
The Sport Flyer

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

August 2009 – Summer Edition



GSFA Fly-Out to Guntersville,AL

Our Next Meeting is August 8th at Etowah Bend at 11am

GSFA Members visit Eddie Spain's in Guntersville,AL

By Richard Johnston

On the 25th of July several members of the GSFA flew to Eddie Spain's airfield near Guntersville, AL. Those who flew over include Norman Wilson, Allen Benson, Wayne Evans and Jim Madeley, Phil Jouanet, and Richard & Martha Johnston for a fly-in breakfast courtesy of Eddie and Debra Spain. Leaving from Cartersville were Allen Benson, Storman Norman, and Wayne Evans & Jim Madeley flying together; Phil Joanet from Calhoun; and Richard & Martha Johnston flying from Hickory Flats near Canton. Our plans were to meet up in the air or at Eddies.

Since we (Martha & Richard) were leaving from Canton which is about 25 miles further, our plans were to leave earlier than the rest, but as plans usually go, we ended up not departing until 8am after our pre-flight detected a loose spark plug which needed tightening after checking gaps. Since we were traveling further, our informal flight plan routed us direct to Rome, then onwards to Ft. Payne which would be our refueling stop if needed. As soon as we were at our planned altitude of approx 2500 MSL, we encountered a 20 mph headwind although the air was fairly smooth – our ground speed in our 503 powered Flightstar was averaging about 45 mph so we were in for a long flight.

The morning air was fairly clear and the views flying over the mountains between Rome and Ft. Payne were spectacular. The photo on the cover is of one of the mountain-tops west of Rome which had been converted into a reservoir for the city of Rome. From my past days of hangering at Rome, I had flown over this area many times – during the night when utility rates are lower, water is pumped up to the mountain top, I can only imagine the construction effort required to convert the mountain to a reservoir.



Due to the headwinds, by the time we reached Ft. Payne, we were down to 2 gallons of fuel and decided to refuel. I had my EIS set to alarm after flying for 1:50 and this was one of the few times that I had seen it illuminated – guess I need to do some more cross-country flights. Ft. Payne has a very nice airport with friendly staff who quickly rounded up a 6 gal container so I could pre-mix my oil & fuel. The only negative was that they did not have auto fuel, only 100LL at \$4.40/gal, ouch!

We were soon back in the air on the last leg to Eddie's, our GPS took us direct to his field and we landed as the last to arrive due to our late departure and fuel stop. During the flight to Ft. Payne we were picking up some turbulence on the down-wind side of the ridges, a good indication that the winds were going

to pick up later in the day. The wind had started to blow when we departed Ft. Payne and we encounter some gusts and thermals the rest of the way.

Being the last to arrive, all that was left were breakfast leftovers but I did not have the stomach to eat too much anticipating the ride back home would be a bit bumpy which turned out to be true. During the time we were on the ground at Eddie's, the wind started to come up and was gusting at least 15 mph as his windsock was dancing at times. Everyone had a good time visiting and as the wind was very active, the GSFA group decided it would be a good time to go before the wind got worse. Everyone departed before us, Norman, Wayne and Jim decide to fly to Guntersville to refuel.

Eddie had 4 gallons of fuel which I gladly accepted for my ride home. As anticipated, the wind and thermals were active and we had a bumpy ride back. With the tailwind we now had, we flew the 94 miles back to Canton in an 1:15 and still had 2 ½ gallons left when we landed. Flying back required both hands on the stick at times and lots of rudder control. Holding altitude was difficult, decided to keep it between 2500-3000 MSL and just keep going on the correct heading. I had to laugh at one point during the flight when encountering some turbulence as I looked over at my wife who was nodding off – glad she was so relaxed!!

The next day we had heard that Wayne and Jim had ended up in the trees short of the Guntersville airport. I called Wayne to make sure that he was OK and thankfully he and Jim were not injured. From my discussion with Wayne and what I observed at Eddie's, it was not a single factor that caused this incident but a combination of things.

First, at Eddie's there was only a single 5 gal fuel tank to use for all the aircraft that had arrived. He was going to find more containers and then go to the gas station that was 6 miles away – sounded like it would take a good while to sort it all out so this is the reason some of us flew over to Guntersville to refuel. Now comes the judgment error, with low-fuel and a gusty 20 mph headwind at altitude, there was not enough fuel to make it to the destination. FAA regulations state that for daytime VFR flight, you shall not takeoff unless you have enough fuel to reach your destination plus 30 minutes additional flight time. There is an old saying that states that these rules are written with blood, not ink for very good reason. Wayne and Jim ended up 40 feet in the trees short of the runway. A last minute well executed plop/stall in the treetops averted disaster but I contend they were darn lucky!

Two recommendations come out of this incident. First is when a fly-out is advertised that fuel will be available, then adequate fuel should be available – this was not the case as I perceive it. Even so, when in that situation it is still better to stay on the ground and go round up more fuel no matter how long it takes or how inconvenient it is to the pilot or event host. My second recommendation, which is the better one, is not to depend on anyone else and land at an airport en-route to refuel if there is any chance that you will end up at your destination with low fuel.

These are my opinions from what I observed. My hope is that we all can learn from this experience and become better pilots.



1. Mother Nature's Soft



2. The New Super Engine Has



3. "Big Bucket" Up to the



4. One Blessed Step to Safety



5. A Plucked Chicken to Live



4 6. Terra Firma at Last -

Flightstar e-Spyder Makes First Flight

Fully meets ultralight regulations

Submitted by Brad Kerce



The controller for the Yuneec electric motor is mounted on the side of the e-Spyder's airframe. The top button on the left is the on/off switch. Below that is the disengage switch (orange button) and engage switch (green button) to engage the propeller. The gray sliding control is the throttle.

July 19, 2009 — Flightstar's newest ultralight, the e-Spyder, powered by a Yuneec International electric motor, made its first flights over the weekend of July 17 to 19, and company president Tom Peghiny, who flew the ultralight, described the machine's flight characteristics as "the best of any Flightstar I've flown."

"It feels like Christmas to me," Peghiny said with obvious enthusiasm for the project. "This little machine flies very well. Without the bulk of a two-stroke engine out front, there's much less drag."

Peghiny said the machine meets ultralight regulations. "We did some redesign work on the airframe to reduce weight so we could accommodate the weight of the battery pack, converting some parts to carbon fiber versus older materials, and we meet Part 103. It feels good to be working on an ultralight again," he added.

The propulsion system includes a 20-kilowatt motor (approximately 27 hp), two 28-pound battery packs with lithium polymer batteries, and a controller. Peghiny described the recharging system as “very sophisticated.” “The Yuneec designers developed a very safe recharging system that balances the batteries via computer monitoring.” He noted that it takes about three hours to recharge the system, plugging it into a 220-volt circuit. Estimated flight time on a fully charged system is approximately 40 minutes.

Flightstar will display the ultralight at EAA AirVenture Oshkosh. “We hope to fly at Oshkosh,” said Peghiny, “and possibly confirm prices at that time.”

Monthly Safety Quote

From The Safety Officer

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.

“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.”

Don Maskell & Co., Pier 35, San Francisco

Visualize a huge, wide open field - absolutely no danger from anything except for one lone, fully grown tree in the middle of this field. There..., stuck in this one and only tree is a Curtis Jenny- impaled & supported by the trees many branches. Something like that will ruin your whole day. Why didn't the hapless pilot see the only danger in that field? Sometimes we are having so much fun that we can't see the forest for the trees. The sky isn't so big or empty after all.

Go fly & be safe out there and keep your head on swivel, because that's why the good Lord gave you a neck!!! You can quote me (smile).

Michael “Budman” Prosser

From The Safety Officer:

You do have an Ethanol Fuel Tester & you use it, don't you???

Don't forget, it's used to test for ordinary water too! Read on...

The Ethanol fuel tester, whether it's aviation gasoline (100LL) or automotive gasoline (Mogas), it serves a multiple purposes: it is used to test for a percentage of alcohol in gasoline or sample for water or other visual contaminants. Also, an official fuel tester (one purchased for this purpose) even tests aircraft grades of fuel by color...wow!!!

To check for the grade/octane of fuel, you sight down the column of fuel in the tester from the open end: Red is 80; Green is 100; Blue is 100LL and Purple is 115 octane. Typically, if we use aviation gasoline it is the "Blue" 100LL. Wow, so much to learn.

Sampling a portable gas can or "sumping" the aircraft fuel tank(s) is absolutely necessary to ensure the safety of the flight. Therefore, I call this a safety of flight issue. Don't forget, it is necessary to test /sump not only the aircraft fuel tank sumps, but also the gascolator, if so equipped. This procedure is performed before the first flight of the day and after any refueling or rain (my recommendation).

Testing for water; it works like this:

I like to test the fuel before adding the 2-cycle oil to the fuel and before putting the fuel into the aircraft fuel tank. I test for water by sampling the fuel (from the fuel container) *prior to adding water to the fuel tester*, just as if you would if you were performing a routine aircraft fuel tank sump test. Look for water to accumulate in the bottom of the tester. If you opt to pour it out, water will bead up and the fuel will disperse and/or quickly evaporate. If you are "Green" or wish to be more environmentally conscious, you may opt to pour the sampled fuel into a separate container to take home to use in your lawn mower or weed whacker...ha ha. Remember, if you find water in the sample; make sure that you sample/drain additional fuel to ensure that all water has been drained. "Rocking the wings" is a way to get water to travel to the sump/gascolator. Allow time for water movement to occur; don't be in a hurry. Remember, water is heavier than fuel and will migrate to the lowest point in the fuel system or sump.

Read on...

A test can be done for alcohol in Mogas (Ethanol); it works like this:

Use a simple graduated cylindrical container – you can buy one, or make one from an ordinary water bottle. I will go over the basics for both scenarios later (*).

If you buy one, it is almost foolproof - just follow the instructions; everything is pre-marked. These can be purchased from any aviation retailer or group: EAA, Aircraft Spruce, FBO's, etc.

If you decide to make one, this might help you: the water bottle should be cylindrical from the base to the bottle neck. Don't use one that is all fancy and "hour glass shaped" or some other unusual shape - it screws up the accuracy. I use "Publix Spring Water" bottles; you

make your own choice of course. Use a permanent Magic Marker for all graduations. Mark the "water line" with a thin line, so that you know exactly where the "original" water baseline is (bottom section of the bottle of course). This is typically *30% of the total fuel volume*. After all, you typically will find 10% or more alcohol in our automotive fuel (Mogas) these days. The additional 20% of the water volume is "cushion" for any additional alcohol or water. I mark mine in 10%, 20% & 30% primary increments, with a secondary increments of 5%, which is half of the primary percentages. Yes, the 10, 20 & 30% graduations are 10% each of the **total fuel volume**. Mark the total fuel volume (100% fuel) with a line also (fuel fill line-top). There you have it: a water baseline that is typically 30% of the total fuel volume and a 100% fuel volume fill line, so marked. Also, 30% of the fuel volume is marked upward from the water baseline in 10% increment (10, 20, & 30%) to measure alcohol /water accumulation in the fuel column.

(*) Now, fill the bottle with water, to the water baseline. Please be precise. Fill the rest of the container (fuel volume) with fuel to the top fuel fill line/mark. Install the cap, plug or if possible you may use your thumb. Shake the bottle very vigorously. Place the container on a flat (level) surface and wait for the fuel & water mixture to separate; this typically takes 5 - 10 minutes. The alcohol will absorb water in the mix and because it is heavier than the fuel, it will separate and go to the bottom of the bottle. Viola!!! The mixture will separate like "oil & vinegar" if alcohol (or additional water) is present. Typically, the percentage (%) of alcohol in the fuel will be equal to the change in the height of the fuel column compared to the "original" height of the water column.

Read the percentage on the fuel column scale (10, 20, 30% or partial increments thereof). If there is no increase in the water column, then there is no alcohol in the Mogas/fuel. If there is an increase in the vertical height of the water column (verses decrease in the fuel column) then the fuel contains alcohol - read the % scale. Note: if the fuel will not separate, then the fuel is bad anyway - do not use. Actual use of any Ethanol fuel is the decision of the owner/pilot. Note: if you have an aircraft that has an "STC" - Supplemental Type Certificate, for the use of Mogas in your aircraft (verses aviation grade fuel only), you are not allowed to use Ethanol fuel in your aircraft.

Be safe out there.

Written & Submitted By; Michael "**Budman**" Prosser

My favorite Safety Sayings & Quotes

Food for thought

- 1) Fly the Airplane
- 2) ...*Now!!!*
- 3) Expedite!
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 (author unknown). 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.
- 4) Why is it doing that???
- 5) Where are we???
- 6) What the...!!!
- 7) Hey, watch this!
- 8) A controlled - emergency or precautionary landing is better than an uncontrolled/stall-spin crash any time.
- 9) Keep your head on swivel, because that's why the good Lord gave you a neck: *author Budman.*
- 10) Scan, scan, scan...
- 11) Heads up & eyes out of the cockpit, *especially* in the traffic pattern.
- 12) Aviate, navigate and communicate.
- 13) The Three C's: communicate, confess and comply.
- 14) Instrument flying is an unnatural act probably punishable by God...author, Gordon Baxter.
- 15) Engine failure: A condition which occurs, when all fuel tanks become mysteriously filled with air?!?! From www.skygod.com/jokes
- 16) Range; Usually about 30 miles beyond the point where all fuel tanks become filled with air. From www.skygod.com/jokes
- 17) Roger: Used when you don't know what else to say. From www.skygod.com/jokes
- 18) The only times that you have too much fuel is when your over gross weight or on fire!

Did You Know

Submitted BY: Michael **Budman** Prosser
GSFA Safety Officer

There have been a couple of situations lately while flying, where critical fuel issues have been encountered - scary. Recently, we had an aircraft go down at Guntersville airport, because of fuel exhaustion. Actually, it was poor decision making that led to the incident. Luckily, both pilot & co-pilot walked away unscathed and the airplane is rebuildable.

I wanted to remind the membership of the fuel requirements regarding **FAR 91.151 Fuel requirements for flight in VFR conditions.**

- (a) No person may begin a flight in an airplane under VFR conditions unless (considering wind and forecast weather conditions) there is enough fuel to fly to the first point of intended landing and assuming normal cruising speed -
- (1) During the day, to fly after that for at least 30 minutes.

That being said, don't take chances regarding the possibility of running out of gas/fuel or oil. You got to keep the fan up front running - or the pilot's really going to start to sweat! Ha ha. Seriously though, if you're low on fuel, use an alternate airport or make a precautionary landing - anywhere that's safely available, before the unthinkable happens. If you need priority landing, then say so on the radio & go directly there! Fly only that part of a pattern that you need to get on the runway. Don't waste altitude or time: altitude is your friend and time is fuel. Remember, your fuel tanks are filling with air!!! (ha ha). Use whatever words are necessary, such as: critical fuel, PAN...PAN...PAN (and the situation), EMERGENCY - pilots will clear the airspace/pattern and runway for you. Don't forget to keep your eyes out of the cockpit (VFR see & avoid responsibility still applies) and fly the airplane!

Now, be safer out there.
Michael "**Budman**" Prosser

2nd Quarterly Airport Authority Meeting April 7, 2009

Submitted by: Michael W. Prosser – GSFA Safety Officer

AGENDA:

Old Business:

Review of Georgia Depart. of Transportation (GDOT), right of way documents.

New Business:

Discussion of Privacy Fencing at the South T-Hangers
Airport Layout Plan
E-LSA/LSA Traffic Pattern

Review of previous meeting minutes:

There was no January quarterly meeting, therefore, there were no previous meeting business minutes to review.

Old Business:

- The Airport Authority received \$185,500.00 from the FAA & GDOT, for easements due to the Hwy 113 Hwy expansion project.
- The Stiles hanger rent is current and still vacant.

New Business:

- Privacy fencing at the South T-Hangers was discussed. The issue was defeated upon vote. The privacy fencing was not requested by the general public, but rather a hanger tenant.
- The Airport Authority reported that the GDOT is now authorized to coordinate the growth/expansion at the Cartersville Airport, verses the FAA. The FAA is sanctioning this, as I understand it, because VPC is an uncontrolled airport. Previously, the FAA required the Airport Authority/VPC to have a “Master Airport Layout Plan”, which can be very expensive and very complex. Now, the GDOT only requires a “Modified” Airport Layout Plan, which is much more user friendly & less expensive for an uncontrolled airport.
- The NOTAM concerning the helicopter issue/traffic plan will not be renewed, because of the dramatic decrease in helicopter traffic. The right hand helicopter traffic pattern will remain in effect.

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:

- 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. This project is still 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 Corporate Office.
- 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!! Please use intersection takeoffs and landing "middle third" of the runway to expedite take-offs & landings, whenever safely possible. Remember that there may be traffic behind you, so you must maintain your "situational awareness" at all times.

Many of us call **Phoenix Air Jets or their Turboprops as PA's (Papa Alpha's)** and they are fast movers - so if you hear the word "Jet", "Learjet" or "Papa Alpha" ,please give them priority. We do this for safety and to be a good neighbor, besides it just makes sense to me...how about you? ***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.

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. Also, please help to promote a harmonious relationship with all of our pilot friends and airport users where ever your home base is.

The speed limit on Hwy 61, adjacent to the airport is, 45 MPH. **Vehicular traffic on the airport is 15 MPH max.**

Caution: When going South on Hwy 61 & turning into the North Hanger driveway, please be aware that the right hand lane merges into the left lane at the new north gate driveway (2-lane to 1-lane).

Please be aware of merging traffic at that location.

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

Michael "Budman" Prosser

3rd Quarterly Cartersville Airport Authority Meeting July 7, 2009

Submitted by: Michael W. Prosser – GSFA Safety Officer

AGENDA:

Old Business:

Review of Phoenix Air lease - Contractual Formalization of fees to be paid for services rendered.

Insurance for Cartersville Airport Authority Members.

Update of the “Rules and Regulations of the Cartersville-Bartow County Airport Authority”

New Business:

Discussion of Georgia DOT Report: Cartersville-Bartow County Airport

Note: The FAA has delegated to the Georgia DOT to oversee the operations of VPC, as previously reported. The term “Authority” refers to the Cartersville-Bartow County Airport Authority.

Review of previous meeting minutes:

The minutes of the April 7, 2009 meeting were reviewed and accepted, without change or exception.

Old Business:

- A formal contract was signed by the appropriate parties, as previously agreed.
- The Authority continues to seek liability insurance coverage for the Authority members.
- The Authority seeks input to update the “Rules and Regulations of the Cartersville-Bartow County Airport Authority”. The “original” rules & regulations were effective on 4-2-1996. The “First Amendment To The Rules and Regulations...” were effective January 22, 2001.
- The Stiles hanger rent is current and still vacant at this time. No formal bids have been presented for consideration by the Authority.

New Business:

- Concerning the update to the Carterville Airport Rules and Regulations, the Authority stated that a memorandum would be posted in the FBO, on the bulletin board to solicit input from the airport users.
- The Georgia DOT performed its inspection of the airport & its’ facilities and the inspection was generally favorable. However, there were some minor findings, which are considered minor. These include:
Trees within the safety zone on the hill, NW of the threshold of Runway 19 - trees are too high. The trees will be cut down. Also, several piles of dirt, on the east side of the runway, have to be removed and the area made flat.
Further, several “NON-Aeronautical Activities” were noted, such as: cars parked in unauthorized areas, unauthorized trailers parked in non-designated areas and automobile parts or projects in various areas. Expect the Authority to make the appropriate contacts or notification of these unauthorized “NON-Aeronautical Activities”.

Public Comments/Current Status:

- 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. This project is still pending at this time.
- The Ga. Department of Transportation (DOT) changed/lowered the speed limit on Hwy 61, for safety reasons. 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 Corporate Office.
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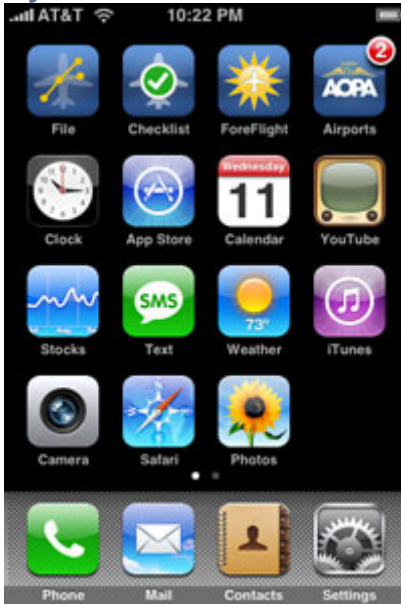
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Michael "Budman" Prosser

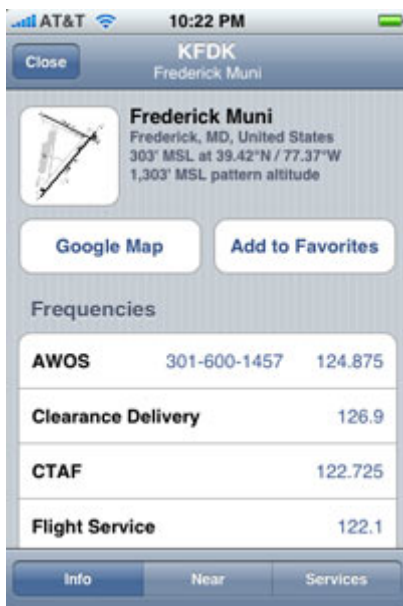
By AOPA Communications staff



AOPA members who use an Apple[®]™ iPhone[®] or iPod[®] touch can have direct access to AOPA’s Airport Directory on their devices. AOPA has partnered with ForeFlight, a leader in aviation applications for the iPhone and the iPod touch, to offer the complete directory as a download that is free to AOPA members. The application, called AOPA Airports, is available for download from the [iTunes App Store](#).

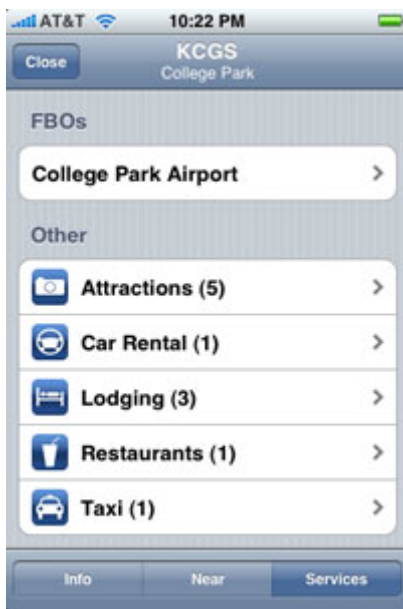
“The iPhone and iPod touch are tremendous platforms with exciting capabilities that make them ideal for aviation-related applications,” said Chris O’Callaghan, AOPA vice president of ePublishing. “And there is no one who exploits those capabilities better than ForeFlight.”

“ForeFlight was founded by pilots, for pilots, and we believe strongly in our products--we use them extensively when we fly,” said ForeFlight co-founder Jason Miller. “We’re proud to have earned AOPA’s trust, and to have been selected as the exclusive iPhone and iPod touch application provider for AOPA’s Airport Directory.”



As with the print edition of AOPA's Airport Directory, data in the ForeFlight electronic version cover airport info, FBOs, airport services, and more. Features include a download manager for keeping the data up to date every 56 days, thousands of airport diagrams, and the ability to save favorite airports and recently viewed airports, and find nearby airports.

The AOPA Airports application can be downloaded on its own from the [iTunes App Store](http://itunes.apple.com), but the directory will also be made available within ForeFlight's flagship iPhone application, ForeFlight Mobile, the premier flight-planning software for the iPhone and the iPod touch. Both applications take full advantage of the iPhone's intuitive Multi-Touch™ user interface.



“We are doing this to support AOPA's mission,” said Miller, “and to leverage the unequalled power of the iPhone/iPod touch platform for the benefit of the members.”

“It’s also a great way for pilots to go green by reducing the amount of paper they use,” concluded O’Callaghan. “It brings one of AOPA’s oldest and most popular member benefits into the future.”

ForeFlight’s mobile aviation software, designed and built specifically for iPhone and iPod touch, delivers Preflight Intelligence™ and Inflight Intelligence™ to thousands of pilots around the world.

ForeFlight’s other aviation products include ForeFlight Mobile, ForeFlight Checklist Pro, and ForeFlight Desktop.

For additional information on the AOPA Airports mobile application by ForeFlight, please visit:

www.aopa.org/iPhone.

(Thanks AOPA – from Wayne Evans)

Your Flight Instructors:

Ben Methvin – CFI/ DPE

(770) 315-6244

Training Field - Cartersville (KVPC)

Kim Arrowood – Sport Pilot CFI

(770) 547-3622

Training Field - Cartersville (KVPC)