

The Sport Flyer

The Official Newsletter of the Georgia Sport Flyers Association, Inc.
December 2006

Our Next Club Meeting and Christmas Party is Dec. 9th

Special Words of Wisdom:

Peace On Earth



and
In The Heavens

Birthday Celebrations

GSAFA Honors a Special Person during the month of their birth.
December is the month we Honor a Very Special Person
We have come to call this Celebration - CHRISTMAS
Keep His Memory In Your Heart and Enjoy

Special Report

Kim, Ben and Steve,

**Like "Desoto" (not the Car)
Off to Conquer Florida**

November 25th, 2006

**For Up to Date Reporting
Go to Kim's web site:**

<http://www.maine2keys.com/>

**Three Cheers
for our very own
Three Musketeers**

Welcome Home Team



Warning to All Ultralight Pilots - It's happening just as predicted:

The Sport Pilots are coming, The Sport Pilots are coming

**It was Richard Logue and Mark Shaddock last month
now closing in are even More Candidates**

1. Kim Arrowood not only Passed her Written Test but Passed her Certified Flight Instructor exam. Another Official US FAA certified CFI is on the Horizon to come to our rescue in helping us make that January 31st Sport Pilot Deadline.

**Kim and Ben, Teaming Up Again to Save the World for the Rest of Us.
Good Job, Kim**

2. Who says Doctors only have fun while doing Brain Surgery?

Jim Madeley (DOC, for real) just passed his Written Sport Pilot test - with Honors

All he needs now is a Plane for the rest of his Solo time, his PTS and then have some FUN. Evans would sell his Red Eagle but I don't think even a successful doctor could afford it with all those "Extras and Upgrades?". Then again- it doesn't "hurt" (no pun intended, Doc) to talk. 770 753 4181 that's 770 753 4181.

Happy you are doing So Well, So Soon - quicker then Med School, I bet.

Editors Note:

There have been So Many Present and Future Pilot Successes lately that we can hardly Keep Count. We are certain, though, that all the 2007 officers will give Credit were Credit Is Due with a new head count in the January newsletter.

Congratulations to All of You

Now, to Other Exciting News:

2006 Officer's: (Had Fun)

President -Frank Eck.
Vice President -Richard Johnston
Secretary/Treasurer -John Euchner
Safety Officer -Michael Prosser
Website Editor - Richard Johnston
Trip Coordinator - Kim Arrowood
News Letter Editors -Wayne/Ann Evans

2007 Officers: (Super Team)

President -Michael Miller
Vice President -Phil Jouanet
Secretary/Treasurer -John Euchner
Safety Officer -Michael Prosser
Website Editor - Richard Johnston
Trip Coordinator - Kim Arrowood
News Letter Editors -Richard Johnston

Officer's Reports:

President -Frank Eck.

Presidents Cockpit

It is that busy time of year getting ready for our annual association membership party to celebrate the holiday season with each other and family. There will be food and drinks along with the dish that each member brings. There will be gifts for young children to be given to a worthy local group to distribute. Your suggestions will be considered. We hope to see you all on Dec. 9th at the Goodyear clubhouse. (Consult the e-mail each of you received from Kim November 20th for full details.)

I've enjoyed being your president and thank all of you especially the volunteers who helped in so many ways. I believe we have completed the year without any safety problems. I hope we have assisted you in becoming Light Sport pilots and bringing your aircraft into compliance with ASTM.

Thanks you all and Fly safely!
Frank Eck

Secretary/Treasurer -John Euchner

November 11, 2006 Meeting:

- Frank Eck Opened meeting 1100 and introduced guest Kevin Nielsen.
- Richard Johnston Glad to be able to join us and not having to be in some country far away. Richard cautioned us about Deer on the runway at Hickory Flats.
- John Euchner Annual audit due, Steve Ahouse has volunteered to take a look at our books.
- Weather Reports Calhoun has their new AWAS in operation on 119.975 and 706/602-5906.
- Phil Jouanet Recounted his recent experience, a near miss , at CZL. A plane landing without radio and lights, the weather made it impossible to see till the last moment. Just a reminder , we need to be always vigilant.
- Wayne Evans Thanked us again for those who submitted articles this year. Wayne said that Wayne Strickland will be available to be Ralley Master next year.
- Mike Prosser Stated that alls well and safe at Cartersville and in fact according to a EAA article that there has been a 21 % drop in General Aviation accidents .
- Kim Arrowood Has secured a location for our party (Dec. 9) As we grow in members it has been necessary for us to use a facility liken this Rather than a residence. The Logues have graciously provided Their home in the past, but now our numbers are just to many.
- Dues of \$30, per member have been suggested rather than the \$20 That we have been paying for the past x years. This will be taken up at the next business meeting for a vote.

Members voted in as New Officers for 2007:

President	Mike Miller
Vice Presiden	Phil Jouanet
Secr/Treas.	John Euchner
Safety Officer	Mike Prosser
News Letter	Richard Johnston
Web Master	Richard Johnston
Trips & Events	Kim Arrowood (Wayne Strickland assisting)

A motion was made to accept this officer slate in total. Steve Ahouse seconded the motion.

John

Safety Officer -Michael Prosser

Safety Related – It Is !!!

There is a term that I like very, very much; it's called **“safety related”**. Being a pilot and involved with the hands-on maintenance of my own vehicle/aircraft, I'm very much interested in safety, not just because I'm the Club Safety Officer mind you, but for myself also: otherwise - it's gonna hurt!!! It can hurt you physically, mentally, emotionally, financially and your reputation – bummer.

In my former life, when I earned my living in nuclear mechanical maintenance project manager, this term was invoked when components or systems were determined necessary (operable) for the safe shutdown of the reactor or any of its safety related systems/containment. To me, the term “safety related” applies very much to our UL vehicles/aircraft. Yes, it is complex but when broken down into individual systems & components, it can be appreciated and understood. Don't take on more than you understand; remember – KISS: Keep It Simple Sir (or Senorita, as the case may be – smile).

What components, parts or pieces are determined “safety related”? Is it the airframe or wings only? Is it the fuel delivery system? Is it the instrument wiring or the ignition wiring? Is it the engine or the propeller? Is it the wheels or the brakes? Is it or is it not “safety related” just because FAA Regulations or consensus standards address it or don't address it, as the case might be? What about time intervals for periodic or preventive maintenance & inspections? Overhauls??? Very necessary elements for sure, but does it all have to be mechanical related??? No, there's more to this than the nuts & bolts of it all. It's okay to separate those things that are not safety of flight issues. To me, it's any component or system that is essential for the safe operation of the aircraft; that means that it is a **safety of flight issue**. This includes the “wing nut” behind the stick (ha ha). Much of this philosophy comes down to compliance, plain and simple.

Do it by the book (regulations). Yes, the FAA regulations list minimum mandatory equipment for the type of vehicle/aircraft you choose to operate, but do you want to proceed with only minimal compliance? What are your personal limits/standards? Do it in accordance with good mechanical practices. Do it by good common sense and conservative decision-making. Do more...Learn more... Go further...set your own, more conservative limits/standards. Seek professional assistance (ask the DAR, Steve Walton) and/or peer advice & help. Ignorance is no excuse!!! Yes, it's more than the mechanical; it's a philosophy also. I live by it; I hope that you do too. Do something; start somewhere – most of all, don't be a gas-and-go pilot. Do pre-flights and post flight inspections. What about planning and weather? Checklists anyone? Be safe – *think safety related!*

Fly safe

Michael “Budman” Prosser

12-6-06: Proposed changes to the GSFA BYLAWS

Submitted by: Michael “Budman” Prosser

Change #1:

Re: Official GSFA Bylaws revision date of 12-6-06; Page one, below “Header”

Rational: Chronological revision tracking, as required by Article Seven.

Change #2:

Re: ARTICLE Four - Membership; Section I: Categories, Dues and Benefits: Regular Member.

Change the first sentence only, to read:

“Annual fee is \$35.00 for mailed newsletter or \$30.00 for electronic newsletter”.

(Note: The remainder of the paragraph remains included and unchanged.)

Rational: Rising costs of the prepared/printed/mailed newsletter.

Change(s) #3a & 3b: Re: ARTICLE SIX – Board of Officers;

(3a) Re: Section I - Powers

Change the third sentence only, to read:

“The Appointed Officers are the Newsletter Editor, Website Officer and the Safety Officer.”

(Note: the remainder of the paragraph remains included and unchanged.)

(3b) Re: Section III – Duties

Add the “Safety Officer” title and duties, after the Website Officer description. Note: the remainder of the Section remains included and unchanged.

The Safety Officer:

- 1. Promotes safety awareness on behalf of The Club and its members.**
- 2. Participates and/or represents GSFA in all safety related issues.**
- 3. Contributes monthly to the newsletter.**

Rational: The Safety Officer role is & has been an integral part of GSFA survival, especially at VPC, regarding the interaction with the designated FAA Safety Counselor and Cartersville-Bartow County Airport Authority. This office should continue, should another individual supercede the incumbent Safety Officer.

End of proposed changes: MWP

December Safety tip for the Month

Buy & Use products that you can trust

Buy Pennzoil Products

Submitted by “Michael “Budman” Prosser



I hope that you will enjoy some of my favorite

RULES OF THE AIR

1. Every takeoff is optional, but *every landing is mandatory!!!*
2. If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. *That is, unless you keep pull in the stick all the way back, then they get bigger again!*
3. **It's always better to be down here - wishing you were up there, than up there - wishing you were down here.**
4. **The ONLY time you have too much fuel is when you're on fire.**
5. When in doubt, hold on to your altitude; no one has ever collide with the sky.
6. A “good landing” is one from which you can walk away. A “**great landing**” is one when you **can use the plane again.** (“Now You Tell Me”, from Wayne)

7. Learn from the mistakes of others. **Hopefully, you won't make them all yourself.**
8. The probability of survival is inversely proportional to the angle of arrival:
Large angle of arrival, small probability of survival and vice versa.
9. Never let an aircraft take you somewhere your brain didn't get to five minutes earlier.
10. **Always try to keep the number of landings you make equal to the number of take-offs you've made. When in doubt, see Rule #1.**
11. There are three simple rules for making a smooth landing.
Unfortunately no one knows what they are?
12. You start with a bag full of luck and an empty bag of experience.
The trick is to fill the bag of experience before you empty the bag of luck!
13. In the ongoing battle between objects made of aluminum going hundreds of miles per hour and the ground going zero miles per hour, **the ground has yet to lose.**
14. Good judgment comes from experience. **Unfortunately, the experience usually comes from bad judgment.**
15. It's always a good idea to keep the pointy end going forward as much as possible.
16. Keep looking around; there's always something you've missed.
17. Remember, gravity is not just a good idea. *It's the law* and it's not subject to repeal.
18. **The four most USELESS things to a pilot are:**
 - (a) the altitude above you
 - (b) the runway behind you
 - (c) the fuel on the ground
 - (d) a 10th of a second ago !

Budman

(Eds.Note: Mike's monthly contribution to our Pilots Knowledge and Continued Safety has been Invaluable and Greatly Appreciated by your editors in keeping your newsletter both informative and hopefully Entertaining. Mike, Please Continue being a Key Member of GSFA as you have for many years in the past - Thanks again.)

Website Editor - Richard Johnston

Coming up - See Richards Special Report on the new Microsoft Vista Operating System.

Trip Coordinator - Kim Arrowood

Editor's Note - Kim e-mailed me that she, Ben and Kim's Husband Steve should be returning from their trip to the Florida Keys Saturday, weather permitting. I know they will have a much to tell us, and maybe even show us about their Great Adventure.

Just a reminder for those of us getting a Little older with Sagging Memories:

What: GSFA Christmas Party

When: December 9th 2006 at 6:00pm

Where: Goodyear Clubhouse

3 Goodyear Avenue Cartersville GA 30120

{ You can use map quest to find it }

For More Party details about the party, please review the e-mail she sent all of us November 20th.

Vista™ – Microsoft’s Upcoming New Release of Windows

by Richard Johnston

On January 31st, Microsoft plans to release their newest operating system, previously code named Longhorn and now officially named Vista. At first Longhorn was planned to be an incremental upgrade to XP and another project codenamed Blackcomb was to be the next major release of Windows. As time has gone by since the first announcements of Longhorn and Blackcomb in 2004, there have been several delays and features dropped. Microsoft decided to combine both projects into a single major release named Vista.

I have been lucky (sometimes unlucky) to have the opportunity to evaluate new software releases. In this case, I have a copy MSDN (Microsoft Developer’s Network) subscription as part of a software development package I use. Included in this subscription is a copy of Vista Beta 2, the final test version before official release. These copies of software are distributed to developers so they can use the software and report any bugs that are found before the official release of the software.

How does that affect us in the GSFA? Nearly all of us have a computer that we use for various purposes, to check the weather, send/receive email and other purposes to many to enumerate here. At some point in time all of us will be faced with the decision to upgrade our existing system or purchase a new computer with Vista included.

Overview New User Interface

The user interface has been completely rewritten to take advantage of hardware accelerated 3D graphics – this will mean that applications that are graphics intensive will run faster. Application windows on the screen can have a more translucent glass-like look, something Microsoft is calling Aero Glass. When you run the mouse over items on a screen, a preview mode is opened allowing you to see inside the files without opening them. There are 15 different desktop backgrounds, one of them is shown here in Figure 1.



Figure 1 - Vista Desktop

New Windows Explorer is included which also has the file preview modes mentioned above. Another interesting feature is that you will not have to type any more backslash characters, the address bar now displays the file locations in a more user friendly way as shown in Figure 2.

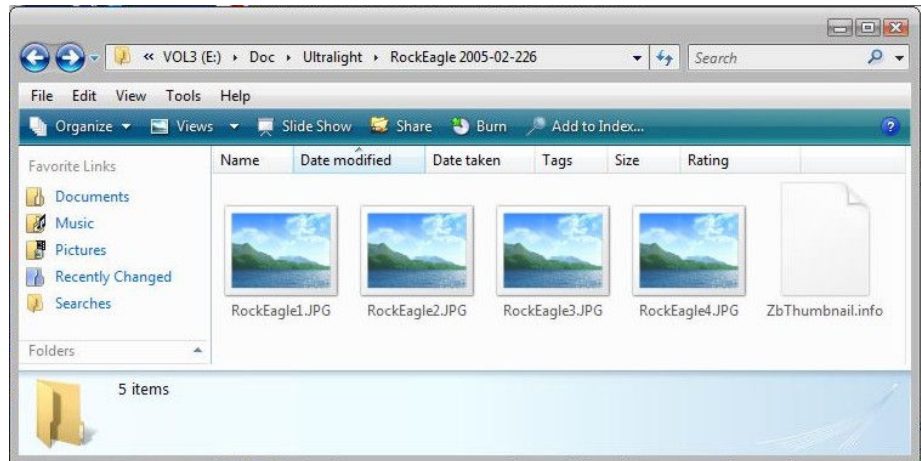


Figure 2 - Explorer Screen

Improved Start Menu

The start menu no longer has the cascading menu structure of XP, menus auto expand and collapse in place. This will be a bit confusing at first but in the long run, I like it better. Figure 3

Performance Improvements

With any new operating system, you would expect it to be larger and take longer to load than previous operating system. Although Vista is larger than XP and takes more space on your hard drive, the performance is optimized and actually loads faster on my computer than XP. Microsoft has incorporated what they call “SuperFetch” which preloads commonly used programs.

Security Features:

Microsoft claims they have greatly improved security with Vista. The Windows Firewall has improved and now provides both inbound and outbound security features (only inbound provided previously). Outbound protection would prevent spyware from reporting your personal information back to a host service. Also included is “Windows Defender” anti-spyware protection, BitLocker Drive Protection which allows users to encrypt an entire drive to protecting data from theft. One interesting feature is that none of the 3rd

Other Features:

Many other features have been added as well which I won’t get into detail. Other features include: Windows Easy File Transfer, updated Windows Movie Maker, Windows DVD Maker, updated Windows Media Player, Windows Mobility Center for synching files between desktop and laptop, plus



Figure 3 - Vista Start Menu

party virus scanning software I have tried will work in Vista, seems Microsoft has done such a good job that they will not allow any other virus protection software from running. Perhaps future updates will allow for this.

more. USB support has improved, in particular the shutdown of USB devices before removal from the system. My gripe in Windows 2000 and XP is that when I stop a USB drive before removing it, half of the time it tells me that it is not ready to be stopped no matter how many times I shut it down. Now it stops every time on the first attempt!

Hardware Requirements

Processor: 800 MHz 32 bit (x86) or 64 bit (x64)
System Memory: 512 MB
Graphics: (800x600)

Hard Disk: 20 GB
Free space to install: 15 GB
Optical Drive: CD-ROM

When I installed Vista on my computer all my hardware was detected and correct drivers loaded except for my sound card. I had to find an updated XP version of the sound drivers and they loaded and worked. The Beta 2 version contains little driver support and should be improved with the final release. I had no trouble installing Vista, it installed and ran the first time without problems other than not finding my sound card.

What does not work

As previously mentioned, none of my anti-virus program will load without error. Microsoft's own Visual Studio 2005 development tools and Instant Messenger do not work as well as many other legacy programs. I have found that about 25% or the older programs that I have tried to use do not work for one reason or another.

Summary and Recommendation

Overall this is an improvement over XP and many of the compatibility issues will be fixed either in the official release or in future updates that Microsoft will issue. If you have compatibility issues, I would wait and keep using XP. To use Vista, you may have to add memory or get a faster computer but this is usually the case when upgrading. For further review and info about Vista, you can go to www.microsoft.com and follow the links to Vista.

Good Luck with your Vista

P-51 An America Ambassador Remembered **Time Has No Bounds on the Dream of Flight** Submitted by Phil Jouanet (Author Unknown)

It was noon on a Sunday as I recall, the day a Mustang P-51 was to take to the air. They said it had flown in during the night from some US airport, the pilot had been tired. I marveled at the size of the plane dwarfing the Pipers and Canucks tied down by her, it was much larger than in the movies. She glistened in the sun like a bulwark of security from days gone by. The pilot arrived by cab paid the driver then stepped into the flight lounge. He was an older man, his wavy hair was grey and tossed. . . looked like it might have been combed, . . . say, around the turn of the century. His bomber jacket was checked, creased, and worn, it smelled old and



genuine. Old Glory was prominently sewn to its shoulders. He projected a quiet air of

proficiency and pride devoid of arrogance. He filed a quick flight plan to Montreal (Expo-67, Air Show) then walked across the tarmac. After taking several minutes to perform his walk-around check the pilot returned to the flight lounge to ask if anyone would be available to stand by with fire extinguishers while he "flashed the old bird up. . . just to be safe." Though only 12 at the time I was allowed to stand by with an extinguisher after brief instruction on its use -- "If you see a fire point then pull this lever!" I later became a firefighter, but that's another story.

The air around the exhaust manifolds shimmered like a mirror from fuel fumes as the huge prop started to rotate. One manifold, then another, and yet another barked -- I stepped back with the others. In moments the Packard-built Merlin engine came to life with a thunderous roar, blue flames knifed from her manifolds. I looked at the others' faces, there was no concern. I lowered the bell of my extinguisher. One of the guys signaled to walk back to the lounge, we did.

Several minutes later we could hear the pilot doing his pre flight run-up. He'd taxied to the end of runway 19, out of sight. All went quiet for several seconds, we raced from the lounge to the second story deck to see if we could catch a glimpse of the P-51 as she started down the runway, we could not. There we stood, eyes fixed to a spot half way down 19. Then a roar ripped across the field, much louder than before, like a furious hell spawn set loose--- something mighty this way was coming. "Listen to that thing!" Said the controller. In seconds the Mustang burst into our line of sight. Its tail was already off and it was moving faster than anything I'd ever seen by that point on 19. Two-thirds the way down 19 the Mustang was airborne with her gear going up. The prop tips were supersonic; we clasped our ears as the Mustang climbed hellish fast into the circuit to be eaten up by the dog-day haze. We stood for a few moments in stunned silence trying to digest what we'd just seen. The radio

controller rushed by me to the radio. "Kingston radio calling Mustang?" He looked back to us as he waited for an acknowledgment. The radio crackled, "Kingston radio, go ahead." "Roger Mustang. Kingston radio would like to advise the circuit is clear for a low level pass." I stood in shock because the controller had, more or less, just asked the pilot to return for an impromptu air show! The controller looked at us. "What?" He asked. "I can't let that guy go without asking . . . I couldn't forgive myself!" The radio crackled once again, "Kingston radio, do I have permission for a low level pass, east to west, across the field?" "Roger Mustang, the circuit is clear for an east to west pass." "Roger, Kingston radio, we're coming out of 3000 feet, stand by." We rushed back onto the second-story deck, eyes fixed toward the eastern haze.

The sound was subtle at first, a high-pitched whine, a muffled screech, and a distant scream. Moments later the P-51 burst through the haze . . . her airframe straining against positive Gs and gravity, wing tips spilling contrails of condensed air, prop-tips again supersonic as the burnished bird blasted across the eastern margin of the field shredding and tearing the air. At about 400 Mph and 150 yards from where we stood she passed with an old American pilot saluting . . . imagine . . . a salute. I felt like laughing, I felt like crying, she glistened, she screamed, the building shook, my heart pounded . . . then the old pilot pulled her up . . . and rolled, and rolled, and rolled out of sight into the broken clouds and indelibly into my memory. I've never wanted to be an American more than on that day. It was a time when many nations in the world looked to America as their big brother, a steady and even-handed beacon of security who navigated difficult political water with grace and style; not unlike the pilot who'd just flown into my memory. He was proud, not arrogant, humble, not a braggart, old and honest projecting an aura of America at its best. That America will return one day, I know it will. Until that time, I'll just send off a story; call it a reciprocal salute, to the old American pilot who wove a

memory for a young Canadian that's stayed a lifetime. (Editor's Note: Many Dreams of Flight

begin about 12 - Mine Too. And it took only 60 years to come true. No Dream is Too Late.)

Plane of the Month - How would you like This colorful package under Your Christmas Tree?

Sorry - It's already part of Phil Jouanet's toys



Your Flight Instructors:

Ben Methvin - BFI, AFI,
BFI-SP, DPE (770) 509-6753
Training Field - Cartersville (KVPC)

Chuck Goodrum - FAA - Comm SMEL
airplane and helicopter, instrument,
EAA UFI pws (powered weight shift).
(404) 213-7283 Training Field -Hanger 17
Tom B. David , Calhoun (KCZL)

Brad Methvin - BFI (678) 461-4463
Training Field - Cartersville (KVPC)

Richard Logue - BFI
Home: (770) 590-3071, Cell: (770) 309-2525
Training Field - Cartersville (KVPC)

Kim Arrowood - BFI (706) 292-0525
Training Field - Cartersville (KVPC)

Bob Smedberg - BFI (706) 235-2147
Training Field - Cartersville (KVPC)

Richard Johnston - BFI
Home: (404) 921-1853, Cell: (678) 687-9564
Training Field - Cherokee Co. (47A)

Mark Shaddock - BFI (678) 699-2787
Training Field - Cartersville (KVPC)

Tony Castillo - BFI pws (Power weight shift)
(404)561-7632
Training Field - Jackson Co. (19A)

Another New Sport Pilot FAQ site: <http://www.all-about-sport-pilot.com/faq.htm>

You might want to Check It Out.

Super Training Tips: Worth Repeating

AOPA Cross Country Introduction.

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

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

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

This PTS can be downloaded from the FAA web site:

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

After taking many inputs from its members and others, the AOPA has also created a 31-page document covering the PTS in a more straightforward form called the "Sport Pilot Checkride Guide". This guide can be downloaded from the following AOPA web site link:

http://www.aopa.org/asf/publications/sport_pilot_check.html

Good Luck with your Flight Test Preparation- Ed

Buy and Sell:

Sell Phantom - Richard Johnston (678)-687-9564

Sell Phantom - Warren Grosland (770-889-1632)

Wanted - Feedback from You about Our News Letter:

Our Embarrassing Mistakes

Any Accidental Oversights

Anything you Don't Like

Anything you would like more of

Suggestions for Improvements

Email to <mailto:wevansee@mindspring.com>

Use "Club Member Feedback" on the Title Line

Hot Web Links:

Georgia Sport Flyers (temporarily at) http://www.geocities.com/ra_Johnston/gsf/

Atlanta Ultralights - <http://atlantaultralights.com/>

USUA - <http://usua.org/>

EAA - <http://eaa.org/>

AOPA - <http://aopa.org/>

AOPA Flight Training - <http://flightraining.aopa.org/>

FAA Written Test Questions: http://www.faa.gov/education_research/

FAA Test Question Answers from Ed. Send Request to <mailto:wevansee@mindspring.com>

See Preceding "Note from Wayne Evans" or [Adobe Reader Download - All versions](#)

More Hot Web Links From Our Members:

Airport Information and Maps -

<http://www.ultraflightradio.com/>

<http://www.mapmuse.com/>

<http://www.airnav.com/>

<http://www.jazirahaviation.com/>

Title 14: Aeronautics and Space -

PART 61—CERTIFICATION: PILOTS, FLIGHT INSTRUCTORS, AND GROUND INSTRUCTORS:

<http://www.aopa.org/members/files/fars/far-61.html> - 14:2.0.1.1.2.3.1.4 (Tons of Info)

*****FAA NOTAMS - http://www.faa.gov/pilots/flt_plan/notams/ (Read, Read, Read)

As you know, Editors Always Get to say The Last Word, Especially Retiring Ones - So here are some of our Final thoughts on this Final page of our Final newsletter as your GSFA Editors

We Thank All Of You for your valued support over the past year and know you will continue to keep your support flowing to your new editors throughout this next year too.

Our Closing Thoughts:

There Is A Time for Everything in Life:

A Time to be Born
A Time to Learn
A Time to Struggle
A Time to Succeed
A Time of Fear
A Time of Joy
A Time to Love
A Time of Solitude
A Time with Friends
and finally
A Time to Move On



May nothing but the Greatest of Success
be with all your New Editors to follow.

**We wish each and every one of you, our GSFA friends, a Very Merry Christmas
and
A Happy and Prosperous New Year.**

See you all at Our GSFA Christmas Party on December 9th

Wayne & Ann Evans, your 2006 Editors