
The Sport Flyer

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

May 2008

Sport Flyers visit Warner Robbins



What a FINE Bunch, eh?

State of the Union

By mule

First I must admit that feedback from many of you about my article from the last *Sport Flyer* hit home in more ways than I anticipated. It is quite nice to realize that people do read our newsletter and that many of you have very personal reasons to fly. Hooray for all of us!

Hopefully we will continue to have the freedom to continue our passion. One only needs to converse with our newest member from Switzerland, the gracious Bernhard Boo, to understand what it means to have the freedom to FLY!!

Finally the weather is giving us a small break and Ben is getting more of his students airborne and they are finally getting their opportunity to solo. I'm sure they are happy, scared and relieved all at the same time.

I sometimes think I can remember my solo but then I think I am probably just romanticizing it. I probably was sacred to death and just waiting for the engine to quit. I do remember my instructor, Lloyd Stukey, complaining about my skidding the tires and how I'll have to explain to the owner how I was wearing out his tires prematurely. I was landing on grass but that was Lloyd. I did apologize to the owner though. I did want to continue with my lessons.

I think that we are getting very good participation at our meetings and that is very positive for our club. Many are participating in various club activities as well so the future seems very positive for the club. If anyone has an idea of something that they think the club may have an interest in then bring it up at the next meeting or send it to one of the officers. An idea not submitted might just be a wasted opportunity for club members to have fun with.

If you like to write, send me an article for the *Sport Flyer*. It is YOUR club after all!!!

Safety Quote for March

"Flashlights are tubular metal containers kept in a flight bag for the purpose of *storing dead batteries*".

Ha Ha!! Yes, it goes for portable radios and GPS's also. Have you remembered to replace or recharge the battery in your radio, GPS or headset lately???

Be prepared for that next flight.

*GFSA Safety Officer
Michael "Budman" Prosser*



Our New Bird

By Shawn Budovic

Just to let everyone know Shawn and Mary Budovic have a NEW PLANE! We bought Bob Smedberg's Fisher 404. What a great little plane!! We don't have our licenses yet but we are working on them. Till we get them we are doing little thing's to it so it will be ready for the time when Mary and I start Flying on our own.

We are as proud as we can be with this little bird, and are having a lot of fun getting it ready. Thank-You Bob Smedberg for a GREAT LITTLE PLANE.



An America Ambassador Remembered

Submitted By Phil Jouanet

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. 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, 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.



"Where is this?"





Tips From a Three Time Survivor
By "KFC" Wayne Evans

1. Be Forever Grateful for your Flying Friends that Come To Your Rescue – Over and Over.
2. Know and Honor your Flying Limits:
 - A. Your Plane's Structural Limits, G forces and especially Cross Wind Control Limits.
 - B. Your Flying Skill Limits, staying within your Comfort Zone of Your Training.
 - C. Your Motives for Flying, Enjoyment - Not Emotional Escape.
3. A Pound of Prevention on your plane can save many more Pounds, Time and Dollars of Cure.
 - A. Electric Fuel Pump and Pressure Regulator, A Safety Necessity, Not A luxury.
 - B. Get that CG and Wing Trim Right even adding some small Fudge Weights if needed.

If your Dream is to keep Flying, Don't ever give Up – the Red Eagle Has Risen Again.



NO FLY ZONE



Caution: Do Not Fly Into THIS!!!

Night Tragedy *by mule*

The night was very dark, no stars to be seen, no moon, no lights on the water and of course the Vietnamese did not turn on lights at night, that only inviting an attack. I turned off my radios, turned my instrument lights off and felt as if I were floating in some dark alien space. There was something electric about it. I could feel the tingling through my arm down to my hands and into the stick. I knew that it would be no ordinary night.

My tale is one about my friend, a gentleman, and a fine naval aviator whose life was lost on a night approach to a 27 Charlie WWII type Carrier in the South China Sea. I almost lost my life that same evening.

We were working the noon to midnight shift on the USS Hancock a carrier stationed off the coast of North Vietnam. John and I just happen to meet in the wardroom, both of us having a late breakfast as we had flown the previous night.

We had become good friends despite the fact that he was an "F-8 Crusader Pilot – last of the gunfighters" and I a simple "air to mud" pilot flying an A-4! The two of us had actually worked out a program where we would launch as a team; working the countryside as if we were two A-4's in order to entice the MIGs. We thought they would think that they might have easier pickings attacking two overloaded A-4's without fighter protection. Even though we got a few tentative bites, we never got them to engage. But that's straying from the story.

After breakfast while playing a couple of games of Acey-Duecy John mentioned that he had a double cycle launch for the last cycle this night. I told him I was on the schedule to be the duty A-4 "pump", in-flight refueling aircraft and would cover the last launch and recovery. We anticipated having some time "up close and personal" during the night.

My first mission was the last daylight launch, which meant a night recovery. As the day wore on the weather deteriorated and my wingman and I were given an additional role of weather reconnaissance in addition to our bombing one. Multiple cloud layers over most of the target areas made for many mission cancellations. It became a very dark and nasty night indeed.

At 2200 hrs I manned my A-4 tanker and was the first aircraft launched for the last night cycle. In fact, I was the only aircraft launched as the last missions were cancelled. After rendezvousing with the other A-4 "pump", we checked my refueling equipment and together covered the "recovery", Navy talk for landing airborne carrier aircraft. He then topped off my tanks and after he had safely "recovered" I headed out to the Do Son Peninsula to pick up John and his wingman and bring them home.

As I rendezvoused with John and his wingman, they needed some fuel to get them back and for the approach. The wingman was the first to try to refuel. The F-8 is a very hard aircraft to air to air refuel in daylight conditions and refueling off the small A-4 at night is almost impossible. It is as challenging as trying to park your Ford Expedition in your grandma's single car garage with your eyes closed! The less than ordinary evening continued with John's wingman sliding under my right wing and pulling up almost resulting in a mid air engagement of the "wrong" kind. After a couple of tries, both of them were refueled and they flew off my wing back to the carrier.

As we approached the carrier, I dropped the wingman off at about 6 miles and John and I continued on to the 2-mile fix where he called the "ball". (Ball is slang for the orange light indicating the proper glide slope generated by a fresnel lens on the ship) I slid to John's left so I wouldn't interfere with his approach but where I would be in a position for him to come up for a quick drink if he happened to "bolter" (a missed landing). It had already been a long day for John and he didn't like having to make night carrier landings in the F-8. John bolted! He stated he didn't need a "drink" so I made a hard left turn to get back in position to cover the wingman's approach.

The wingman fared no better but he needed a "drink" and as he hooked up I turned us down wind so that I would be in a position to cover John's next approach while getting the wingman in position for his approach. "Full service tankers" us A-4 jocks!

As the wingman finished refueling I made another hard left turn, put the nose down and added power so I could catch up to John who was now about a mile out. As John approached the ramp, I was slightly behind him on his left side looking at his aircraft when he suddenly exploded into this large fireball sliding down the deck. John had hit the ramp, the end of the flight deck. As his aircraft slid down the deck in flames, the engine and cockpit broke loose sliding over the side into the water, the remnants in flames on the flight deck.

The ship then became a beehive of frantic activity, flashlights being sent over the side to mark the spot on the water, fire fighting crews fighting the fire, "pri-fly" (control tower) asking for fuel states and informing the wingman and myself that our signal was now "bingo Chu Lia" (go land in South Viet Nam)

One slight problem. There was not enough fuel for the wingman and I both to "bingo Chu Lia". Calls were made to the USS Constellation, the "Connie" as we knew her to see if they could do an emergency pull forward to recover us. They could but it would be about 45 to 60 minutes and that would be too long. There was only one solution. I was to fill up the F-8 wingman, he would fly onto Chu Lia and I would climb to altitude, hold and see if they could get me a "clear deck" before I ran out of fuel.

As I climbed to altitude I wasn't sure what I felt. I had just seen a good friend and good aviator die and now I would probably be facing an approach with minimum fuel. Through the clouds below I could see activity on the flight deck. The fire fighting crews and the flight deck crews knew I was up there and that my life might depend on their ability to get the deck clear as soon as possible. Time was moving forward and my fuel gauge was reading lower and lower. Finally, the call! "Old Salt 1, Charlie." (Ready for you to come in for a landing).

My fuel gauge was now reading "0" so I had the power back as I circled down. In my mind the aim point for the approach was about a 1/2 to 1 mile astern the ship at an altitude of between 150 and 300 feet. The closer to the ship, the lower I needed to be but I had to arrest the descent without adding power. Fuel was critical and power uses fuel. Down with the gear, down with the hook and I was ready to call the "ball". I had been sucking down the oxygen and my throat was dry and I all I could say was " Salt 1, fuel zero".

I knew the LSO (Landing Signal Officer) from his voice and it was calming to hear, "Got you Mule, left for line up". Just as I thought I had it made, the ship started to disappear. At first it was just the bow, then the island, then the ball. I guess I cried out something like I lost the ship but that calming voice came back saying, "I got your lights Mule, keep it coming". I checked my instruments; I felt the "bubble" (the disturbed air caused by the ships tower), added power I thought.

I heard the call of "Power", then the radio quit and I looked out and saw the ball dropping, turning red, the wave off lights began flashing and I began to think how quiet it was, no engine noise, when I slammed into the deck.

I had never hit that hard in my life and as the airplane rocked forward, bouncing I really didn't comprehend what was happening. Then the hook caught and I slammed forward into my harness. That slam had never felt so good as it meant I was home. As I stopped the white deck lights came on and all I could see were shipmates cramming every lookout spot watching for my arrival. Men were running up to the aircraft, my plane captain was opening the canopy and yelling at the top of his lungs. I think they were all happy we didn't lose "another one" that night. So was I!

The LSO and I walked to the edge of the flight deck and sat there looking at the night sea. He had never "lost one" before and had never "waved" one that had flamed out. He needed as much calming as I did.

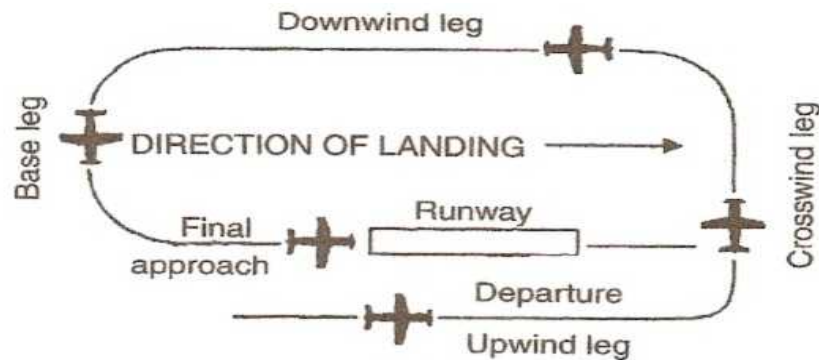
As we talked I found out why the ship disappeared. The ship was streaming black smoke from the boilers. When the ship went to full emergency stop to look for John, the nozzles of the oil burners coked over so when they had to go full steam ahead to get 30kts wind over the deck, the coke burned off leaving a heavy smoke trail. Since it was night I couldn't see the smoke trail and of course even if I had known it was there, I would have had to fly through it to recover.

John was a very good pilot. From my own experience, you can't just be good, you also have to be lucky. I am very lucky!

LSA Pilot Proficiency
By Michael "Budman" Prosser

Let's talk Traffic Pattern Components*

*Reference the AIM: Aeronautical Information Manual



NOTE—This diagram is intended only to illustrate terminology used in identifying various components of a traffic pattern. It should not be used as a reference or guide on how to enter a traffic pattern.

Figure 4-3-1. Components of a Traffic Pattern

The basic traffic pattern is made up of what we call "legs". Let's discuss each of them.

- A) The Upwind leg: The flight path that is parallel to the landing runway, in the direction of landing.

Note: If this flight path is "...parallel to the landing direction and in the same direction as the direction of landing", then it is not the same as the Final Approach leg or the Departure leg, which are also parallel to the Upwind leg. Therefore, the upwind leg is on the opposite side of the runway from the Downwind leg. See Departure leg.

- B) Crosswind leg: The flight path which is at a right angle (90 degrees) to the landing/departure runway in use, from its takeoff end.

- C) Downwind leg: The flight path that is parallel to the landing runway, opposite to the direction of landing.

Note: Although not indicated on the drawing, the recommended traffic pattern entry to downwind, from outside the traffic pattern, is from a 45 degree angle abeam the midpoint of the active runway, at pattern altitude. This is to allow traffic to merge smoothly and to "see & be seen" (see & avoid responsibility). Please do not get this confused with our unique UL/E-LSA traffic pattern entry at VPC, or when you approach the downwind/pattern from the opposite side of the active runway in use (authorized active runway cross-over).

- D) Base leg: The flight path which is at right angles (90 degrees) to the downwind leg and the direction of the landing runway (approach end). Therefore, the base leg intersects the extended runway centerline for the final approach.

- E) Final Approach leg: The flight path which is in the direction of landing along the runway extended centerline, from the base leg to the landing runway.

F) Departure leg: A flight path that begins after takeoff and continues straight ahead along the extended runway centerline and intersects the crosswind leg, if staying in the traffic pattern. Note: traffic may elect to depart the traffic pattern from the departure leg. The recommended pattern departure paths are straight out, or at 45 degrees from the direction of takeoff (standard traffic pattern direction of turns).

Many airports, like VPC, have unique, custom traffic patterns. It is the pilot's responsibility to know this pattern/airport information.

Admonitions from the Safety Officer:

UL/E-LSA vehicles/aircraft departing runway 19, should not turn crosswind prior to crossing "Old Alabama Road". 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.**

I encourage you all to utilize the taxiway intersections #2 and /or #3 for takeoff, whenever possible. Intersection takeoffs are legal and are encouraged to facilitate and enhance airport capacities, reduce taxiing distances, minimize departure delays and provide for more efficient movement of air traffic. Also, landing in the "middle third" zone usually gives you a smoother takeoff or landing because you are well past the approach or departure ends where turbulence (dragon) is known to occur. When two-place training aircraft are not being flown during training and are therefore well below gross weight, then these aircraft can easily & safely perform intersection takeoffs as well.

Please review the Cartersville (VPC) Airport Pattern and Procedure document from time-to-time, as a refresher. Please comply and continue to fly safely & to be a good neighbor, whether you fly as a certificated pilot or UL pilot. Also, please help to promote a harmonious relationship with all of our pilot friends and airport users where ever your home base is.

Now, be safe out there.



Airport Authority Meeting 2nd Quarter
By Michael "Budman" Prosser

The April 9th, 2008 Cartersville-Bartow County Airport Authority meeting topics & issues were as follows:

Agenda/Issues:

- Review/approval of Minutes from January 8, 2008 Meeting.
- Old Business:

Discuss the Status of Hanger Construction.

- New Business:

Discuss Hanger Rental Rates

Discuss Lease Provision of Stiles Hanger (Executor, Henry Rogers)

Consideration of Availability of Electrical Service to New Hangers.

- Public comments
- 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 was discussed. Jerry Milam, Assistant City Manager, stated that the project was on schedule and was due to be completed on 4-14-08. Additional asphalt paving work would be required to transition to the hanger threshold at a 2% grade. Northwest Georgia Paving Company will be performing the paving work. It is anticipated that the additional paving work would be completed within the next 3 - 4 weeks.

New Business:

The hanger rental rates were discussed and **excluding any electrical installation consideration**, the costs are as follows:

(16) 42' x 32' T hangers:	\$230.00
(3) 42' x 32' End T hangers:	\$270.00
(3) 45' x 40' T hangers:	\$330.00
(1) 45' x 40' End T hangers:	\$370.00
(7) 45' x 24' Box hangers:	\$280.00

That's a total of 30 hangers, in three clusters: A, B and C. It was also stated that the monthly hanger rental rate for the existing North hangers, #'s 1 -15, would increase by \$10.00 per month.

Discuss the Lease Provisions of the Stiles Hanger:

Mr. Thomas J. Stalzer, Attorney at Law with Smith, Gambrell & Russell, LLP, represented the Stiles estate for Mr. Henry Rogers. He asked that the Airport Authority change the Stiles lease to enable it to be advertised, sold and operated as a full service maintenance

facility, including 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.

Mr. Henry Floyd, Airport Authority member, asked the board to consider purchasing the Stiles hanger. The Airport Authority will review an offer from the Stiles estate. It was stated by Mr. K. Lovell, attorney for the Airport Authority, that the Airport Authority has explored this option previously, but that the sale price was too high. Also, the Airport Authority Chairman expressed a concern, due to the liability for the operation and/or movement of aircraft in & out of the hanger. This appears to be a management/contract liability issue.

Consideration of Availability of Electrical Service to Hangers:

The Airport Authority received a quote from Georgia Power Company to install a power pole, with safety light at each end of the new north hanger expansion (1 each, north & south end only). A meter bank is to be installed at each hanger cluster: A, B and C. The final cost for installation of electrical service is not known at this time.

If approved, the cost of basic electrical service will be amortized over 30 years and added to the monthly hanger lease payment/cost. A "special call" Airport Authority meeting will be held to determine the hanger electrical cost (\$\$\$), per hanger, to install electrical service. As stated previously, the cost of electrical service will be on and above the monthly lease cost, per hanger. Further, each lease holder will individually have to pay for electrical hook-up/meter installation and their monthly electric service bill. Postings and notification will be by Phoenix Air FBO management. Expect future postings to be available in the Phoenix FBO (Fixed Base Operation).

Public Comments:

- The Cartersville Airport Authority announced the award of the "First Georgia Grant" of \$500,000.00 to the city of Cartersville, for the use in the improvement to the Cartersville-Bartow County Airport. This was awarded in January 2008, by the Governor, Mr. Sonny Perdue, to Mr. Robert (Bob) Hite, Airport Authority Chairman. This grant will greatly reduce the funds that will have to be borrowed from its available line of credit at the Bartow County Bank. Also, this will make it possible to have the required funds available for the installation of electrical service in the new north hanger expansion project.
- Please beware of transiting or passing through the hanger construction site, because some work continues in that area. The hanger construction work is being contracted through

Lehman Smith, Inc. Please note that there remains to be additional paving done in the hanger threshold areas, to ensure the 2% grade requirement for the access/egress of aircraft movement into & out of the hangers. The paving work will be performed by Northwest Georgia Paving Company. Georgia Power and other electrical contractors will be working in the area, so please avoid the area until further notice by Phoenix Air.

- Please avoid the "construction entry gate" at the north end hanger construction project area. Currently this gate is open for construction work only. Eventually, this gate will be a primary entry point for the North end hanger area. It is anticipated that this gate entrance will be graded to reduce its severe angle of entry, paved & gated (card reader) for secure access, as funds become available. Expect the chain-link fencing to be extended the length of the new north hanger area and tied into the last North hanger cluster.
- The Airport Authority will have the gravel driveway at the entry gate near Southland Aviation & mid-field blue hangers (off Hwy. 61) paved, when the paving is performed at the new north hanger project, by Northwest Georgia Paving Company. Several additional parking spaces will also be incorporated along the fence between the gate and Southland Aviation. It is anticipated that this entry gate will be gated (card reader) for secure access. Remember, the primary public access is through the entrance at the Phoenix Air FBO (Fixed Base Operation).
- Mr. Dent Thompson, Phoenix Air, asked the Airport Authority to contact the Georgia Department of Transportation (DOT) to petition the change/lowering of the speed limit on Hwy 61. The rationale was that many vehicles have been speeding and 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 Airport authority was favorable to this issue and will explore this option.
- 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 additional 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.
- The Airport Authority has issued a contract for a capital improvement project at the airport, to install city sewer connection. Currently, the entire airport sewer needs are handled by septic tanks and require pumping at least every two weeks - this is very expensive and leads to potential overflow/ground surface backups. The airport sewer demands exceed its capabilities at peak demand times. The cost of this capital improvement project is expected to be \$400,000.00. The Airport Authority previously approved a motion to offset

some of the expense of sewer pumping by paying for one septic tank pumping per month, until the new city sewer connection is completed.

Mr. Dent Thompson, Phoenix Air, made an offer to the Airport Authority to pay the difference (upgrade) between the original sewer duct contract size and the full size sewer line duct size, all the way to the south projected plan end. The Airport Authority was favorable to this offer. Mr. Dent Thompson announced that Phoenix Air has expanded and currently has a base in Los Angeles, Ca. and San Diego, Ca. Further, he stated that Phoenix Air is a partner in a 2.5 million \$ development to build a portable, collapsible and expandable portable biohazard isolation unit. Phoenix Air is an air carrier for Dot and Dept. of Defense.

- 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.
- The CAP hanger extension/construction continues. The expansion is 200' x 100' x30'. Please be aware of this construction site and avoid it at all times, unless authorized to be there. This area is immediately adjacent to the south "T" hangers, on the elevated embankment.
- The Airport Facility Directory has been updated to include the right hand helicopter pattern advisory and added the "LSA" annotation adjacent to UL description to clarify the traffic advisory and allow E-LSA's to utilize the 500' UL pattern.

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