

The Sport Flyer

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

Our Next Club Meeting is September 9th

Words of Wisdom

Release Your Yesterday's Struggles
Believe in Your Tomorrow's Dreams
Only Your Today is as precious as Gold.

Next Club Meeting:

Second Saturday

Etowah Bend

Sept. 9th

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

Remember our Fallen Heroes
09/11/01



New GSFA Web Site Reminder:

http://www.geocities.com/ra_Johnston/gsfa/ A Must See

All thanks to our Double Duty Vice President and New Website Editor - Welcome Back???

Great Job Richard

Officer Reports -

Presidents Cockpit:

Hi to all GSFA members. I have covered a lot of ground since we last met. On August 24th I climbed to 6643 feet at Clingmans Dome in the Smoky Mountains. The 24th was also the 50th anniversary of my graduation from college. We spent the rest of the week celebrating our 46th wedding anniversary.

It appears that private airports are being attacked by builders placing houses just off of the centerline of the runway and then building a sub-division. This has happened to two fields in two counties I know of so keep alert to what is happening near your favorite private field and support the owners when necessary. We will have a new pattern at Etowah Bend as a result of this type of building soon. We will notify all before it takes effect and Jim has defined the pattern.

Speaking of patterns, Mike Prosser our Safety Officer is following up on the Calhoun situation because confusion and ambiguity are not acceptable for patterns and leads to accidents.(See Mike's report)

Keep flying safety first. See you all on the 9 th - Frank.

Secretary/Treasurer:

August 8, 2006

Frank Eck 11:20 meeting opened.

Richard J. Has been in Dubai for the last time this year and will spend The rest of the year stateside.

John E. No changes in finances, just a new tag to get for the club trailer.

We still need someone to come forward to head up our annual Club Fly in, Camp out, Cook out, UL/SLA club competition/or just social Get together at Etowah Bend for October.....

Visitors Marcus Braswell

Steve W. Reminded us to be vary careful when filling out any forms for the FAA. He was referring to the 8132 F primarily. Phil Jouanet and Charles Spegele have completed theirs.

Richard L Do your own maintenance course available in Nashville for \$350-\$400.

Jim Carlovich- Owner of Etowah Bend, talked about our community around the airport and the importance of giving the residences a wide separation

when flying over or near them. In all cases we should absolutely not fly over them if at all possible.

John Hanson- Speaker, talked to us about the SLA rules and that another revision is coming out. Deadline dates will not be shifted, Jan. 31, 07 is firm.. Get your UL time in before Jan. 07 because you can't after that date. Jan 08 is also firm for the two place. They (FAA) are trying to set up a Protocol so that all FAA offices will be able to see the same info (or should be).

Austin Tango - Served our very fine meal today, Thanks Austin.

Kim A. - Calhoun Fly in will be Sept. 30 this year. Kim will be developing new Schedules for us as opportunities and weather cooperate. - John

(Editor's Note: See Kim's Fly-in report in this newsletter)

Safety Officer:

Report for September

All good news for GSFA. No issues to report, concerning GSFA performance or presence at VPC or any location/presence since last month. Good work gang!!!

I am aware of a ground swell of opposition to the "as posted" UL pattern that was published last month in the "Sport Pilot" GSFA newsletter and which has been posted in the FBO at the Calhoun airport. Yes, there appears to be much rumor & speculation of what is really "real". Use your best judgment for now. As time permits, I will look into this further.

It has been reported to me that non-Calhoun based UL pilots do not have to abide by this new pattern rule. For now, conduct your flight operations as you have done in the past.

Be safe/fly safe.

Budman

September Safety Topic For the Month Simple Component Maintenance

In keeping with the spirit of this topic and others that I have written during the course of the year, I try to plant the seed of thought that elevates your safety awareness, concerning your aircraft and system maintenance. Previously, we have discussed simple systems maintenance and/or replacement such as fuel line replacement, fuel pump installation and fuel filter installation. This topic does not include any electrical system considerations; that is a topic for another month.

Another fact to remember is its "physical installation orientation"; seems that most components have a specific *flow direction

requirement; which way does it go? * Yes, this means exactly what it says!!! Failure to install the component in the correct orientation may cause or prevent the component from working at all or may adversely affect its performance: reduced volume, reverse flow or shorter service life. Ask yourself: is this installed correctly? Is it installed backwards? Is it installed upside down? Is it too rigid? Is it not restrained or not rigid enough? What about peer inspection? Ask another individual that you trust/respect give you an unbiased second opinion (inspection) and you should be willing to hear them.

Be sure to check the fuel/oil line fittings and connections. So many times over the years, I have noticed that individuals over tighten screw-clamps or something simple like safety wire. Was the clamp tightened at all upon reinstallation back onto the tubing fitting? Always check twice! Over-tightening clamps or safety wire can cut through plastic or rubber – maybe not immediately, but over time more severe damage may result through static & dynamic exerted pressures and service temperature. I like significant wall thickness in flexible tubing for service in fuel & oil systems. As an example, the “basic” blue urethane fuel line is fine, all things considered, for the transmission of fuel from the fuel tank to the carburetor. This is the basic UL standard material, with a wall thickness of approximately 1/16th inch. Okay, not a lot of protection from abrasion or chaffing, but adequate for the intended service application. Spiral wrap or oversize sleeving applied around the outside of the original tubing is a good idea to prevent damage from other components or structures. What about the connection ends of the tubing?

Screw clamps are a common method of attaching flexible tubing to fittings/connections. As I stated earlier, over tightening screw clamps can easily cut through flexible tubing and/or affect it’s reliability over time. A good way to reinforce tubing at the fitting (at the point of clamp installation) is to install a “cushion” sleeve over the original tubing. It should be sized snugly over the original tubing of course, and of adequate length to extend beyond the width of the clamp. If you use flexible tubing with a substantial wall thickness, such as the “pink” flexible tubing with 1/8th inch wall thickness, typically no reinforcement is necessary for clamp installation. Tighten adequately; give it a visual inspection – properly engaged, adequately tight and give it the tried & true tension test; pull it! It should not be at risk of coming off. Recheck after the engine has been test run (system is hot). Re-tighten as necessary. If you have a torque requirement for your specific application, be sure that you use it.

Fly Safe.
Budman

Trip Coordinator:

Hello GSFA Flyers, we have had our share of heat & humidity, making for a bad time for flying cross-country. It’s about time for some cool weather. Calhoun is having it’s fly-in now September 30, 2006, Oct 7th we will make a trip to Spirit Field, Eddie & Debra Spain’s place in Alb. Oct 28 there will be a big fly-in at the Rome Airport. As the weather gets better we will be making plans for some more trips.

Praying you have, Blue skies & a tailwind
Kim Arrowood

Editors Note: Please make sure you mark these Saturdays on your Calendar
Calhoun Fly-in - September 30th
Sprint Field - October 7th - Spain's in AL.
Rome Fly-in - October 28th

News Letter Editors:

Please keep that Good Stuff coming for Your GSFA newsletter.
Thanks to all You Contributors in the Past, Present And The Future.

'FLYBOYS' STARS RIDE WITH AIRSHOW TEAMS

The stars of the movie *Flyboys* about the World War I Lafayette Escadrille flew in single-ship demonstrations this week at Atlantic City with pilots from the Navy Blue Angels and Air Force Thunderbirds. James Franco, the movie's star, was actually aboard the Piper Seneca used to take this picture of two Blue Angels with airshow performer Sean D. Tucker. Franco became a pilot in 2005 as part of his preparation for the movie role and caught the flying bug in the process after a visit to Santa Paula Airport, California. Co-star David Ellison, named a Star of Tomorrow airshow pilot in 2003 by mentors Tucker and airshow performer Mike Goulian, flew this week in a Thunderbird jet.



Franco and Ellison plan to get their instrument ratings this winter. Franco and Ellison have gone on aerobatic rides together, while Franco, as part of his training, flew with *Flyboys* director Tony Bill, who also is a pilot. The movie opens September 29. (Courtesy of AOPA)

Waving again at "Dawns Early Light" - Thanks to a Good Samaritan (Photos courtesy of our President, Frank Eck)



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/
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&
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.

B+ FOR LOCKHEED MARTIN'S FLIGHT SERVICE PERFORMANCE

Some members may not agree, but overall, Lockheed Martin has earned a B+ so far for its operation of the flight service station (FSS) system, according to AOPA officials. Lockheed Martin executives met last week with AOPA staff to review progress and AOPA members' concerns about the service they're getting from FSS facilities. Overall, Lockheed Martin and AOPA members concur; service is good, but it still needs improvement. "We have an ongoing communication with Lockheed Martin so that

they remain well aware of our members' needs," said AOPA President Phil Boyer. "We're not going to let them slide on any of their service promises. And their management seems committed to providing high-quality information to pilots quickly." Some members have reported long hold times or specialists who aren't knowledgeable about local conditions. However, Lockheed Martin is working to fix that as it continues to recruit and train new briefers. (courtesy of AOPA)

CESSNA UNVEILS LIGHT SPORT AIRPLANE

After much anticipation in the industry, Cessna Aircraft showed off its light sport aircraft proof-of-concept model in Aeroshell Square Monday morning. The high-wing strutted airplane, which has yet to fly, boasts an aluminum fuselage and a composite cowl, with a full-castering nosewheel. The aircraft currently has a 100-hp Rotax 912S engine, a preliminary choice made for its weight-to-power ratio. The final choice of engine, among most other aircraft components—including the possibility of a whole-airframe parachute—will wait until the company has determined whether it will enter the market. The entire proof-of-



concept vehicle came together within the past 10 weeks at Cessna, under a challenge from management to the engineering team to put together an example LSA in time for the show. Cessna will be surveying show attendees on their response to the aircraft design and overall LSA concept. Said Jack Pelton, Cessna's chairman, CEO, and president, "The driver is going to be cost, not volume," whether the company enters the LSA market. If Cessna can prove to itself that the market is there at an attractive cost of production, the company will jump in. "We're not expecting numbers like 2,000 a year," said Pelton. Just a sustainable number through the economic cycles common to general aviation. "It would be an extension of our product line to stimulate new pilot starts." A "go/no-go" decision would be made by the first quarter of 2007. In a later technical briefing to the press, Pelton tipped his hat to [AOPA's Project Pilot program](#) as a natural companion to the possible Cessna LSA project.

EYES OUTSIDE!

The more convenient, easier to use, and more data-packed electronic navigation becomes, the more important it is for pilots to remember to look outside, not at the panel, while flying under visual flight rules (VFR). It's still a see-and-avoid world out there; visual flight rules remain in effect no matter what kind of NAV boxes are on board. It's easy to forget that neither sophisticated electronics in the cockpit, nor radar flight following from air traffic control, should degrade your personal vigilance of the airspace around you. "The see-and-avoid rule applies to all pilots, from the most experienced airline pilot in the most elaborately equipped airliner to the beginning student pilot in a modestly equipped trainer. Navigating via the data displays on a fancy black box is fascinating and fun. Groundspeed, time to destination, course line, time and distance to the nearest airport in case of a diversion—all this is at your fingertips. Knowing that you are on course is comforting when visibility is poor and terrain is unfamiliar. But even under ideal conditions, keep a sharp lookout for traffic, and enjoy the view. After all, if you are like most general aviation pilots, it was that thrilling vista from the cockpit that got you flying in the first place. (Courtesy of AOPA)

September Birthday Boy: Wayne Evans

A Lifetime in 16 Short Sentences, as Promised Last Month

Husband: Loving, Understanding and Tolerant Wife for over 45 years
(Great for Me)

Father: Girl, Boy, Girl, Boy, all very successful (Proud Papa)

Grandfather: 7 of them from 3 to 18 years Old and all unique

Geek: Electronics Associate Degree

Teacher: Military Instructor for Wireless Communications



Arctic Explorer: National Defense Wireless Communications (Secret Stuff)

Electrical and Electronics Engineering: 2 More Degrees

RCA and GE: Great Projects, Great People, And Great Times

Inventor: 18 Patents From Digital TV stuff to lots of Wireless things

Entrepreneur: 8 startup companies with some good and some not so good.

Guest Speaker: Schools and Businesses

Artist: Everson Art Museum Special Award - Syracuse, New York

Musician: Beethoven and Mozart on a Harmonica ??, and some "By Ear" Piano

Newsletter Editor: Temporary Employment (Lots of Wife help)

Aircraft Builder: Proud Father of the "Red Eagle" (aka "Red Chicken") N60RE

Pilot: Still Growing

Maybe It's Not Been Too Bad of a Life for an Old Poor Boy After All

September 4th, 2006 - and Still Going

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

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 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 - <http://www.georgiasportflyers.com/>
Atlanta Ultralights - <http://atlantaultralights.com/>
USUA - <http://usua.org/>
EAA - <http://eaa.org/>
AOPA - <http://aopa.org/>
AOPA Flight Training - <http://flighttraining.aopa.org/>
FAA Written Test Questions: http://www.faa.gov/education_research/
FAA Test Question Answers from Ed. Send Request to <mailto:wevansee@mindspring.com>
See Preceding "Note from Wayne Evans" or [Adobe Reader Download - All versions](#)

More Hot Web Links From Our Members:

Airport Information and Maps -

<http://www.ultraflightradio.com ./>
<http://www.mapmuse.com/>
<http://www.airnav.com/>
<http://www.jazirahaviation.com/>

Title 14: Aeronautics and Space -

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

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

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

Member's Web Sites to Visit:

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

This Next Space is Reserved For Your Site. Please send it in.

Some Parting Words:

"Only At Our Airport" (New this month)

When first seeing my new front license plate with my Red Eagle's number N60RE (that's Six Zero RE) which I am very proud of, our beloved DAR Steve asked "Why do you have Al GORE's name on your license plate"? I guess I either have to change my N number for less confusion OR Steve needs new glasses OR I just keep N60RE on the my car hoping for a better outcome for the next Presidential Election. (Your Editor is allowed at least ONE political statement). Thanks for the voting idea, Steve.

As we said, **"Only at Our Airport"**

Remember - We can make all the space You need for YOUR article,
So Please send us some of your Good Stuff for October.

See you All at Etowah Bend on Sept. 9th

Thanks, from the Eds. - Wayne & Ann Evans

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