
The Sport Flyer

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

September 2007



August ELSA Repairman's Course Participants

- **Our Next Meeting is September 8th at Etowah Bend
10:30 am for flight talk, 11:00 meeting starts.**

ELSA Repairman's Course Attended by GSFA Members

By Richard Johnston

On August 25th-26th many GSFA members attended the ELSA Repairman's course offered by Mike Huffman of Sport Aviation Specialties. This was the only occasion that this course has been offered in the Atlanta area this year and was heavily attended by GSFA members as well as other aviation enthusiasts from this area and as far away as Florida, Tennessee and even Ohio.

The course consisted of two 8-hour sessions held at McCollum airport. The materiel covered focused on AC 43.13-1B – “Acceptable Methods, Techniques, and Practices - Aircraft Inspection and Repair” which covers a wide variety of subjects from construction materials and techniques, repair, aircraft inspections, and weight and balance calculations. Other areas were also covered including LSA Specifications and Regulations and Policies covered in other FAA regulations.

Anyone who owns an SLA or Part 103 legal ultralight would benefit from this course. The obvious benefit with an ELSA Repairman Rating is that you would be able to do your own annual inspections once your LSA is certified saving some cash in the future. The more important benefit is in safety - knowing more about your aircraft's hardware and construction will make it easier to recognize issues that may affect your flight and possibly your health.

GSFA members attending were: Jackie Williamson, Kim Arrowood, Phil Jouanet, Richard Johnston, Wayne Evans, Bob Smedberg, Eddie Spain, Hajo Eschholz, Phil Williams, and Richard Logue. Nice representation by the GSFA!

AC 43.13-1B can be downloaded as a PDF files from the FAA's web page at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/99C827DB9BAAC81B86256B4500596C4E?OpenDocument&Highlight=43.13. This advisory is quite large (over 600 pages) so if you want to save some printer ink you can get a printed copy in manual form, you can order a copy at <http://www.asa2fly.com>

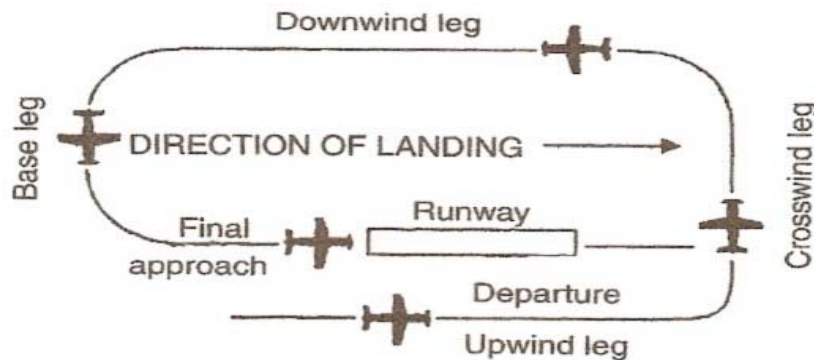
Sport Aviation Specialties is also conducting this training in other cities this year and a schedule of upcoming courses can be found at their web site at www.sportavitationspecialties.com.

From the Safety Officer

Michael “Budman” Prosser

Let’s talk Traffic Pattern Components *

*Reference the AIM: Aeronautical Information Manual



NOTE—This diagram is intended only to illustrate terminology used in identifying various components of a traffic pattern. It should not be used as a reference or guide on how to enter a traffic pattern.

Figure 4-3-1. Components of a Traffic Pattern

The basic traffic pattern is made up of what we call “legs”. Let’s discuss each of them.

A) The Upwind leg: The flight path that is parallel to the landing runway, in the direction of landing.

Note: If this flight path is “...parallel to the landing direction and in the same direction as the direction of landing”, then it is not the same as the Final Approach leg or the Departure leg, which are also parallel to the Upwind leg. Therefore, the upwind leg is on the opposite side of the runway from the Downwind leg. See Departure leg.

B) Crosswind leg: The flight path which is at a right angle (90 degrees) to the landing/departure runway in use, from its takeoff end.

C) Downwind leg: The flight path that is parallel to the landing runway, opposite to the direction of landing.

Note: Although not indicated on the drawing, the recommended traffic pattern entry to downwind, from outside the traffic pattern, is from a 45 degree angle. This is to allow traffic to merge smoothly and to “see & be seen” (see & avoid responsibility). Please do not get this confused with our authorized, unique UL traffic pattern entry at VPC when you approach the pattern from the opposite side of the active runway in use.

D) Base leg: The flight path which is at right angles (90 degrees) to the downwind leg and the direction of the landing runway (approach end). Therefore, the base leg intersects the extended runway centerline for the final approach.

- E) **Final Approach leg:** The flight path which is in the direction of landing along the runway extended centerline, from the base leg to the landing runway.
- F) **Departure leg:** A flight path that begins after takeoff and continues straight ahead along the extended runway centerline and intersects the crosswind leg, if staying in the traffic pattern. Note: traffic may elect to depart the traffic pattern from the departure leg. The recommended pattern departure paths are straight out, or at 45 degrees from the direction of takeoff (standard traffic pattern direction of turns).

Now, be safe out there.

Budman

Safety Quote From The Safety Officer

Yes, I get credit for this and you have probably heard me quote it before.

“Keep your head on swivel, ‘cause that’s why the good Lord gave you a neck”.

Be safe out there.

Michael “Budman” Prosser

September Safety Tip for the Month

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

Buy Pennzoil Products

Submitted by Michael “Budman” Prosser



“ICE”

A Tip from Wayne Evans

No, This “ICE” is Not something you skate on in the winter time or something for your stiff drink after a hard day’s work or fixing your bird again. But it could Just be the simple thing that could Save Your Life.

Since I have another Old Folks birthday coming up some, I can’t remember what the source of this Great Safety Tip is.

In this case “ICE” stands for In Case of Emergency and was developed for First Responders to know who to call in case of an accident or other personal emergency.

The majority of Americans now have a Cell Phone, even some Kindergarten children. These phones usually contain a list of names and phone numbers of your Business Associates, Friends and even some Favorite Relatives – and All your family members.

With a list of tons of phone numbers to choose from, how does a First Responder know which one, or ones, of these numbers to call in case of a personal emergency?

Here is where the “ICE” concept comes to the rescue. In addition to all those numbers with Real names and locations, add the name “ICE” to your list with the phone number you want a First Responder to call. If you are unconscious and can’t verbally give them the number, they can just quickly scan through the numbers in your cell phone and find “ICE” with that Emergency Person’s number attached. Walla – the Good Guys (oops, People) to the rescue.

A number of communities have implemented this “ICE” program, so their First Responders have been trained to look for the “ICE” number. Once again it probably came from California – Just guessing. “ICE” Works Great for Getting hit by a Car, hiking and Walking Off a Cliff and even a Plane old Airplane Crash (Oops – Off Field Landing).

Once again, some of the Best Life Saving Tips are the most simple. Remember KISS?

Yes, I am putting “ICE” in My cell phone – with one exception. Most people would like a First Responder to call a number of people, in case the first one doesn’t answer. Simple solution. Add a Number of “ICE” phone numbers in order of preference – like “ICE 1”, ICE 2”, “ICE3”, etc.

Now all we need to do is train our local Finest Responders to know what the Heck “ICE” means.

With all the other Safety things you do when out and around, remember that this Great concept just puts “ICEing on the cake”.

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://flightraining.aopa.org/members/get_help/articles/3535.cfm

Sport Pilot Check Ride Guide: (courtesy of AOPA) Worth Repeating

One of the key elements that FAA Inspectors and Designated Pilot Examiners (DPE), such as Ben Methvin, uses for Sport Pilot flight Instruction and Practical Test is the FAA Practical Test Standards (PTS) FAA -S-8081-29 effective December 2004.

This PTS can be downloaded from the FAA web site:

http://www.faa.gov/licenses_certificates/airmen_certification/sport_pilot/

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)