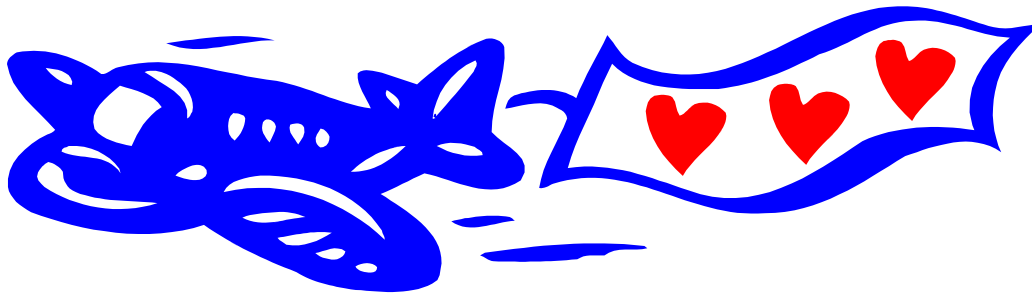

The Sport Flyer

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

February 2007



GSFA Valentines

- **Our Next Meeting is Feb 10th at Etowah Bend
10:30 am for flight talk, 11:00 Meeting starts**
- **The Sport Pilots are Here – page 2**

The Sport Pilots are Here

January 31st 2007 marked another milestone for existing ultralight pilots transitioning to a sport pilot license. This day marked the deadline for registered ultralight pilots before Sept 1, 2004 to take the sport pilot practical test without additional training hours.



Many GSFA members have taken advantage of this transition time and completed requirements for their license. Those transitioning pilots include Bob Smedberg, Kim Arrowood, Mike Bertolami, Phil Jouanet, Richard Johnston, Richard Logue, Wayne Evans, Mark Shaddock, and Austin Tango (no photo). Congratulations to all our new sport pilots.

That person who appears in all of the photos above is our own Ben Methvin, Sport Pilot Instructor and DPE. Sport Pilot DPEs are few and far between so it's great to have one here locally. We also have a DAR at Cartersville (Steve Walton) so we are fortunate to have both of them here in this area.

February Safety Topic for the Month

Submitted by Michael W. Prosser – Safety Officer

Keep It Simple Sir (KISS Method): UP, Down or Sideways

This is another article in a series regarding basic maintenance that can greatly affect vehicle performance and safety. This is a result of real life, hands-on work. Simple (easy) assembly or maintenance isn't necessarily the shortest distance between two points.

As many of you may know, I have been working on a "trike" project in my hanger for several months now. It came time for routing of the fuel lines from the gas tank to the carburetor. Not as easy of a task as you might think. Being a practical guy, I wanted to do it the easy – "simple" way, which is usually the most convenient way, but which is not usually the correct way or best way to do this. Why does the airframe structure usually entice us to route items contrary to solid mechanical principle? Well...after all, the airframe is there, so why not just take advantage of it and use it to make the shortest & easiest route, right??? My, my, my... so many compromises. It would be so much easier if...; no, don't go there! Read on.

Well, like most Rotax installations (with Mikuni vacuum fuel pump), the installation is "uphill". Yea, that's right – the fuel tank is at the lowest point and fuel has to travel through a series of up's and down's, stair-stepping its way to the fuel pump then to the carburetor. Well after all, the fuel line does have to be secured to something to restrain it – can't have it bouncing or flying around in mid-air, trying to self-destruct. Murphy's law would have a field day with that situation! Have you ever noticed that as that fuel line is routed from the fuel pump to the carb (fuel pump below the carb), there's that high-point curvature in the fuel line, just above the carburetor connection, which is just perfect for the accumulation/entrapment of an air pocket. I hate that! Have you ever noticed all those tiny little air bubbles that travel along the fuel line? I hate those too.

If you have a lot of those (air bubbles), you need to find the source of that and eliminate it. Too many and they will gather at that high-point just above the carburetor inlet and can cause fuel related problems from engine missing at certain high demand RPM ranges, fuel starvation and or fuel pump cavitation. The source of those air bubbles could be fuel leaks (fuel out – air in) or improper orientation of accessories such as fuel filters and squeeze bulbs, etc. Don't break the liquid/fluid stream. Remember, automotive fuel is susceptible to vapor lock anyway; gasoline wants to evolve – it wants to change into fumes (vapor vs. liquid). We want the fuel to stay liquid until after it enters the carburetor bowl. Remember, we want the optimum routing of the fuel system components for all seasons – heat or cold; inside the engine compartment or out in the open air.

The rule of thumb is that fuel filters and squeeze bulbs should be horizontal when installed. This promotes a solid liquid/fluid stream and prevents air pockets - it provides more wet area volume to minimize an opportunity for fuel to change from liquid to vapor. Pressurization of the fuel system also helps in this. Anyway, the point is that I tried routing the fuel line (with fuel filter and squeeze bulb) both ways just to see if the "recommendations were theory or had practical consequences. Note: this was a ground run-up – engine test only. I ran a temporary fuel line uphill, with the fuel filter and the squeeze bulb in series, first to the fuel pump of course, then to the carburetor. I pumped up the squeeze bulb (manually pressurized the fuel system) and I started the engine, which idled well. First, I noticed the large amount of air bubbles that traveled up the fuel line from the fuel filter & squeeze bulb, which gathered (was trapped) at the highpoint of the fuel line above the carburetor. Hmmm-m-m-m, my fuel filter (routed "uphill") was only about one quarter to one third full – not good. Sure enough at high RPM the engine missed repeatedly... bummer. Aha! I thought that that would happen. Unacceptable! Sometimes I hate being right – it means that there's more work to do - back to the proverbial drawing board! Well, it sure beats the alternative – gotta keep the shiny side up, so do it right!

So, I re-routed the fuel line and accessories, so that the fuel filter & squeeze bulb were horizontal and pumped up the squeeze bulb (manually pressurized the fuel system). I restarted the engine and noticed a remarkable change – no air bubbles in the fuel system – no trapped air in the highpoint of the fuel line above the carburetor. The engine ran perfectly, no hesitation - no missing at any RPM range. In fact, it ran like a scalded dog (LOL)...yahoo! Nothing beats a full bore, torqued out two stroke for instant power and an adrenalin rush!!! Man, did that thing how!!!! Yea, I'm proud to say that I let out a series of grunts & growls like Tim (Allen) Taylor, on "Tool Time/Home Improvement" (LOL). Now, if I just had a wing for that thing.....

Fly safe and "keep the shiny side up".

Budman

February Safety Quote

Never trade luck for skill – think about it.

Budman

February Safety Tip for the Month

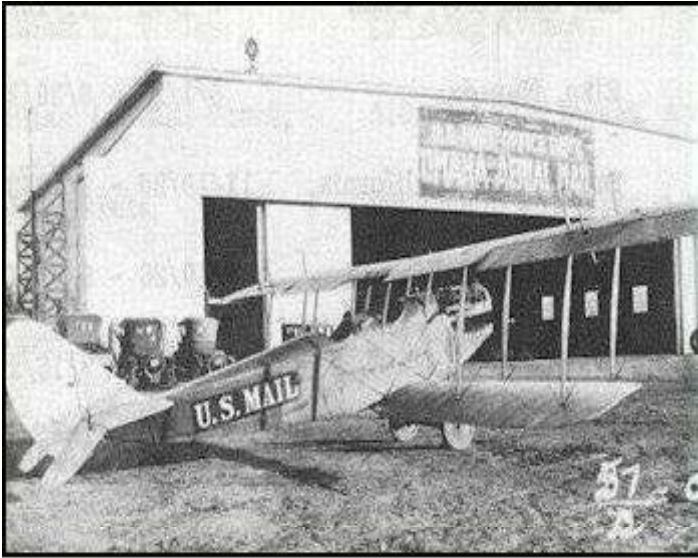
Buy & use products that you can trust. Support our Sponsor(s).

Buy Pennzoil Products

Submitted by "Michael "Budman" Prosser



Aviation History: US Airmail



A Curtiss "Jenny" flew the first Airmail in 1918.

Flashback to May 15, 1918, to Washington, DC. It's early Wednesday morning, a blustery day. President and Mrs. Woodrow Wilson are in the grandstand. So is Assistant Navy Secretary Franklin D. Roosevelt. The Postmaster and second assistant Postmaster wouldn't have missed this day for anything. Members of Congress arose early to be there, too, pondering whether to allocate additional funds for this new service.

Lt. Boyle has just mounted his Curtiss Jenny biplane, four sacks of mail weighing 150 lbs secured in the front cockpit. All eyes are on the frail World-War-One aircraft in Washington's Polo Grounds, anticipating the great event.

Airmail service will be inaugurated on this day. And the Army and Post Office Dept. have been jointly charged to provide that service.

In only moments flights will simultaneously disembark from Washington and New York's Belmont Park Race Track. Each will stop at Philadelphia to deliver and pick up mail, refuel, change pilots, and then continue on to the other destination. A large crowd mills about at Philadelphia's Bustleton field, too, excited to be part of this highly-publicized history-in-the-making.

In Washington, mechanics hover near Boyle's aircraft, ready on the signal to "prop" the plane, to bring the engine to life. Boyle gives the thumbs-up, shouts "Clear," then "Contact!" The mechanics take their cue with a swift pull on the prop ... nothing. They try again ... still no roar of the engine. Repeatedly they try, without success. The honored guests in the grandstand become restless.

A holler comes from the side "Check the fuel!"

The mechanics do and, embarrassed, find the tanks dry. Quickly filling the tanks, they again prop the plane. The engine's roar reaches the grandstand. A cloud of blue smoke envelops all standing nearby. Worried frowns by those from the Post Office Dept. turn into broad grins. Army personnel reappear from behind the grandstand. Everybody is friends again.

In but moments, the Jenny leaves the ground, struggling for altitude, anxious to clear the trees that rim the sports park. News reporters and photographers race back to their offices to begin work on the front-page coverage planned for the afternoon editions.

Less than twenty minutes into the air on his way to Philadelphia, Boyle gets lost, lands in a farmer's field, and severely damages the plane's prop. The Army rushes a new prop to the site. But the airmail will not go through that day. It is returned to Washington.

**FIRST AIR MAIL
IN WASHINGTON
IN 200 MINUTES**

Flight from New York to Capital with Letters and Parcels Made Without Mishap.

TIMES IN THE FIRST POUCH

Flier Bound from Washington to Philadelphia Lands in Maryland

N. Y. Times, May 16, 1918.

The press is generous with its praise of the newly-inaugurated service. It dismisses the crash in a single sentence—"With the exception of an accident to one of the airplanes between Washington and Philadelphia, it was a complete success." That Boyle took off in the wrong direction and crashed south of Washington apparently was considered un-newsworthy.

The south-bound aircraft had left Belmont Park as scheduled, and flew uneventfully to Philadelphia. Six minutes were consumed there transferring mail, refueling, and changing pilots and then the Jenny successfully continued its journey to Washington, to little publicity, other than a small headline.

Three months after the inauguration of service the Post Office was delegated full responsibility for Airmail service.

The Transcontinental Route

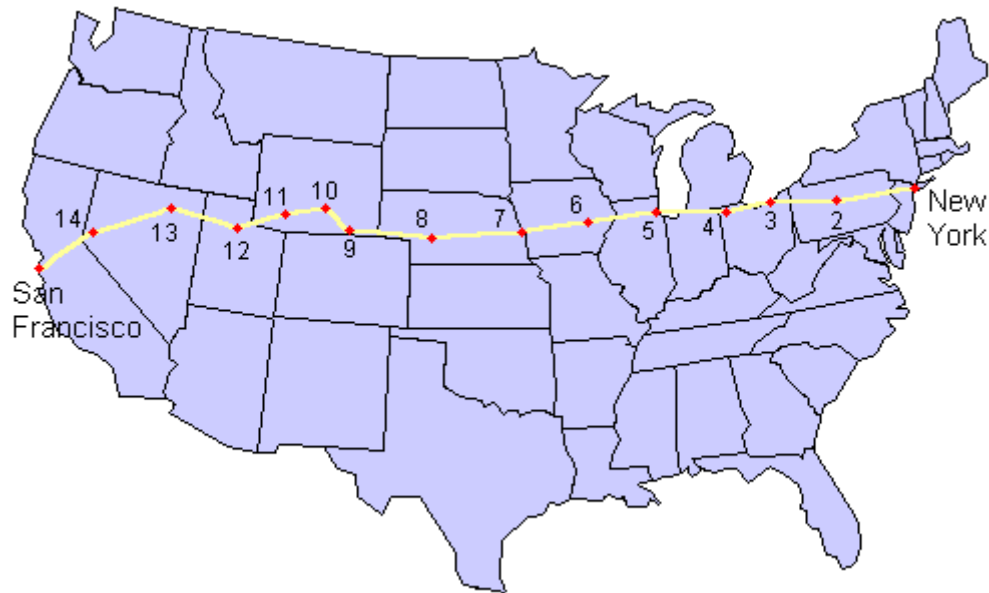
The Washington to New York route proved a commercial failure.

Once the novelty wore off of posting an airmail letter from Washington to New York or back business dropped drastically. The distance covered, 218 miles, was too short

to permit any substantial time saving over existing surface transportation. Twenty-four cents was a hefty price to pay for a few hours saved in mail delivery time.

On average mail planes were carrying only seven pounds of special airmail per trip; the rest was selected first class. The Post Office lowered the postage to 16 cents. Still expensive, business only increased slightly.

The Post Office Dept realized that Air Mail's value lay in cross-country delivery where significant time could be saved. The New York to San Francisco route was chosen to test transcontinental Airmail service. By 1920 fifteen fields spaced approximately 200 miles apart over a 2680-mile route made up the airway.



The transcontinental airmail route ran from New York to San Francisco. Intermediate stops were: 2) Bellefonte, 3) Cleveland, 4) Bryan, 5) Chicago, 6) Iowa City, 7) Omaha, 8) North Platte, 9) Cheyenne, 10) Rawlins, 11) Rock Springs, 12) Salt Lake City, 13) Elko, and, 14) Reno.

Air Mail Service pilots were the unsung heroes of early aviation. In their frail biplanes, they battled wind, snow and sleet to pioneer round-the-clock airmail service along the world's longest air route, the U.S. transcontinental. In the process, thirty-four pilots lost their lives.

Since September 1920, the Post Office Dept. had flown the mail from New York to San Francisco, but during daytime only, transferring it to trains at night. As a result, elapsed time was 72 hours at best, or a mere 36-hour saving over the fastest all-rail trip.

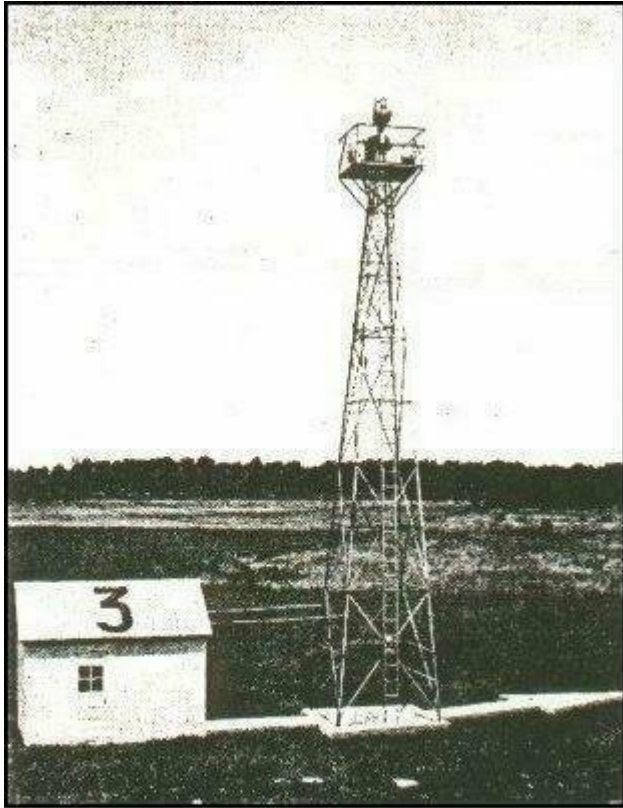
Flying the mail was risky business. During the nine years the Post Office Department operated the Airmail Service, there were over 6,500 forced landings. On the average, airmail pilots had a life span of only about 900 flying hours.

The Post Office Dept. increased the pressure on its pilots by announcing that the air mail flights could be conducted on a schedule 93% of the time.

Flying in open-cockpit biplanes, exposed to the bitterly cold air and harsh weather conditions, the pilots often became so numbed and exhausted that they couldn't think clearly or make decisions quickly. Not publicized by the Post Office Dept. was the fact that in order to fight the cold and the constant pressure of deadlines, with on-time delivery expected under even the worst of flying conditions, many of the pilots carried bottles of liquor along when they flew.

Carrying the mail was not the only business of aviation. In 1914 the world's first regularly scheduled air-passenger service opened up along a 22-mile route from Tampa to St. Petersburg, Florida. The service could carry only one passenger at a time and cost \$5 for the 23-minute flight. It was a financial failure and lasted only a short time.

These early days of aviation presented a unique set of problems and the inability of aircraft to navigate in rough weather and darkness topped the list. The government became involved in 1926.



Beacon site at intermediate landing field, Cleveland–Albany route. The "3" on shed roof signifies beacon 3 of 10 in this sector.

The first navigation-aid system consisted of flashing beacons. These high-intensity lights, located along popularly-flown airways, literally shone into the air like a connect-the-dot puzzle, winking and blinking a friendly invitation to come ahead.

The beacons, of course, did not flash, but rotated through a complete circle giving the impression of flashing.

In October 1931, D. C. Young of the Airways Lighting Sub-Committee recapped the progress of lighted airways at a lighting conference in Pittsburgh, Pa.

"Ten years ago, a scheduled night flight by airplane across the United States was only a dream. Now, such flights occur nightly, and on scheduled time. The converting of this hazardous journey into one of comparative safety ... is the achievement of constructing aerial highways for the airman.

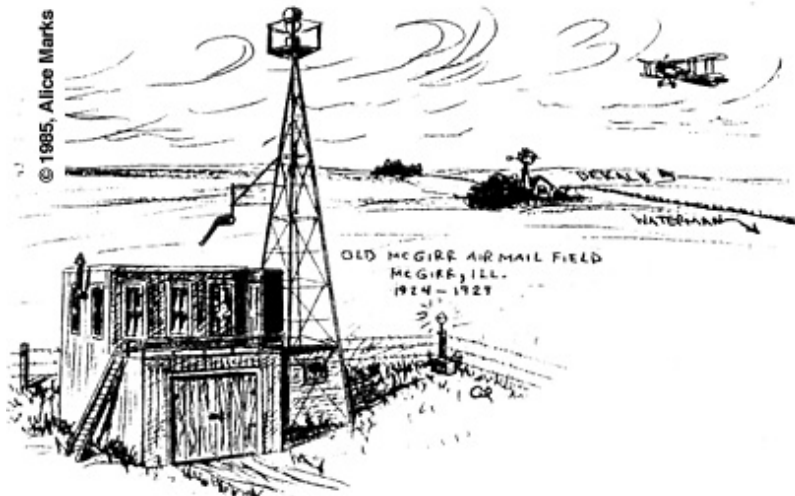
If air travel were confined to daylight hours only, the speed and directness of route would give the airplane little or no advantage over fast trains operating on 24-hour schedules. The Post Office Dept. realized this in 1922 when it was transporting the mail by air.

So it established facilities for the airmail pilot to

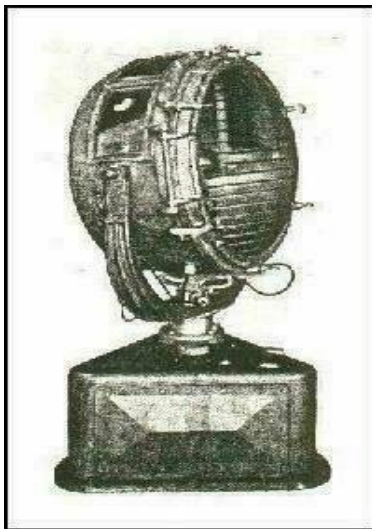
follow at night and succeeded in showing a remarkable improvement in speed on the coast-to-coast route.

In the four years since 1926 when the government took over the airways 14,500 miles of lighted highways had been created for the airmen.

High-intensity beacons are established approximately 10 miles apart along these civil airways . The beacon consists of a 24-inch parabolic mirror and a 110-volt, 1000 watt lamp. The beacons, which rotate at 6 rpm, show a one-million candlepower flash every 10 seconds for 1/10th second duration.



Pilots often stopped at McGirr Field, on the Omaha–Chicago route, when they had an "emergency," knowing that the food was excellent and that they would be well cared for.



1000 watt Airway Beacon

Intermediate landing fields are provided every 30 miles along these routes, in the absence of suitable commercial or municipal fields, and each is equipped with beacon, boundary, approach, obstruction, and wind-cone lights.

The beam from the airways beacon is a high-intensity pencil of light of about 5-degree beam width visible 20 to 40 miles in clear weather. The beam is aimed 1.5° above the horizon. A small percentage of the beacon's light is reflected upward to provide close-range visibility.

Two course lights are mounted on the tower just below each searchlight; one points forward along the airway and the other points backward. These 500-watt searchlights give a 15 degree horizontal beam width.

The course lights are fitted with either red or green lenses. Every third beacon has green course lights signifying that it is on an intermediate landing field. Thus the pilot knows at a long range the availability of landing fields. (This is the forerunner of today's airport rotating beacons which alternately flash green and white.)

All other beacons had red course lights.

As the mechanism revolved and the clear flash of the beacon passed from the pilot's vision, the red or green flash of the course light came into view. Course lights flashed coded dot-dash signals to indicate the beacon's position on the airway. Code signals ran from 0 to 9; thus, if a pilot received a signal for the number 4, he knew he was flying over the fourth beacon of a particular 100-mile stretch of airway. But he could not determine his precise position merely by receiving a course-light signal if he did not know independently over which 100-mile stretch he was flying.



Letters designated the airways, the first letters of their terminal cities. The order of the letters was established as south to north and west to east. Thus Omaha to Chicago was Airway O-C. LA-SF defined the Los Angeles to San Francisco airway, and so forth.

Regular maintenance of the airway beacons and intermediate fields was crucial. This duty was entrusted to Airway Caretakers. Daily they climbed the 51-ft. steel towers to check every beacon within their territory, cleaned dirty lenses, replaced burned-out bulbs, etc. Repair problems requiring more expertise or equipment and tools not locally available were referred to "mechanicians," who serviced a 175-mile route with a half-ton pickup truck.

Caretakers at intermediate fields were on duty from 6:00 pm to 6:00 am. If a pilot "dropped" in to one of these emergency fields, caretakers were expected to provide transportation to and from town, furnish them with meals, and assist in repairing their aircraft.

To "Plane Post" a letter cost 24 cents an ounce in 1918, which included special delivery.

With airways on the transcontinental route now lighted, airmail could be delivered in one-third the time of a train.

1st Quarterly Airport Authority Meeting Report, 2007

Submitted by Michael W. Prosser – GSFA Safety Officer

The January 2nd, 2007 Cartersville-Bartow County Airport Authority meeting topics & issues were as follows:

Issues:

- No operational or UL safety issues were noted. Good work!!! 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.

Projects: Old Business

- **“T” Hanger construction** is still alive and moving forward. The ETA (best guess) for hanger completion is 6 – 8 months.

The Hanger rental (\$\$\$/month) has not been determined at this time and will be affected by the cost of the hangers themselves. The hanger contract should be awarded by the next meeting (March ‘07).

- Hanger funding is available and the Airport Authority is soliciting bids for a hanger vendor, from which to purchase and erect the steel hangers. 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; most notably is the clearing at the Northeast corner of the field (ravine).
- The road-widening project continues for Highway 113 and negotiations continues 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 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.

New Business:

- Phoenix Air FBO: Mr. Kyle Coffee is now the FBO Manager. Congrats to Kyle!!! He replaces Mr. Rob McBee, who is now flying right seat (Copilot- 1st officer) with Phonenix Air, in Lear Jets. Ms. Laurie Abernathy is now the Assistant Manager. Congrats to all!!!
- 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.
- 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.
- No re-zoning projects are expected along the south end, across Old Alabama Road and adjacent to Hwy. 61, until at least the Spring of '07. The FAA is very sensitive to this project, due to the restrictions/limitations around the Safety Zone at the approach end of 01. The Airport Authority is monitoring this very closely.
- 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 and liquidate those assets in & around the hanger itself & clean-up the property. The hanger has not been sold to any interested party yet; he is still open to offers. The hanger payment is current and liquidation efforts continue.
- I advised the Airport Authority of the new GSFA Club officers, including myself as the GSFA Safety Officer. They were very receptive and appreciative that we continue to be an active member of the airport community at VPC. I presented them with an officer/contact listing.
- The Airport Authority will begin 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 \$380,000.00...wow!
- Expect repair/maintenance work to be performed on the pavement on the south hanger areas, where the asphalt is cracking. Cracks will be filled with new asphalt/tar to improve the hanger or taxiway surfaces.

Mike Prosser
"Budman"

1-13-06: Proposed changes to the GSFA BYLAWS

No new business was conducted at our December meeting, so this was tabled until the January meeting.
Submitted by: Michael "Budman" Prosser

Change #1:

Re: Official GSFA Bylaws revision date of 1-13-06; Page one, below "Header"

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

Change #2:

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

Change the first sentence only, to read:

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

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

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

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

(3a) Re: Section I - Powers

Change the third sentence only, to read:

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

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

(3b) Re: Section III – Duties

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

The Safety Officer:

Promotes safety awareness on behalf of The Club and its members.

- 1. Participates and/or represents GSFA in all safety related issues.**
- 2. Contributes monthly to the newsletter.**

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

Your Flight Instructors:

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

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

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

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

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

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

CFIs – Current TSA Requirements you should read!

<http://www.scfc.org/phpBB2/viewtopic.php?t=53>

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

You might want to Check It Out.

Super Training Tips: Worth Repeating

AOPA Cross Country Introduction.

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

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

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

This PTS can be downloaded from the FAA web site:

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

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

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

Good Luck with your Flight Test Preparation- Ed

Buy and Sell:

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

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

Wanted - Feedback from You about Our News Letter:

Our Embarrassing Mistakes

Any Accidental Oversights

Anything you Don't Like

Anything you would like more of

Suggestions for Improvements

Email to mailto: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://flighttraining.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/>

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

Title 14: Aeronautics and Space -

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

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

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