
The Sport Flyer

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

December 2007



Possible visit by Santa at GSFA Christmas Party????

- **Our Next Meeting is the Christmas Party, December 8th**

Technically Speaking

Wow, has it been windy lately! This windy weather can be very dangerous to us who fly light aircraft and ultralights. Take a look at the Wind speed Chart and notice the difference between wind speed in MPH and wind speed in Knots. Wind speed in increments in knots is 1.15% faster, although the number is smaller (MPH less 15%)!!! This can be very significant, especially in Crosswind conditions for takeoff and landings.

Pick an opportunity to practice some crosswind takeoff & landing practice or better yet, get some time with an instructor if needed. Here are a few simple rules during ground maneuvering:

- ❖ **Know your personal limits.**
- ❖ **Know your vehicle demonstrated crosswind component.**
- ❖ **Ground handling technique is as important as your takeoff & landing technique. You don't want to get blown over do you?**

For Tri-gear Vehicles:

For quartering headwind component – stick into the wind (use up aileron into the wind) and neutral elevator.

For quartering tailwind component – stick opposite the wind (use down aileron into the wind) and down elevator.

Use nose wheel steering and rudder for directional control.

For Taildraggers:

Use full aft stick to keep that tail firmly planted on terra firma; use rudder/tailwheel steering for directional control.

For quartering headwind component – stick into the wind (use up aileron into the wind).

For quartering tailwind component – stick opposite the wind (use down aileron into the wind).

- ❖ **Be prepared to adjust control inputs when maneuvering; stay on those rudder pedals.**
- ❖ **Retreat to fly another day, is the better part of valor, if conditions are too hazardous to risk pilot or airplane.**

Windspeed	
MPH	KNOTS
1 - 2	1 - 2
3 - 8	3 - 7
9 -14	8 - 12
15 - 20	13 - 17
21 - 25	18 - 22
26 - 31	23 - 27
32 - 37	28 - 32
38 - 43	33 - 37
44 - 49	38 - 42
50 - 54	43 - 47

Knots x 1.15 = Miles Per Hour

Miles Per Hour x 0.889 = Knots

Budman

Just a Reminder: Resubmission.

Technically Speaking: Fuel Mixture & Octane - Do the Math

Well gang, it's that time of year to revisit the basics. **Regardless of which engine that powers our vehicles**, we have to be concerned with octane of our fuel. **Please follow the manufacturer's recommendations - they know your engine better than we ever could.**

The majority of Club members fly behind two-cycle engines. **For those two-cycle flyers with oil injection, make sure that you keep that oil tank topped off.** If you're a two-cycle flyer using pre-mix (oil & fuel combination), **then why not consider your fuel mixture since, we've had a change of season?** Has your two-cycle engine suffered stuck piston rings, high CHT/EGT even with sufficient cooling air & standard fuel mixture, excessive exhaust smoke or thick black oil "oozing" from the exhaust manifold? If so, there may be several reasons for this condition. The black oil leakage is commonly referred to as "drool". It's not pretty and it's usually a result of defective (leaking) exhaust manifold gaskets or most commonly, due to **over oiling the fuel mixture!** Also, *oil burns hotter than gasoline!* This mixture will probably result in higher CHT & EGT readings. It may also increase carbon deposits inside your cylinders - bummer! Too much oil also causes more air pollution & smoke. I hate those exhaust stains on my sails, don't you?

Generally, two-cycle manufacturers such as Rotax recommend a 50:1 fuel-to-oil ratio. However, the standard recommendation on a typical container, such as Pennzoil, may be *3 ounces per gallon; this *number is rounded up, to err on the side of being conservative (more verses less). This simple over oiling problem may be the cause of this series of woes.

To get a 50:1 mixture, you need 2.56 ounces per gallon. Do the math: there are 128 ounces per gallon, divide by 50 = 2.56 ounces per gallon. Or, do what I do. If I buy 5-gallons of gas, I pour in (with Ratio-Rite measuring cup) 12.8 ounces of oil in the container ($5 \times 2.56=12.8$). Okay, I admit it, because of the *meniscus of the oil (the tendency of a liquid to adhere to and ride up the sides of the container)* and the difficulty of measuring accurate 10ths of an ounce. I'm usually closer to 13 ounces per 5 gallons of fuel. But, that's still closer than 15 ounces (5 gal. X 3 ounces ea/gal). Or, if you buy a six-gallon fuel container, just adding a 16-ounce bottle of oil works just about right. **Okay, there you have it, the fuel and oil ratio - simple math.**

Now, reconsider the fuel (octane) that you use. Use a good name brand that you trust and choose the right "OCTANE".

Please refer to your engine manufacturers recommendations and look for theses numbers (#):

MON: motor octane #

RON: research octane #

AKI: anti-knock index

Here's more simple math. Add the MON & RON #'s together and divide by two:

$(R + M) \div 2 = \text{AKI (octane)}$. This equals the AKI or anti-knock index of the fuel you should be using. EXAMPLE for a Rotax 447: a MON of 83 plus a RON of 91 equals 174, divided by (2) = 87 octane (AKI). **Believe me, using a higher octane fuel than that recommended by the manufacturer is not good.** It costs you more money to feed & operate your bird and isn't good for the engine either! The additives that give it the higher octane may be detrimental to your engine, absorb water, etc. Higher octane fuel burns slower and therefore, quite possibly, may burn incompletely. These unburned combustion by-products may build-up inside the combustion chamber (head, piston, ring landing/gaps) and lead to stuck piston rings and worse woes.

Buy Pennzoil Products

Submitted by "Michael "Budman" Prosser



A Special Gift from a Fellow Pilot

In this Season of Christmas and the Giving of Special Gifts to Family and Friends, I felt it was important to repeat these beautiful Words of Wisdom sent to many of us by our fellow Pilot and Friend - Steve Walton.

Life Is a Gift

“There was a blind girl who hated herself because she was blind. She hated everyone, except her loving boyfriend. He was always there for her. She told her boyfriend, " If I could only see the world, I will marry you." One day, someone donated a pair of eyes to her. When the bandages came off, she was able to see everything, including her boyfriend.

He asked her, ' Now that you can see the world, will you marry me?' The girl looked at her boyfriend and saw that he was blind. The sight of his closed eyelids shocked her. She hadn't expected that. The thought of looking at them the rest of her life led her to refuse to marry him. Her boyfriend left her in tears and days later wrote a note to her saying: 'Take good care of your eyes, my dear, for before they were yours, they were mine.'

Only a very few remember what life was like before, and who was always by their side in the most painful situations.

Today before you say an unkind word - Think of someone who can't speak.

**Before you complain about the taste of your food - Think of someone who has nothing to eat.
Before you complain about your husband or wife - Think of someone who's crying out to GOD for a companion.**

**Today before you complain about life - Think of someone who went too early to heaven.
Before you complain about your children - Think of someone who desires children but they're barren.**

**Before you argue about your dirty house someone didn't clean or sweep - Think of the people who are living in the streets.
Before whining about the distance you drive - Think of someone who walks the same distance with their feet.**

And when you are tired and complain about your job - Think of the unemployed, the disabled, and those who wish they had your job.

But before you think of pointing the finger or condemning another - Remember that not one of us is without sin and we all answer to one MAKER.

And when depressing thoughts seem to get you down - Put a smile on your face and thank GOD you're alive and still around.”

Steve, on behalf of all your Flying Friends, thanks for passing on these Great Words of Wisdom to live by.

Have a Very Very Merry Christmas.

- Wayne Evans-

KVPC Accident Report from AOPA

Pretty Good for our Home Base - Please Note that we are Not on it – Congratulations,
Pilots

<u>NTSB NUMBER</u>	<u>DATE</u>	<u>TAIL NUMBER</u>	<u>MAKE</u>	<u>MODEL</u>	<u>CITY</u>	<u>STATE</u>	<u>HIGHEST INJURY</u>	<u>TYPE OF FLIGHT</u>
ATL06LA048	03/05/2006	N5196W	Rans Company	S-6	Cartersville	GA	Minor	Instructional
ATL03LA024	12/06/2002	N5891E	Cessna	172	Cartersville	GA	None	Personal
MIA01LA095	03/08/2001	N651MA	Cessna	172	Cartersville	GA	None	Instructional
ATL99FA048	02/16/1999	N21724	Piper	PA 32R	Cartersville	GA	Fatal	Personal
MIA99LA018	10/27/1998	N48875	Cessna	152	Cartersville	GA	None	Instructional
ATL97LA018	11/11/1996	N7392Y	Piper	PA 30/39	Cartersville	GA	None	Instructional
MIA96LA007	10/15/1995	N3027G	Univair	F-1	Cartersville	GA	None	Personal

Wayne Evans

Pulse-Hose Problem Suggestion

Here's another solution to the pulse-hole problem reported by Wayne Evans in last month's newsletter from Charles Spegele.

Wayne, whenever I ran into a hose that I did not want to come loose, I did the following procedure:

- *Rough up the exterior of the tube with sandpaper or steel wool.*
- *Clean with lacquer thinner or equivalent.*
- *Brush on a coating of 3M Yellow or*
- *Black rubber cement. {prefer yellow}*
- *Slip hose in place, with clamp slightly snug--tighten as necessary.*

To remove the hose, you will probably have to cut it off at the end of the tube and slit it down to the engine block, in order to peel it off.

4th Quarterly Airport Authority Meeting Report: November 27, 2007

Submitted by Michael W. Prosser – GSFA Safety Officer

The November 27, 2007 Cartersville-Bartow County Airport Authority meeting topics & issues were as follows:

Agenda/Issues:

- **This meeting was called primarily to fill the “Chairman” position on the Airport Authority Board. As you all know, Mr. Don MacMillan had passed away last September due to cancer. Mr. Robert (Bob) Hite, Jr. was nominated and seconded. The vote was approved. Mr. Hite is now the Chairman of the Cartersville-Bartow County Airport Authority.**
- **To fill the open “appointee” position on the board. Mr. Hans Lutjens was appointed by the city. This was his first quarterly airport Authority meeting. He is a Delta 767-400 pilot, who flies the US to Europe & Western Europe routes. He is very likeable and enthusiastic individual and knowledgeable pilot to have on the board.**
- We discussed the new Experimental LSA “N” numbered aircraft status versus the typical UL airport runway usage. No serious issues or complaints were noted, concerning GSFA. The Airport Authority is pleased that GSFA has been proactive in its approach to the E-LSA deadline. Note: UL/E-LSA aircraft departing runway 19, should not turn Westbound, prior to crossing “Old Alabama Road”. Please wait to turn westbound until after crossing “Old Alabama Road”.
- We as pilots, are in a transition time concerning the integration of the new helicopter right hand pattern. Be patient, be alert; radio communications are strongly recommended at VPC, due to the high density traffic, as well as the extreme performance differences concerning UL’s, jets and helicopters.
- I encourage you all to utilize usage of the taxiway #2 and /or #3 intersections 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 – especially those who are still flying “fat ultralights” that have not been “N” numbered yet. 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.

Projects: Old Business:

- "T" Hanger construction **is moving forward!!!!** Yes, the order was placed for the steel hangers. The vendor is "ERECT-A-TUBE". The ETA (best guess) for delivery of the steel hangers was 26 weeks from the date of order. This equates to a March 10th delivery or partial delivery of 2008. The hanger/steel will be delivered in three segments: March 10th, March 21st and April 8, 2008. Of course we hope that the delivery will move up on the production schedule. The vendor "Erect-A-Tube" is trying to incorporate a second shift schedule to catch up the backlog.

The hangers should be erected in 30 –45 days after that. The hangers will be equipped with ridge vents. No additional restroom facilities will be included. The Hanger rental (\$\$\$/month) has not been determined at this time.

- The Airport Authority has a "line of credit" with Bartow Bank for \$900,000.00. It is with this money that the Airport Authority is proceeding with the capital improvements at the airport.
- The Cartersville Airport Authority has made application with "First Georgia" for a Grant of \$500,000.00. This process is not complete at this time and is expected to be completed and approved by early January 2008. This would greatly reduce the funds that would have to be used from its available line of credit from the Bartow Bank.
- Most of the concrete foundation work is complete. Beware that some work continues in that area. This work is being contracted through Lehman Smith, Inc.
- Hanger funding is available from the Bartow County Bank and an application has been submitted to "One Georgia Authority" for a \$500,000.00 Grant for airport capital improvements. These funds are not dependent upon any other source such as the State or Federal government, FAA or other agency.

Note: It appears that due to the amount of extra earthwork performed, it has effectively increased the available surface area for hanger construction. Therefore, it appears that 2 additional hangers will be constructed, depending on the actual cost of the hangers & erection.

The new hangers will be on the northwest end of the field. The initial plan is to build a total of 32 new T-hangers: (22) in one cluster, with a 34' depth (for large or twin engine aircraft, multiple UL's, etc). Another cluster of (10) T- hangers will be built with a 24' depth (small or single engine aircraft, UL's, etc). Discussion indicated that both hanger clusters would have a 40' wingspan capability.

Two additional (smaller UL hangers) will be built approximately one year after the original hangers to allow for ground settling, so that these hangers can be built on the extreme outside ends of the foundation. This will total 34 hangers on the north end, west side.

- Work continues on all sides of the airport property has been underway to clear trees & brush from the safety zones around the runway and at each approach end, to satisfy the FAA and Georgia DOT. The Airport Authority has existing easements with the property owners adjacent to the airport, including the Dillinger property on the south end.
- The road-widening project continues for Highway 113. Negotiations continue with the Ga. Dept. of Transportation (DOT) and the FAA. The contract was awarded to NW Ga. Paving Co. Expect much construction in the future to this area as it will affect the approach end of runway 19. There will be some type of embankment built at the roadway there. This may affect flight operations at the airport if the FAA determines that the runway threshold must be

displaced, due to the adjacent highway. **The FAA has indicated that this "issue" may require that the threshold be displaced 1000 feet!!!!** Needless to say the Airport Authority is not pleased and they will be meeting with the FAA to hammer this out. Due to this disagreement, between the FAA and the Airport Authority, the FAA has held up all federal funds – there is no resolution at this time. Further, shortening the runway effective length could very seriously affect Phoenix Air's flight operations, as well as other commercial jet or turbo-prop commuter/air-taxi operations and therefore, "revenue" at the airport. Roadwork may affect vehicular highway traffic, as well. The Airport Authority has signed three easements for Ga. Power to make the necessary changes along the roadway of services/utilities. Please be alert for heavy equipment and pedestrians at work. Expect delays if traveling toward downtown Cartersville, especially during peak travel periods.

New Business:

- **Mr. Robert (Bob) Hite, Jr. was nominated to fill the vacant "Chairman" position on the Airport Authority; the nomination was seconded. The vote was approved. Mr. Hite is now the Chairman of the Cartersville-Bartow County Airport Authority.**
- **Mr. Hans Lutjens was appointed by the city to fill the vacancy on the Airport Authority Board. This was his first quarterly airport Authority meeting.**
- On-going: New chain link fencing will continue to be erected around the airport property, as funding becomes available. New gates/entries also will be installed, as fencing extends toward highway 113, along highway 61 adjacent to/past the large hangers on the north end and past the new hanger location.
- The Airport Authority is to pave the gravel driveway at the entry gate near Southland Aviation & mid-field blue hangers (off Hwy. 61), as soon as practicable. This project is estimated to cost \$2,700.00. This project will be done at any convenient opportunity when other paving work is being done at the airport.
- The FAA is very sensitive to this project, due to the restrictions/limitations around the Safety Zones at the approach ends of the runway. The cemetery on top of the hill at the approach end of 19 is clear of the safety zone. The airport authority may have the trees removed and bushes planted to maximize the clearance there and yet preserve the sanctity of the cemetery. No issues directly affect the safety zone for 01. The future expansion in the Dillinger property, across Old Alabama Road, may have a positive impact on the airport. The Airport Authority is monitoring this very closely.
- There is a project in the works to relocate the Old Alabama roadway further south. Yes, the roadbed will be moved south and eventually be widened to a divided four lane road. This will allow for the extension of the airport runway and will provide for an addition 2000 feet of airport property for the creation of a south FBO and other facilities. It is expected that construction of this project will begin in 2010. Mr. Hans Lutjens 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.
- Mr. Henry Rogers, Mr. Stile's Son-In-law, is the "Executer" of Mr. Stile's estate. He is responsible to the Airport Authority for hanger rent, the business assets there, which would include the selling of Mr. Stiles hanger. The hanger is still vacant. He has liquidated the assets in & around the hanger itself. The hanger has not been sold to any interested party

yet; he is still open to offers. The hanger payment is current and efforts continue sell the facility; Phoenix Air expressed interest in acquiring this hanger facility.

- 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. It appears that 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 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.
- The Airport Facility Directory will be updated to include the right hand helicopter pattern advisory and will also add the "LSA" annotation adjacent to UL description to clarify the traffic advisory and allow E-LSA's to utilize the 500' UL pattern.

Michael "Budman" Prosser

Reminder!!!

Tax Time – You just can't run from it!!!

Just a reminder: It's time to pay your **2007 UL Advalorem Tax**.

I received my tax bill notice this month, from the Bartow County Tax Assessors Office, did you????????????????

If you didn't, please contact the Tax Assessors Office in your county to keep from getting into trouble.

If they have your national registration number (N number), then they know where you live. My tax bill is due December 15th this year; at least we have a little time to same up the money.

Do the right thing.

Michael "**Budman**" Prosser

Safety Tip for the Month

Buy & use products that you can trust. Support our Sponsor(s).

Buy Pennzoil Products

Submitted by Michael "Budman" Prosser



A Graying Pilot's Christmas Carol

Some Successes and Many an OOp; Beans and Cows with Plenty of POOP; Lots of Ups and Upside Downs Mostly with Smiles but Sometimes with Frowns; Flag Poles and All with Booms Galore; Sometimes you ask "Is there really much more?"

The wind, trees and rain on that Great Flight; As fun as it was it gave us some Fright. The Cooking was Great and the Touring was Too; but at time with the Snoring we seemed in a Zoo. It was nice to get home with great pilot friends; with hangers and houses and cars to attend. The Fun and the Friendship with smiling Allot; Would I do that again with a great smile? Right Now I think No - Not for awhile.

I believe in life's Plan there must be a reason; Especially This Time in this Gift of Friends Season. As the years just pass by and our choices less Picken: and people look at me like the guy with the Chicken; We know who he was - His Dream came true Too; But he's now a sleepin and I've Lots To Do.

You asked "Was it Worth It - How good can it get?" I answer with Joy - a Resounding

You Bet



LIEUTENANT ULTRA
2004



CAPTAIN SPORT
2006



COLONEL CFI ??
2008

Your Flight Instructors:

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

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

Kim Arrowood – BFI, CFI (770) 547-3622
Training Field - Cartersville (KVPC)

Gleim Sport Pilot Starter Kits available from Kim Arrowood (770) 547-3622

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

Any Accidental Oversights
Anything you Don't Like
Anything you would like more of
Suggestions for Improvements
Email to mailto:ra_johnston@yahoo.com
Use "Club Member Feedback" on the Title Line

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://flightraining.aopa.org/>

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

FAA Test Question Answers from Ed. Send Request to mailto:ra_johnston@yahoo.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/>

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)