
The Sport Flyer

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

November 2008

GA Sport Flyers Get Wrench Permission



E-LSA Repairman Course (LS-I); September 13-14, 2008

GSFA was well represented at the September 13-14, E-LSA Repairman Class

Back row, left to right: Calvin Self, Dennis Cormier, Gary Spear, Matt Harper, *Jim Madely*, & Ron Lee.

Middle row, left to right: Henry Van Ginkle, Bill Campbell, *Michael W. Prosser*, Sid Brown, & Rick Revels.

Front row, left to right: *Norman Wilson*, Mac James, Ronnie Duckett, *Mike Bertolami*, and David Gregory.

State of the Union

By mule

This is the last *Sport Flyer* for 2008 and the last issue that I will act as editor of this newsletter. I have enjoyed my year producing the *Sport Flyer* and I wish the 'New' 'Newsletter Editor' well in the endeavor to keep the club well informed.

I would like to thank the '**Budman**' for his support and for contributing the articles for this issue.

Safety Quote for November

"It is the responsibility of the Pilot in Command to know his aircraft limits, his own limits and the legality of his flight!"

Did You Know

GFSA Safety Officer

Michael "Budman" Prosser

We had discussions, in the October meeting, about the VPC UL/E-LSA pattern legs, which primarily focused on the downwind leg/location for 19. It was agreed that our downwind leg should be flown right down the middle of the field between the Judge Jefferson Davis house and the Woodland School -at the proverbial tree in the middle of the field marker (smile). I believe that we reach consensus on this point. As you should know, I was one of the architects of the original UL traffic pattern and I know all of its evolutions & why. The question was asked if we had to fly the typical "rule of thumb" 45 degrees past the north end of runway 19 prior to turning "base" for 19. The short answer is "no". However, maybe the correct answer is whether you should (or not), based on traffic pattern density or complexity on any given day. There is so much to learn, understand and master as pilot in command. Read on...

Our primary goal should be that our traffic pattern(s) be flown safely. Much of this aspect is based on pilot skill and situational awareness. Our instructors are very skilled at teaching you the basics. Your proficiency is up to you. As an example: for crosswind turns when departing runway 19, Old Alabama Road is your boundary location. Old Alabama Road is also the boundary location for base leg turn when using 01. When I say boundary location, this means that this is the "closest in" location/landmark from which you may start your turn. However, there is no other such boundary for the base leg for runway 19, other than the end of the runway. That's right!!!

Therefore, if there is no aircraft safety concern; no traffic conflicts or issues concerning giving "right of way" you may, when abeam the numbers for 19, begin your base leg turn and therefore expedite your pattern; from the 500 feet AGL base leg altitude, that puts you perfectly in the slot for a "middle third" of the final runway approach and touchdown for 19. Other than that, merging with traffic typically dictates the size of you base leg component, so that you can sequence

yourself safely in for landing. I admonish you all to utilize landing at the runway "middle third" and to utilize intersection take-offs whenever practicable & safe to do so. Please do not forget to communicate your intentions, especially if there is an aircraft at the run-up area waiting your arrival, so that they may depart. If there is no other safety concern/conflict, except that aircraft on the ground at the run-up area, "holding" for you - if you are on short final or close in base leg, why not ask if he has you "in sight". That way, you know he won't inadvertently pull onto the runway in front of you.

Further, you may ask that pilot, (aircraft) on the ground at the run-up area, if he is "ready to go?" If he says that he is, you may offer to extend, for his immediate departure. I encourage you to do this for all aircraft that are bigger than you or have more engines than you, who may be burning bunches of gas and/or may have an air taxi/charter schedule to keep. Yielding to other bigger or more complex aircraft is the right thing to do, especially if you are just tying up the airspace with endless touch & goes. Yes, you must always maintain your situational awareness - there may be aircraft behind you and it may not be in the interest of safety to challenge their ability to second guess your speed changes or unusual maneuvering.

As you can understand, it takes time, practice & skill to make so many pattern decisions, speed and attitude changes safely. Fly the way your instructor has taught you. As you build hours, skills and confidence, you may find yourself able to accomplish many things, even expedited pattern work. Don't push it beyond your limits and know your limits. Many aspects of an approach must be weighed, when making maneuvering decisions; when to turn, airspeed, flaps, flight attitude, throttle input, descent rate, final approach "aim point", etc. Why do I have to drag this airplane onto short final, under power, all of the time, or do I? What are those two broad rectangular white stripes on either side of the runway for (aiming point markers anyone)? Wow... all of this to master, as well as trying to land this thing safely and yet be able to use it again for an additional flight.

Be safe out there.

Pilot Warning



Don't Wash Your Plane in

HOT WATER

Poor "Red Eagle"

Tax Time - You just can't run from it!!!

By Michael "Budman" Prosser

Just a reminder: It's time to pay your **2008 UL/aircraft Ad-Valorem Tax**.

I received my tax bill notice recently, from the Bartow County Tax Assessors Office, did you????????????????

If you didn't, please contact the Tax Assessors Office in your county to keep from getting into trouble. If they have your national registration number (N number), then they know where you live. My tax bill is due November 20th this year, which is a new change. Last year my Ad-Valorem tax was due in December, so please don't this also get you into trouble. At least we have a little time to same up the money.

Sorry about that.

Funny Quote

By Michael "Budman" Prosser

What is your definition of a good landing? Most often, I hear people say that it is any landing that you can walk away from. I like that one but...

My definition of a good landing is: any landing in which you can you the airplane again, for another takeoff...ha ha.

(author unknown)

4th Quarterly Airport Authority Meeting

Report: 10-7-08

By Michael "Budman" Prosser

Agenda/Issues:

- Review/approval of Minutes from June 26, 2008 Meeting, which was a "Special Call Meeting". This meeting superseded the normal July quarterly meeting date.

- **Old Business:**

Status of Hanger Construction and issues concerning the Stiles Hanger Lease. There was an interested party in leasing the Stiles Hanger, as a full service FBO (Fixed Base Operation).

- **New Business:**

Discuss the "amended" provisions of the Stiles Hanger/Lease, including a recent property survey.

Status of the sewer/water improvement project.

Status of the new north hanger project, hanger rental/occupancy.

Retirement of Mr. Jerry E. Milam, Assistant city Manager, City of Cartersville.

Review of previous meeting minutes:

The previous meeting minutes of June-26-08 were approved as written without comment or objection.

Old Business:

It was stated that the Airport Authority and the party that was interested in leasing the Stiles hanger as a full service FBO, could not come to terms and negotiations were ended. Mr. Henry Rogers, Executor for the Stiles Estate, was informed that the Airport Authority had ended the previous negotiations and would only entertain new applicants/offers. The Stiles hanger rent is current.

New Business:

A "First Amendment To Lease", concerning the Stiles Hanger facility Lease, was provided and reviewed; included a formal survey of the facility/property. This survey was performed by Southland Engineering. I have a copy of this amendment, should anyone of you wish to review it. As you all may recall, I read the major portion at the GSFA meeting of October 11th.

It was announced that the construction of the new sewer/water project was complete, pending pressure testing & cleaning; preliminary testing was positive. This will be a great advantage to the airport and provide for continued growth & expansion. As you may know, previously the entire airport facility had been on septic only and had basically outgrown that capacity of that system. It is anticipated that by the time that you read this newsletter, the city sewer/water system will be in service. This should also save the Airport Authority and Phoenix Air money, because both parties were paying for numerous unanticipated septic tank pumping expenses.

It was announced that all of the new north hangers were rented/leased. Phoenix Air has a contract with the Airport Authority to operate much of the facilities at VPC and includes, but not limited to, the mid-field and south hangers & T-Hangers. The Airport Authority operates the new *(45) north hangers and receives that revenue. The Airport Authority formally made an agreement with Phoenix Air, to pay Phoenix Air the equivalent of one month's rent on an annual basis, for the collection of rent for each of the Airport Authority's T-Hangers (*north hangers). Agreement Provisions include: collection of rent, maintain a waiting list for future use and manage the property as jointly agreed and receive complaints & forward same to the Airport authority. It was announced that Mr. Jerry E. Milam, Assistant City Manager, City of Cartersville, would be retiring from the City in December of 2008. Mr. Milam provides an immeasurable service to the airport, through his contacts and his execution of contracted services. The Airport Authority stated that it was interested in hiring Mr. Milam as Manager of the Cartersville-Bartow County Airport, upon his retirement, thereby preserving his valued services and talents, provided that funding for this position could be allocated. Various avenues will be investigated, to come up with the funding that is necessary. It is anticipated that the scenario may include a 2-way or 3-way split in funding, between the County, City and Airport Authority.

Public Comments/Current Status:

- The new north hanger airport entry driveway will be connected (paved) to intersect Hwy 61, by the Ga. DOT. This is part of the highway upgrade plan and is pending.

- The Airport Authority had the gravel driveway at the entry gate near Southland Aviation & mid-field blue hangers (off Hwy. 61) paved recently. This was required, due to the upgrade/installation of new city sewer & water line installation.
- Approximately 6 -8 new parking spaces will also be incorporated along the fence along the north side of the gate/fence, between the gate and Southland Aviation, Inc. These are pending at this time.
- The Ga. Department of Transportation (DOT) changed/lowered the speed limit on Hwy 61. The speed limit is now 45 MPH. The justification for this is safety, due to many drivers speeding on highway 61. Therefore, there is a safety issue for vehicles & pedestrians entering or departing the airport entrances, as well as pedestrians crossing the road (hwy 61) to the Phoenix Air Corp office.
- The road-widening project continues for Highway 113. 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, Airport Authority member, 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. No new data was presented for this issue, at this time.
- Be advised that twenty (20) additional security cameras have been installed on the airport property. Expect that all airport buildings, entrances and facilities are under surveillance at all times. The maximum vehicular speed limit is still posted at 15 MPH maximum!

Admonitions from the GSFA Safety Officer:

No issues or problems were made known to me, concerning UL's/E-LSA's performance...Yea!!! As you may recall, there were concerns brought to my attention at the June 26th Airport Authority meeting. We police ourselves and we (I) talked with you all and we tried to "tighten-up" the pattern, but this also resulted in problems that we subsequently have dealt with internally, one-on-one. This was also discussed at the Oct. 11th meeting. We agreed to fly the standard pattern with a Downwind between the Judge Jefferson Davis House and the Woodland School - yep, that's right down the middle of the field/pasture at the "lone tree" as our visual marker. Please ask any of us Club Officers or our instructors, if in doubt of its location. This is a very reasonable pattern and provides adequate room to see & be seen, for turns, as well as multiple clearings for emergency landings, if required. From 500 feet AGL, you will never make the hard surface runway at VPC, so please keep an emergency landing site in mind while maneuvering for landing. Seems that everything has a trade-off and this is a very defensible position/pattern. As you know light aircraft traffic operates from a Downwind east of the Woodland School - basically parallel to Milner Road or between Milner Road & Doithit Ferry Road. That puts us about 1/2 mile from the runway at 500 feet AGL (1300 MSL) and light aircraft traffic about 1 mile from the runway at 1,000 feet AGL (1800 MSL).

Please use intersection takeoffs and landing "middle third" of the runway to expedite take-offs & landings, whenever safely possible. ***Please, please, please give way to "heavy aircraft" such as jets or turboprop aircraft.** *They burn lots of fuel and create all kinds of bad wake turbulence! Also, please stay away from the intersection at the very end of the runway whenever possible. You may unknowingly hold up the big guys behind you! If you are in the pattern doing endless touch & go's and there is a jet or turboprop waiting at the end of the runway/intersection, please let him know that you will yield to him (via radio) or announce that you are extending your downwind for his departure, or better yet, why not announce that you are exiting the pattern for his departure & will re-enter downwind. Remember that there may be traffic behind you, so you must maintain your "situational awareness" at all times. Many of us call **Phoenix jets or their turboprops (G1's) as PA's (Papa Alpha's)**, which are **Phoenix Aircraft**. We do this for safety and to be a good neighbor, besides it just makes sense to me...how about you?

Note: UL/E-LSA vehicles/aircraft departing runway 19 should not make any turns prior to crossing "Old Alabama Road"; after that turn as soon as practicable. Also, please wait to turn westbound until after crossing "Old Alabama Road" and well clear of any crosswind traffic, or right hand pattern (helicopter) traffic. Please be alert and announce your position and intentions. Remember... fly the aircraft at all times, look (see & avoid) and **listen!** You must *hear & understand* what others are trying to communicate to you.

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.

Remember, heads up out of the cockpit...scan, scan, scan. Keep your head on swivel, because that's why the good Lord gave you (me) a neck.

Technically Speaking- ELT Monitoring:

By Mike 'Budman' Prosser

Who's Listening?

Did you know that as of February 1, 2009 that the International Search and Rescue Satellite System, known as COSPASSARAT, will cease the monitoring of emergency beacons/frequencies of 121.5 & 243 MHz (megahertz)? This includes aircraft Emergency Locator Transmitters (ELT's)!!! These have been the traditional frequencies for as long as I can remember. Progress is progress; you just can't stop it. The National Oceanic and Atmospheric Administration (NOAA) recommends/encourages that pilots & aircraft owners to upgrade to the new ELT's that transmit on a digital frequency of 406 MHz, which will be monitored by satellite coverage. This is the international Civil Aviation Organization (ICAO) standard.

However, the FAA does not require any action this time - it is strictly voluntary. If your aircraft is equipped with a traditional ELT, it will still work as before, except that it will no longer be monitored by satellite coverage. It will be up to family and friends to report over-due aircraft or the pilot use of flight plans to start a search & rescue. The search for ELT signals that transmit on 121.5 or 243 MHz can still be performed manually through radio signals/tracking. It's a matter of 'risk' for sure, but realistically the upgrade is more necessary if you fly out side of the USA, including Canada.

Just trying to keep you informed,

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