
The Sport Flyer

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

March 2007



MEET THE NEWEST SPORT PILOT Jim Madeley

- **Our Next Meeting is March 10th at Etowah Bend
10:30 am for flight talk, 11:00 meeting starts.**

Remember to bring a shirt that you would like to have as your club shirt to the March meeting. Have your name taped on the inside. We can do just about any type of shirt, long, short, button up, jean or any other type of your choosing. Pricing will be discussed during the meeting.

March Safety Topic for the Month

Submitted by Michael W. Prosser – Safety Officer

Keep It Simple Sir (KISS Method): **MAG CHECK: On or off; Hot or not**

This is another article in a series regarding basic maintenance that can greatly affect vehicle performance and safety. This is a result of real life, hands-on work.

What is one of the last post-flight checks that you should make prior to shutting down the engine? Yes, it's the hot mag check. This concept applies to most engines such as Rotax, VW's, Kawasaki, Lycoming or Continental engines just to name a few. This is not the same thing as the mag check that you may perform prior to flight at the engine run-up area. The pre-flight mag check is a test to determine that the RPM drop is within acceptable range at an established RPM threshold.

The point is safety! That propeller is a very dangerous item. Treat it and/or just being in proximity to it as dangerous; please be cautious whenever that propeller moves – potentially, the engine could fire or run. Why the hot mag check and what is it? The hot mag check is a test of the continuity of the ignition ground or ignition grounding at the switch, post-flight. We do want the engine to shut down upon command, don't we? You bet! Have you ever been surprised when you turned off the ignition switch, but the engine continued to run? Many have. If this happens, a way to shut down the engine is to flood the engine - apply choke or primer.

When the ignition is in the "off" position the engine is not supposed to "fire" or "run". This is accomplished in basically two ways, depending on the engine itself; two-stroke or four-stroke. On a four-stroke such as my HummelBird VW, the switch actually ensures that the hot mag lead (wire) is grounded to the engine ground. Two-stroke engines typically have two shorting cables from the E-Boxes/Transducers (commonly called kill wires). They can be grounded together to stop the engine from running. Therefore, with an ignition system in proper operating order, the engine should not run with the ignition switch(s) turned "off". Prior to engine shutdown, perform the hot mag check by briefly switching "off" the ignition switch or switches, as the case may be (single or dual ignition system), to demonstrate continuity of the ignition system. Switch the ignition back "on" and the engine should run normally. Perform single mag checks and dual mag check, if so equipped. You should be able to recognize a clear and distinctive shutdown (off); verses a gradual diminishing of RPM and a shutdown due to flooding or engine loading up.

A satisfactory hot mag check demonstration validates the continuity of the ignition system(s) and should provide you with the confidence that the ignition wiring did not fail during flight operation and that the movement of the propeller, manually on the ground, during pre-flight should be safe. However, if the mag check was unsatisfactory (did not shut down) the circuit is open and the mag is "hot". Do not allow the propeller to be turned until the ignition system is examined, repaired and tested by a qualified mechanic.

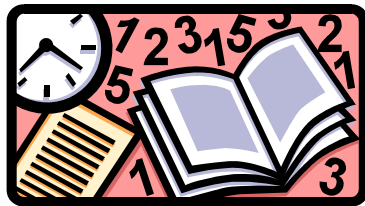
Please use extreme caution any time that you turn that propeller; never allow any unauthorized turning of the propeller by anyone, they may not be aware of the danger. All of you please remember to ensure that the area is clear and everyone is safely out of the way before starting that engine – "visually" clear prop and say (yell) CLEAR PROP!!!!!!!!!!!!!! If some curious individual comes out of nowhere and gets too close to you, please shut down the engine immediately, before they get tragically too close. Sometimes people or children especially, do not recognize the danger. In fact they may not even see the propeller because it is spinning so fast. Why

not set a personal safety zone around the airplane/danger zone, so that no thinking is required, if the safety zone is violated react immediately and shut down the engine.

Be safe out there.
Budman

An Issue of Taxes

Submitted By: Michael "Budman" Prosser



Well guys & gals, it just keeps coming up; yep, that's right...tax time. We are required to declare UL's or aircraft and the fair market value of our UL's (soon to be "N" numbered 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 all of the surrounding counties that I know of: Gordon, Floyd and Cobb. This is an Ad valorem 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, 2007**; besides, it's the law. The good news is that the tax is not payable (due) until November 2007, for those of us in Bartow County. Please check with you local county tax assessor's office for exact details, as it applies to you.

Other luxuries or recreational vehicles, boats and jet skis and the like, are required to be licensed or taxed; so even ultralights/LSA's can not 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 should not 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 County Board of Assessors
135 W. Cherokee Ave, Ste. 243B
Cartersville, Georgia 30120
(770) 387-5090

OR

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

Budman

March Safety Quote and Thought

Submitted by Michael "Budman" Prosser

"Flashlights are tubular metal containers kept in a flight bag for the purpose of *storing dead batteries*".

It happens all the time; it's an all too common tale. Does this scenario seem familiar? I need my flashlight, ahhaaa... here it is – oh#!?#@!, the darn thing won't work, batteries must be dead (again).

Murphy's Law states that if you didn't have a flashlight, you would need one. If you had one, when you need it, it won't work. Let's look at the dynamics of this problem. I bet that you can't remember the date/year that you installed new (fresh) batteries.

Having installed fresh batteries in a flashlight leads to complacency – they're good forever, right??? No way! The flashlight could have accidentally been turned on while jostling around in your flight bag. The change of season affects battery life (heat, cold etc.). The fact is we create shelf life and in fact shorten established shelf life when these items are removed from their packaging. Have you ever checked on the "use by date" to make sure that you do not buy batteries that are past their use date? Oh my... that's why those batteries were such a good buy (smile). Have you ever removed batteries from the packaging and keep them "loose" in your flight bag for later use? Oh no, bad idea! They could make contact with one another and start a fire or as a minimum, simply discharge. Don't tell me that you put those loose (discharged) batteries in your flashlight, only to find out that they are dead and the bad situation just got worse? Bummer!

Keep a set of fresh batteries in your flight bag for that GPS, flashlight or other onboard electrical device. Keep them in their proper packaging or storage container.

Be safe out there.
Budman

March Safety Tip for the Month

Buy & use products that you can trust. Support our Sponsor(s).

Buy Pennzoil Products

Submitted by "Michael "Budman" Prosser



Non-Towered and Towered Airport Operations Review from AOPA

Submitted by Wayne Evans

At the February GSFA club meeting, Ben Methvin Commented on how beneficial it was for him to review flight operations at Non-Towered airports. Here is an article and links from AOPA covering these very important Airport operations.

"Should I learn to fly at a towered or non-towered airport?" When weighing the decision to train at a towered airport versus one without a control tower, recognize that each presents its own set of challenges. The AOPA Air Safety Foundation offers two free Safety Advisors that can help you. Easy to understand and packed with information, [Operations at Towered Airports](#) and [Operations at Nontowered Airports](#) can be downloaded from the foundation's Web site. If you still have questions, call AOPA's Pilot Information Center at 800/USA-AOPA weekdays from 8:30 a.m. to 6 p.m. Eastern.

As an AOPA Flight Training member, you have access to all of the features within [AOPA Online](#) and [AOPA Flight Training Online](#). Login information is [available online](#).

GSFA February Meeting Minutes – February 10, 2007

Submitted by: John Euchner

Attendance - 15 with no visitors

No lunch today

Mike Miller brought meeting to order 1100 with “The more you work, the harder it is to surrender”.

Phil Asked for input from the group for ideas for the club, Your Club. This might be activities like fly-outs , contest, fund raising, etc. A table at someone else’s fly-in (who has the banner)?

Ben M - AOPA has some excellent information in a well-designed pamphlet named Non Towered Air Ports and Towered Air Ports

Kim A - said that an EAA member would be offering a two-day course on performing annuals on your plane. This would enable you to do your own from now on.

Ben M - WATCH THOSE TURNS, almost nothing happens in the cruise. Base to final, and climbing turns are another story. Don’t be in one of those tales.

Other topics discussed:

- Family cook outs (Sept.)
- New Shirts
- Name Tags
- Quarterly BBQs- no charge-“Vocal Point” Includes the family-show & tell our UL & Sport A/C
- Family fly-in earlier so we don’t conflict w/ other fall fly-ins
- Speakers
- Field trips when weather not so good
- Courses on weather, charts etc
- Club building Project
- From Ultralight to Sport Light
- More training
- 5 Minute Rule
- Business (club) cards

Aviation History: An Explanation of Airport Identifier Codes

From ABE (Allentown/Bethlehem/Easton, Pennsylvania) to ZRH (Zurich, Switzerland), airports around the world are universally known by a unique three-letter code: the "Location Identifier" in aviation-speak. It's obviously much easier for pilots, controllers, travel agents, frequent flyers, computers and baggage handlers to say and write ORD than the O'Hare International Airport in Chicago, Illinois—but how did this practice start, and why are some airport codes easy to understand (ABE and ZRH) while others seem to make absolutely no sense (ORD)?

When the Wright brothers first took to the air in 1903, there was no need for coding airports since an airport was literally any convenient field with a strong wind. However, the National Weather Service did tabulate data from cities around the country using a two-letter identification system. Early airlines simply copied this system, but as airline service exploded in the 1930's, towns without weather station codes needed identification. Some bureaucrat had a brainstorm and the three-letter system was born, giving a seemingly endless 17,576 different combinations. To ease the transition, existing airports placed an X after the weather station code. The Los Angeles tag became LAX, Portland became PDX, Phoenix became PHX and so on. Incidentally at the historic sand dune in Kitty Hawk where the first flight occurred the U.S. National Parks Service maintains a tiny airstrip called FFA—First Flight Airport.

Many airport codes are simply the first three letters of the city name: ATL is Atlanta, BOS is Boston, MIA is Miami, SIN is Singapore, and SYD is Sydney, Australia. The first letter(s) of multiple cities served forms other codes: DFW for Dallas Fort Worth, MSP for Minneapolis/St. Paul, and GSP for Greenville/Spartenburg, South Carolina. Sometimes the city name lends itself to one letter for each word, such as Salt Lake City (SLC), Port of Spain in Trinidad & Tobago (POS), or even Port au Prince, Haiti (PAP).

Most of the "hard to decipher" identifiers become obvious if one knows the name of the airport rather than the city served. Two good examples from Louisiana are MSY and ESF—Moisant Field in New Orleans and Esler Field in Alexandria. Orly airport (ORY) and Charles De Gaulle airport (CDG) serve Paris, France, while Tokyo, Japan has the Narita airport (NRT). When you know what the code represents, some curious acronyms become obvious: CMH is Columbus Municipal Hangar, BWI is Baltimore Washington International, LGW is London Gatwick, and LHR is London Heathrow!

This system of identifying airports caught on quickly and soon expanded to include all radio navigation aids used by pilots. This system of identifying airports caught on quickly and soon expanded to include all aviation radio navigation aids. The VOR on the field at ORD sends out the Morse code for ORD. Recently some VORs not located at the airport of the same name changed identifiers to prevent possible confusion. The clearance "cross 10 miles south of Chattanooga" was confusing when the airport and VOR were five miles apart. FAA surprisingly didn't try to change the name of the city but changed the VOR, resulting in the Chattanooga Airport (CHA) and the Choo Choo VOR (GCO)!

All localizer identifiers are prefaced with an "I." Compass locators are assigned a two-letter identifier, normally using the localizer as a base. For example, at ABC the localizer might be IABC, the locator outer marker, AB, and the locator inner marker, BC. (Note, outside the US radio navigation aid naming may be much less formal.)

Some special interest groups successfully lobbied the government to obtain their own special letters. The Navy saved all the new 'N' codes. Naval aviators learn to fly at NPA in Pensacola, Florida and then dream of going to "Top Gun" in Miramar, California (NKX). The Federal Communications Committee set aside the 'W' and 'K' codes for radio stations east and west of the Mississippi respectively. 'Q' was designated for international telecommunications. 'Z' was reserved for special uses. The Canadians made off with all the remaining 'Y' codes which helps explain YUL for Montreal, YYC for Calgary, etc. One of the special uses for 'Z' is identifying locations in cyberspace. What am I talking about? Well, an example is ZCX the computer address of the FAA's air traffic control headquarters central flow control facility. ZCX is not an airport but a command center just outside Washington D.C., that controls the airline traffic into major terminals.

The lack of these letters puts a crimp in the logic of some codes: if the city starts with a 'N', 'W', or 'K', it's time to get creative! Norfolk, Virginia, ignored the 'N' to get ORF; Newark, New Jersey, is EWR, Newport News, Virginia, chose to use the name of the airport to get PHF -Patrick Henry Field. Both Wilmington, North Carolina and Key West, Florida followed Norfolk's lead to obtain ILM and EYW. West Palm Beach in Florida did some rearranging to get PBI -Palm Beach International; Kansas City, Missouri became MKC and more recently the 'new' Kansas City airport chose MCI. (The code for Kansas City International Airport, MCI, was assigned during the early design phase of the airport when the name was going to be Mid-Continent International. Shortly before it opened, Kansas City officials decided to change the name so people would know what city it was in. It was too late to change the code.)

The continued growth of aviation worldwide meant that three letter combinations were insufficient to identify every airport. Eventually the system expanded, allowing numbers and four digit combinations; however, an airport served by scheduled route air-carrier or military airlift aircraft always has a code comprising of only three letters. My hometown of Raleigh, North Carolina, not only has RDU (Raleigh/Durham International), but also the much smaller 5W5 (South Raleigh Airport), W17 (Raleigh East Airport), 2NC3 (Sky-5 helipad), and ONC4 (Wake Medical Center Heliport). The two-letter, two-number identifiers use the two-letter Post Office or supplemental abbreviation of the State for the two letters: 2ND9 is in North Dakota; 85FL is in Florida, etc. Hilton Head Island, South Carolina, known as 49J when it was a general aviation airport, now has airline service and therefore a new airport identifier—HHH.

Lacking both 'W' and 'N' Washington National has a code of DCA for District of Columbia Airport. The newer Dulles airport just outside D.C. was DIA (from Dulles International Airport); however, the DIA and DCA were easy to confuse, especially when hastily written in chalk on a baggage cart, scribbled on a tag or a handwritten air traffic control strip, so we are stuck with the backwards IAD. Now one of the rules of the game is "the first and second letters or second and third letters of an identifier may not be duplicated with less than 200 nautical miles separation.

"Houston has HOU for the William B. Hobby airport. The 200-mile rule lead to the airport label of IAH, for the new Intercontinental Airport Houston. Louisville, Kentucky, already had an airport with the logical code of LOU; therefore, the letters for the new airport had to be something radically different: SDF stands for Standiford Field.

The airport ciphers sometimes don't originate with the city or airfield name but with the county in which it resides. Longview/Kilgore in Texas is GGG, from Gregg county airport. The 'W' in Detroit's DTW comes from Wayne county; the 'P' in Greenville's PGV comes from its location in Pitt County, North Carolina. However the John Wayne Airport serving Orange County takes its call letters from the less recognized Santa Ana (SNA).

A little more geography cracks the code for CVG, MDT and GTR. Cincinnati, Ohio, has its airport located in northern Kentucky (look at a map if you don't believe me!); therefore, Cincinnati's ID actually comes from the town of Covington - CVG. Harrisburg International is physically located in Middletown, Pennsylvania (MDT). Any Mississippi State Bulldogs' fan can tell you that Columbus, Starkville, and West Point form the Golden Triangle of Mississippi, with airline service at the Golden Triangle Regional Airport (GTR).

History, rather than geography, solves the puzzle of BNA, TYS, GEG, OGG and MCO. The main airport in Nashville, Tennessee, was named in honor of Col. Harry Berry who helped build it: BNA. Knoxville, also in Tennessee, doesn't have a single letter in common with its tag of TYS; however, a historian would know that the Tyson family donated the land in honor of their son killed in World War I. The current Orlando International Airport stands on the land that used to be McCoy Air Force Base (MCO). Spokane International Airport is coded as GEG in honor of Major Harold C. Geiger, a pioneer in Army aviation and ballooning. Geiger field was renamed in 1960 but the code was not changed. Kahului Airport, Maui, was designated as OGG in honor of aviation legend, and Lihue native, Capt. Bertram J. Hogg (pronounced Hoag).

One of the world's largest airports, JFK, is also one of the very few that changed call letters. A change is rare because an identifier becomes so well known to airline staff that changes are not normally permitted.

Interestingly the John F. Kennedy airport's former code also came from the name of the field — IDL for Idlewild airport. If you knew that Fort Myers used to be called SouthWest Florida Regional, the RSW moniker starts to make sense. A code used by American Airlines/American Eagle but never seen by the traveling public is GSW. Pilots spend months at GSW, but no planes land or take-off there. The mystery is solved when you discover that Americans' Flight Academy, with its many simulators and classrooms, is in Ft. Worth on the former site of the Greater SouthWest Airport.

Years ago, entire metropolitan areas were given a code to include many airports; NYC covered New York City and LON signified London. Unfortunately there are no new metropolitan area codes due to the scarcity of letters. These codes provide the ability to quickly look up in a computerized reservation system all the flights to a certain city without using separate codes for each airport. Entering WAS as a designation will give me the next few flights to BWI, IAD and DCA—the Washington, D.C. area. In fact, three letter codes are so scarce that after a year they can be recycled: when Idlewild Airport became JFK, the old IDL tag was retired then reused for Indianola, Mississippi.

Airlines use the three-letter codes internationally in their own network, Sita, for messages such as passenger loads and departure times. World ATC and weather agencies use a separate teleprinter network, the Aeronautical Fixed Telecommunications Network (AFTN), which uses a four-letter "location indicator." Going from large area to actual airport, the first letter relates to the part of the world and the second letter the country. The third letter is a group of airports within that country. Most countries who use this particular convention use a letter to denote the FIR in which the airport is located. So F is Frankfurt FIR in Germany, M is Munich; P is Paris FIR, M is Marseilles. Other ways to use the third letter include identifying a group of airports with a common factor. For example, A was used in Germany for all Canadian and American air force bases. The last letter positively identifies a specific airport.

Thus Aberdeen, Scotland, has the International Civil Aviation Organization (ICAO) location indicator of EGPD—E for Northern Europe, G for United Kingdom, P for Scottish region, and D for Dyce field. Want to figure out LFPG? It's L for southern Europe, F for France, P for Paris FIR, and G for Charles de Gaulle airport. Easy! One more example is EDMM. E for northern Europe, D for Deutschland (Germany), M for Munchen (Munich) FIR, and M again for the Munich airport.

So if London Heathrow has two codes — and it does, LHR and EGLL — how come I've heard Chicago O'Hare only called ORD? The answer is unique to the United States. In the 48 contiguous States the ICAO code is formed simply by adding a "K" to the FAA code. This explains why international flight plans refer to KORD, KMIA, KJFK, etc. A meeting of two rules is Key West, the FAA code is EYW (lose the 'K') and the IATA code is KEYW (add a 'K') which works great for KEY West.

Other airports within FAA jurisdiction have ICAO codes usually formed by taking two letters from the FAA name and prefixing them with PA for Alaska, PH for Hawaii, or PG for Guam. PT appears to be Pacific Trust Territories (Pohnpei, Yap, Chuuk, etc.), and there are various random other P codes like PWAK for Wake Island.

Instrument pilots are familiar with another type of identifier, not for an airport or navigation aid but simply for a point in space. Every airway intersection is a five letter, supposedly pronounceable, combination, from AADCO to ZZARP. Just like airports, some fixes are named after towns: close to Raleigh, N.C., are DUHAM (over Durham) and CHAPL (over Chapel Hill) intersections. Some are named after people or events, and others are named just for fun: BORED, BUILT, BUTCH. The excellent book *Chasing The Glory*, by Michael Parfit, introduces us to the woman who names intersections, Macho Irene. She dreams of some pompous B-747 captain saying, "Roger, will report MUMMI."

From LA to DUHAM, identifiers have grown in complexity and are now used as computer codes in vast reservations systems and flight management computers. The latest trend in bag-tagging technology is laser printed bar codes for automated luggage systems. Will # # # # # ever completely replace DFW? The answer may be found at DIA, the new Denver International Airport, which, when open, will inherit the familiar DEN code. Oh, still wondering about the world's busiest airport, O'Hare International, and its ORD code? Well once

upon a time, before the editor and publisher of the Chicago Tribune, Colonel Robert McCormick suggested a name change as tribute to pilot Lt. Cmdr. Edward "Butch" O'Hare, United States Navy, there was an airstrip well to the northwest of Chicago with a quaint, peaceful name—Orchard Field.

"When in Doubt - Don't"

By Wayne Evans

Just blame Steve Walton if you don't like this article, and maybe a few to follow.

Why blame poor Steve? Because at lunch the other day he asked me if I would ever stop working on my plane (Flightstar - Red Eagle)? Without even thinking, I said "No". But I would really like to think of my tinkering as Updates and Improvements. Anyway, my "No" starting me thinking about why some airplane owners just leave things alone and believe "If it Ain't Broke, Then Don't Fix It" while others (like me) believe we are "Improving" things. This article is dedicated to all those "Improvers".

First of all, accept my apology. I need to set the stage and explain "When In Doubt - Don't". So this first article may be a little longer than any that might follow.

Sometimes a simple statement from someone you respect and trust can dramatically impact who and what you are at the time and even the rest of your life - like Ben telling me to "Look Down" knowing that I had been afraid of heights all my life (Some Pilot). But he helped me finally get over that (mostly). And Steve asking "Will you ever stop working on your plane"?

Most of us fortunate ones, especially us Older Folks, have a special person or two along the years who gave us our most important lifelong words to live by. Who was yours? Mine was a World Wise, Up Through The Ranks, and Self Made Man - My Father. The occasion - I was just becoming a young, moderately good looking (Aren't we All when we are young?) teenager with puberty finally behind me and about to start seriously dating some Very Pretty Young Ladies. From our first Real Father/Son talk came his now famous words of wisdom to me - "When In Doubt - Don't". Like many Cliff Hanger Movies, I will leave the in depth details of our remaining Father/Son talk about women to Your Vivid Imagination.

Moving ahead years later to a young man destined to be one of the most charismatic presidents our country ever had - Jack Kennedy. He, Jackie and their young family created a true "Camelot" where Anything Was Possible. Even "Landing a Man On The Moon by the End of The Decade" (1969). This was "Fire In the Belly" to a young Would Be Inventor like me. Adding to this, those famous words "Others ask Why? - I Ask Why Not?" set many of us on a course in life of "Finding a Better Way". Using this goal, I have achieved some small measure of success with a few inventions and patents but certainly Not by any Strokes of Genius. Many Trials, Many Errors, Lots of Persistence, hopefully Learning from and Admitting Our Mistakes and finally just Starting Over, if needed - These are the foundations of success. By this measure, you can Never Fail - you just move onto a Higher Level of Experience and Knowledge to build upon.

In my short 3 year attempts to become a good pilot and build my own Dream Plane (Numerous Times) I have moved up Many Levels of Experience and Knowledge (meaning I Made Lots of Mistakes). So occasionally this year, I hope to present a few Short "Don't Do What I Did" articles under the heading of "When In Doubt - Don't". These just might help to keep some of you from "Messing Up" the way I did - Just my small way Thanking You for all YOUR help.

**Here are some Topics we hope to discuss.
Many were learned through some actual "Hard Knocks".**

- Why a Big Hole is not a safe windshield.

- Why have a four bladed prop when everyone else has only two or three
- Why put white socks with red stripes on your prop blades (you guessed it)
- Why a fuzzy little Pilot Teddy Bear on you Pitot Tube
- Why no white wheel covers on your Mains
- Why Hiccups between Your Belly Antenna and Grass Fields
- Why Hydraulic Brakes and Bathing in Fluid
- Why two electric fuel pumps, in addition to the manual Rotex pump

And Last But Not Least:

- Why a 10 inch Pizza Pan on your Super Dooper 406 MHZ ELT

Just some Food For Thought until next time.

Wayne Evans - You Fellow Sport Pilot (Finally)

Your Flight Instructors:

Ben Methvin - BFI, AFI,
BFI-SP, DPE (770) 509-6753
Training Field - Cartersville (KVPC)

Brad Methvin - BFI (678) 461-4463
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)

Tony Castillo - BFI pws (Power weight shift)
(404)561-7632
Training Field - Jackson Co. (19A)

Gleim Sport Pilot Starter Kits available from Kim Arrowood (706-292-0525)

CFIs – Current TSA Requirements you should read!

<http://www.scfc.org/phpBB2/viewtopic.php?t=53>

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:ra_johnston@yahoo.com

Use "Club Member Feedback" on the Title Line

Hot Web Links:

Georgia Sport Flyers: 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:ra_johnston@yahoo.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)