

# *The Sport Flyer*

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

## Our Next Club Meeting is October 14, 2006

### Great News

about our Alabama Fly-in Saturday, October 7th

The Weather Channel forecasts "Abundant Sunshine and Highs in the 70s"  
Coming Soon - Kim has loads of trip details for all us "Georgia Sport Flyers"

### Words of Wisdom

"To educate a man in Mind and Not in Moral  
is to educate a Menace to Society."

T. Roosevelt

(From Steve Walton)

### Next Club Meeting:

Second Saturday

Etowah Bend

**Oct. 14th**

10:30 Fly-In and Gossip

**11:00 Starts Promptly**

*Bring Your Bird*

### 2006 Officer's:

**President** -Frank Eck.

**Vice President** -Richard Johnston

**Secretary/Treasurer** -John Euchner

**Safety Officer** -Michael Prosser

**Website Editor** - Richard Johnston

**Trip Coordinator** - Kim Arrowood

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

### Great Fly-ins are Back, at Calhoun

(Pix Courtesy of Richard Johnston)



Be Happy like these Pumpkin Smiley Faces  
"Happy Halloween" - (Thanks Steve)

## **October's Birthday Boy - Frank Eck**

I was a transplant from central Illinois forty-one years ago. So I hope the south has accepted me at last.

I grew up on a central Illinois farm the son of a farming family, attended a one-room grade school and then went to high school in town. I started college but was drafted into the Marine Corps after completing two years of college. After boot camp I was ordered to the Marine Corps Air Wing, where I served mostly in California and Hawaii in two six month deployments. Hawaii was not a state then so that was considered overseas service. After completing my service time, I returned home and took a job as a draftsman in St. Louis, MO, at a steel company. After a year there I returned to college and received my degree in mechanical engineering.

After graduation I went to work for Cessna Aircraft in Wichita, Kansas. While at Cessna I worked on the 150, 172, 175, 310, and 210 and on my own time developed the design of the Skymaster and all of its configurations, including the O-2 versions. After Cessna I spent a short time at Avco Crosley in Nashville, TN. While there I met my future wife. I also worked on the Convair 880. Howard Hughes had a junkyard meeting and cancelled the Convair 990. So no future work there sent me looking and I ended up at Aeronca in Middletown, Ohio. While there I was sent to Seattle, Washington to work on the B-70. After a summer in Seattle I returned to Ohio. I worked on the Grumman A-6 Intruder speed brakes. Then I was placed in the research engineering department where I worked on Avco's Electronic Shelters, a 60 ft. diameter antenna for MIT, on which I designed the honeycomb support structure that met the tolerance required. Then I was assigned the hot structures department, where I developed the structural analysis for an A.F. reentry vehicle. This analysis was sold to NASA and used to analyze the first stage baffles of Saturn. I worked on ceramic heat shield structures and beryllium structures. After completing the project I decided the future was not going to be aviation as I knew it. So I returned to Illinois for two years working on my own and in civil engineering and surveying. I became a contract engineer and was accepted by Lockheed to work on the C-5A. After the C-5A was completed, I worked on my own for several years until retirement.

I received my pilot license in 1957. I married Loretta in 1960. We have three sons and one daughter and now have two grandsons and one on the way.

### **Officers Reports:**

#### **President's Cockpit:**

We have arrived at fall and that mean good flying weather but it also means getting ready the effects of cold weather as winter approaches. Be sure you check the drain cocks for water before you take-off.

Fall also means lots of fly-in's around our region of the country. So get in your aircraft and head for the many fly-in's. Although we had scheduled a member fly-in at Etowah Bend we had to abandon it because no volunteers were available to conduct it. Sorry, but it takes all of the membership to make the club function.

Fall also means we will be accepting nominations for next year at our next meeting Oct. 14 th. See you all there and fly safely and bring a new prospective member with you.

Frank

**Vice President:**

**September Meeting Minutes**

New Members - Hajo Eschholz email

[h.eschholz@mindspring.com](mailto:h.eschholz@mindspring.com). He is currently taking lessons from Ben and joined the club during the meeting

Web Updates - email Richard Johnston at

[ra\\_johnston@yahoo.com](mailto:ra_johnston@yahoo.com) with for sale advertisements.

UPCOMING EVENTS - Kim presented a schedule of upcoming events as listed below:

Sep 30 - Calhoun Fly-in

Oct 7 - Spirit Field (near Guntersville, AL)

Oct 21,22 - Rome Fly-in - This is the old McCollum Fly-in

Oct 28-29 - RC Fly-in - Free for RC people - don't remember where this one was going to be held.

Group Introduction of each member

New business / Comments

1. Need to send out notices/reminders of upcoming meetings. Kim volunteered to do this but one of the officer's should really be doing this.

2. Preflight Addition

2a. GPS low battery light - One member had cigarette lighter adapter fall apart during flight - this should be checked as well to avoid this problem.

2b. ELT

2b(1) - ELT editorial will be in next month's (November) newsletter

2b(2) - Check ELT by tuning radio to 121.5 to see if it is accidentally transmitting. (First 5 min. after the hour)

2b(3) - Check radio at 121.50 MHZ before shutting down at end of flight in case a hard landing has set it off.

2b(4) - Low cost recommendation for ELT purchase for is the AmeriKing @ \$185. Uses Duracell dated batteries which can be replaced. (Ask Wayne about new \$\$\$\$ 406MHZ units)

3. Transponder recommendation - Airwest at Mc Collum has refurbished units at 1/2 price. (Ask Kim)

Regards - Richard Johnston

**Secretary/Treasurer:**

From the Physical Therapist's floor, John says he is steadily improving from his recent knee operations. We all wish you well, John, and hurry back soon.

## Safety Officer:

# Safety Officer Report for October

Good job guys & gal –its still all-good news for GSFA. No issues to report, concerning GSFA performance or presence at VPC. Also, I do not know of any issues at any of the local airports that we frequent.

**CZL:** I talked with Dwight Albritton, Airport Manager at Calhoun, concerning the new UL pattern there. As I stated in last months article on this subject, there is a ground swell of concern over the “assumed mandatory nature” of the UL pattern. I received clarification of the patterns use: \*I write these words with Mr. Albrittons permission and understanding that I would be reporting this in this month’s newsletter.

Participation in the UL pattern is strictly “voluntary” for anyone who wishes to utilize it. It does not have to be an UL either! As an example, a “Pitts” pilot could use the pattern. This pattern is to expedite arrivals and departures for pilots & aircraft or UL’s that are capable, within the pattern parameters. It is still up to pilots to exercise due caution and visual separation. Always remember to be a good neighbor and airport user. Don’t forget our airport neighbors (homes & citizens) on terra firma, that might not like airport noise or these machines right over their house; give them space.

Regardless of what anybody else has said or written, **\*this** is the truth: use the pattern of your choice: the standard aircraft pattern or the UL pattern, announce it and fly it! It’s that simple - you choose. Be happy, be safe and be vigilant.

**VPC:** *For new UL operators at Cartersville*, I still need the signed Pattern and Procedures, “Acknowledgment Of Rules” letter for new flyers. **Note:** *This is not required for any certificated pilot.* Instructors, please help with this UL acknowledgment process. I have blank forms, if any you need them, just let me know. Pass the completed form to me for record keeping.

The next VPC Quarterly Airport Authority meeting is scheduled for Oct. 3<sup>rd</sup>. I will advise status following that meeting as necessary.

**Personal safety:** You (and I) are responsible for visual separation at all times, regardless of what we fly. Keep your head on swivel - after all, that’s why the good Lord gave us a neck (smile)!!! Keep your eyes open and out of the cockpit...scan, scan, scan.

Be safe/fly safe - **Budman**

## October Safety Topic For the Month Simple Component Maintenance – seasonal changes “Tune Your Engine’

Wow, where has the month gone? Have you noticed the change in season? The “daytime” is getting shorter now, have you noticed it? The temperatures are changing also and I can certainly feel it, don’t you? Yea, cool in the morning and evening...yahoo!!! I love this time of year.

This time of season also provides some of the best opportunities for evening flying with stunning sunsets and fabulous visibility. Catch it when you can! Out of curiosity, I called the AWOS at VPC and the density altitude was 1,000 ft. Wow...can’t you just anticipate the great lift performance of

your aircraft? I'm looking forward to more of this good performance weather as the Fall season creeps in, closer and closer.

I just looked at my outside air temperature thermometer and it read 59 degrees this morning (10 AM or so). Do you know that 59 degrees is Standard Temperature at sea level? Standard aircraft performance data / calculations revolve around that temperature mark. I think that Rotax recommends tuning their carburetors at sea level and 70 degrees for optimum performance. We seem to have the perfect opportunity to accomplish tuning our four stroke engines and our two stroke engines. The high temperature for today will be about 78 degrees, so catch the required temperature at the appropriate time. The beauty of this time of season is that you can catch the temperature as the day warms up in the morning or cools down in the evening.

That brings up the Safety Topic for this month "Tuning your engine", due to the change in temperature. Please be sure to refer to your manufacturer's tuning recommendations and make the required adjustments. This maintenance will positively affect engine performance and fuel efficiency. This may be as simple as a "fuel mixture" adjustment and an "idle air" adjustment on my four stroke Hummel Engine or something a little more complex on a Bing carburetor, such as disassembling the carburetor slide assembly to move your Jet Needle "E-Clip" position and or removing the carburetor bowl assembly to remove/change-out the main jet. Following these adjustments, an engine idle RPM adjustment may be necessary.

There are standard charts for this purpose from the manufacturer, CPS, Lockwood, etc. Don't forget the local talent that we have in our Club. If you are not familiar with this process, please do not attempt to do this on your own; ask for assistance. Many of your peers will be glad to help.

Fly Safe -**Budman**

**Website Editor:**

Richard reports that the new GSFA web site at [www.georgiasportflyers.com](http://www.georgiasportflyers.com) is up and running. As usual with anything new, there is some polish yet to do so please send him any Boo Boos you spot.

**Trip Coordinator:** Kim will send out More Detailed information for each flight.

**Spirit Field Fly-in - Saturday, October 7th (The Spains in Alabama)**

**Flying M Ranch Fly-in and Fish Fry October 7th on the way back from the Spains**

**Rome Fly-in - Saturday, October 21st and 22nd.**

## **Speaking of Fly-ins ----**

"If you don't know where you're headed, any course will get you there"

(Courtesy of Ben Methvin)

In our world of GPS, if where you Actually Land is where you Planned to Land then congratulations, you entered the Lat and Long coordinates into your GPS correctly. You can "Setup" your GPS to recognize different Lat, Long Options: #1 Degrees, Minutes, Decimal Minutes or #2 Degrees, Minutes, Seconds, Decimal Seconds or even #3 Degrees, Decimal Degrees. I believe #1 and #2 are used the most. For my Garmin 196, for convenience I selected Option #1 since this is the one used by the FAA in their Airport/Facility Directory (AFD). Many other Airport Directories also use #1.

## So what does all this mean in the Real World?

First to **Spirit Field (Spain's) coordinates** using #1 are: Lat = N (North)34 deg 22.932 min (note the decimal point before the 932) written as N34-22.932 and Long = W (West)-086 deg 07.079 min (or W-086-07.079). Don't put in the N (North) or W (West), just the numbers. Don't forget the minus sign in front of the 086 or you will wind up on the other side of the world - if you have lots of fuel. To use #2 option, first multiply .932 min by 60 to get 55.92 Seconds and Decimal seconds and multiply .079 by 60 to get 4.74 Seconds and Decimal seconds. Adding these Seconds to the Degrees and Minutes gives Option #2 coordinates of Lat=N34 deg 22 min 55.92 sec (or N34-22-55.92) and Long= W-086 deg-07 min-4.74 sec (or W-086-07-4.74). Again - Don't forget the minus sign in front of the 086. By the way - if your want to change from option #2 (Deg, Min, Sec, Dec Sec) to option #1 (Deg, Min, Dec Min), you just Divide the seconds in #2 by 60 to get the equivalent Minutes for Option #1.

## So what's The Bottom Line of all this Techie Stuff ?

### **Spirit Field (Spain's) coordinates**

using #1, Deg, Min, Dec Min, Lat = N34-22.932, Long =W-086-07.079

using #2 Deg, Min, Sec, Dec Sec, Lat = N34-22-55.92, Long =W-086-07-4.74

### **Flying M Ranch coordinates**

using #1, Deg, Min, Dec Min, Lat = N34-19.3553, Long =W-085-38.6228

using #2 Deg, Min, Sec, Dec Sec, Lat = N34-19-21.320, Long =W-085-38-37.370

**Good luck in setting up your GPS so that you will actually Land where you Really Want To Be**

Wayne

**PS:** If you don't see me at our Oct. 14th club meeting, then these Lat/Long calculations may be just a Little off.

Just in case, it's always wise to keep your Pilotage and Dead Reckoning skills Very Sharp  
(More Trip Info coming from Kim)

## An Issue of Taxes

Submitted By: Michael "Budman" Prosser



Well guys & gals, it just keeps coming up; yep, that's right...taxes on our UL's (soon to be sport aircraft owner/pilots). The Bartow County Airport Authority and the Board of Tax Assessors Office require us to pay our fare share of taxes for our UL's & aircraft. This applies to not only Bartow county (VPC), but Gordon county (Calhoun), etc., as applicable. This is an Advalorem Tax for any vehicle used for air navigation, based on fair market value and is payable to the county in which the vehicle is based or primarily operated out of (hanger, tied down or from which flights normally originate). Don't be surprised when that little tax notice arrives in the mail, if it hasn't already. Completion of the "Aircraft Personal Property Tax Return" required and is due by April 1,2006; besides, it's the law.

Other luxuries or recreational vehicles, boats and Jet skies and the like, are required to be licensed or taxed; so even ultralights can't escape the taxman. This is a small price to pay for the privilege of operating out of a municipal/county airport with many nice amenities and services, such as VPC. Since other certificated aircraft are taxed in the same manner, we ultralight pilots shouldn't feel bad; don't

we want to be treated as fairly as other pilots at our home field? Haven't we fought to have equal rights at our airports? It goes both ways, even taxes. This is also a way for us to demonstrate that we are paying our fair share.

It wasn't very long ago when we had to justify our right to operate out of Cartersville (VPC) and we (UL's) were accused of not paying our share of the tax burden and we were accused of being "freeloaders"! I trust that each of you will do the right thing, regardless of the county/municipal airport where you are home based.

Contact information:

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

OR  
County Tax Assessors Office for your county,  
if other than Bartow County.

**Budman**

## **More On Tax Time – You just can't run from it!!!**

Just a reminder: It's time to pay your UL Advalorem Tax. I received my tax bill this month from the Bartow County Tax Assessors Office, did you other VPC users? This is an \*excerpt from the July Airport Authority Meeting and specifically how not paying your UL tax bill might adversely affect you...

**\*The July 18<sup>th</sup>, 2006 Cartersville-Bartow County Airport Authority meeting topics & issues were as follows:**

**Issues:**

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

**The attorney for the Airport Authority will address this issue; his name is Mr. Keith Lovell. Evidentially, the county gives Phoenix Air a copy of the known Advalorem Tax "payers" – therefore, they know many who haven't paid those monies. The number of "payers" mentioned were only 2 or 3 UL operators and I'm one of those "payers", so that makes a very short list of "payers". Most of us UL operators at VPC are known by face, name and ultralight; so they can easily cross check the list and have a good idea who has not paid their Advalorem Taxes. It appears consequences will be forthcoming for those affected individuals...???**

**As a minimum, individuals who are currently in a T-hanger & have not paid their taxes may be evicted from the T-hanger that they are now occupying. Further, individuals who have not paid their taxes may be denied hanger rental of a current, existing building (should one become available) or be denied a new hanger after the construction is complete.**

**For goodness sakes guys, do something pro-active before this issue negatively affects you!**

Budman

## **Worth Repeating**

### **PTS -What is it?**

**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.**

**Special Air show Coming Up for Big People who Like Small Planes Too  
Free Radio Controlled (RC) Fall Festival October 27th thru 29th**

www.taildraggers.com - (770) 634-5787, Route 113 to Euharlee Rd. 4 1/4 mi to Adams Chapel Rd.

# The Joy of Flight

## Am I the oldest, youngest pilot? (81)

BY JACK GEASLIN

"I am, at this moment, probably the oldest, youngest private pilot in the whole world," I told the flight school owner as he congratulated me for passing the FAA oral and flight tests.

Last year I was 80 years old when I first made inquiries about flight training and was taken for a short introductory flight in a Cessna 172. I had thought from time to time that I would like to be able to fly, but I was always busy with other things and never seemed to have the time. Nor did I realize how really complicated it was.

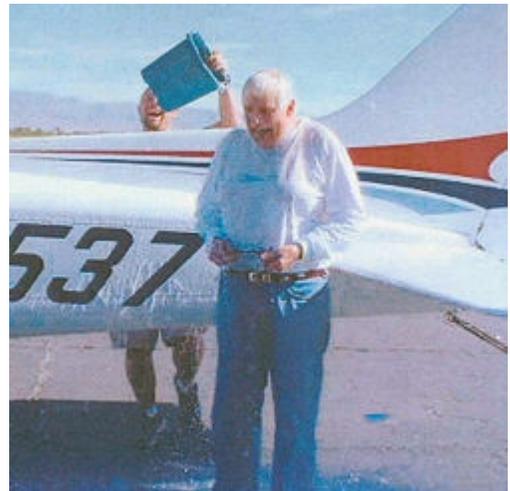
I had no previous training, just many years as a passenger.

My first experience with a small plane like the Cessna was in Hong Kong in the 1970s. A British secretary, with whom I was acquainted, remarked that she was a pilot and a member of a local flying club, and I inveigled an offer for a ride. As we were on the takeoff roll at Kai Tak Airport, there was a sharp noise. She aborted the takeoff and explained that she didn't know what caused the noise but wanted to have it checked. Days later we completed the flight, but I never fully understood why a small, unexplained noise was enough to cancel a flight. Now I do.

During one and a half years in Vietnam, I often flew as a passenger in various military transport airplanes. I remember flying into Dalat, in the Vietnamese central highlands, sitting next to the pilot and noting that the altimeter read over 5,000 feet, yet we were landing. I didn't tell him that I thought the altimeter was broken. Now I know better.

Now I understand many disciplines are involved in conquering the air. In addition to the physics of flying something heavier than air, there is the weather and its effects, what to look for and what to avoid, as well as rules of the road and health considerations, plus many more.

As is probably true with all flight students, there were a number of memorable experiences. Before one of my lessons, I was checking the fuel level of the Cessna 172 that I was about to fly. On the Cessna 172, there is a step and a handhold to grasp for balance to climb to wing-level to reach the fuel caps. The hand grasp is set too low for me to balance easily. The result being that I slipped off the wing and landed on the tarmac, feet in the air. I was only embarrassed, but the instructor who saw me in a heap must have imagined the worst, probably thinking, at my age, I had suffered a heart attack.



The learning process was not all work; there was fun and camaraderie as well. I was not familiar with some of the practices (which I later found to be common). The instructor had me unexpectedly pull to the edge of the taxiway, then got out of the airplane and gave me instructions to do three landings by myself. After returning from this solo experience, I was taking a celebratory photo with the flight school instructors when, without notice, I was doused with a large bucket of ice water and stripped of my shirt, which I was told would be tacked on the wall. On that day, I was wearing a shirt that I particularly liked and that had the Calvin Klein logo on the front. As they were cutting the front from the shirt, I joked that they could now point to the monogram and proclaim that Calvin Klein was one of their students.

The day before my checkride, I was told to forget about it and get a good night's sleep. Yeah, right! It was scheduled for 7 a.m.; I was there at 6 a.m., which means I was up at about 4:30 that morning. I passed all but one item. The portion I had practiced most and was least concerned about caused the difficulty in landings! I had another practice session with an instructor and passed the next day.

As we were taxiing back after the check ride, I asked the examiner if I had passed. After he responded yes, I told him, "I'm glad to hear that because I had resolved not to let you out of the plane until I passed."

After I had tied down the airplane, I took my AOPA pilot cap out of my flight bag and put it on. My wife had gotten it for me some months before, but I was reluctant to wear it until I qualified as a pilot. It had been hanging on the lampshade next to my bed until the day of the test.

During my flight training, I had an opportunity to fly with several of the instructors. They were all in their early to mid-twenties. They could have been my grandchildren. I was awed by all of them. At their age, they had already surpassed what I will ever know or accomplish in the world of flying.

But for a time, with license in hand, and until the euphoria wears off, as it will, I will count myself as one of them. At 81, I am the oldest, youngest pilot I know and quite pleased with myself.

I wear my AOPA cap to bed. And if I had a long white scarf, I'd probably wear that too, so I could feel at home in my dreams of Eddie Rickenbacker and the Red Baron. *Jack Geaslin, AOPA 5568301, lives in Palm Springs, California, and has accumulated 100 hours of flight time.*

## **TACKLE MIC FRIGHT**

Do you clench up at the microphone? Does the prospect of talking to air traffic control (ATC) cause you to think about flying somewhere else? If so, you're not alone. Many pilots and student pilots have difficulty transmitting on the radio. Enter Gold Seal, which has created a series of lessons in VFR radio communications on audio CD. *Squawk VFR* was culled from hundreds of hours of digitally recorded pilot/ATC communications. Each lesson is narrated by a Master CFI and includes real-world examples of radio dialogues in various types of airspace. In addition to airspace phraseology and requirements, the course covers flight following, lost procedures, and in-flight weather services. The package includes a second disk that teaches effective ways to get weather briefings from flight service station specialists. It sells for \$24.95. For more information, see the [Web site](#). (Information thanks to AOPA)

## 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://flighttraining.aopa.org/members/get\\_help/articles/3535.cfm](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/](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

Anything you Don't Like

Anything you would like more of

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.

## "Only At Our Airport"

In last month's (and this month's) newsletter, we had a discussion about Practical Test Standards were PTS could mean Pactice, Train and Study. The Study part can get a little tiring but it Too can be Fun. Cut Out and Stick this Smiley Helper on your computer just as a reminder of How much More Fun it will be once you Achieve Your Sport Pilot Goal.

(Smiley Courtesy of Steve Walton)



## See you All at the Alabama Fly-in Oct. 7th and Etowah Bend on OCT. 14th

Thanks, from the Eds. - Wayne & Ann Evans  
(770) 753-4181 [wevansee@mindspring.com](mailto:wevansee@mindspring.com)