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# *The Sport Flyer*

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

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**December 2009 – Fall/Winter Edition**

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November Meeting at Etowah Bend,  
Wish we had this warm weather now!

**Our Next Meeting is January 9<sup>th</sup> at Etowah Bend at 11am**

## GSFA November 14<sup>th</sup> Meeting Minutes 2010 Officers Elected:

President - Norman Wilson  
Vice President – Wayne Evans (and Temporary Secretary)  
Treasurer – Hajo Eschholz  
Safety Officer – Ben Methvin  
Newsletter Editor/Webmaster – Richard Johnston  
Chief Chef – Steve Ahouse

President Jim Medeley was out of town so as Vice President, Wayne Evans headed the meeting. After many years as a Major Contributor and Office Holder in most club activities, our 2009 Safety Officer – Michael Prosser is retiring from public office to concentrate on his flying. After many ups and down over the years of resolving All our club safety issues, his greatest challenge now will be deciding which of his Two planes to cruse the world in. As always, Michael will contribute his valuable inputs to any and all flying trips and activities. Fly High and Have Fun, Michael. Ben Methvin has volunteered (?) to be our eyes and ears at each of the quarterly airport associated meetings in 2010.

Chief Chef, Steve Ahouse, served up another delicious club lunch including some holiday sweets. He confessed that he has requested some food Menu assistance from our very own Hajo. We should be in store for some more Really Great Cuisine.

It was one of those rare good weather Saturdays. So for after meeting entertainment, Phil Jouanet put out a call for one of his Mini- Rallies. Both Seasoned Pilots and New Ones to the sport joined in. The details of each flight as to who won or lost will be left to future hanger gloating. Because of his Great Rally interest, Phil has Volunteered (?) to guide the club into a full Annual Rally in 2010. (Do we have a Great New Rally Master here?).

The December meeting is the First Saturday, the 5<sup>th</sup> and is our Annual Christmas Party with Food, Fun, Games and Prizes.  
Looking forward to another great year in 2010 – Wayne Evans (Your Temporary Secretary).

# Safety and Headset Hygiene

From the Safety Officer

Wow, this is the cold & flu season and now, we have the Swine Flu/H1N1 sickness going around to add to our worries. When was the last time that you cleaned your headset??? I mean *more* than cleaning it; I mean *disinfecting it!*

That's right; clean it from all of those many hands & fingers that put it on and take it off. We usually handle the headset by the ear muffs, to fit it over our heads and position it just right, for that perfect-comfortable fit. Don't forget the ear muff seals & those little adjustment knobs. Oh yes... the big one... *Don't forget the boom mic and the foam microphone WINDSCREEN!!!* Personally, I wipe my headset down all-I-I-I over with alcohol from time-to-time (yes, I said wipe it -do not immerse any electrical component of the headset). There are other good alternatives to alcohol/towels, such as disposable sanitary wipes & such. I even take the foam mic windscreen off and dip it in alcohol and roll it in a paper towel/clean rag to dry it.

Why not replace the mic windscreen every now & then with a brand new one? Believe it or not, they don't last forever. When was the last time that you replaced it? Wow, wow... and you instructors that have dual headsets & intercoms really have work to do. Something to think about...

Michael "**Budman**" Prosser

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## Correct Air-to-Air Frequency:

**Question:** What is the correct frequency to use if I want to chat with a friend who is flying in the practice area, air to air? Some pilots use 123.45 MHz, and others say not to use that.

**Answer:** The frequency 123.45 MHz is used for air-to-air communications over remote and oceanic areas out of range of VHF ground stations. According to [FAA Order 6050.32B](#), 122.75 MHz is the correct air-to-air communications frequency for fixed-wing aircraft.

(Thanks AOPA – from Wayne)

# Right of Way Rules

## General Overview - See FAA Part 91 for a specific itemization

**Land Operations:** Next Month, we will detail Water Operations.

- **General:** Vigilance is required by each pilot operating an aircraft, to “see and avoid” other aircraft. At times, another aircraft will have or be given the right of way. The pilot yielding right of way will not pass over, under or ahead of the aircraft, unless well clear of it. Rotorcraft are to avoid the flow of fixed-wing aircraft.
- **In Distress:** An aircraft in distress has the right of way over all other air traffic.
- **Converging #1:** *When aircraft of the same category are converging* at approximately the same altitude (except head-on or nearly so) the aircraft on the other’s right has the right of way.
- **Converging #2:** *Aircraft of different categories:* (1) a balloon has the right of way over any other category of aircraft. (2) a glider has the right of way over an airship, airplane or rotorcraft. (3) an airship has the right of way over an airplane or rotorcraft. Note: an aircraft towing other aircraft has the right of way over all other engine-driven aircraft.
- **Approaching Head-On (or nearly so):** Each pilot shall alter course to the right.
- **Overtaking:** The aircraft being overtaken has the right of way and each pilot overtaking the other aircraft shall change course to the right to pass well clear.
- **Landing:** Aircraft on final approach to land or while landing, have the right of way over other aircraft in flight or operating on the surface. However, the landing aircraft shall not take advantage of this rule to force an aircraft off of the runway surface, which has already landed and is attempting to make way for an aircraft on final approach. When two or more aircraft are approaching an airport for the purpose of landing, the aircraft at the lower altitude has the right of way, but it shall not take advantage of this rule to cut in front of the other aircraft which is on final approach to land or to overtake that aircraft.

Submitted by: **Michael “Budman” Prosser**

## **The Aircraft Personal Property Ad-Valorem Tax Is Due Soon**

You just can't run from it!

Just a reminder...

The **2009 Aircraft Personal Property Ad-Valorem Tax for Bartow County is due on November 15th, 2009!!!** If your aircraft is based at a municipal airport other than Bartow County, please check with your local tax assessor's office there. If you didn't receive your personal property tax return, please contact the Tax Assessors Office in your county to keep from getting into trouble and/or having to pay a 10% penalty (or worse). The tax notice is typically due in November. If they have your national registration number (N number), then they know where you live...ha ha. This is an Ad-Valorem Tax for any vehicle used for air navigation, based on fair market value and is payable to the county in which the vehicle is based or primarily operated from (hanger, tied down or from which flights normally originate). Other luxuries or recreational vehicles, boats and jet skies and the like, are required to be licensed or taxed; so even ultralights/LSA's can't escape the taxman.

This is a small price to pay for the privilege of operating out of a municipal/county airport with many nice amenities and services, such as VPC. Since other certificated aircraft are taxed in the same manner, we E-LSA pilots shouldn't feel bad; don't we want to be treated as fairly as other pilots at our home field? Haven't we fought to have equal rights at our airports? It goes both ways; even taxes. This is also a way for us to demonstrate that we are paying our fair share.

It wasn't very long ago when we had to justify our right to operate out of Cartersville (VPC) and we, then ultralights & fat ultralights, were accused of not paying our share of the tax burden and we were accused of being "freeloaders". I trust that each of you will do the right thing, regardless of the county/municipal airport where you are home based.

Contact information: Bartow Co. Board of Assessors  
135 W. Cherokee Ave, Ste. 243B  
Cartersville, Ga. 30120  
(770) 387-5090

Or the County Tax Assessors Office for your county, if other than Bartow County.

Michael "**Budman**" Prosser

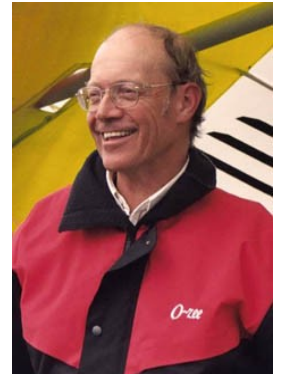
## Hot Off the Press (Really Email) from EAA

This looks like it can be another good source of Our Kind of flying information –especially the very timely articles I have attached at the end: the Colonel

### “Welcome to the Future”

By Dan Grunloh, Editor, *Light Plane World*

Hello and welcome to the first flight of EAA’s newest electronic newsletter, *Light Plane World*. If you are an ultralight pilot, light sport pilot, or enthusiast; you have come to the right place. We want to be about low-cost flying, minimal regulation, and fun. If you are an established pilot or builder from the ultralight or light sport area, you are in the right place. Our articles will offer practical advice you can use to get more out of your flying. If you are a veteran designer, pioneer, manufacturer, or professional, you are in the right place. We need your expertise to help keep us on track and to help us remember our history. *Light Plane World* will attempt to keep you informed about the latest trends in the industry.



The great ultralight explosion of the 1980s was a unique and wonderful time. Those of us lucky enough to have participated in it can be thankful we were present to witness the greatest revolution in the history of personal aviation. Simple personal flight at low cost was never accessible to ordinary people until that time. Ultralights triggered new growth in experimental amateur-built aircraft, and together they triggered the latest sport pilot revolution.

It’s natural to want to go back to the good old days when so many ultralights flew at the national fly-ins that the traffic pattern was referred to as “the swarm.” Unfortunately, time only marches forward. The ultralight revolution was caused by a convergence of forces. First, there was a strong demand for low-cost flying. Next, new technologies were brought into light aviation. Finally, it was the imagination of the early inventors like John Moody and many others who changed the aviation world.

Today we see a rising demand for low-cost flying, which is expected to continue. There are growing signs of new technologies coming up ahead. Not just on the drawing boards, but on actual flying aircraft. The use of newer materials like carbon fiber is on the rise. Electric-powered airplanes are already flying. There is an exciting trend toward more imagination and willingness to think “out of the box” as shown by new and unusual designs at the fly-ins. We have a history of sudden expansions into new areas triggered by a small technology jump combined with a new idea.

Thirty years ago you had to travel across the country to see an ultralight or to exchange information with a fellow inventor. It took many months for a new idea to spread through the community. Now it travels at the speed of an electron. That third element of change, the willingness to imagine something different, is enhanced by our new connectivity. A good

example is the [Oshkosh365](#) discussion groups. Take the time to check out our sample of links from the discussions already in progress. This is not your regular Internet because the people who post there are special folk. They are EAA members. No one can say what tomorrow will bring, but it's definitely coming. Learn about it and participate. This is your newsletter, and we welcome your comments, ideas, articles, photos, videos, chapter events, and more at [LightPlaneWorld@eaa.org](mailto:LightPlaneWorld@eaa.org). As we hope you will welcome this newsletter into the community, we welcome you to *Light Plane World*.

### **1. Frederick Scheffel to Manufacture Powerfin Props**

Many in our sport were sad to hear the news earlier this year when Stuart Goin announced he would cease production of his popular, lightweight, carbon fiber Powerfin propellers. His products filled an important niche in the industry. Thankfully, Frederick Scheffel, a respected leader in the world of powered parachutes (PPC), has announced he will begin manufacturing Powerfin propellers at his facility in Wharton, Texas. All the original molds and production equipment will move to the 10,000 square foot facility already dedicated to the manufacture of the Predator PPC. Scheffel expects to be shipping props by mid-January. All of the popular models will be available and he will introduce a new curved-tip prop at Sun 'n Fun 2010. The new default color for Powerfin props will be white; the original black finish is still available but must be ordered. Listen to an interview with Fredreick Scheffel on the Ultraflight Radio archives for November 24. Contact Powerfin and order props at [their website](#).

### **2. Two-Step Process Now Available for E-LSA Trainers**

There's good news for experimental light-sport aircraft (E-LSA) owners and operators who use their aircraft for primary training. The FAA has provided a method to Flight Standards District Offices (FSDO) that will allow them to issue a Letter of Deviation Authority (LODA) for E-LSA that have already had their airworthiness certificates amended. This two-step process provides a way for E-LSA to continue flying and for some operators to continue offering flight training if desired. [Read more](#)

# 4th Quarterly Cartersville Airport Authority Meeting

## October 6, 2009

Submitted by: Michael W. Prosser – GSFA Safety Officer

Note: The term “Authority” refers to the Cartersville-Bartow County Airport Authority.

### **AGENDA:**

#### **Old Business:**

Hanger Inspection Status

Insurance for Cartersville Airport Authority Members.

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

Status of resolution of Georgia DOT Report Issues/findings: Cartersville-Bartow County Airport

#### **New Business:**

Stiles Hanger

### **Review of previous meeting minutes:**

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

### **Old Business:**

- The Authority continues to seek liability insurance coverage for the Authority members. Quotes and limits of coverage are being solicited and evaluated. Not purchased at this time.
- The Authority seeks input from all airport users/pilots, 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.

### **New Business:**

- The Stiles hanger rent is current and still vacant at this time. One application/bid was presented for consideration to the Authority, by the Golden Compass group. Also, the Stiles Executor, Mr. Henry Rogers, gave permission for the Authority to negotiate the offer. The application was reported to be incomplete and the group asked for anonymity/confidentiality. Business conducted by the Authority is open to the public and is public record; therefore, the application was rejected due to the two issues: an incomplete application and the request for anonymity.
- Concerning the update to the Carterville Airport Rules and Regulations, the Authority has posted a memorandum in the Phoenix FBO, on the bulletin board, to solicit input from the airport users.
- The light on top of Lads Mountain continues to be a problem & major expense for the Authority. The light fails very frequently and is very laborious to repair/replace. The

Authority has petitioned the GDOT/FAA to allow the light to be removed. No known “standard” requires it to be maintained or originally mandated it’s installation. No resolution is known at this time.

- 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 are too high, within the safety zone on the hillside (across hwy. 113), NW of the threshold of Runway 19. The trees will be cut down. However, the Authority does desire that bushes remain there, to provide privacy for the small cemetery that is on top of that hill.

Also, several piles of dirt, on the southeast side of the runway, have to be removed and the area made flat (within 250’ from runway centerline & max. 2 percent grade).

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”.

The Authority in conjunction with a local Fire Dept. Representative, performed/completed all hanger inspections, during Sept & October. Hanger leases will be contacted regarding any issues or hazards. It was generally understood that the majority of hangers were found to be in compliance with the established regulations.

The Authority continues to work on the Airport Master Plan for VPC, with the GDOT.

\*The Authority continues to address/resolve the “findings” noted above and will report back to the GDOT at the end of October.

#### **Public Comments/Current Status:**

- Tabled, due to lack of funds: the project to create 6-8 new parking spaces along the fence on the north side of the gate/fence at the mid-field blue hangers, between the gate and Southland Aviation, Inc.
- The Authority had to spend approximately \$560.00 to repair the airport boundary fence, due to an auto incident. The individual/accident was not known and therefore, the Authority had to pay for the repairs.
- 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.
- Be advised that many 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.
- **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 this location.!!!

## **Admonitions from the GSFA Safety Officer:**

Once again, *no issues or problems* were made known to me, concerning the operation of E-LSA's ... Yea!! Good work all around by GSFA pilots.

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. Further, this may allow you to avoid extreme turbulence at either end of the runway.

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 and maintain your *situational awareness*.

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.

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!" You can quote me...

**Michael "Budman" Prosser**

# E-LSA Flight Training Aircraft Face Airworthiness Deadline

**October 22, 2009** — Owner and operators of Experimental Light-Sport Aircraft (E-LSA) that use their aircraft for primary training under FAR 91.319(e)(2), have until January 31, 2010, to amend their aircraft's airworthiness certificate or it will expire and cannot be re-issued. The amended certificate will allow the aircraft to be flown after the deadline, but not for flight training that is for "compensation or hire." The FAA is planning to offer a way for operators to continue to offer flight instruction through a Letter of Deviation Authority (LODA), but that has not been officially announced.

The amendment process is not a guarantee that an aircraft will be able to operate as previously certificated. The operator must apply for an amended airworthiness certificate and it must be issued before the deadline. The process will remove any allowances for flight instruction or restrictions on maintenance required for flight training operations on the airworthiness certificate.

Currently, the rules do not allow flight-training eligible E-LSA to amend their airworthiness certificates and continue to be used for compensated flight training. The FAA has assured EAA that the LODA guidance is being completed and will be sent out to local FSDOs soon. Whether or not an operator plans to use their aircraft for hire, the amended airworthiness certificate must be re-issued before January 31, 2010. Those who plan provide flight instruction services after the deadline must apply for a LODA before flight instruction can resume. A LODA is not required if the operator plans to use the aircraft for personal use.

**When the LODA guidance is issued, EAA recommends you contact your local FSDO and make an appointment with both the operations and certification branches the same day. You can locate your local FSDO by calling EAA at 888-322-4636, extension 4821, 920-426-4821, or by using the FAA FSDO locator website.**

# The Snedden M7 Ultralight

## The Magic Carpet (Excerpt from EAA Experimenter 08/19/09)

By Pat Panzera, EAA 555743, [ppanzera@eaa.org](mailto:ppanzera@eaa.org)



To say that Andrew L. Snedden, of Mount Perry, Ohio, is passionate about the current state of the ultralight industry is an understatement. But unlike those who will sit on the sidelines and bemoan the good ol days (see my [May 2009 editorial](#)), he is doing something about it. His answer is the Snedden M7; Andrew is first flying design (he has much more radical designs still on paper many of which are vertical takeoff and landing derivatives).

Safety is paramount is what I came away with after speaking with Andrew. The pilot sitting in the middle of what appeared to be a crashworthy structure is no accident; neither is the very low wing-loading (read that as a very low stall speed), the high power-to-weight ratio, the steerable front wheels, and the ergonomics of the revolutionary control system including the motorcycle-like twist grip throttle.

The goal of all of this was to create an easy-to-fly ultralight that would take minimal ground training for the average person to achieve a safe and fun first flight, followed by years of the same. The overwhelming drive behind this revolutionary design was the industry wide lack of two-place ultralight trainers that aren't actually N-numbered light-sport aircraft, operated by a sport pilot flight instructor through an authorized flight school with all the related overhead included.

### Snedden M7 Specifications

Price: Undetermined  
Weight: 277 pounds, includes 24-pound parachute allowance  
Wingspan: 23 feet  
Wing chord: 78 inches  
Wing material: Removable Dacron, 4 ounces per 36 by 28.5 inch area  
Stall speed: 26-27 power off, 25 mph power on  
Top speed: 63 mph  
Cruise speed: Variable, 35 mph and up  
Cruise rpm: 4500 low load  
Engine: Hirth 3203 with dual Dell'Orto carburetors forward slanted  
Horsepower: 65 @ 6300 rpm  
Reduction type: Cog belt with modified pulleys and

eccentric adjuster  
Reduction ratio: 2.6-to-1  
Propeller: Powerfin F type, 2 blades, 70-inch diameter  
Climb rate: 1,970 feet per minute with 180-pound test pilot  
Takeoff ground roll time: 3 seconds with no wind  
Fuel capacity: 5 U.S. gallons

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## **From The Safety Officer...**

\*Alert for 4-Cycle engine operators: VW's or other engines with flat tappets & cams. This may affect the AeroVee engines as well or any other VW based engine.

\*\*This e-mail is to inform you about a problem with the new motor oils. There is a lot of info around about the cutting back of ZDDP in the new motor oils. **ZDDP is an extreme lubricant additive.**

The oil companies are lowering the amount of it because of its effects on emissions.

The VW engine needs the extra lubricant. I have had no problems getting a 1000 hrs. on an engine. I now have had two engines with approx. 350 hrs on them to wear out bearings. From what I see, it is not a lack of oil, because both engines had good oil pressure and oil temps. It just looks like the oil is not lubricating well enough. What I am recommending is using either Diesel grade oil or racing oil; both have more amounts of ZDDP. There is also a ZDDP oil additive available, over the counter, also. Synthetic oils are not much better. I am by no means an expert or scientist on this subject, but this is the only answer I have to this problem.

**Scott Casler**  
**Hummel Engines**

\***Footnote from Budman:** I have heard that the ratio should be greater than 1000 PPM (parts per million) of ZDDP. Check with your engine manufacturer for their recommendation. I am now using Valvoline VR-1 racing oil (synthetic), which has 1200 ppm of ZDDP.

\*\*edited grammatically by Budman

**“Two Runway Center Lines? ---What?, More Changes from the FAA ???”**

What are THEY doing to US Pilots Now - We just want to have fun flying.

Well, Some times the problem does not come from THEM, but comes from You and Me.

As the old cartoon Character POGO discovered “I have found the Enemy, and the Enemy is US”.

How will YOU answer these Soul Searching Questions taken from Real Life -?

Some may be Humorous and some may possibly be Life Saving?

Why are oncoming headlights so much brighter and glaring then they used to be?

What is the Big Deal on HDTV when the picture looks just as fuzzy as on my old TV?

Why do the Closed Caption English letters on my New HDTV look more like Chinese or Russian?

Why have they started printing newspapers and books with harder to see Smaller Letters?

Why are the light bulbs I read by dimmer then before – is the power company saving Energy?

When did they start painting Stop Signs Orange instead of Red?

Why are the Fall Leaves not as colorful as I remember – Is it Global Warming?

Where did all those cars suddenly come from now on each side of me at a four way stop?

Why do I loose sight of some distant airplanes around me when I’m flying on an overcast day?

When did the airport paint that second center line right next to the first one – a new FAA rule?

Why can’t I ever get rid of that foggy film when I clean my glasses?

Why do I feel Fine but I still have all these unanswered questions – do I just need new glasses?

So what turned out to be MY sight Problem?

Well Life is pretty Sneaky because unnoticed changes slowly creep up on us over time. When it comes to our eyes there may be a time when new glasses won’t fix the problem anymore. In my case, it was progressively growing **Cataracts** in both eyes – the beginning of double vision in one. No, I do NOT really see two Center Lines so don’t blame the FAA for this one. Left untreated though, my double vision it could have happened when landing. - A Real Bummer.

So what is My current treatment?

The Right Double Vision Eye has been repaired, including the astigmatism. My vision in this eye alone is almost 3D in detail with those Vivid Fall colors back again. The Left eye is planned for later this month. After that, I expect to Finally Enjoy my New HDTV, with Full English Captions. This is NOT a problem for just us Old(er) folks –So keep an Eye Out (Pun) for this Condition during Your next eye exam.

**Cataracts** just don’t mess up your Great Life Style, but they can be Dangerous to your Health - Especially if you are a Fun Loving Pilot and would like to stay that way. Have a Great Flight and always **CLEARLY** “Look Where You Are Going”. “

These are Just Some Thoughts to ponder on this Beautiful, Colorful (once again) Fall Day. Wayne”

## What's Next? – Asks the Colonel

### Electricity without wires

Eric Giler, CEO of WiTricity, which uses low-level magnetic fields to transmit electricity around a room.

**WiTricity**  
**Cambridge, Mass.**

Marin Soljačić couldn't sleep. The problem was his wife's Nokia cell phone. The tyrannical device beeped on the bedside table when it needed to be plugged in. It could not be disabled.

Instead of taking a hammer to the phone, Soljačić marveled at the fact that this device, and billions of others like it, was sitting a few feet away from all the electricity it could ever need. Why couldn't it receive power wirelessly, just as laptops get Wi-Fi?



it

A physics professor, Soljačić dug into the problem and learned that if you could get two magnetic fields to resonate -- to sing the same note, in effect -- they could transfer an electric current. With two large magnetic coils, he found a way to throw 60 watts across a room, powering a lightbulb. MIT, his employer, quickly patented the technology and encouraged Soljačić to start a company.

WiTricity's 15 employees are hard at work proving that Soljačić's magnetic coils can power almost any electrical device. Most of the company's potential customers have one major question: safety.

"There's a real perceptual problem," says CEO Eric Giler. "People think we're putting electricity in the air, and that's called lightning, and they know to stay away from that."

In fact, the coils turn electricity into magnetic fields, then back into electricity. Magnetic fields interact weakly with humans; as far as the fields are concerned, we are no different from air. Giler makes a point of standing between the coils whenever he demonstrates the technology.

At the Nikkei electronics conference in Tokyo in October, he was able to power a 1,000-watt klieg light from across the room -- a far cry from that 60-watt lightbulb in Soljačić's first experiment. "We're going up the power curve," he says. -Chris Taylor (from AOPA)

# Solar Impulse Makes 'Flea Hop'



Solar Impulse breaks ground for the first time.

**December 4, 2009**— Düb Solar Impulse HB-SIA, the first airplane designed to fly day and night without fuel, left the ground for the first time on Thursday, December 3 in Switzerland, in what the Solar Impulse team called a “flea hop.” After several weeks of ground tests to verify braking, engine output, and controllability, the design team gave test pilot Markus Scherdel the go-ahead to take the prototype up to its take-off speed.

The aircraft, with four engines and wings as wide as an airliner’s, lifted off and flew for 1,200 feet at a height of three feet above the runway. The entire Solar Impulse team was elated at the successful flight, according to its president Bertrand Piccard. “For over ten years now, I have dreamt of a solar aircraft capable of flying day and night without fuel and promoting renewable energy,” he said. “Today, our plane took off and was airborne for the very first time. This is an unbelievable and unforgettable moment!”

At this stage the solar panels have not yet been connected. With the positive conclusion of this initial “flea hop,” the Solar Impulse will now be dismantled and transported to the airfield at Payerne, Switzerland. Starting in early 2010, the aircraft will be making its first solar test flights, gradually increasing flight duration until it makes its first night flight using solar energy. The goal for the project is to fly the aircraft across the Atlantic Ocean and eventually around the world.

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## Lycoming Light Sport Engine Ready for Flight Testing

### Production Version Moves to Next Phase

**Oshkosh, WI - July 27, 2009** - Lycoming Engines, a Textron Inc. company, announced today that the production version of its IO-233-LSA light sport aviation engine will commence on-wing ground, taxi and flight testing immediately following EAA Airventure 2009.

Introduced at EAA Airventure 2008, the IO-233-LSA has been further optimized based on customer feedback, engineering development and prototype testing. Improvements have been made to the induction system, electronic ignition and general packaging. Lycoming also added an engine-mounted fuel pump as an option to facilitate certain installations and reduced compression ratio to allow usage of lower octane fuels.

The IO-233-LSA will be a Federal Aviation Administration (FAA) certified gasoline engine with multiple continuous power ratings as high as 116 horsepower.

"For several years, original equipment manufacturers and customers have asked us to bring our expertise and reputation for reliability to the light sport market, even going so far as to make suggestions on the potential design. They wanted the strengths of the O-235 Lycoming Engine at less weight with no reduction in reliability and a few key feature enhancements, including low octane unleaded fuel capability," said Michael Kraft, Lycoming vice president of research, design and engineering.

Substantial overall weight reductions and improvements in engine size make the IO-233-LSA well suited for today's Light Sport Aircraft applications. New engine design features include the incorporation of a Lycoming proprietary throttle body fuel injection with an optimized air induction system and electronic spark ignition. Because the power section is largely based upon the current O-235, the engine will be introduced with a 2,400 hour time between overhaul (TBO) interval, giving it the longest duration Light Sport Engine TBO in the market today.

To give pilots an unleaded fuel option, the engine will be introduced and approved for use with both ASTM D910 100LL and 93 AKI ASTM D484 / EN 228 automotive based fuels that conform to Lycoming specifications.

Lycoming expects to start shipping non-certified IO-233s in the fourth quarter of 2009. Engine certification and certified engine shipment are currently slated for the first quarter of 2010.

T&T Aviation of Washington, Pennsylvania, is Lycoming's local final product development and flight test partner. The engine is currently installed on a T&T "Falcon" aircraft and is on display at the Lycoming's EAA Airventure 2009 exhibit, Booth 277-282.

## Man keeps \$1 million functional flying car as family treasure



This 1956 Aerocar is one of the only five in existence and is a real transformer that's still fully functional both as an airplane and a car. The very first [Aerocar](#) was created by Moulton B. Taylor in 1949, and it's considered to be the most successful flying car design to date. The rare flying car is now owned by a Colorado man named Ed Sweeney. The flying car was bought by Sweeney 21 years ago for a whopping **\$150,000**. Sweeney says that his "bird" can fetch about \$1 million if sold, but he has some other plans. He thinks of handing it down to his two sons to keep it as a family treasure. Sweeney's Aerocar rests at Auburn Airplane Works, a new service and repair shop at Auburn airport co-owned by Sweeney's sons. The iconic flying car is able to hit 60 mph on the highway and up to 150 mph in the air. Since you won't be able to own this vintage flying car, better watch out for the promising [Terrafugia Transition](#) flying car.

# 4th Quarter Funnies for Pilots

(See bottom footnote for Author/Source Credit)

Enjoy: Michael **Budman** Prosser

Three old pilots were walking across the ramp to their airplanes.

First one says, "Windy, isn't it?"

Second one says, "No, its Thursday."

Third one says, "Yeah, so am I. Lets go get a beer instead."This one isn't exactly aviation humor, but it's just too good to pass up. We'll just pretend it was written especially for those of you in your 23rd year of rapid progress toward flying your very own kit plane.)

MECHANIC'S TOOL GUIDE, part 1

**HAMMER:** Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive parts not far from the object we are trying to hit.

**MECHANIC'S KNIFE:** Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing seats and motorcycle jackets.

**ELECTRIC HAND DRILL:** Normally used for spinning steel Pop rivets in their holes until you die of old age, but it also works great for drilling mounting holes in fenders just above the brake line that goes to the rear wheel.

**PLIERS:** Used to round off bolt heads.

**HACKSAW:** One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

**WISE-GRIPS:** Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

**OXYACETYLENE TORCH:** Used almost entirely for lighting various flammable objects in your garage on fire. Also handy for igniting the grease inside a brake drum you're trying to get the bearing race out of.

**WHITWORTH SOCKETS:** Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for the last 15 minutes.

**DRILL PRESS:** A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your drink across the room, splattering it against that freshly painted part you were drying.

WIRE WHEEL: Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "Ouc...."

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If you believe in telekinesis, raise my hand.

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**Author/Source Footnote: PASS IT ON!**

**Yeah, you can send this Funny to anybody you want. And, if you're REAL nice, you'll tell them where you got it! [www.mikeysFunnies.com](http://www.mikeysFunnies.com)**

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### **HOW TO INSTALL A HOME SECURITY SYSTEM**

1. Go to a secondhand store and buy a pair of men's used size 14-16 work boots.
2. Place them on your front porch, along with a copy of Guns & Ammo Magazine.
3. Put a few giant dog dishes next to the boots and magazines.
4. Leave a note on your door that reads:

"Bubba,

Bertha, Duke, Slim, & I went for more ammo and beer. Be back in an hour. Don't mess with the pit bulls; they attacked the mailman this morning and messed him up bad. I don't think Killer took part, but it was hard to tell from all the blood. Anyway, I locked all four of 'em in the house.

Better wait outside. Be right back.

Cooter"

## **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)