

# *The Sport Flyer*

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

**Our Next Club Meeting is November 11, 2006**

**2007 Officers Election Day**

## **Words of Wisdom**

**"Holiday Cheers Bring Many a Guest,  
But Family and Friends are the Very Best"**



## **Next Club Meeting:**

Second Saturday

Etowah Bend

**Nov. 11th**

10:30 Fly-In and Gossip

**11:00 Starts Promptly**

***Bundle Up and 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

**Trip Coordinator** - Kim Arrowood

**News Letter Editors** -Wayne/Ann Evans



## Three Cheers For, not One, but Two new Sport Pilots

**Richard Logue**

**Mark Shaddock**



(Hey Georgians, lets show these two Floridians We can pass Our tests too)

### **Solid Congratulations Fellows on a Job Well Done**

**And Who Made This All Happen for Many (Most) of Us?  
Our Very Own November Birthday Boy - Ben Methvin**

### **1931 to 2006 and Still Flying High**

I was freshly minted on Glessner Street in Americus, Georgia in November 1931. I was welcomed by my Father, George and Mother, Helen and a wealth of aunts and uncles and a tribe, which was to grow large, of wonderful cousins.



My grandfather owned a big farm and a country store full of wondrous things. One lucky kid. Life was and is great.

My first airplane ride took place at a large clearing on the south side of Americus, opposite side of town from the great Southern field where Lindberg bought his first plane, a Jenny, and soloed it on the spot. The occasion was the wonderful coincident visits of my rich aunt and a two-airplane fleet consisting of a Pitcairn Autogyro and a Ford Tri-motor. With my aunt's five dollars (a fortune, this was the Depression) and the willowed-chaired Tri-motor, I got my first God's-eye view of my world.

I became an airport brat at 13 after my father paid for a "discovery" flight in a Piper J3 Cub with Earl Stockton' a hero just returned from the war wherein he flew my favorite airplane, the P-40. Many of my students have heard Earl's words in my cockpit with such tid-bits as "level your nose when you turn in the pattern and you will never stall".

We had a Stearman, a Stagger-wing Beech, a brand new Ercoupe, a Piper Cub and later 3 war surplus BT-13 Vultee vibrators. I earned 10 cents per hour cleaning airplanes and leveling a runway with the county tractor. I took it out in flying lessons, which were recorded in a logbook, which had belonged to a student who quit after his first lesson.

Earl left at his new wife's request and found a better job at Eglin AFB where he made enough to actually feed her. The field fell into disrepair and I fortunately discovered girls as a suitable substitute for my afternoon with airplanes. I was not to fly again until I went into the Georgia Air National Guard, following one year at Georgia Tech.

In the National Guard, I was variously, a gopher sent after "prop wash", a helper on one of the P-47 "Jug" crews, a tow-reel operator in a B-26, and a flunky on the "Georgia Peach" the executive C-47 used by the Governor. The Korean War caused the Government to urgently need the National Guard in Alexandria, Louisiana. I went with them when I should have been doing my sophomore year at Tech. I flew a Luscombe Silvir for a few lessons but was held up by my paltry salary as an Airman 1<sup>st</sup> class. I was offered a slot at Air Cadet's school but flunked the eye test. Cried myself to sleep that night and have been wearing glasses ever since.

Back to Tech and to a job at Lockheed as a final assembly helper on the B-29s, which were being refurbished after having been stored in the desert. Night school, day shift, Day school, graveyard shift, etc left me with not much time for anything but I did join the Tech Flying club again and soloed at Charlie Brown airport.

Promotions came fast at Lockheed and soon I was cleaned up and sent to California to help finish the prototype C-130 Hercules aircraft being built in what was to become the "Skunk Works". What an experience! California was a fascinating place for a young country boy from South Georgia on an expense account. Edwards Air Force Base, Tony Levier, Fish Salmon, Howard Hughes, skiing, glider work, a lovely desert girl from Palmdale, are all memory flashes which give me much pleasure in reflection. The company must have been happy with my stint in California as they gave me another promotion to a salaried job as one of the first Tech Representatives on the C-130A soon to be delivered to the USAF. That was the life, an expert at 23, single, a passport and a beautiful new Atlanta girlfriend who seemed to overlook my country origins. I married the Atlanta girl in 1956 who supported me for the next 35 years and raised four of the finest children any man could hope for

One of the things that fell by the wayside as we were having children was recreational flying. When it came to food or flying my wife arguments always won.

Lockheed continued to promote me and I served as sales rep, sales director, Director of Latin America, Vice President of Europe and Africa, living in exotic cities such as Miami, Boston, Rio de Janeiro, Paris France and Marietta, Georgia. After 43 great years on the job, I retired and discovered Ultralights and Cartersville and the greatest people on earth. The rest you know. Thanks to you all  
Ben Methvin

## **Officer's Reports:**

**President** -Frank Eck.

President Cockpit

FIRST ANNUAL FLY-IN ELECTION!! At Etowah Bend Field, 11 AM Nov. 11 2006.  
Be there and vote for your favorite slate of Officers for 2007. Drive-ins will be allowed to vote also. Every voter must be listed as a paid up GSFA member. Chef Steve Ahouse has agreed to feed us well. So there is no excuse for not being there. We have a slate of Officers nominated at the last meeting. Promise there will be limited campaigning and no long speeches. Pilots are not known to be orator's, just flyers.

That chill in the air means it is past time to ready our aircraft for winter flying. So if you have not done so, it is time to DOIT. Always keep yourself and your airplane flying safely - Frank

**Secretary/Treasurer** -John Euchner

### **Minutes October 12, 2006**

Frank: called meeting to order 1110.  
Introduced a new member.

John E: Our bills are up to date, only item left this year is the Club trailer tag.

Mike Prosser: Alls well at Catersville airport, there have been no complaints. All safety  
Regs. are being observed.

Wayne: Keep those articles coming. If you are not getting your news letter please  
see John.

Kim: Kim has passed around a work list for those that would like to give some of  
your time to help prepare and to take down after our dinner on Saturday Dec. 9th.  
Nov. 18 is Ben's birthday and will be an afternoon gathering at Woodland Church.  
We will all be getting more info via email this week.  
Everyone introduced themselves and what we are all flying / building.

Vistors: Elizabeth Winterstein ( John`s daughter)

Nominees for next year are; Pres.	Mike Miller
VP.	Wayne Evans, Phil Jouanet
Sec.	John Euchner
Safety Officer	Mike Prosser
News Letter	Richard Johnston

Richard Johnston needs any dig. Pics that you might have for a Power Point or slide presentation for the dinner next month.

Please contact Richard direct at:

Home: (404) 921-1853, Cell: (678) 687-9564.

john

**Safety Officer** -Michael Prosser

## **Fourth Quarterly Airport Authority Meeting Report**

Submitted by Michael W. Prosser – GSFA Safety Officer

**The October 3<sup>rd</sup>, 2006 Cartersville-Bartow County Airport Authority meeting topics & issues were as follows:**

### **Issues:**

- No operational or UL safety issues were noted. Good work!!! Please review the Cartersville (VPC) Airport Pattern and Procedure document from time-to-time, as a refresher. Please comply and continue to fly safely & to be a good neighbor, whether you fly as a certificated pilot or UL pilot. Also, please help to promote a harmonious relationship with all of our pilot friends and airport users where ever your home base is.

### **Projects: Old Business**

- **“T” Hanger construction** is still alive and well. The site prep and paving work is complete!!! Grass matting and hay have been distributed around the earthwork perimeter on the Northwest corner of the airport. The ETA (best guess) for hanger completion is 6 months.

**The Hanger rental (\$\$\$/month) has not been determined at this time.**

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

**Note:** It appears that due to the amount of extra earthwork performed, it has effectively increased the available surface area for hanger construction. Therefore, it appears that 2 additional hangers will be constructed, depending on the actual cost of the hangers & erection. The new hangers will be on the northwest end of the field. The plan is to build a total of 32 new T-hangers: (22) in one cluster, with a 34’ depth (for large or twin engine aircraft). Another

cluster of (10) T- hangers will be built with a 24' depth (small or single engine aircraft). Discussion indicated that both hanger clusters would have a 40' wingspan capability.

- Work on all sides of the airport property has been underway to clear trees & brush from the safety zones around the runway and at each approach end; most notably is the clearing at the Northeast corner of the field (ravine).
- The road-widening project continues for Highway 113 and the Ga. Dept. of Transportation. The contract was awarded to NW Ga. Paving Co. Expect much construction in the future to this area as it will affect the approach end of runway 19; there will be some type of embankment built at the roadway there. This will not affect flight operations at the airport, but may affect vehicular highway traffic. The Airport Authority has signed three easements for Ga. Power to make the necessary changes along the roadway of services/utilities. Please be alert for heavy equipment and pedestrians at work.

**New Business:**

- New chain link fencing has been installed along Hwy. 61 from the entry gate near Southland Aviation, from the mid-field blue hangers northward, approximately 1300 feet. Expect additional fencing construction around the airport property, as funding becomes available.
- The Airport Authority is to pave the gravel driveway at the entry gate near Southland aviation & mid-field blue hangers (off Hwy. 61), as soon as practicable.
- No re-zoning projects are expected along the south end, across Old Alabama Road and adjacent to Hwy. 61, for 2006. The FAA is very sensitive to this project, due to the restrictions/limitations around the Safety Zone at the approach end of 01. The Airport Authority is monitoring this very closely.
- Mr. Henry Rogers, Mr. Stile's Son-In-law, is the "Executer" of Mr. Stile's estate. He is responsible to the Airport Authority for hanger rent, the business assets there, which would include the selling of Mr. Stiles hanger and liquidate those assets in & around the hanger itself & clean-up the property. The hanger has not been sold to any interested party yet; he is still open to offers.

**Mike Prosser**  
**"Budman"**

## Safety thought for the month:

### Airports and Airspace: Controlled or Uncontrolled?

Airports are typically categorized by the type of airspace that is associated with that airport: B, C and D. Airports with this type of airspace designation have a control tower. We also have non-towered airports in Class G airspace (uncontrolled airspace). Overlying these airports is Class “E” airspace (700 or 1200 ft, as applicable), which is incorporated as general controlled airspace for the transition of IFR traffic to/from the terminal or enroute environment to the visual airport environment. Weather minimums must be adhered to, to see & avoid traffic and be seen! Keep your eyes open and scan, scan, scan! Just because you may be flying an UL does not give any of us the right to ignore what’s going on around us. Knowledge is power; be aware of what is going on around you – your safety and the safety of others depend on it. Caution: Class E airspace can extend to the surface when designated or when a control tower is closed or out of service. Yes, get/read an AIM (Airman Information Manual), sectional charts or other published circular on this subject.

Calhoun & Cartersville are examples of **“uncontrolled airports”**, which insinuates an “anything goes” kind of airport. Not so, there are rules to be followed. These are airports all right, but are **“non-towered” airports**. Class “G” airspace is associated here, but is overshadowed by Class “E” airspace above it (see first paragraph). This type of airspace has vertical, horizontal and altitude limits that you also need to be aware of. Don’t let the Class G, uncontrolled airspace designation, mess with your mind...something to think about (smile).

Airports, airport traffic areas, airways, in the vicinity of VOR’s, VFR corridors, visual reporting points, or any other land based aid to navigation will be dangerous because UL’s or aircraft tend to congregate there. Oh my, so much to know & learn that may affect our safety of flight. There are even “direction of flight rules” for VFR aircraft above 3000 feet AGL (but below 18K MSL) and altitude assignments MSL:

Magnetic course of 0 –179 degrees is odd thousands of feet + 500 ft. (3500, 5500 etc.).

From 180 – 359 degrees it’s even thousands + 500 ft (4500, 6500, etc.)

Beware: IFR traffic (visual flight rules aircraft) isn’t far away!

From 0-179 degrees it’s odd thousands only (3000; 5000 etc.).

From 180 – 359 degrees it’s even thousands only (2000, 3000, 4000).

The point is, be very, very careful...it can be dangerous & vehicles/aircraft can seem to come out of nowhere, especially in the vicinity of an airport or navigation aid. We all have the responsibility for visual separation: keep your head on swivel – that’s why the good Lord gave us a neck!

Be safe out there,

By: Michael “Budman” Prosser

**Website Editor - Richard Johnston**  
It's getting better every day.

**Trip Coordinator - Kim Arrowood**

October was a good time for flying, we started out the month with a trip to Sprit Field to visit our Friends Ed & Deb Spain. We had a wonderful breakfast, then took off for the Flying M Ranch for lunch {a fish fry } It was a fun day of flying and eating.

As always we do fly for food. The second weekend we had our Club meeting, then took off to Rhodes Field for lunch. { this was a fun day, the wind was wild } The third weekend was the Rome Air Show, and what a show it was, lots to see. Not sure what November will hold for trips it's up to the weather as always.

Kim

**News Letter Editors -Wayne/Ann Evans**  
Thanks for all the Great Stuff over the past year.

## **A Special Report from Richard Logue - New Sport Pilot**

I plan to take the E-LSA Repairman's course so that I can do my annual inspections on my plane. If there are enough people interested in the course (a minimum of 10 people), they will bring the course to us. If there is not enough interest, I plan to attend the Dec. 2-3 class at Orangeburg SC. If people will give me a call (770-309-2525) by 11/15, I will try to set up a class OR if there is a minimum interest in the class, I'd be interested in sharing a ride with someone else to the SC class. I will be talking this up this weekend at the airport assuming the weather is decent enough to go there. For more information you can contact G. Micheal Huffman directly at [www.sportaviationspecialties.com](http://www.sportaviationspecialties.com) or call him at Sport Aviation Specialties (816) 838-6235. - Richard:

## **Possible Good News From the EAA:**

EAA and its Ultralight Council are working to ensure that ultralight pilots have access to thorough training even after the current FAA exemption for ultralight flight training expires on January 31, 2008.

The FAA ultralight training exemption allowed use of two-place ultralight aircraft (like our Flightstars) to teach prospective ultralight pilots. The movement of those two-place training aircraft into the light-sport aircraft category, as part of the sport pilot/light-sport aircraft rule, has sparked questions on how future ultralight pilots will receive adequate instruction.

"We know there is a significant segment of the recreational flying community who would prefer to fly, or continue flying, ultralights under FAA Part 103," said Timm Bogenhagen, EAA's ultralight



programs manager. "EAA is committed to supporting them and ensuring their safe operations, just as EAA has since the beginning of the ultralight movement in the early 1980s."

The EAA Ultralight Council - consisting of experienced ultralight enthusiasts who volunteer their time to help set policy and design programs to benefit ultralight fliers - explored the matter at its fall meetings in Oshkosh on Oct. 27-28. The council made a series of recommendations to maintain the growth and vitality of the ultralight community as an economical, safe and fun way to experience flight.

Those recommendations include:

- Maintain the ultralight student, pilot and vehicle registration programs;
- Continue cooperation with the United States Ultralight Association (USUA) and Aero Sports Connection (ASC), who with EAA have trained and endorsed ultralight instructors for more than a decade;
- Explore ways for student ultralight pilots to receive flight instruction from certified flight instructors, using aircraft that have similar flight characteristics as ultralight;
- Find ways to use sport pilot test standards as an additional instruction standard for ultralight training;
- Expand ultralight-specific training materials for each category of ultralights.

"EAA will continue to publish ultralight-specific articles each month in EAA Sport Pilot magazine and provide the support needed in this area," Bogenhagen said. "Ultralights have become an important part of the recreational flight community over the past 25 years, and it's crucial that this unique entry point into the world of flight remain vibrant into the future."

## **Four Resent Articles from AOPA**

### **1. FAA MAKES UNEXPECTED CHANGES TO ATLANTA CLASS B**

The FAA has issued an [emergency air traffic rule](#) making minor changes to the Atlanta Class B airspace. Pilots need to be especially alert (download the [letter to airmen](#)) to the changes because they go into effect October 26, but won't show on standard charts until the next cycle to be issued in March of next year. (The FAA will issue interim "blue dot" sectional and terminal area charts soon.) The changes add two small sectors northwest and northeast of the airport between the 20 and 25 nm rings. The floor of these sectors has been lowered from 6,000 to 5,000 feet. "While this change has minimal impact on VFR flights in the area, the FAA failed to follow the standard process of consulting with airspace users before making a change," said Heidi Williams, AOPA director of air traffic services. "We've been assured that future changes will go through the ad hoc process so that users have a chance to participate." And more changes are likely next spring. The FAA is changing the airspace in order to keep IFR operations within Class B airspace when conducting simultaneous triple ILS approaches to Atlanta.

### **2. BOX 13**

Have you ever looked at [Box 13](#) on the FAA's flight plan form and wondered who uses it and why? Perhaps it was explained to you that Box 13, which allows a pilot to designate an [alternate airport](#) (or airports) for a flight destination, does not apply to you. It is filled in by instrument-rated pilots filing an IFR flight plan when an alternate to the desired destination is required because of weather conditions.

Form Approved OMB NO. 2120-0026

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION <b>FLIGHT PLAN</b>		(FAA USE ONLY) <input type="checkbox"/> PILOT <input type="checkbox"/> VNR <input type="checkbox"/> STOPOVER			TIME STARTED	SPECIALIST INITIALS	
1. TYPE	2. AIRCRAFT IDENTIFICATION	3. AIRCRAFT TYPE/ SPECIAL EQUIPMENT	4. TRUE AIRSPEED	5. DEPARTURE POINT	6. DEPARTURE TIME		7. CRUISING ALTITUDE
VFR			KTS		PROPOSED (Z)	ACTUAL (Z)	
IFR							
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	<b>13</b>		17. DESTINATION CONTACT/TELEPHONE (OPTIONAL)			
16. COLOR OF AIRCRAFT		<small>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.</small>					

FAA Form 7233-1 (8-82)      CLOSE VFR FLIGHT PLAN WITH \_\_\_\_\_ FSS ON ARRIVAL

**But not so fast—Box 13 (download the [flight plan form](#)) can be of use to a student pilot too.**

"Because you are a VFR pilot does not mean you can't list an alternate on the flight plan. Most VFR pilots assume that no alternate is needed. But what if the winds are unfavorable at the original destination? Are you just going to hope that your skills and your aircraft can handle a 20-knot direct crosswind? It is better to land at an airport where runway alignment is more favorable. However, in-flight planning usually means a paper tornado in the cockpit. If winds are iffy at the destination, why not designate a VFR alternate on your VFR flight plan?" wrote Alton K. Marsh in his May 2001 *AOPA Pilot* feature "[Ounce of Prevention: Quick and Legal Flight Planning.](#)"

Clearly from that discussion, adding an alternate to your flight planning provides a measure of safety to your method and becomes a reason to familiarize yourself with the characteristics of airports you might someday designate as alternates. (Remember when planning solo flights that you may only land at airports for which your flight instructor has endorsed your logbook.) Considering alternates in advance will also make it easier to handle the diversion task on the private pilot practical test (download the [practical test standards](#)). A diversion is simply a decision to proceed to an alternate because of systems difficulties or weather conditions en route or at the destination.

Once you've passed that practical test with flying colors, having the habit of considering alternates will boost your safety margins when, as a certificated private pilot, you begin giving rides to friends and family. So give Box 13 some attention the next time you plan a cross-country, or even a local flight.

### **3. GPS ONLINE COURSE A BIG HIT**

In less than six months, the AOPA Air Safety Foundation's [GPS for VFR Operations](http://flash.aopa.org/asf/gps_vfr/flash.cfm) ([http://flash.aopa.org/asf/gps\\_vfr/flash.cfm](http://flash.aopa.org/asf/gps_vfr/flash.cfm)) online course topped 10,000 completions. How do you explain the success? "This number is really a testament to the quality of the course. Pilots who've taken the course are telling their friends they've got to see it for themselves," said David Wright, AOPA Air Safety Foundation vice president of operations. "It's really the missing link in GPS education. Plus, it's applicable to any pilot using any GPS receiver to fly VFR." While GPS is a great tool for pilots, there's more to it than just the "Direct-To" button. This course offers a clear explanation of how GPS works and how you can use it to make your next VFR flight more efficient, enjoyable, and safe.

Editors Note: I took the course (Passed It) and found it very informative. Try it, you'll like it.

### **4. COLD AND FLU SEASON**

Before you jump into your aircraft after taking prescription or over-the-counter medications to treat cold or flu symptoms, consider the effects the medication could have on your level of alertness and judgment. Many drugs used to treat cold or flu symptoms may cause drowsiness. Even if you feel fine on the ground, the medication could have an increased effect when you fly to higher elevations because of reduced oxygen saturation in the blood. The extent to which medications at higher altitudes affect a person varies depending upon several factors, including whether you smoke or are out of shape. In addition to judging whether you are medically fit to fly when taking those medications, check out [AOPA's database of medications](#) to see if the FAA allows them for use when planning to fly.

## **Something To Think About**

**In aviation, we have a perfect record – we've never left one up there!!!!!!!!!!!!!!!!!!!!!!**

**Oh my, my, my... that must mean that whatever the reason, we will come back down to terra firma sooner or later! Let's make it a choice of our own and not leave it to fate. Think safety related! - Be safe out/up there. - Budman**

## **PTS -Another Reminder since it's Soooooo Important to Know**

**Practical Test Standards**, or PTS is what our Esteemed Designated Pilot Examiner, with affection called Our DPE, uses as his guide when administering us our "Practical Test" and "Check Ride" - once we all have passed our "Written Test". You can think of PTS as also meaning Practice those OOPS Maneuvers, Training in those areas where you are weak and Study the Real PTS Before you try to take the exam. So Where do you go to get this PTS based upon FAA-S-8081-29. Three suggested sources are:

1. FAA web site and pick your type of aircraft -  
(176 pages in all - Hint, PDF so Print Only the pages You Need)  
[http://www.faa.gov/education\\_research/testing/airmen/test\\_standards/pilot/sport/](http://www.faa.gov/education_research/testing/airmen/test_standards/pilot/sport/)
2. Gleim's "Sport Flight Maneuvers" (Airplane only in this version) <http://www.gleim.com/> and <http://www.gleim.com/aviation/sportpilot/?PHPSESSID=94a6c0e93c5cd8110a951c8f91499e70>  
(38 pages including Oral Exam Questions and Answers) (Ed's opinion - Very Good)

3. Aviation Supplies & Academics, Inc. (ASA) "Sport Pilot" for Airplane, Gyroplane, Glider and Flight Instructor.

[http://www.asa2fly.com/category1.asp?SID=1&Category\\_ID=207&](http://www.asa2fly.com/category1.asp?SID=1&Category_ID=207&)

Select Your Aircraft PTS Book and even the "Check Ride Book and DVD" for more help.

Another Great Pocket Size reference for the Practical Test is "Biennial Flight Review"

by Art Parma # FTP-BFR-1, from Flight Time Publishing <http://www.flight-time.com/>

For an added Sport Pilot FAQ site see : <http://www.all-about-sport-pilot.com/faq.htm>

### **Good Luck and Safe Sport Piloting to all of us.**

#### **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)

**Another New Sport Pilot FAQ site:** <http://www.all-about-sport-pilot.com/faq.htm>

You might want to Check It Out.

#### **Super Training Tips: Worth Repeating**

AOPA Cross Country Introduction.

[http://flightraining.aopa.org/members/get\\_help/articles/3535.cfm](http://flightraining.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/](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](http://www.aopa.org/asf/publications/sport_pilot_check.html)

Good Luck with your Flight Test Preparation- Ed

## Buy and Sell:

Sell Phantom - Richard Johnston (678)-687-9564

Sell Phantom - Warren Grosland (770-889-1632)

## 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 (temporarily at) [http://www.geocities.com/ra\\_Johnston/gsf/](http://www.geocities.com/ra_Johnston/gsf/)

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/](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/](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.

## Just for all you DOG Lovers - courtesy of Steve Walton

### To: GOD, From: DOG

Dear God: Why do humans smell the flowers, but seldom, if ever, smell one another?

Dear God: When we get to heaven, can we sit on your couch? Or is it still the same old story?

Dear God: Why are there cars named after the jaguar, the cougar, the mustang, the colt, the stingray, and the rabbit, but not ONE named for a dog? How often do you see a cougar riding around? We do love a nice ride! Would it be so hard to rename the "Chrysler Eagle" the "Chrysler Beagle"?

Dear God: If a dog barks his head off in the forest and no human hears him, is he still a bad dog?

Dear God: We dogs can understand human verbal instructions, hand signals, whistles, horns, clickers, beepers, scent ID's, electromagnetic energy fields, and Frisbee flight paths. What do humans understand?

Dear God: More meatballs, less spaghetti, please.

Dear God: Are there mailmen in Heaven? If there are, will I have to apologize?

Dear God: Let me give you a list of just some of the things I must remember to be a good dog.

1. I will not eat the cats' food before they eat it or after they throw it up.

2. I will not roll on dead seagulls, fish, crabs, etc., just because I like the way they smell.

3. The Litter Box is not a cookie jar.

4. The sofa is not a 'face towel'.

5. The garbage collector is not stealing our stuff.

6. I will not play tug-of-war with Dad's underwear when he's on the toilet.

7. Sticking my nose into someone's crotch is an unacceptable way of saying "hello".

8. I don't need to suddenly stand straight up when I'm under the coffee table.

9. I must shake the rainwater out of my fur before entering the house - not after.

10. I will not come in from outside and immediately drag my butt.

11. The cat is not a 'squeaky toy' so when I play with him and he makes that noise, it's usually not a good thing.

12. I will not sit in the middle of the living room and lick myself.



P.S. Dear God: When I get to Heaven, may I have my male parts back --- Please

**See you All at Etowah Bend on Nov. 11**

Thanks, from the Eds. - Wayne & Ann Evans

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