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# The Sport Flyer

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

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March 2008



## *State of the Union*

*By mule*

Flying is a funny avocation/profession. If you spend much time around an airport or read the many articles in some aviation magazine, someone is the world's greatest pilot, fastest pilot or most daring acrobatic pilot. As many of you know, I have spent more than a few years in the aviation game and I think I can say for certain all of that is just a bunch of "\*\*\*\*" "\*\*\*\*". You can fill in the words.

Aviation is personal! Very personal! Each of use who flies an aircraft has had to overcome many various obstacles to get in the air. Fill in the blank. Money, time, health, yada yada, etc.

If we are fortunate enough, we finally get to solo and spend those few precious moments in an aircraft in which we are the sole (albeit at the mercy of the machine) operator/controller. It is up to **us** and **we** alone to control our motor skills, the aerodynamics and mechanical properties of the aircraft and most importantly **control our emotions** to safely bring the aircraft back to earth without breaking it.

Hopefully over the intervening years we gain experience maturing us as aviators allowing us to become better qualified to handle the unexpected. Experience is only as good as the person experiencing it and not as good as the person who has experienced it thinks.

I can say without exception that as good as you might think you are, you are not that **good**. Luck will probably play the biggest part as to whether you might survive a severe problem. I can also tell you that problems and luck are both random. From many interesting experiences I have found myself to be lucky. I can't tell you why I am but I am very thankful that I am.

So what is the point to all this meandering thought? Enjoy your time in the air and your time with your fellow aviators. We are only here for a short time and flying is a way to make that time more enjoyable.

## *View from the TOP!*

*By Phil Jouanet el Presidente*

GSFA Wants .....new members!

It's almost a natural law that only 10% to 15% of members in any organization will take a really active part in running that group. The Georgia Sport Flyers are no exception to that rule. Every year we need the following positions filled: Chef, Newsletter Editor, President, Safety Officer, Secretary, Treasurer and Vice President. Count 'em, that's seven. We have about 40 members now so 18% of our members need to be active just to fill the above positions. That does not even include volunteers for activities and special events! It is no wonder we always seem to have a shortage of volunteers.

It is difficult to turn passive members into active ones. The other option is to increase membership. I am encouraging each member to work at recruiting one new member this year. Sell the many benefits of being a GSFA member, such as: low annual dues, lunch meetings, fellowship, activities ( fly ins, fly outs, rallies, Christmas party, etc,), free use of the club's trailer, discounts from Steve Walton on annuals and the newsletter. Who to talk to? Remember aircraft ownership is not a requirement. Obviously those of you who are instructors have a captive audience of your students. The rest of us almost certainly know someone who is a prospect. Think of everyone you know flying an ultralight, a light sport or even a GA plane. Consider previous members who drifted away. Maybe they just need an invite to return. Invite your prospect to a meeting or activity as a guest. I know they will feel welcome!

### ***Safety Quote for March***

**"Safety is a learned behavior"...** Earning your pilots certificate doesn't mean that you have learned it all - it's a license to learn (more).

*GSFA Safety Officer*

*Michael "Budman" Prosser*

## *Secretary/Treasurer Report*

*By Kim Arrowood*

We presently have \$1518.81 in the bank. Dues are now due and payable.

If you need to use the trailer, its home is at the Cartersville Airport. Please contact me at [770-547-3622](tel:770-547-3622) if you need it. Looking forward to the New Year with Lots of Fun & Flying.

## *Life of Leisure*

*By Richard Logue*

It's true; I miss hanging out at VPC and seeing my aviator friends while I spend the long warm winter here in Daytona Beach, Fla. I must choose between flights from a picnic table in an open hanger, the GSFA club meetings, the culinary cuisine and friendship after the meetings or the fish sandwiches & beer here on the warm balmy docks watching the pelicans. We all have compromises in our lives. Life can be a beach.

The winter season here can be very active in the various aspects of flying. In January, I attended the local EAA chapter meeting at the Spruce Creek Fly-in" community. There were approximately 80 – 90 people in attendance. They had their officer elections with the same problems as we do in the GSFA, trying to get volunteers to serve as officers. But on the brighter side of the meeting, they had excellent pizza. One of the members gave a demonstration on preflight & launching of a hot air balloon. Although it was a tethered flight, I can now say that I've been up in a hot air balloon. I discovered several interesting facts about ballooning. First, when looking up into the balloon, it is absolutely huge. Second, it burns approximately \$60 per hour in propane gas. And lastly, you Do NOT want to be 6'3" tall. Those burners are amazingly close to hair that melts quite easily.

I spent some time at the New Smyrna Beach airport helping Larry Yagley buck rivets in his RV9 that he's building. In the hanger next to Larry, Dave is building a Zodiac 601 and is almost ready to test fly it.

On the opposite side of the New Smyrna Beach airport is American Aero Services, which each winter provides maintenance & upgrades to WWII war birds. (They are looking for help if you're interested) They had an open house last weekend to see the B17, B24 & B25. It was interesting to see them up close and stick you head up in the bomb bays & other parts of the plane. I took lots of pictures but their website (listed below) is much better. They have fighter type aircraft in the hanger under various stages of repair or new build. One of the new build projects is a P51 Mustang. Their website is [www.Americanaeroservices.com](http://www.Americanaeroservices.com). Two of the bombers have left for their winter tour and the last bomber will be leaving in Feb.

Bob Smedberg & I planned to go to the LSA Expo but didn't make it. Bob was under the weather and I had fog & rain weather. You know how weather can change your flying activities.

Oh, did I forget to tell you about the fishing? So now you can see that it's not all sun, seafood & bikinis here in Fla. Life is not just a beach after all. Sometimes we need to spread our wings and fly. See you in April at VPC.

## *Electrical Note*

*By Charles Spegele*

Many of our UL and sport light aircraft use volt meters instead of amp meters. Pilots should be aware that if their voltage reading is 12V or less with the engine running their generator or alternator is not putting out any current. With the engine running the volt meter should be reading in the 13-14 volt area.



## *Steve's Dish of the Month*



By "Chef" Steve Ahouse

I got this recipe from one of the best cooks I have ever known & love-my Mother-in-Law, Mrs. Charles Spegele (a/k/a Grandma)

Grandma's To DIE FOR Brisket:

3-4 Lbs Butcher-Cut FRESH Beef Brisket (Don't use a "Corned Beef Brisket"). A 2 pound brisket serves 3 people.

1 package Onion Soup Mix

1 jar Heinz 57 Chili Sauce

1 12oz can of regular Coca-Cola

Pre-set the oven for 400 degrees to cook 3 hours or 250 degrees to cook 5 or more hours (your choice). In a roasting pan place the brisket then mix all ingredients and pour it over the brisket. Cook COVERED & basting often.

As always, after removing from the oven, Let meat rest for 10mins. before serving to allow the juices to remain within.

This is your Friendly Chef saying "Cooking does not have to be a JOB but an ADVENTURE"

## *Static Electricity Fire*

By Phil Williams

A post from challenger web site. Let's be careful with our refueling.

**While fueling my challenger this morning a spark from the fuel nozzle started a fire inside the Mr. funnel. Total loss two month old plane 52 total hours.**

## *Fire, Fear and Finally Fun*

by Wayne Evans

**Day Zero** - It was just days before all hell broke loose in my life as a young, fun filled and moderately emotionally free middle class northern Yankee Boy pushing the ripe old age of 21. I had just finished being a scapegoat in a union/management turf battle at my first Real Job as a TV station Engineer (ok - a Tech. Flunky). For the next few months, I was as a solder jockey at a new company designing some hush, hush navy defense electronics. That was until my boss told me I

was doing a good job - evidently Too Good because he wanted to promote me to run an operation but couldn't because I did not have an official engineering degree, just an associate in electronics. If I didn't quit and go back to school, as he thought I should, he would fire me anyway. Later in life I would thank him for his wisdom and recognizing something in me which I did not see at that time in my young life. No job now, no real money for any further schooling. Now my beautiful, long standing High School Sweet Heart tells me to Buzz Off. Talk about Really getting a Chip on my Shoulder – I Really grew a Big One. So what else can go wrong???

**I Got Drafted into The Army** - It was not one of those "Come down to the draft board, just take a physical and the go home to mommy and daddy for 2 or 3 months" thing. This Draft was Real, Right Now, Pee in a Bottle, take one step forward "Your in the Army Now and we Own Your Butt", on a Train and then a Bus South to some place called Fort Benning Ranger School in South Georgia????? You have to realize that it was 1957 and I was this poor, world stupid Yankee boy traveling down South for the first time. During the whole trip, I didn't know what I was supposed to do or say. I was literally so Uptight that Mother Nature wouldn't let me do my thing for four days – and that was just the Beginning.

**90 Days of Hell** - 20 Mile Day and Night Marches carrying 60 pounds of weapons and gear, learning the Right Way, the Wrong Way and the Army Way, Spit and Polish and Inspections and Guard Duty almost shooting a lieutenant that didn't know the latest Pass Word, the Battalion Commander picking me as the "Worst Solder in the Army" (Remember that Chip on my Shoulder?). Well with my platoon sergeant giving me many "Straight Talks", mucho &^#\$&\* Extra Duty, Lots of exercising (Ft Benning is The Paratroop School). Add to that, my war training by hugging that great Georgia clay and mud with live machine gun bullets whizzing 2 inches over my Butt, Mini Bombs going off around me and then standing up so I could stick a dummy with my bayonet. Well I guess I didn't Stick that enemy good enough so my not so understanding Instructor made me go through the whole war game again. When I got to the end This time, I made that dummy look like a piece of Swiss cheese. At the end of all this fun of the army turning me into a Real Man, I had lost 35 to 40 pounds and was looking pretty good for an older (90 days) and wiser guy with No more Chip. I finally Graduated and was Really Ready for that 30 day leave before shipping out to ---- (Another Story).

**Fire, Fear and Finally Fun** – Now to the bottom line. The Army paid my way back home (Near Chicago) and I wanted to get out of our beloved Ft Benning as fast as possible. And If you are somewhat afraid of heights (like me), how do you cope with your Very First Flight in a Real Airplane? Why Just fly at Night. That way you can't see really see how far it is to the ground. You just have to look at all those twinkling little lights way down there. By this time in my life I had gone through many, many Ups and Downs and now I felt I was really prepared for my first Really Big One. I was finally at the airport, duffel bag on board, Seat belt fastened, Barf Bag handy, Deodorant fighting my sweat, all those instructions about Seat Belts and Emergency Oxygen now completed. The plane finally begins to roll, and roll and roll. Then the lift off and all the rumbling noise stops - until two loud thumps (wheels coming Up – I hope). Up, Up and Away. All four engines purring fine (I think) and all is well. Seat belt light goes off. Everybody unbuckles theirs. I am an Official Fearless Soldier now, so I can do the same – uh, on second thought. I was Lucky Enough to get a Big Window Seat (ya- Lucky). Then getting up enough courage to actually look outside, I followed the wing expecting to see the end of it disappear onto the black of night. Instead I was shocked to see of all things - the Engines On Fire. They were not only Glowing Red and White but were actually belching FIRE like a medieval Dragon. With my sweat deodorant on overload and Barf Bag ready for a quick draw, I called a stewardess over and pointed out this possible Little Problem with, not One, but with Both Engines. She smiled, and whispered in my ear "That's Normal Sir --- Coffee, Tea or Coke?" This young lady was very calming. She was also probably very attractive – but I had other things on my mind just then – Like Survival. Now I can say all went pretty much un-eventful the remainder of the flight to Chicago. I don't think Un-

Eventful was one of the words I remember at the time. Oh Yes, upon landing, with the thump of those wheels coming down and those airport buildings and other parked planes and Trucks coming up to meet me – I really was sooo happy to finally be back on good old terra firma. Some years later, when doing considerable corporate flying, I was really pleased to see the commercial jets coming into use and me Not having to see all those “Fires In The Sky” any more. Incidentally, while on my 30 day leave, I met this charming young lady at a dance. With now a slim, trim body and somewhat good looking and In Uniform, she found it hard to resist me (ha ha). We have now been blissfully married over 47 years. She has put up with a great deal from me, now her Not So Thin Anymore “Soldier Boy”. Her Tolerance Includes building, flying, crashing once, twice and three times our own Red Eagle (oops – Chicken) airplane. While Flying, I even look Down now and then and thoroughly enjoy the marvels of this good old earth. Yes, even She has enough courage to fly with me whenever her Grandchildren Schedule permits. So what does this all mean? To paraphrase an old proverb “Trials and Challenges build Strength and Courage” - even enough to Fly.

I believe all my early Life Trials, including my vacation at Ft. Benning, Georgia, really Did prepare me for My Very First Flight ---and Survive it. It certainly made me a Stronger Person – strong enough to Build our Red Eagle in later years and develop a Passion to Fly With The Eagles, Again and Again. It is hoped that Your first flight was as Exciting and Rewarding as mine.

### *Obituary of the late Mr. Common Sense*

*By London Times*

London Times Obituary of the late Mr. Common Sense Interesting and sadly rather true.

'Today we mourn the passing of a beloved old friend, Common Sense, who has been with us for many years. No one knows for sure how old he was, since his birth records were long ago lost in bureaucratic red tape. He will be remembered as having cultivated such valuable lessons as: Knowing when to come in out of the rain; why the early bird gets the worm; Life isn't always fair; and maybe it was my fault.

Common Sense lived by simple, sound financial policies (don't spend more than you can earn) and reliable strategies (adults, not children, are in charge).

His health began to deteriorate rapidly when well-intentioned but overbearing regulations were set in place. Reports of a 6-year-old boy charged with sexual harassment for kissing a classmate; teens suspended from school for using mouthwash after lunch; and a teacher fired for reprimanding an unruly student, only worsened his condition.

Common Sense lost ground when parents attacked teachers for doing the job that they themselves had failed to do in disciplining their unruly children.

It declined even further when schools were required to get parental consent to administer sun lotion or an Aspirin to a student; but could not inform parents when a student became pregnant and wanted to have an abortion.

Common Sense lost the will to live as the churches became businesses; and criminals received better treatment than their victims. Common Sense took a beating when you couldn't defend yourself from a burglar in your own home and the burglar could sue you for assault.

Common Sense finally gave up the will to live, after a woman failed to realize that a steaming cup of coffee was hot. She spilled a little in her lap, and was promptly awarded a huge settlement.

Common Sense was preceded in death by his parents, Truth and Trust; his wife, Discretion; his daughter, Responsibility; and his son, Reason. He is survived by his 4 stepbrothers; I Know My Rights, I Want It Now, Someone Else Is To Blame, and I'm A Victim.

Not many attended his funeral because so few realized he was gone. If you still remember him, pass this on. If not, join the majority and do nothing.'

## *SCUD RUNNING IN THE MOUNTAINS (DON'T TRY THIS AWAY FROM HOME.....)*

*BY Phil Jouanet*

My wife had driven up to Hendersonville, NC in the middle of the week of the third week of July, 2007, to join some family members for their annual trip there. What a great opportunity for a nice cross country to the edge of the Smokies! I left early Saturday morning after being delayed a while by morning fog at Calhoun. The delay was a blessing as I was flying directly into the morning sun. The trip up was uneventful, refueling at Habersham County(Cornelia), even though the Skyboy could have made it non-stop. I flew over Lake Jocassee and Brevard before turning east to land at Transylvania County airport. That route kept me in the valleys and out of Indian country.

My plan was to return to Calhoun late Sunday morning. I had been monitoring the weather on the AM radio Sunday morning and nothing was out of the ordinary. I got my first surprise of the day when I arrived to find the airport closed until noon. The day was almost clear, the reports on the radio were OK so I took off without a real weather report (Mistake #1).

Once I reached Lake Jocassee what had seemed like typical summer haze began to thicken with a few small clouds beginning to form but still decent VFR weather. Gradually the western sky began to darken and as I approached Habersham I saw nothing but dark clouds ahead. I called the Habersham FBO, who reported VFR conditions there. I detoured south then circled back to land under dark skies at Habersham. I refueled and checked their radar which showed two areas of rain west, directly in my route back to Calhoun. I took off in a very light rain and headed north to go around the slow south moving showers (Mistake #2).

Cruising at 6500' msl, I missed the worst of it. Close to Dahlonega I ran into a solid bank of clouds. I raised Wimpy's (Lumpkin County) on the radio and announced my intention to spiral down to see if I could get under it, and land if I couldn't. The ceiling was about 2500' so I continued on my merry way (Mistake #3)!

Soon I found myself in the mountains with most of the peaks completely obscured by clouds. My intended route over the mountains( Mistake #4) was now blocked, and I remember thinking this is how a lot of those "controlled flight into terrain" crash reports started out for the pilots. After wandering around a bit, the \$99.00 terrain upgrade on my GPS paid for itself by showing the way out of that mess. I came out close to Pickens County and intended to land there to check their radar. I could then clearly hear plenty of normal operations at Calhoun and as the weather was starting to clear I continued uneventfully to Calhoun. I was lucky and I am sure the prayers helped too. The lessons are obvious and enumerated above. The main lesson is that the mountains can generate their own weather even on a nice day as rising air condenses into fog, clouds and rain.

## LSA Pilot Proficiency

By Michael "Budman" Prosser

### Controlled Airspace Topic

Another interesting piece of the airspace puzzle to think about

Have you ever read these words and wondered what this is? "... *\*within the lateral boundaries of controlled airspace designated to the surface for an airport\**".

This is when there's a dashed magenta or blue circle around the airport. The dashed circle brings Class E airspace to the surface. If there is no dashed circle around the airport on the chart then the Class E airspace starts at either 700 or 1200 AGL (or possibly even higher), which can be determined by looking at the sectional chart.

When there is no dashed circle, the airport is in Class G airspace and Class G weather minimums apply.

So, that leads us to another question. What is Class G airspace and what are the weather minimums, for fixed wing aircraft, for that airspace? Class G airspace is known as uncontrolled airspace. For me an easy way to remember Class G airspace is the word "GOOD" airspace. It is that part of the airspace that is not designated as Class A, Class B, Class C, Class D and Class E airspace. Note: Class A, B, C, D and Class E airspace is commonly called controlled airspace. We will discuss the "day only" requirement. It's 1200 feet or less above the surface (AGL), regardless of Mean Sea Level (MSL) altitude with (1) mile visibility and clear of the clouds.

### Right of Way Rules

General Overview - See FAA Part 91 for a specific itemization

Land Operations: (Next Issue we will detail Water Operations)

General:

*Vigilance is required by each pilot operating an aircraft, to "see and avoid" other aircraft. At times, another aircraft will have or be given the right of way. The pilot yielding right of way will not pass over, under or ahead of the aircraft, unless well clear of it. Rotorcrafts are to avoid the flow of fixed-wing aircraft.*

In Distress:

*An aircraft in distress has the right of way over all other air traffic.*

Converging #1:

*When aircraft of the same category are converging at approximately the same altitude (except head-on or nearly so) the aircraft on the other's right has the right of way.*

Converging #2: Aircraft of different categories:

*(1) a balloon has the right of way over any other category of aircraft.*

*(2) a glider has the right of way over an airship, airplane or rotorcraft.*

*(3) an airship has the right of way over an airplane or rotorcraft. Note: an aircraft towing other aircraft has the right of way over all other engine-driven aircraft.*

Approaching Head-On (or nearly so):

*Each pilot shall alter course to the right.*

Overtaking:

*The aircraft being overtaken has the right of way and each pilot overtaking the other aircraft shall change course to the right to pass well clear.*

## Landing:

*Aircraft on final approach to land or while landing, have the right of way over other aircraft in flight or operating on the surface. However, the landing aircraft shall not take advantage of this rule to force an aircraft off of the runway surface, which has already landed and is attempting to make way for an aircraft on final approach. When two or more aircraft are approaching an airport for the purpose of landing, the aircraft at the lower altitude has the right of way, but it shall not take advantage of this rule to cut in front of the other aircraft which is on final approach to land or to overtake that aircraft.*

## Admonitions from the Safety Officer:

- The Airport Authority is pleased that GSFA has been proactive in its approach to the E-LSA transition deadline of January 31st, 2008. We discussed the new Experimental LSA "N" numbered aircraft status versus the typical UL airport runway usage. **No serious issues or complaints were noted, concerning GSFA.** Note: UL/E-LSA aircraft departing runway 19, should not turn Westbound, prior to crossing "Old Alabama Road". Please wait to turn westbound until after crossing "Old Alabama Road".
- We as pilots, are in an another transition concerning the integration of the new helicopter right hand pattern. Be patient, be alert; radio communications are strongly recommended at VPC, due to the high density traffic, as well as the extreme performance differences concerning UL's, jets and helicopters.
- I encourage you all to utilize the taxiway intersections #2 and /or #3 for takeoff whenever possible. Intersection takeoffs are legal and are encouraged to facilitate and enhance airport capacities, reduce taxiing distances, minimize departure delays and provide for more efficient movement of air traffic. Also, landing in the "middle third" zone usually gives you a smoother takeoff or landing because you are well past the approach or departure ends where turbulence (dragon) is known to occur. When two-place training aircraft are not being flown during training and are therefore well below gross weight, then these aircraft can easily & safely perform intersection takeoffs as well.

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.



*Piazzas, YES – Red Baron Stearman Thrills, NO More*  
*BY Wayne Evans*

Alas, the Red Baron Squadron - the precision team of four Stearman biplanes - used to advertise Red Baron pizza, will fly No More - thanks to a corporate decision to discontinue the team after 30 years.

I know **I** will never forget my personal unbelievable excitement of being part of the Red Baron Squadron for one brief hour on that sunny afternoon at McCollum Field not too long ago.

The Super Banks, Turns and Loops were Unbelievable, but it was so nice to be back on solid Mother Earth once again with the Blue finally back Up and the Green Down).

It was an Extreme Privilege for me to be up there with the Red Baron Team. So many Young and Old will surely miss them too.



It was a True Thrill that I will **Never Forget.** -

**"What is it?"**



*Airport Authority Meeting 1st Quarter*  
*By Michael "Budman" Prosser*

The January 7th, 2008 Cartersville-Bartow County Airport Authority meeting topics & issues were as follows:

Agenda/Issues:

- Review of last month's meeting minutes.
- Review of Airport contracts, including hanger rental contracts and the status of new hanger construction & funding. By the time that this is published, it is anticipated that a "special call" airport authority meeting will have been held to determine the hanger rental monthly cost (\$\$\$).
- Announcement: Robert Hite being awarded the "Master Pilot Award" from the FAA on 1-16-08. Also Mr. Kyle Coffee, Manager of Phoenix Air FBO, received the "Aviation Anti-Terrorism Training" Certificate of Completion, from the Georgia Aviation Campus of Middle Georgia, December 2007. Congratulations to them both.

Projects: Old Business:

- "T" Hanger construction is moving forward!!!! The hanger/steel is scheduled to be delivered in three segments: 7 units (\*T-hangers) on March 10th, 24 \*units on March 24th and 4 box hangers on April 21, 2008. Of course we hope that the delivery will move up on the production schedule. The vendor "Erect-A-Tube" is trying to catch up the backlog and better the delivery date(s).  
The hangers should be erected in 30-45 days after that. The hangers will be equipped with ridge vents. No additional restroom facilities will be included. The Airport Authority has a "line of credit" with Bartow Bank for \$900,000.00. It is with this money that the Airport Authority is proceeding with the capital improvements at the airport.
- The Cartersville Airport Authority has made application with "First Georgia" for a Grant of \$500,000.00. This process is not complete at this time and is expected to be completed and approved by the end of January 2008. This would greatly reduce the funds that would have to be used from its available line of credit from the Bartow Bank.
- Most of the concrete foundation work is complete. Beware that some work continues in that area. This work is being contracted through Lehman Smith, Inc. Please note that there remains to be additional paving done in the hanger threshold areas, to ensure the 2 percent grade requirement for the access/egress of aircraft movement into & out of the hangers.
- Work continues on all sides of the airport property to maintain and to clear trees & brush from the safety zones around the runway and at each approach end, to satisfy the FAA and Georgia DOT. The Airport Authority has existing easements with the property owners adjacent to the airport, including the Dillinger property on the south end.

- The road-widening project continues for Highway 113. 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 if traveling toward downtown Cartersville, especially during peak travel periods.
- There is a project in the works to relocate the Old Alabama roadway further south. Yes, the roadbed will be moved south and eventually be widened to a divided four lane road. This will allow for the extension of the airport runway and will provide for an addition 2000 feet of airport property for the creation of a south FBO and other facilities. It is expected that construction of this project will begin in 2010. Mr. Hans Lutjens is tasked with monitoring this project and working with the affected parties on behalf of the VPC Airport Authority and protect the Airport Authorities interests here.
- 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. Stile's hanger. The hanger is still vacant. He has liquidated the assets in & around the hanger itself. 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; Phoenix Air expressed interest in acquiring this hanger facility.
- The Airport Authority has issued a contract for 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 \$400,000.00. 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.
- The Airport Facility Directory will be updated to include the right hand helicopter pattern advisory and will also add the "LSA" annotation adjacent to UL description to clarify the traffic advisory and allow E-LSA's to utilize the 500' UL pattern.
- 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. This project will be done at any convenient opportunity when other paving work is being done at the airport.

New Business:

No new business - see agenda.

## *Flight Instructors*

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Training field Cartersville – KVPC

Kim Arrowood  
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## *Hot Web Links*

Georgia Sport Flyers: [www.georgiasportflyers.com](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: [www.faa.gov/education\\_rese](http://www.faa.gov/education_rese)