mike does.)

Bens Cross Country Seminar:

On behalf of my fellow club members working our way through the maze of requirements trying to elevate ourselves to Sport Pilots and our Birds to Experimental Light Sport Aircraft, I wish to thank Ben Methvin for hosting his fine seminar on Cross Country Planning. Those attending his training session know how he stressed that Airport Safety is a Major Concern with the knowledge of Airport Signs and Markings vital for us to learn. As a follow up to Ben's Training, I have added the next page to our May newsletter in hopes it will help all of us become better and safer pilots as we move on to our next level of Sport Pilot knowledge and Flying Fun. This information comes to us courtesy of AOPA On Line Safety Center. It has been placed vertically to achieve the greatest detail. A Flight Planner and Much Easier (No E6B or Wind Triangle) Cross/Head Wind Determination Chart follows the Signs and Markings page. Print out this helpful information and Good Luck in your studies. - Ed



FAA SAFETY CENTER
www.faa.gov/safetycenter

Airport Signs and Markings

	ILS critical area holding position sign When the ILS is in use ATC may hold you short of this sign so your aircraft does not interfere with the ILS signal.		Runway boundary sign This sign faces the runway and is visible to pilots exiting the runway. Taxi past this sign to be sure you are clear of the runway.
	Runway approach area holding position sign You must hold at this sign until cleared to cross the runway, to avoid interference with runway operations.		Taxiway ending marker This sign indicates the termination of the taxiway. It is located at the far end of the intersection.
	Taxiway location sign This sign indicates which taxiway you're on. It may be posted next to direction or holding position signs.		Closed runway and taxiway marking Located at both ends of permanently closed runways and at 1,000-foot intervals. It is also placed at taxiway entrances if they are permanently closed.
	Runway holding position sign Until cleared onto the runway you must hold at this sign. In this example, the runway 15 threshold is to the left and the runway 33 threshold is to the right.		Direction sign for runway exit This sign will indicate the approaching taxiway while on the runway. In this example, taxiway Bravo is approaching to the left.
	Destination signs and location sign This sign indicates current position and direction to other taxiways. In this example, you are on taxiway Alpha. Taxiway Charlie passes from right to left and Alpha continues ahead to the right.		ILS critical area boundary sign Indicates when you are safely clear of the ILS critical area. It is located directly beside the ILS holding position markings. While ILS approaches are in use, taxi past the sign before stopping on the taxiway.
	Outbound destination sign This sign indicates directions to common taxi routes. In this example, runway 27 and 33 are to the right. The dot in the middle separates destinations identified on the sign.		Holding position and location signs In this example you are on taxiway Alpha; runway 5-23 passes perpendicular to your position. Runway 9-27 passes at an angle starting ahead and left of your position to behind and right of your position.
	Inbound destination sign This sign directs pilots to destinations on the airport. This example indicates that the military installation is to the right.		Runway location sign This sign identifies the runway on which your aircraft is located.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		(FAA USE ONLY) <input type="checkbox"/> PILOT BRIEFING <input type="checkbox"/> VNR			TIME STARTED		SPECIALIST INITIALS	
FLIGHT PLAN		<input type="checkbox"/> STOPOVER						
1. TYPE	2. AIRCRAFT IDENTIFICATION	3. AIRCRAFT TYPE / SPECIAL EQUIPMENT	4. TRUE AIRSPEED	5. DEPARTURE POINT	6. DEPARTURE TIME		7. CRUISING ALTITUDE	
<input type="checkbox"/> VFR					<input type="checkbox"/> PROPOSED (Z) <input type="checkbox"/> ACTUAL (Z)			
<input type="checkbox"/> IFR			KTS					
<input type="checkbox"/> DVFR								
8. ROUTE OF FLIGHT								
9. DESTINATION (Name of airport and city)			10. EST. TIME ENROUTE		11. REMARKS			
			HOURS MINUTES					
12. FUEL ON BOARD		13. ALTERNATE AIRPORT(S)		14. PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE			15. NUMBER ABOARD	
HOURS	MINUTES							
				17. DESTINATION CONTACT/TELEPHONE (OPTIONAL)				
16. COLOR OF AIRCRAFT		CIVIL AIRCRAFT PILOTS. FAR Part 91 requires you file an IFR flight plan to operate under instrument flight rules in controlled airspace. Failure to file could result in a civil penalty not to exceed \$1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended). Filing of a VFR flight plan is recommended as a good operating practice. See also Part 99 for requirements concerning DVFR flight plans.						

FAA Form 7233-1 (8-82)
Electronic Version (Adobe)

CLOSE VFR FLIGHT PLAN WITH _____ FSS ON ARRIVAL

Flight Planner FAA Form 7233-1

Explanation of Flight Plan Item:

- Block 1.** Check the type flight plan. Check both the VFR and IFR blocks if composite VFR/IFR.
- Block 2.** Enter your complete aircraft identification including the prefix "N" if applicable.
- Block 3.** Enter the designator for the aircraft, or if unknown, consult an FSS briefer.
- Block 4.** Enter your true airspeed (TAS).
- Block 5.** Enter the departure airport identifier code, or if unknown, the name of the airport.
- Block 6.** Enter the proposed departure time in Coordinated Universal Time (UTC) (Z). If airborne, specify the actual or proposed departure time as appropriate.

7. Block 7. Enter the appropriate VFR altitude (to assist the briefer in providing weather and wind information).

8. Block 8. Define the route of flight by using NAVAID identifier codes and airways.

9. Block 9. Enter the destination airport identifier code, or if unknown, the airport name.

***NOTE-** Include the city name (or even the state name) if needed for clarity.*

10. Block 10. Enter your estimated time en route in hours and minutes.

11. Block 11. Enter only those remarks pertinent to ATC or to the clarification of other flight plan information, such as the appropriate radiotelephony (call sign) associated with the designator filed in Block 2. Items of a personal nature are not accepted.

12. Block 12. Specify the fuel on board in hours and minutes.

13. Block 13. Specify an alternate airport if desired.

14. Block 14. Enter your complete name, address, and telephone number. Enter sufficient information to identify home base, airport, or operator.

***NOTE-** This information is essential in the event of search and rescue operations.*

15. Block 15. Enter total number of persons on board (POB) including crew.

16. Block 16. Enter the predominant colors.

17. Block 17. Record the FSS name for closing the flight plan. If the flight plan is closed with a different FSS or facility, state the recorded FSS name that would normally have closed your flight plan.

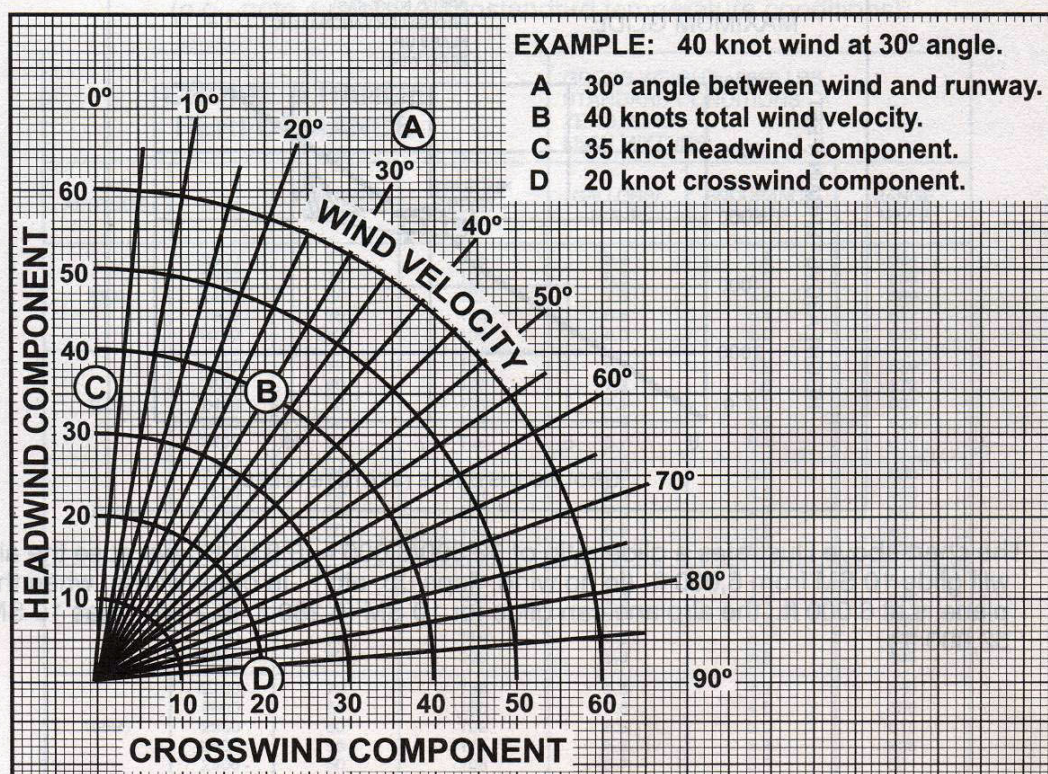
NOTE-

1. Optional- record a destination telephone number to assist search and rescue contact should you fail to report or cancel your flight plan within 1/2 hour after your estimated time of arrival (ETA).

2. The information transmitted to the destination FSS will consist only of flight plan blocks 2, 3, 9, and 10. Estimated time en route (ETE) will be converted to the correct ETA.

5.9 CROSSWIND PERFORMANCE

- A. Takeoffs and landings in certain crosswind conditions are inadvisable or even dangerous. If the crosswind is strong enough that the airplane is incapable of preventing a sideways drift, a hazardous landing condition may result.
 1. Always consider the takeoff or landing capabilities with respect to the reported surface wind conditions and the available landing directions.
 2. The airplane's *POH* indicates the maximum crosswind component capability of the airplane.
 3. Some *POHs* have a chart so the pilot can determine the crosswind component.
- B. Many airplanes have an upper limit to the amount of direct crosswind in which they can land (usually about 20% of stall speed). Crosswinds of less than 90° are converted into a 90° component on graphs. Variables on crosswind component graphs are
 1. Angle between wind and runway
 2. Knots of total wind velocity
- C. Refer to the example crosswind component graph below.
 1. Note the example on the graph of a 40-kt. wind at a 30° angle.
 2. Find the 30° wind angle line (A). This is the angle between the wind direction and runway direction, e.g., runway 16 and wind from 190°.
 3. Find the 40-kt. wind velocity arc. Note the intersection of the wind arc and the 30° angle line (B).



4. Drop straight down from B to determine the crosswind component of 20 kt. (D). Landing in this situation is like having a direct crosswind of 20 kt.
5. Back at B, move horizontally to the left to determine the headwind component of 35 kt. (C). Landing in this situation is like having a headwind of 35 kt.

Emergency Locating Transmitters (ELTs) - Research from your Editors

(We know this is Long but it is Very Important and we wanted to be accurate)

FAA requirements state that All 2 seat ultralight trainers (Flightstar II SC, Hawk, etc.) capable of carrying a passenger Must have a Emergency Locating Transmitter (ELT).in order to pass the Aircraft Airworthiness test administered by a DAR, such as Steve Walton. Having passed this test the aircraft may then be registered as an N numbered, Experimental Light Sport Aircraft (ELSA). Since single seat ultralights are Not capable of carrying a passenger, No ELT is required.

The following are excerpts relating to ELTs take directly from the FAA “FAR/AIM” specifications [Note - Added Editor Comments are enclosed in ()].

14 CFR Section 91.207 (P.522 – 523)

Subpart 2. d:

If “armed” and when subject to crash generated forces, ELTs are designed to automatically activate and continuously emit their respective signals, analog (121.5 MHz and 243.0 MHz or digital (Newest 406 MHz). (This More than implies that lower cost hand held Manually (Not Automatic) activated ELTs, referred to as Personal Locating Beacons, Cannot fulfill this 2 seat aircraft ELT requirement).

Subpart 2. f:

Because of the large number of 121.5 MHz ELT false alerts and the lack of a quick means of verifying the actual status of an activated 121.5 MHz or 243.0 MHz analog ELT through an owner registration database, U.S. SAR (Search and Rescue) forces do not (that’s Do Not) respond as quickly to initial 121.5/243.0 MHz alerts as the SAR forces do to 406 MHz alerts. Compared to the almost instantaneous detection of a 406 MHz ELT, SAR forces normal practice is to wait for either a conformation of a 121.5/243.0 MHz alert by additional satellite asses or through confirmation of an overdue aircraft (If you filed a flight plan) similar notification. In some cases, this confirmation process can take hours. SAR forces can initiate a response to 406 MHz alerts in minutes compared to the potential delay of hours for a 121.5/243.0MHz.

Subpart 3.

The Cospas-Sarsat system (the primary locating system used by SAR) has announced the termination of satellite monitoring and reception of the 121.5 MHz and 243.0 MHz frequencies in 2009 (a reminder – it is Already 2006) The Cospas- Sarsat system will continue to monitor the 406 MHz frequency. What this means for pilots is that after the termination date, those aircraft with only 121.5 MHz or 243.0 MHz ELTs onboard will have to depend upon either a nearby Air Traffic Control facility receiving the alert signals or an overflying aircraft monitoring 121.5 MHz or 243.0 MHz detecting the alert.

Concluding ELT comments from the Editors:

Comparisons:

Remember that to the SAR response time to a 406 MHz alert is in Minutes (Highest Priority) instead of Hours (Lower Priority) to a 121.5 MHz or 243.0 MHz alert. Keep in mind the “Golden First Hour” Survival Rule. In addition, the accuracy of finding the alerting location may be within a few thousand feet for the newer digital 406 MHz system, while this locating accuracy may be in Miles for the older analog 121.5MHz or 243.0 MHz systems. Adding affordable GPS with its accuracy in Feet to the 406 MHz system will be coming soon. Also the 406 MHz system sends important Digital Aircraft and Personal Emergency Data that the older Analog 121.5 MHz and 243.0 MHz systems cannot send.

Cost ??????:

The older 121.5/243.0 MHz Automatic ELTs (Not hand held manually activated PLBs) May be a few Hundred Dollars, while the newer 406 MHz may approach a Thousand Dollars. I personally plan to take advantage of all the Much Shorter Emergency Response Time (The Golden Hour), the increased Locating Accuracy (Feet Not Miles) and the ability to send Vital Emergency Data. I for one will be spending the extra \$500 (or a little more) for the superior 406 MHz system that Won't become absolute in 2009. In addition, I am looking forward to someday adding an Affordable (Not \$4000) GPS capability to my New 406 MHz ELT system, which will then give me 10 Feet location accuracy.

Compared to the many Thousand of Dollars I have already spent on my plane (Most of you know my Ups and Downs with the Red Eagle), the Percentage Increase in getting a Superior 406 MHz ELT is a Small Price to pay for all the advantages and the added Peace of Mind for My Family and Me.

NO. I Do Not personally sell 406 MHz ELT systems (Yet). I have just been gathering information for deciding what I need to get for my airplane and wanted to pass it on to all of you in the club.

Happy ELT Shopping and if you find some Good Ones out there, please let us all in on it.

I have applied for both an N number and for Registration of the Red Eagle. As soon as we know that all this FAA paperwork has made it through the Government Maze, we will try to inform all of you about any and all the Gotch-Yas and Catch 22s we have encountered in hopes to save you time, \$ and excessive agony.

Wayne and Ann Evans - Your Eds

Sport Pilot Certificates:

Who Passed What So Far?

Charles Spegele - Sport Pilot Practical Test and is now a Real Sport Pilot with his own LSA.

Phil Jouanet - Sport Pilot Knowledge Test and working on Practical Test

Mark Shaddock - Sport Pilot Knowledge Test and working on Practical Test

Wayne Evans - Sport Pilot Knowledge Test and working on Practical Test

Richard Logue - Sport Pilot Knowledge Test and working on Practical Test

Who is Studying What?

Kim Arrowood - Sport Pilot Knowledge Test

Richard Johnston - Sport Pilot Knowledge Test

Mike Miller - Sport Pilot Knowledge Test

Bill Malpass - Sport Pilot Knowledge Test

Who's Bird is "Going For It?" - (FAA Registration and N number):

A new column starting this month

Wayne Evans - Red Eagle soon to be N60RE (Are You Next)

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](#)

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

Airport Information and Maps -

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

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

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

Title 14: Aeronautics and Space -

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

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

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

Member's Web Sites to Visit:

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

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Thank you for your Cooperation

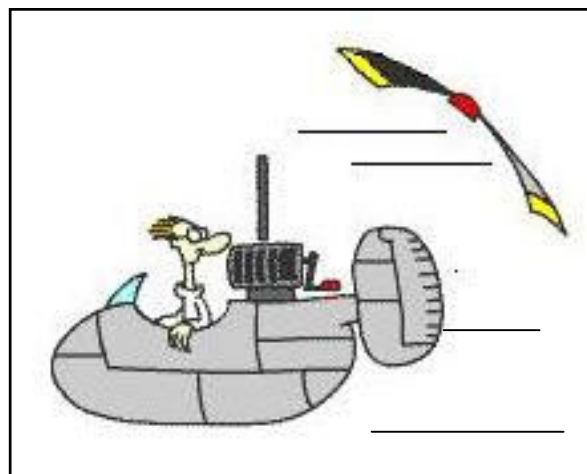
Wayne and Ann Evans - Eds
(770) 753-4181
wevansee@mindspring.com

A Closing Brain Teaser
From Your Friendly FAA DAR

- Steve Walton

Airworthiness Quiz:

Pass or Fail??? - You be the Judge.



It's Your Club and Newsletter Too, so Keep Those Great Contributions Coming

See you All at Etowah Bend on May 13th

Thanks, from the Eds