
The Sport Flyer

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

May 2007



TRIBUTE TO A BLUE ANGEL

Lieutenant Commander Kevin J. Davis

1975 - 2007

Lieutenant Commander Kevin Davis is a native of Pittsfield, Massachusetts, and graduated from Reading Memorial High School in 1992 where he was active with the Civil Air Patrol. He attended Embry Riddle Aeronautical University, earning a Bachelor of Science degree in Aeronautical Science with honors in 1996.

Kevin reported to Naval Air Station (NAS) Pensacola, Florida, for Officer Candidate School and aviation indoctrination in September 1996. He completed primary flight training at NAS Corpus Christi, Texas, and transferred to NAS Meridian, Mississippi, for intermediate and advanced flight training. While there, he flew the T-2C Buckeye and TA-4J Skyhawk, and received his wings of gold in June 1999.

Kevin joined the Blue Angels in September 2005. He has accumulated more than 2,500 flight hours and 200 carrier arrested landings. His decorations include the Air Medal, two Navy and Marine Corps Achievement Medals, and various personal and unit awards.

BLUE SKIES ALWAYS!!

- **Our Next Meeting is May 12th at Etowah Bend
10:30 am for flight talk, 11:00 meeting starts.**

The May Safety Topic

From the Safety Officer

Emergency Locator Transmitter (ELT) Safeguards

Recently at VPC, we have had two incidents regarding false (inadvertent) ELT alarms, which had to be tracked down by the Civil Air Patrol (CAP) using "homing" equipment. The aircraft were successfully located, to the chagrin of the pilots/owners. Caution should be used to prevent false alarms – a false alarm cannot be distinguished from a real emergency signal, until the signal is tracked down and verified (or resolved) either way.

ELTs transmit on 121.5 and 243 MHz. You may test your ELT during the first 5 minutes after every hour and the test should not be longer than 3 audible sweeps. These tests should be performed on the ground; airborne tests are not authorized. ELTs have a very distinctive "downward swept audio tone" – once you hear it, you won't forget it. I discovered one of the "false" ELT alarm occurrences when I was tuning an FM radio in my hanger. Kim had just brought a new radio to our hanger and while I was searching for a good FM station, there it was!!! I was astonished – the ELT tone was clear and distinct. I told Kim that that's what it was & it wasn't two hours later and the CAP was at my hanger asking to inspect the aircraft/ELTs in my hanger. No, it wasn't associated with any aircraft in my hanger. The offending aircraft was located two doors down.

Most general aviation aircraft are required to have an operational ELT on board. An example of an aircraft that is not required to have an ELT is a single place aircraft. Also, there are provisions for temporary use restrictions for aircraft ferrying and/or temporary ELT removal for maintenance & inspection. Now that most of you are transitioning to Sport Light Aircraft and have a two place aircraft, you will be required to have this safety device onboard and in proper working order. Remember that this device will be "armed" for transmission, should you crash. Further, it can be accidentally triggered by a hard landing or maintenance in & around the ELT mounting location and/or aerobatic flight. A typical ELT will have switch selections for the "ON", "OFF" and "ARMED" positions. The "ON" and "OFF" selections are "manual select" modes. **However, the "ARMED" selection is for automatic activation for a continuous signal.**

You can help to minimize "false alarms" by monitoring the frequency prior to engine shutdown at the end of you flight; inspect the ELT after any hard landing or rough ground handling; and inspect the ELT following any maintenance in or around the ELT mounting area. You are also encouraged to monitor the frequency during flight to assist in identifying possible ELT transmissions. If an ELT transmission is identified, you should contact the nearest air traffic control facility. Who knows, you might just save a life.

Be safe out there.

Michael "Budman" Prosser

Sun-N-Fun 2007 Adventure: by Phil Jouanet

Tom Hagan and I left for Sun-N-Fun at about 9:30 AM on Tuesday 4-17-07. Tom couldn't get his Ferguson started so he took his Cessna 150. I too had trouble starting the Skyboy until I realized both mags were still off! Yes, I was a little jittery as this was to be my longest flight ever, by a factor of five! We rendezvoused on the radio and met at Newnan to refuel. Tom very generously offered to carry some of the camping equipment I had packed into every possible nook and cranny of the Skyboy.

We took off for Americus and flew near a forest fire in some mountains I didn't know existed. The smoke trail was probably close to 100 miles long. We cruised at 5500' MSL where it was smooth as silk. However, when we descended below 3000' or so we were tossed around with great vigor! We were blessed with a tail wind the entire day and at one point our ground speed was 136 MPH! We refueled at Americus and borrowed the FBO's van to drive into town to eat lunch. I was shocked to see the massive damage from the tornado that hit Americus in March. I looked back as we departed and could see a hundred or more blue tarps still covering damaged roofs. Somewhere north of Moultrie, Tom radioed those dreaded words "I have a problem". His engine was cutting off every time he took off the carb heat. I found a couple of close airports on the GPS and he picked the one that had an A&P available. Within 15 or 20 minutes his problem fixed itself, that is, he had processed the water he apparently picked up in the Americus fuel. Next stop was Live Oak, Florida then on to Zephyrhills for our last stop before South Lakeland. We flew just west of Plant City to avoid Lakeland airspace as the air show was on and it was closed to traffic. We could see the aerobatic smoke trails as we flew by.

The landing at South Lakeland was the first non-crosswind landing all day! About 6 PM I flew back to Paradise City at Lakeland. I had reviewed the NOTAM regarding flying into the grass strip and was aware of the lack of detailed info. As I arrived there were a couple of ultralights to be seen but no established pattern was apparent. I entered at the SW corner as per the NOTAM and turned onto a downwind for 27. As I was about to turn base I suddenly saw a CT turn about 100' right below me. My first thought was "boy, am I in trouble". I extended my downwind, did a 180 and over flew the field. By this time I could see an established pattern and my landing was uneventful. A red-capped flight director approached and asked if I was aware of why I had been red flagged (waved off, there are no radios used at the grass strip). I told him I didn't even see the flag and who did I need to apologize to! He said "I can see you are just arriving, don't worry about it." I set up camp near the overrun, but didn't sleep too soundly the first night. We put the Skyboy on static display with the folks from Fantasy Air.

As always, the show was really great fun and I would encourage anyone who has never been, to put it on their "to do list". I attended the Hawk party on Thursday night, it was unforgettable. Soon it was Saturday night and time to start repacking the Skyboy. Sunday morning I attended the 7 AM flight briefing and learned everything the NOTAM didn't tell me! I met Tom at South Lakeland and we were off for the return trip. This time we had a small headwind and we cruised at 4500' MSL. We retraced our flight down and Tom had a few polite words with the folks at Americus about sumping their fuel truck! I landed at VPC, retrieved my camping gear that Tom had carried and flew "home" to Calhoun. The trip really increased my opinion of the Rotax 912S and the comfortable flying position of the Skyboy. The final lesson I learned was that there is no better way to travel long distances, than by private plane!

Phil Jouanet

May Safety Tip

From the Safety Officer – Michael “Budman” Prosser

Alert... Alert... Alert... There is a chronic physiological or pseudo medical phenomenon going around. I don't know exactly what it is, but I call it “Paralysis of the Throttle Hand”. Can you believe it? Are you affected??? Yes, I'm being sort of silly, but I'm trying to make a point.

It's an all too common tale...when faced with an in-flight situation, usually close to the ground – during landing or maneuvering close behind other aircraft/UL vehicles in the pattern, pilots fail to or cannot seem to be able to push the throttle forward (increase power). Subsequently, the result is a pilot lands short of the threshold or doesn't make the field, a stall/spin into the ground or a collision with obstacles. Airspeed is your friend; maintain it, lest the ground rise up and smite thee! Altitude is your friend - cherish it. What's that old saying; pull up and the houses get smaller. Pull up some more and see the houses get bigger again!!!

What's the answer? Therapy and exercise! Practice go-arounds, exercise your left hand and push that throttle forward often – after all, you can always pull it back. Keep your hand on that throttle during take-offs and landings. The things you may not get back at the most critical time in your flight is airspeed and/or altitude. Response time is so very important! You got to keep your brain engaged at all times – your brain has to tell you throttle hand what to do & when to do it; your throttle hand must obey your brain. Don't be ashamed to perform a go around or to maneuver safely clear of any aircraft/UL that you may converge with or close on.

While at the Paradise City/Light Spot area at Sun-N-Fun, I saw a beautiful HummelBird go down while turning Base to land behind other aircraft/UL's. He got too close to other vehicles & too slow; he stalled & spun in from about 200 feet. The local news stated that the pilot survived, but he airplane was totally destroyed – I saw the pictures on the local news. It was avoidable & totally preventable. You're the pilot; fly it at all times and fly it all the way to an uneventful landing.

Be safe out there.

Budman

Safety Tip for the Month

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

Buy Pennzoil Products

Submitted by Michael “Budman” Prosser



Call Signs

Here are the "call signs" for Club members that I am aware of. I have updated this list as of April '07. If you've been tagged with a call sign or if you've picked one for yourself, let me know and I'll update this list. After all, isn't it better to be called by your call sign, versus your name over an open microphone!

Budman - Michael Prosser; HummelBird, N4449A

Dr. Bones - Steve Green; Phantom X-1

Handi-man - Richard Logue; Flightstar II SC

Possum - Stan Sullivan; custom Viper

Red Eagle - Wayne Evans; Flightstar II SC

Spirit 1- Kim Arrowood; Flightstar II SC

S6 - Charles Spegele; Rans S-6

Stick - Bob Smedberg; Fisher 404

Submitted by: Michael "Budman" Prosser

"When in Doubt - Don't"

By Wayne Evans
(See March Issue for Introduction)

Second in a series of Pilot "Oops" and "Hard Knocks" Learning

- Why a Big Hole is not a safe windshield? (Past April Issue)
- Why put white socks with red stripes on your prop blades? (This Issue)
- Why a fuzzy little Pilot Teddy Bear on your Pitot Tube? (This Issue)
- Why have a 4 bladed prop when everyone else has only 2 or 3? (This Issue)
- 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 Rotax pump?
And Last But Not Least:
- Why a 10 inch Pizza Pan on your Super Dooper 406 MHZ ELT?

Now On To the May Topics

As part of our ongoing saga of “When In Doubt – Don’t” you might remember that the April issue topic was about “Why a Big Hole is not a safe windshield”. Note: Our New Windshield is Great.

In this issue I will use the word “We” since my very tolerant and very forgiving wife has been very supportive (within limits) of this Learning curve climb, so let’s give credit where credit is due. Since it is May already, we will play catch up and cover a number of “Oops” topics starting with the easier ones.

1. Why put white socks with red stripes on your prop blades?

You can guess what happens when you are 6 ft. 2 in. tall and your Forehead is about 5 ft. 8 in. from the ground, which also Just Happens to be the height above ground of the tips of some of your Prop Blades – and – you can’t remember to Duck All the time (especially when you start putting on some years). Yep. Some nice big red scratches just above the eyes. After 3 or 4 times (Slow Learner), the sacrificing of a soft winter white sock for each blade tip did the trick. Now it’s only Bumps if another Oops happens. Since white socks don’t show up too well sometimes during pre-flight and starting an engine has been known to throw white socks at least 2 hangers away, bands of “Hey Dummy” Red Tape over the socks as a Very Visual reminder that helps allot. It might even work better if you Already wear nice colorful Red Socks to donate to your Prop Blades. When working around your plane, Don’t leave your Prop Tips bare. Both your Head and your Blades will thank you.

2. Why a fuzzy little Pilot Teddy Bear on you Pitot Tube?

First of all, we have been telling everyone that Our plane has Red Bird Heads on the rudder, simulated feathers on the trailing edges and is called the Red Eagle (with a smile) so that my Grandchildren won’t be afraid to sit in it and even ride in it – Someday. With my oldest Grandchild now 18 and Starting College in the fall, I guess that dog won’t hunt anymore. So, we really made it look this way because WE wanted a fun plane. But we Still have younger Grandchildren. They gave us the padded little Teddy Bear when we started to learn how to fly. It also is a Pilot with cap, goggles and scarf. It’s a fun Co-pilot when flying alone. Besides, Pitot Tubes are just about Eye Ball height and those thin red ribbons you normally put on the end with the “Remove Before Flight” label can still be dangerous, especially with My “Oops” reputation. Watch those Eyes. Don’t leave your Pitot Bare. Even the Bear essentials will do.

And now to that topic Every Pilot Loves to talk about, especially if it happened to you.
“CRASHES”, Causes and Cures

3. Why have a four bladed prop when everyone else has only two or three?

The Original Red Eagle Plane (Now N60RE - Not GORE, Steve) had 3 rather Long blades. Hey, if you have a Rotax 582 and a Super “E” Gear Box then why not use it for better Climb and Cruise. Right? Well, they turned out to be a little TOO Long with less than 2 inches clearance between the prop tips and the fuselage just below them. That’s ok for a good pilot that doesn’t Bounce much on landing. BUT for a Newbee like me with three Go Arounds in a row, the last Bounce was BIG (I Mean BIG). It pushed the Flexible Plastic (Now Fractured) front fuselage up into the Prop Blades and fractured all three tips – but just a Little. With all respect to our Wonderful Women Pilots, it was just like being a Little Bit pregnant. There was Not much Noise over the loud engine but I probably did Not Want to hear it anyway – So did I put on just enough power to settle on the runway and go back to the hanger for a Long, Hard

Look? Nope. Back to Full Power and back up Again. "I Can Land This #\$\$%^&* Thing".
Talk about a Big Macho Attitude.

I won't repeat too much of what happened next since I told most of you my story, in all its gory details, when it first happened a couple of years ago. Suffice to say, fractured Prop Blades that split into floor mops don't give a plane much lift, and talk about Drag! Between the Trees, Deep Ridges, the Etowah River and Cows, we (ok, I) put the Red Eagle literally Down on Down Wind for 19. In a very short time our Friendly KVPC Hanger Bum Rescue Crew picked up the plane pieces and put the Scraps back in our hanger. Since I was still able to Walk, Talk and Chew Gum at the same time, we started building the Red Eagle - Two. This time we went with Shorter blades and to make up for less length, prop area and Lift, we installed 4 blades instead of 3. It turned out that both the Climb and Cruise of the new Red Eagle Two is Great. But what about the front end fuselage that the 3 blades struck? Just to be Doubly Safe ("That's Evans"), we lowered the nose a little. Unfortunately, to do this the windshield and roof had to be realigned. This caused the roof to come down on the pilot head (Not good) under certain wind conditions – as both Ben Methvin and Richard Johnston found out. Yes this new "Oops" was fixed too --- Buts That's another story.

So what is the Morale of this story? I should have Never let my Big Head get in the way of Safety and Rational Thinking and Never should I have gone back up again after that last Bad runway landing. The result was that Final, Final, Final landing in all that Cow Plop was REALLY, REALLY, REALLY Bad.

As Kim puts it:

" Listen to that little Voice in the back of your head and if it says No, then Don't do it"

In closing, while making those challenging life decisions remember –

"When in Doubt - Don't"

2nd Quarterly Airport Authority Meeting Report, 2007

Submitted by Michael W. Prosser – GSFA Safety Officer

The April 3rd, 2007 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 moving forward (ever so slowly). The ETA (best guess) for hanger completion is years end.
The Hanger rental (\$\$\$/month) has not been determined at this time and will be affected by the cost of the hangers themselves. A motion was approved to consider adding ridge vents on the roof and adding 1/4” insulation to act as a condensation barrier.
- Hanger funding is available and the Airport Authority is soliciting bids for a hanger vendor, from which to purchase and erect the steel hangers. These funds are not dependent upon any other source such as the State or Federal government, FAA or other agency.

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 initial 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, multiple UL’s, etc). Another cluster of (10) T- hangers will be built with a 24’ depth (small or single engine aircraft, UL’s, etc). Discussion indicated that both hanger clusters would have a 40’ wingspan capability.

Two additional (smaller UL hangers) will be built approximately one year after the original hangers to allow for ground settling, so that theses hangers can be built on the extreme outside ends of the foundation. This will total 34 hangers on the north end, west side.

- Work continues 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. 125 tons of lime has been dispersed to kill sage & brush.
- The road-widening project continues for Highway 113 and negotiations continues with the Ga. Dept. of Transportation (DOT) and the FAA. 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 may affect flight operations at the airport if the FAA determines that the runway threshold must be displaced, due to the adjacent highway. **The FAA has indicated that this “issue” may require that the threshold be displaced 1000 feet!!!!** Needless to say the airport authority is not pleased and they will be meeting with the FAA to hammer this out. Due to this disagreement, between the FAA and the Airport Authority, the FAA has held up all federal funds – there is no resolution at this time. Further, shortening the runway effective length could very seriously affect Phoenix Air’s flight operations, as well as other commercial jet or turbo-prop commuter/air-taxi operations and therefore, “revenue” at the airport. Roadwork may affect vehicular highway traffic, as well. 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. Expect delays id traveling toward downtown Cartersville, especially during peak travel periods.

New Business:

- New chain link fencing will continue to be erected around the airport property, as funding becomes available. New gates/entries also will be installed, as fencing extends toward highway 113, along highway 61 adjacent to/past the large hangers on the north end.
- 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. This project is estimated to cost \$2,700.00.
- No re-zoning projects are expected along the south end, across Old Alabama Road and adjacent to Hwy. 61, until at least the Fall of ‘07. 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. He has liquidated most of the assets in & around the hanger itself. It is believed that those remaining items that are segregated together in one area, belong to Southland Aviation. The hanger has not been sold to any interested party yet; he is still open to offers. The hanger payment is current and efforts continue sell the facility.
- The Airport Authority will begin a capital improvement project at the airport, to install city sewer connection. Currently, the entire airport sewer needs are handled by septic tanks and require pumping at least every two weeks - this is very expensive and leads to potential overflow/ground surface backups. It appears that the airport sewer demands exceed its capabilities at peak demand times. The cost of this capital improvement project is expected to be \$380,000.00. The Airport Authority approved a motion to offset some of the expense of sewer pumping by paying for one septic tank pumping per month, until the new city sewer connection is completed.

- Expect repair/maintenance work to be performed on the pavement on the south hanger areas, where the asphalt is cracking. Cracks will be filled with new asphalt/tar to improve the hanger or taxiway surfaces. Also, taxiway paving is being performed to prevent the pooling of water on the taxiways. This improvement is very obvious at the North end.

Michael "Budman" Prosser

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, CFI (770) 547-3622
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 (770) 547-3622

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

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/>

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)