
The Sport Flyer

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

September 2008

Dr. "J's" Newest Bird



Flames or Waves - eh?

State of the Union

By mule

As many of you are aware, we have had more than just a few of our birds in the "hospital". Wounded birds' means that maybe a review of our judgment might be in order.

I have been privileged to have flown for 50 years and in that time I don't think I can remember any time in which I have seen so many birds wounded in such a short period of time. I know that some of it can be attributed to birds that have some questionable construction but if that is the case then one must take that into account when flying your bird.

Heat, humidity, clouds, wind are always present in nature. Fuel and number of crew on board are always present. Condition of fuel lines, fuel tanks, type of fuel (alcohol present?) should be checked. It is the responsibility of the *pilot* to understand how these conditions might affect his aircraft. We need to act as *in command pilots* and insure we are aware of **our** limitations and those of **our aircraft**.

Enough said so on to another topic. We have many members and I am sure some of you are capable of writing an article. I have had very little contribution for this 'Sport Flyer' so I would appreciate anyone emailing me articles for the next issue. My email is:

kmuleadams@gmail.com

It is YOUR club after all!!!

Safety Quote for March

"Aviation in itself is not inherently dangerous. But to an even greater degree than the sea, it is terribly unforgiving of any carelessness, incapacity or neglect."

GFSA Safety Officer

Michael "Budman" Prosser

In the last several months, there has been a series of unrelated UL and/or E-LSA crashes which destroyed all of those affected vehicles/airplanes. There has not been any common thread to focus on; nor any one thing or "smoking gun" to address as something that can be fixed or published/taught to prevent re-occurrence. At least two of these accidents have resulted in serious injuries and/or death. So, please be careful out there. Although this aviation quote was included in our last newsletter, it is my favorite and it is so true & so very poignant. Please read it carefully and thoughtfully.



Admonitions from the GSFA Safety Officer:

The Chairman of the Airport Authority, Mr. Bob Hite, did have a "side bar" discussion with me, concerning his perception that UL's/E-LSA's were not utilizing the "middle third" enough for take-offs and landings. He urged me to make our flyers aware of this. Also, he stated that individuals flying this pattern were flying too wide on downwind and too far out on base leg. We should fly a very close-in pattern, well inside of the light aircraft pattern. Mr. Hite expressed his concern that this was a safety issue of being seen by aircraft, in the 1800 ft light aircraft traffic pattern. Also, he thought that using intersection takeoffs and landing "middle third" of the runway would expedite take-offs & landings.

Note: UL/E-LSA vehicles/aircraft departing runway 19 should not turn crosswind 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 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. Remember that there may be helicopter traffic in a right hand traffic pattern at 1300 ft MSL.**

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.

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 a neck.



Keeping our GSFA Service History Alive

Submitted By Mike 'Budman' Prosser

Most members don't know who have served or played important roles in service to this organization. Read it and remember; pass it on.

Those that have served as Club Officers:

- 1994: Ben Cole, President
Jeff Hatle, Vice President
Chuck Goodrum, Secretary
Ken Adams, Jr., Treasurer
Safety Officer, Stuart Fuller
Activities Officer, Pierce Day
Newsletter Editor, Bennet Liles, superseded by Phil White
- 1995: Chuck Goodrum, President
Mike Carpenter, Jr., Vice President
Ken Adams, Jr., Secretary Treasurer
Dan Munson, Safety Officer
Steve Yothment, Newsletter Editor
Cliff McDonald, Education Officer
Rick Smith, Flight Operations Officer
Bill Rouse, Librarian
- 1996: Jeff Hatle, President
Stan Sullivan, Vice President
Bill Rouse, Secretary/Treasurer
Ben Cole, Safety Officer
Steve Yothment, Newsletter Editor
Ron Reese, Flight Operations Officer
Mike Carpenter, Jr., Librarian

- 1997 Ben Methvin, President
 Brad Methvin, V. President & Rally Master. Brad set-up GSFA's 1st Website: 3/97
 Bill Rouse, Secretary/Treasurer
 Pierce Day, Safety Officer
 Steve Yothment, Newsletter Editor
 Ron Reese, Flight Operations Officer
 Mike Carpenter, Jr., Librarian
- 1998 Brad Methvin, President and Rally Master
 Dana Simmons, Vice President
 Bill Rouse, Secretary/Treasurer
 Phil Fasone, Safety Officer
 Steve Yothment, Newsletter Publisher
 Phil Cataldo, Newsletter Articles
- 1999 Steve Yothment, President
 Dan Ryson, Vice President
 David Shaw, Secretary/Treasurer
 Steve Yothment, Newsletter Editor
 Scott Perkins, Education/Safety Officer
 Rick Smith, Flight Operations Officer
 Brad Methvin, Rally Master



- 2000 Michael Prosser, President, Rally Master and Safety Officer
 Pierce Day, Vice President
 Bill Rouse, Secretary/Treasurer
 Chuck Goodrum, Newsletter Editor, superseded by Jo Prosser 3/00.
 Nancy Ryson, Website Officer
- 2001 Michael Prosser, President and Safety Officer
 Ben Methvin, Vice President
 Bill Rouse, Secretary/Treasurer
 Jo Prosser, Newsletter Editor

Brad Methvin, Website Officer and Rally Master

- 2002 Bob Smedberg, President
Frank Eck, Vice President
Richard Logue, Secretary/Treasurer
Michael & Jo Prosser, Newsletter Editors
Michael Prosser, Safety Officer
Brad Methvin, Website Officer
Terry Miller, Rally Master
- 2003 Bryan Jorgensen, President
Mark Henderson, Vice President
Richard Logue, Secretary/Treasurer
Hugo Garcia, Newsletter Editor
Michael Prosser, Safety Officer
Brad Methvin, Website Officer
Kim Arrowood, Rally Master
- 2004 Kim Arrowood, President
Lonnie Sand, Vice President
Richard Logue, Secretary/Treasurer
Richard McIntosh, superseded by Eric Baron, Newsletter Editor
Michael Prosser, Safety Officer
Brad Methvin, Website Officer
Mark Henderson, Rally Master
- 2005 Kim Arrowood, President; coordinated integration into North Georgia Light Expo.
Mike Bertolami, Vice President
Richard Logue, Secretary/Treasurer
Michael Prosser, Safety Officer
Brad Methvin, Website Officer
- 2006 Frank Eck, President
John Euchner, Secretary/Treasurer
Richard Johnston, Vice President
Wayne Evans, Newsletter Editor
Michael Prosser, Safety Officer
Brad Methvin, Website Officer
Kim Arrowood, Activities Coordinator
- 2007 Michael Miller, Jr., President
Phil Jouanet, Vice President
John Euchner, Secretary/Treasurer
Richard Johnston, Newsletter & Website Officer
Michael Prosser, Safety Officer
Kim Arrowood, Activities Coordinator
- 2008 Phil Jouanet, President
Ben Methvin, Vice President
Kim Arrowood, Secretary Treasurer & Activities coordinator
Ken Adams, Newsletter Editor
Michael Prosser, Safety Officer
Richard Johnston, Website Officer
Steve Ahouse, Club Chef

Question.... How will history of GSFA remember you???

"Where is this?"



The World According to "KFC"

"aka" Smart People can sometimes have Dumb Predictions and Ideas

By "KFC" WAYNE EVANS

William Thomson, Lord Kelvin, the celebrated British physicist, inventor and president of the Royal Society in 1895 predicted that "heavier-than-air flying machines are impossible.", "radio has no future", and "X-rays are a hoax."

Dr. Albert Einstein in 1932 made it very clear that "there is not the slightest indication that (nuclear) energy will ever be obtainable. That would mean that the atom would have to be shattered at will." (No A Bomb in 1945?)

Thomas Watson, the hardheaded founder of IBM, in 1943 said, "I think there is a world market for about five computers."

Oxford University professor Erasmus Wilson said in 1878 "When the Paris Exhibition closes, 'electric light will close with it and no more will be heard of it."

Yale economist Irving Fisher said in 1929 that "stock prices have reached what looks like a permanently high plateau." Within weeks, values plummeted by \$26 billion, heralding the start of the Great Depression.

Visionary designer Buckminster Fuller in 1966 predicted that by the year 2000, "Amid general plenty, politics will simply fade away."

Alexander Lewyt, president of the Lewyt Corporation, was onto something when he predicted that "nuclear-powered vacuum cleaners will probably be a reality in 10 years." (That was 40 years ago) On assuming the post of British Astronomer Royal in January 1956, Richard van der Riet Woolley said, "Space travel is utter bilge."



"You ain't goin' nowhere, son -- you ought to go back to drivin' a truck," Jim Denny, manager of the Grand Ole Opry, said when he fired Elvis Presley after one performance, Sept. 25, 1954.

In 1957, the editor in charge of business books at Prentice Hall turned down a manuscript on the new science of Data Processing because: "I have traveled the length and breadth of the country, and have talked with the best people in business administration. I can assure you on the highest authority that Data Processing is a Fad and won't last out the year."

The president of Michigan Savings Bank advised Henry Ford's lawyer Not to invest in the Ford Motor Company, because "the horse is here to stay but the automobile is only a novelty a fad."

"You'd better learn secretarial work or else get married," Emmeline Snively, director of the Blue Book Modeling Agency, advised would-be model Marilyn Monroe in 1944.

1931 Paul von Hindenburg, president of Germany, is reported to have said of Hitler that he was a Queer Fellow who would Never become chancellor; the best he could hope for would be to head the Postal Department.

Darryl F. Zanuck (Movie Producer/Director) in 1946 predicted that television won't last, because "people will soon get tired of staring at a plywood box every night."

MGM executive Irving Thalberg's advice to Louis B. Mayer on the movie "Gone With the Wind": "Forget it, Louis. No Civil War picture ever made a nickel."

Deep Thinker Henry Adams assured us in 1903, "My figures coincide in fixing 1950 as the year when the world must go to smash."

Noted Harvard sociologist David Riesman declared in 1967 that by the turn of the century, "If anything remains more or less unchanged, it will be the role of women." (Go Hillary)

NO FLY ZONE



*Caution: Do Not Fly Into THIS!!!-unless you are
Stormin Norman*

Technically Speaking

By Mike 'Budman' Prosser

Fuel Tanks - Basic Maintenance

Let's talk about fuel tanks. We will cover the tank exterior; fuel cap and specifically, the fuel tank suction port and associated fuel pick-up port strainer. Have you given any thought to your fuel tanks condition or do you assume that it will always deliver fuel to your fuel line, gascolator, squeeze bulb and/or fuel pump/primer assembly, as equipped?

At this month's August 9th '08 meeting, Ben mentioned a previous fuel pick-up issue, that caused Bryan Jorgensen's (Fisher 404) forced landing several years ago and just recently, this same aircraft was lost (crashed), due to an undetermined engine failure.

It is necessary to perform periodic or preventive maintenance, to prevent fuel starvation or fuel restriction inside the fuel tank at the screen/strainer, pick-up port. As you know, "Murphy's Law" will strike at the worst possible time and that is usually when the fuel need is the greatest – as in takeoff, in that nose high attitude and at low altitude & low airspeed!!! Lord help us!

Since the first of the year we have been encouraging each of you to "peer inspections" of one another's vehicle and why not include some questions, such as, "when was the last time that you changed out that fuel filter, ect, ect?" This should include the entire fuel system: fuel pump/vacuum line. Also, when was the last time that you removed that tank, rinsed it out and inspected it? Have you performed a gravity flow test to ensure that there is no restriction of the *FUEL TANK SUCTION PORT STRAINER or fuel valve this season (or ever)?* Do you know the "exact configuration & individual parts" that make up your tanks fuel pickup assembly???

What? You didn't know that for a fuel tank to be properly set up, that a suction port strainer should be in the fuel tank? Yes... it's out of sight & out of mind and rarely gets the attention that it deserves.

Most UL (and now E-LSA?) tanks have a rubber grommet with a push-in fuel valve. This fuel valve is typically equipped with a fine cylindrical mesh screen (150 micro-mesh; very fine - maybe too fine) approximately 1 inch tall. My Hummelbird & Hurricane and most GA aircraft have what is called a "finger strainer" that has a very "**coarse**" screen that extends well off of the bottom of the tank (approx. 2 inches tall) to protect the fuel tank suction port from blockage.

These strainers/screens are not fuel "filters" really; they are there to prevent the blockage of the fuel tank suction port! These finger strainers are there to guard against the large particles or objects and yet allow fuel to flow to the engine. Your in-line filter or gascolator will catch the fine debris or particulate. Just think if you have an open intake port (no screen/finger strainer) in the bottom of your tank to draw fuel; one object can block that suction port (marble, blue berry, pebble, etc). Please check it out as it applies to your vehicle/aircraft.

Perform an visual inspection of the fuel tank, its mounting structure; vibration isolation, mounting straps, clamps and bolting, etc. No leaks allowed!! Please check the fuel line and fuel pump & vacuum line, plumbing and all associated fasteners/clamps/wiring. It's cheap insurance to change out these items and a very poor practice to use something until it breaks!! Please be conservative in your preventive and corrective maintenance philosophy and practices.

Have you checked your fuel cap? Don't forget that! Consider three primary things: the integrity fit to the filler neck, gasket condition and the status of the cap/tank vent or check valve. You should know your specific type of system & cap. Most caps are vented, either by an external hole in the cap, unique tank vent, or a cap that incorporates an integral check valve (one way valve). These caps with the integral check valve allow the tank to breath in (vacuum breaker), but close to prevent reverse flow – liquid or fluid; do not be surprised on hot days for the tank to release back pressure; please be careful.

If any if you have any questions or have additional information to share, just let me know. I also have examples lying around my hanger if anyone wants to do the "touch & feely" show and tell thing (smile). I certainly hope that I have aroused some fuel system curiosity out there! Please let me know if this has helped any of you.



A Bigger Gun

by mule

This article is dedicated to Lewis LeGrand

I was looking at the Tacan DME (my electronic navigation system which also measured distance). Normally I could count on a change in the measured distance of 5 1/2 to 6 nautical miles per minute. For the last hour the digits were slowing and my ground speed was now down to 2 nautical miles per minute. With the fuel I had on board I was not going to get home. I needed to do something and do it fast.

It was March of 1968 and I had returned in January from my second combat cruise over North Vietnam. It had been a particularly hard cruise. We had left the Continental United States or CONUS in Navy speak with 14 A-4 "Skyhawk" aircraft. We ended up losing 15 of those beautiful birds.

I know the math might be hard to understand but when we ran out of aircraft they didn't send us home, they just sent us new aircraft. So we stayed until our scheduled return home date and ended up with that total of 15.

One of the privileges of being a combat pilot was the opportunity to fly home to visit ones family. I left my squadrons' home ashore the US Naval Air Station Lemoore CA on a Friday morning. I was headed to the US Air Force Homestead Air Base which was the closest military base to my parent's home. The flight was uneventful and quick since I had the normal westerly winds pushing my tail.

Sunday I started not as early since I had a three hour time difference heading back to Lemoore. What I forgot to account for was the effect of those westerly winds. And as it turned out they were heavier than normal.

It didn't look as if I would make it back to Lemoore by midnight. If you think Cinderella got in trouble by not returning by midnight, you've never had to stand in front of a Navy Squadron Skipper and explain why you didn't return on time.

Looking at my map I was trying hard to find a solution to my fuel problem. Then it just popped out. I found my solution. Just a few miles ahead of me was a USAF air base "Davis-Monthan". They fly jets in the USAF so they should have some fuel to share with their Navy brethren. You would think wouldn't you?

What I didn't know was that "Davis-Monthan" was a SAC (Strategic Air Command) base full of B-52's (Buffs – since this is a pg rated story I can't tell you what that means). SAC was the pride of General Curtis LeMay and he had some pretty weird rules about his bases. This of course was unknown to me.

Since I was flying in the positive control space, I told my controller that I needed to go down and get some gas and would be canceling my clearance. He politely released me and I rolled on my back and slid downward. In the distance I could see the airfield and the contacted the tower and told them I would be entering the break.

Of course the Air Force and the Navy even if we fly similar aircraft; we can't use the same terminology. The air force calls the "Break" the "pitch out" so the tower was a bit confused but cleared me into the "Break".

The "Break" is the maneuver for fighter/attack aircraft to enter the traffic pattern at a military base. You fly your aircraft down the centerline of the runway at some altitude, sometimes low, sometimes lower, but normally about 1000 feet above the ground at airspeed about as fast as you can get the aircraft to fly.

At the midfield point, you roll the aircraft 90 degrees to the left, pull up to 5 g's to slow the aircraft so that you can extend the flaps and landing gear. If done properly the aircraft is configured for landing as you roll out of the turn onto the downwind leg. This maneuver is one that pilots take pride in performing so making it look good is as important as it working exactly.

After landing I was met by the USAF standard follow me car. I guess their pilots can't find their way around on the ground since every USAF base has one of these. I followed him to visitor parking which is normally near the tower. I set my brakes and was expecting to shut down my engine when an unexpected event occurred.

Out of nowhere a jeep drove up in front of my aircraft. In the back of the jeep was a man pointing a loaded 50 caliber machine gun at me. I couldn't believe it. Here I was an officer in the US Navy,

a combat experienced pilot who would soon be heading back for my third time to be flying missions over North Vietnam and here was a USAF soldier pointing a live gun at me.

To say I was very mad would be an understatement. I did have something in my favor. My A-4 "Skyhawk" had two 20 millimeter guns in my wing root, up alongside my fuselage. Since the jeep was directly in front of me, I added power to my A-4. Since the brakes were set the nose lowered and my guns were now pointed at the jeep and the 50 caliber gun. I charged my guns which makes them move in and out an action very noticeable to those in the jeep.

As soon as those boys saw my guns move, they very quickly left. That made me feel better so I pulled my power to idle and since I didn't see any more guns pointed at me I shut down my engine. Since the USAF didn't have a ladder to let me out of the cockpit, I got out on the wing and made my way to the rear of the wing where I could more easily jump to the ground.

I started toward the tower so I could order some fuel and file my flight plan to continue on to Lemoore. All of sudden I saw several cars rushing toward me the lead one flying a single star which usually would indicate a Navy Admiral but in this case was more than likely an USAF General.

The lead car pulled to a stop and sure enough a USAF General popped out. He appeared to be a bit mad but then again so was I. At least I was calm enough to salute even though I wasn't covered (hat on) and it was not required. I figured my helmet was close enough. He wasn't gentleman enough to return my salute and seemed to be yelling. Fortunately I had my helmet on and it kept the yelling down to a muffled roar.

He really didn't know how mad I was and when I started yelling back at him and threatening to throw my helmet at him it seemed to take him aback and things actually started to calm down.

A USAF Colonel came up and took over what was to become my interview. The General seemed to be satisfied and quickly departed in his car. I guess he was convinced by the Colonel that he might be in "harms way" and that a Colonel should take the hit. I didn't really care one way or the other, I just wanted my fuel and to get away from these crazy people.

The Colonel led me into the operations area. I explained to him that I was low on fuel and that they could get rid of me quickly by giving me my fuel and helping me get my engine started. He inquired as to why I armed my guns at his men and I told him of my combat experience. I explained to him that I expected the North Vietnamese to shoot at me but not another American.

He seemed to understand my anger but tried to explain how General LeMay used to pull surprise raids on his SAC bases. To me it didn't make sense since my aircraft only had room for only one soul on board and even though the A-4 had a nuclear mission and I had carried live nuclear weapons it was evident I didn't have one on board. In fact I didn't have bullets for my guns.

He seemed as if he wanted to indeed get me off his base and I was soon fueled, my engine given a blast of air to get it started. I was more than happy to get on my way as I would now not have to suffer like Cinderella.

There is a moral to this story. Always carry a bigger gun.

Stormin Norman's New Bird



LSA Pilot Proficiency

By Michael "Budman" Prosser

At the last meeting (August 9th, 2008), several questions were asked by members concerning applicability of Sport Pilot privileges. Yes, we kicked it around and here are the answers, as I understand it.

Question: Can a sport pilot fly at night? This is a two-fold question actually. First, there is the question about the pilot privileges and secondly, the aircraft legality.

FAR 61.315 (c) (5) says that a sport pilot may **not** act as pilot in command of a light-sport aircraft (LSA) **"at night"**. Sport Pilots are not taught or qualified to perform actual night flying or to demonstrate simulated instrument flying.

Okay, what is the definition of "night"? "Night" is defined in FAR 1.1, as "the time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time." Typically, this is about 30 minutes before/after sunrise/sunset. This allows a Sport Pilot to fly from the beginning of morning civil twilight to the end of evening civil twilight if your aircraft meets the following requirements.

Aircraft, including **LSA's** to fly at night, including civil twilight per FAR 91.205 and 91.209, the aircraft must be equipped with position lights, (*red & green wing tip lights + a white tail light* and note that a strobe is not required or fulfill the requirement). Therefore, if you are only going to fly in the approximate civil twilight periods only (no actual "night flying"), this works for a Sport Pilot, as long as the aircraft is legally equipped with position/anti-collision lights.

If you want to fly at "night", then two items, as a minimum, are required for LSA's for night flying:

#1: in order to fly your LSA at "night" you must hold at least a Private Pilots certificate and hold a valid third class medical certificate.

#2: night flying must be permitted by the aircraft operating limitations.

Question: Can sport pilots participate, fly Young Eagles and is there a minimum age for a passenger?

I contacted The EAA, via email, as they sponsor the Young eagles program. See attached email

Hello Michael,

You may want to contact the FAA Light Sport Standardization office directly and get their input. You can call that office at (405) 954-6400.

EAA specifically checked with FAA regarding Young Eagle flights. The FAA said Young Eagle flights do NOT fall under 91.146 *except* when compensation is received (free or discounted fuel, etc.) So a pilot who is flying Young Eagle flights and NOT receiving any compensation of any kind is welcome to do so, even in an experimental aircraft and/or when operating as a sport pilot.

A sport pilot is NOT allowed to fly passengers for a charity event. This is specifically prohibited by 14 CFR 61.315(c) (10).

There is no minimum age for passengers. It is true that a sport pilot must ALWAYS have at least 3 miles visibility, even in Class G airspace.

Joe Norris
EAA 113615 Lifetime

Lets be safe out there.



Airport Authority Meeting 3rd Quarter held June 26

By Michael "Budman" Prosser

Agenda/Issues:

- Review/approval of Minutes from April 9, 2008 Meeting.

- Old Business:

Discuss the Status of Hanger Construction and issues concerning the Stiles Hanger Lease.

- New Business:

This was a Special call meeting to discuss Lease Provisions for Stiles Hanger. This meeting This meeting would supersede the normal July quarterly meeting date.

Review of previous meeting minutes:

The previous meeting minutes were approved as written without comment or objection.

Old Business:

The status of the hanger construction, including electrical installation was discussed. Jerry Milam, Assistant City Manager, stated that the project was on schedule. Phoenix Air management is contacting individuals for hanger lease, from the hanger waiting list. The Stiles hanger is not rented yet, but the hanger rent is current.

New Business: Discuss the Lease Provisions of the Stiles Hanger:

The Attorney at Law with Smith, Gambrell & Russell, LLP, represented the Stiles estate for Mr. Henry Rogers, continues to ask that the Airport Authority change the Stiles lease to enable it to be advertised, sold and operated as a full service maintenance facility, including flight training, fuel sales and aircraft storage. The Airport Authority expressed its agreement to allow the lease to be amended to allow it to be operated as a full maintenance facility, but excluding fuel sales and aircraft storage. Currently, the Stiles hanger is operated as primarily as a paint shop facility, with limited maintenance privileges. Further, no formal survey had been performed for the Stiles hanger site. The Airport Authority made & approved a motion to have a formal survey of the property performed.

Public Comments/Current Status:

- All of the North end new hangers are now completed, including the upgrade of basic electrical service. Leases are responsible for their electrical account and connection/meter installation.
- A motion was made and approved for the development of a "master plan" for future airport development, which will also position the Cartersville-Bartow County Airport to be in a very prominent position for future state and federal funds for future airport growth and development.
- The new North entry gate site has been graded, to reduce its severe angle of entry and paved. This gate is the primary entry point for the North end hanger area. A new key pad-

electric gate entry system has been installed and is working very well. The entry # is 1230. The chain-link security fencing has been extended to the new north hanger area and tied into the last North hanger cluster. The new paved North airport entry driveway will be connected (paved) to intersect Hwy 61, by the Ga. DOT. This is part of the highway upgrade plan.

- The Airport Authority had the gravel driveway at the entry gate near Southland Aviation & mid-field blue hangers (off Hwy. 61) paved. Please note that this area is an active construction area, 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, between the gate and Southland Aviation, Inc. These are to be installed following finalization to the construction at this site. This should be accomplished upon completion or re-paving of this gate entry driveway.
- 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!

Flight Instructors

Ben Methvin
770-509-6753
CFI; DPE
Training field Cartersville – KVPC

Kim Arrowood
770-547-3622
CFI;
Training field Cartersville – KVPC

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: www.faa.gov/education_rese