

Georgia Sport Flyers

Club News On The Lighter Side January 2006

We have had a Long Break since our last News Letter with a lot of catching up to do, so grab something to drink, a soft chair and Relax. Let's Have a Great 2006 and Loads of Fun Flying. - Ed.

This Month's Words of Wisdom:

"Always try to keep the number of landings you make equal to the number of take offs you've made" - Budman

A New Beginning:

First 2006 Club Meeting
Second Saturday
January 14th
Etowah Bend
Bring Your Bird

Don't Miss Our Special Guest Speaker:

Judge Roy Roberts, Fulton County
Magistrate judge and a long time Georgia
Ultralight Fan.

New Officer's Reports:

President - Frank Eck "PRESIDENTS COCKPIT"

The outlook from here is good. I have some high boots to fill. A special thanks goes to all of last year's officers and appointees of GSFA. An extra special thank you to past president Kim Arrowood for the annual Christmas social affair that was enjoyed by all the many attendees and guests. I, and all of the GSFA membership, thank the Methodist Church for the use of their meeting hall. Now, as I mentioned at the social, we are at a transition point in the history of GSFA. Our first aim is to make safety our primary goal. Then second to educate our membership in the transition to LSA pilots that fly airplanes and "vehicles" that meet the status of airplanes. Also, we wish to aid those wanting to fly 103 vehicles that are in compliance, to continue enjoying flying. Let's use these first two or three months for education and planning. Then, with good aircraft maintenance we can be in hot pursuit of flying safely.

I made myself a snowball,
As perfect as could be,
I thought I'd keep it as a pet,
And let it sleep with me.
I made it some pajamas,
And a pillow for its head,
Then last night it ran away,
But first-- it wet the bed.



A Winter Wonder from Mike Hasenauer



Warm Weather Memories

Vice President - Richard Johnston

Secretary/Treasurer - John Euchner **"Happy New Year"**

I am sorry I missed you all at the Christmas Party, but I hope to see ALL of you at our first meeting of this new year Saturday January 14th. I will be taking your dues for the year. Please bring \$20.00 (or \$30,00 if you need the News Letter mailed to you).

Safety Officer - Michael Prosser

Lots of good things from Michael in this 1st issue with more to come.

Website Editor - Brad Methvin

News Letter Editor - Wayne Evans

Every club member has some Great Stories to tell. Let us know what they are so that we can make our News Letter both Informative and Enjoyable.

Trip Coordinator - Kim Arrowood

We had a Great time flying in the year 2005, got to go to some fun places. McCollum Airport for one. Looking forward to new places to go in 2006. Don't forget Rhodes Field first Saturday of every month for breakfast. {When it warms up} Of course our meetings are the 2nd Saturday. As I hear of Fly-Ins coming up I will send out an e-mail to let you know when, where and what time we will be leaving from Cartersville. Let me know if there is some place that you would like to fly to and have some company with you. With the weather changing so much it makes it hard to plan to far ahead. Don't forget the U.S. Sport Aviation Expo Jan 12-15 Sebring Florida.

Cross Country, Control Towers and Radio Communications: By Kim Arrowood:

The trip that Ben & I went on Oct 3, 2005 was a trip of a lifetime. We had a Great time. From Augusta Maine to Chesapeake Virginia. This is a list of airports that we got to visit: Day 1, Limington-Harmon Maine {power was off}, Concord NH, Orange MA, Poughkeepsie NY, Day 2 Monmouth NJ, Millville NJ, Cape May NJ, Day 3 Accomack VA, Day 4 Chesapeake RGNL VA. With Bad weather coming in, it made it hard to get in more flying in the last 2 days. I know that had it not been for the bad weather we would have completed the trip. Weather can stop a lot from happening.

Radio communication is very important when flying with another plane. We only lost one another 2 times for just a few min, which by the way seems like forever when it happens. This can happen most when you have to switch to a channel that only one can talk and you listen. {Approach and Departure for a big Airport near by}

I'm looking forward to flying to the Keys as soon as the weather will let us go. Ben was just wonderful he had his work cut out for him. Flying slow, taking video & watching 3 GPS. With a good running engine, Wonderful Flying partner, prayer with Eddie and Debra Spain every morning, Great Ground Support, my Husband Steve, I had nothing to worry about. Thanks again for all of the Support from the people that had a part in helping with this trip.

Between Chris Fall & Brad Methvin we have a very nice web-site. www.Maine2keys.com . Thanks so much you two for your help with that. You know it really takes a team to do what Ben, Steve & I did. We will be back in 2006...Kim

January's Safety thought: By: Michael “Budman” Prosser

IS CARTERSVILLE "UNCONTROLLED"????

That is funny and actually the terminology of an “uncontrolled airport” is a misnomer; common jargon.

Airports are typically categorized by the type of airspace that is associated with that airport: B, C and D. Airports with this type of airspace designation have a control tower. Class E airspace is also incorporated as general controlled airspace for the transition of IFR traffic to/from the terminal or enroute environment to the visual airport environment. Weather minimums must be adhered to, to see & avoid traffic and be seen! Keep your head on swivel – that’s why the good Lord gave us a neck! .

Cartersville is not uncontrolled, which insinuates an “*out of control*” or an “anything goes” airport. Kind of makes me think of something out of the wild, wild west...ha ha. However, we are not cowboys (or cowgirls as the case may be). Cartersville is an airport all right, but it is a “**non-towered**” airport.

Don’t let the Class G, uncontrolled airspace designation mess with your mind...something to think about (smile).

Birthday Bios and Bird Pix:

January Pilot Profile: Michael W. Prosser; “Wifey” Jo Prosser – we live in Kennesaw, Ga.



Yes, I love recreational flying - I fly for fun and I fly for food...ha ha. My call sign is “Budman”. I’m a “Charter Member” of GSFA and have previously served as President for two consecutive terms (2000 & 2001), Rally Master, Safety Officer and newsletter editor and co-editor for three years (with wife Jo). Currently, I still serve as the GSFA Club Safety Officer. I was lucky enough to have won the first two GSFA Air Rally contests - Champion, 1994 and 1995. My airplane is based at Cartersville airport (VPC), hanger #30 and I have been there since late 1989 to present.

My first flight experience was when I was a Boy Scout; my troop took a hike to the Tensaw river landing, where we could swim and have a picnic lunch. Wow, a Bell 47 helicopter on floats, hovered & landed on the water, just off the beach –taxied in and dropped off a forest ranger. Of course we boys were awestruck! We got as close as we dared and the pilot looked at us and lifted his hand from the controls and held up two fingers. It was a foot race and my best friend & I won and climbed on board. The doors were off this thing - oops, I was on the outside. We strapped in and we were off...vertically!!! It was unbelievable and I was

both scared to death and exhilarated at the same time. To this day I wish that I knew that man's name; God bless him for his kindness. After high school, I joined the US Navy – the Vietnam war was winding down and I was a third class Machinist mate on the USS Ranger – Forrestal Class aircraft carrier. It was amazing to watch the flight operations, especially at night. I never really thought that I could do anything like that, although I often thought of my first flight in the Bell 47 helicopter.

My work in the nuclear power plant maintenance field is responsible for the final factor that sparked my aviation career. My work required a significant amount of travel, you see. On one occasion while taking an airline flight home from a field job assignment, an enroute stop was made in Atlanta's Hartsfield International airport. At a gift shop I picked up a "Flying" magazine to read & pass the time. In that magazine were ads for private pilot training...I thought that this was great, but could it really be possible? After landing in Mobile, we taxied past the ramp where the small – light aircraft were all moving about and I thought that this would be great to be able to do that. Shortly thereafter, I made a deal – almost a dare with myself. The deal was, that I would study and take the dreaded FAA written exam for the Private Pilot rating - if I passed it, then I would continue with flight training – if I failed the written test, then it would be over. I passed the test and the rest is history! After a lot of hard dedicated work & training, I had my Private Pilot certification six months later.

I have been a certificated private pilot (Airplane-single engine land) since 1979 and have enjoyed the sport/recreational side of flying most of all. My experience is in the following category & types: fixed wing - single engine, multi-engine, tractor & pusher engine configurations, tri-gear & tail-dragger and I have performed land landings & water landings. My tail-dragger and water work (solo) was in a Buccaneer-1 amphibian ...o-o-h-h-o-o-o-o what fun. Thank you to my friend Henry Schmidt-President of Buzzards Row UL Club, Pear Acres, NJ. for that opportunity. Also, I am a Trike (flex wing) pilot; I have Mr. Chuck Goodrum to thank for that? (smile) Also my thanks go out to Mr. Stuart Fuller, who is the trike instructor that checked me out in his Air Creation Clipper at Rome, Ga. and signed me off.

I have been an EAA member since 1986 and an ultralight owner/pilot, since 1990. My first UL was a '84 Phantom X-1. Over the years, I have also owned a Challenger-1 and two JetWing trikes. I have built and licensed three "Experimental" aircraft also: an Adams-Wilson Helicopter, a Mono-fly and a Hummelbird. I hold a "Repairman Certificate" for each, which allows me to perform all required maintenance and inspections. Also, I built the two custom trikes and flown as UL's; these were really great machines. My last trike had the very same 37 hp VW engine that now powers my Hummelbird airplane. Today, I'm happy with the cabin class comfort & performance of my Hummelbird, although I must admit that, I miss flying the Phantom and the trike.

Fly safe – fly for fun; fly for food (smile), from the Budman - Michael Prosser

Sport Pilot and Catch 22s: By Ben Methvin (FAA CFI-SP, DPE) :

"THE AIRPLANE SPORT LIGHT PILOT"

This is the first of several articles designed to increase your understanding of the FAA initiatives and rules in the Light Sport Aircraft and Sport Light Pilot Airplane category. As you may know there are other categories such as Gyroplane, Glider, Balloon, Powered Parachutes, Airships and Trikes (Weight Shift Control). You can expect articles on the Trikes at a future date.

Lets begin this rather difficult and convoluted subject with an examples which may be more familiar to most of us. I will use several fictitious characters to help illustrate the points to be made. **Dan Doneitall** has been flying a long time, beginning with a single seat Phantom and progressing to a two seat Flightstar. He is a Pilot and Basic Flight Instructor registered with USUA. He currently trains in his two-seat Flightstar under a waiver from USUA issued by the FAA. He is a good mechanic and maintains the Flightstar.

Dan is happy the way things are and sees no need for a change anytime soon. He teaches Ultralight flying only and does not know much about the new Sport Light regulations. He does know that whatever the new requirements are, what he now teaches will be much the same as what a Certified Flight Instructor – Sport Light teaches, since aviation knowledge is pretty much the same. A Flightstar that was an Ultralight last week doesn't change the way it flies just because it has been certified and now has an N number.

Unfortunately, Dan will have to make some changes if he wants to fly that Flightstar after January 31 2008. If he does nothing, his Flightstar ceases to exist as either an Ultralight or Sport Light. It becomes a lawn ornament, unless he can take enough parts off of it so that it weighs under 254 pounds, has only five gallons of gas, etc.. FAR Part 103 will remain unchanged but there will be no two seaters after January 2008..

What should Dan do and when should he do it? Well before January 31, 2007, he should get a letter from USUA that says he was a pilot and instructor of record before September 1, 2004. Without that letter he must now spend much money with a CFI (Certified Flight Instructor) to get a minimum of fifteen hour instruction before he will be allowed to take the knowledge and practical test.

Dan should take note that January 31, 2007 is only one year from now. As soon as he is ready he should take the knowledge test for the Sport Pilot ASEL from an approved computer testing center, make an appointment with a Sport Pilot Examiner and take the Practical test in a Sport Light airplane. This can get him to Sport Pilot, it does not make him a Sport Pilot Instructor. He should be aware that he must apply for a Sport Pilot Instuctors certificate no later than January 31 2008 unless he wants to do it the expensive way with a CFI. – See your next month.....Ben

A Better Bird - Airworthiness: By Steve Walton (FAA DAR):

"SO YOU THINK YOUR BIRD IS SAFE TO FLY"

Now that we have a new editor and task master, I am being put to the test of trying to write a column to keep you guys from busting your butt in those things we call Aero machines.

So lets start with : who am I to tell you guys how to take care of your aircraft so it won't let you down HARD? Lets start with the present and work backwards. As most of you know by now, I became an FAA DAR for Experimental and Sport light aircraft which means that someday you will have to submit your aircraft for an inspection to have the privilege of having a legal sport light aircraft to fly around in,(as much as you don't want to it's a fact of life, and the world we live in ,so get over it, and get legal). In order for you to do that , your paper work must at least weigh as much as the empty weight of the airplane your trying to license. Just kidding. I'm not going to elaborate on the process this month, I've got to save some for later when I run out of wise things to say.

Oh yes you are waiting for me to tell you who I am and what I did to have the honor to inspect your machines. Yes I'm a former Pan Am Captain that has been retired since 1991 when the greatest airline

was forced into bankruptcy, I know some Delta guys are going to hate that statement, but sorry guys that's the way most of us felt. In any case I couldn't just sit and molt away, I've held an A&P license since 1957 and worked for many of the worlds great Aircraft Manufacturers , North American, Northrup, Douglas to name a few. Flew and maintained many aircraft when I lived and worked in Alaska as a honest to God Bush pilot, or at least I thought I was one. Thank you Lord for riding jump seat and getting my young tail home safe. Oh yes I also built Two Aircraft A Starduster II and an RV-6, along with converting Two Helicopters into fire breathing turbine powered egg beaters, Oh yes and one of Mr. Ben's favorite flying machines a Flight Star II and presently putting another flight Star together this time a Spyder for the same gentleman that contracted me to do the first one, guess he figured I'd get it right the second time around.

I just completed my first inspection, and of all things it was a factory that is now producing the Zodiac CH-601XL. I awarded their Air Worthiness certificate on the 7th of Dec. (It was a happier date than it was 64 years ago.) I've rambled on long enough for this first issue, I promise the rest won't be as long and hope much more informative. Until next month, Fly Safe..... Steve

Around the Airport: by Michael Prosser, Safety Officer (and Club Historian)

The History of the Georgia Sport Flyers

(Contributions by: Bill Rouse, Pierce Day, Chuck Goodrum and Mike Prosser)

Updated by Mike Prosser: Dec '05

The history of **The Georgia Sport Flyers** dates back to the fall of 1993, when ultralights & ultralight pilots were becoming more numerous in the greater Atlanta area. Ultralight flyers crossed paths enough times that the interest in forming an Ultralight Club was often discussed, to support one another, for safety & education and to be more fun. Pierce Day was building a Mini-Max at the time; he was interested in learning how to set up all of the two-stroke stuff and thought that a club could help provide the needed answers. Chance would have it that Chuck Goodrum joined the EAA Chapter #268, based at McCollum Airport in Marietta; it was here that Chuck and Pierce Day first met. While visiting local airports, Chuck met Ben Cole at the Mathis Airport; another key individual interested in an ultralight club. I met Chuck at the Cartersville airport in the spring of 1993; Chuck had flown his JetWing trike to Cartersville airport and had an engine failure while in the pattern; he made a successful landing at the airport. Chuck needed help and asked if anyone could help him. Someone told him that I, Mike Prosser, was an ultralight pilot ('84 Phantom X-1) and that if anyone could help him, I could. Luckily, I was at my hanger that day (#30, then as now) and I able to quickly diagnose & repair Chucks broken throttle cable. We discussed ultralights and both expressed interest in forming an Atlanta ultralight club; after that he was on his way. We have been friends every since.

Later, at Pickens County Airport, Chuck and Pierce would run into each other again and the wheels were set in motion to form Atlanta's first ultralight flying club. A short time later, around September, Pierce telephoned Chuck to say he wanted to get an ultralight club started. The original list of names that Chuck had gathered is in the 1st picture/scrapbook that belongs to the Club. Pieced agreed to compose a notice/flyer to mail to those individuals and Chuck agreed to start working on the Bylaws. Pierce arranged the first meeting in November 1993, at Palmetto-South Fulton Airport. Out of about 150 people that were contacted, only 15 showed up that day. A series of meetings followed which were held at the Varsity, to establish the structure of the club. The Bylaws were discussed, as well as

which national organization to affiliate with (USUA or EAA). Then, as now, GSFA continues to affiliate with the USUA.

On December 4th, 1993 at the Masters Inn on Fulton Industrial Blvd, the Bylaws were approved and a slate of officers were nominated for term of office for 1994. It was agreed upon that monthly meetings would be held in each of the four quadrants around metro Atlanta, with the first one being held at the Shoney's restaurant on Peachtree Industrial Blvd. Thirty four people were in attendance at this meeting and voted in the first club officers of the GSFA. The first Club newsletter was first published in February of 1994 - "The Sport Flyer". The Club logo was adopted at the March 1994 meeting - "The Georgia Sport Flyers Association". Subsequently, Cartersville Airport (VPC) became our primary "informal" home base because of its proximity and the number of members that found Cartersville the most convenient location.

GSFA has continued to be an organization dedicated to recreational, ultralight/sport aviation. We fly for fun and commit ourselves to education, safety and a harmonious relationship with all aviation organizations and airport neighbors. To that end, in 2004, the GSFA was honored as the "USUA Club of the Year" award for its community involvement and ultralight education.

The following is a list of the "Charter Members" who were at that first GSFA meeting and are current members today: Frank Eck, Pierce Day, Chuck Goodrum and Mike Prosser.

The names of the original Charter members are: Ben Cole, Pierce Day, Frank Eck, Frank Flessel, Stuart Fuller, Chuck Goodrum, JD Jones, Wes Luster, Cliff McDonald, Frank Nadolski, Pete Pettis, Mike Prosser, Bill Rouse and Steve Yothment.

Never forget...**Ultralights and therefore our Club, almost lost its privilege to operate (fly) at Cartersville airport in November 2000.** Once upon a time... long, long ago (it seems), trouble loomed at our fair airport home. The Cartersville Airport designated FAA Safety Counselor, Mr. Bob Hite, informed Mike Prosser (President GSFA, 2000) that he was going to recommend that ultralights be banned from Cartersville, due to safety reasons/concerns and alleged violations of FAA procedures. The GSFA Executive Officers and several concerned prominent members responded, participated in a letter writing campaign and appealed to the Airport Authority, FAA, EAA and USUA. Meetings were held with the Airport Authority, GSFA, Phoenix Air, Cartersville Pilots Association members and Mr. Hite (also a member of the Airport Authority) for resolution of this conflict. All participants that the GSFA members met with were very professional & fair. At the January 8th, 2001 1st quarterly meeting of the Airport Authority, all parties agreed to permit ultralights to continue to operate at Cartersville. Mike Prosser submitted the Cartersville Pattern and Procedures document, pattern diagrams and the GSFA Safety Committee list to Mr. Don McMillan - Airport Authority Chairman. The Airport Authority accepted the documents and agreed to adopt them into the "First Amendment to the Rules and Regulations of the Cartersville Bartow County Airport Authority of Georgia". This was executed on 1-9-01.

Please observe these rules and regulations and be ever vigilant to protect our privilege to operate ultralight vehicles at VPC. **Special GSFA Recognition:** Mike Prosser (Pres: 2000 & 2001 & Chief Safety Officer), Pierce Day (VP: 2000), Bill Rouse (Sec/Treasurer: 2000 & 2001), Ben Methvin (VP-2001), Brad Methvin (Website Officer) and Chuck Goodrum.

Did You Know: Chuck Goodrum, trikes@mindspring.com, also has a Fantastic web site - <http://ksuweb.kennesaw.edu/~cgoodrum/Chuck/chuck.html>

A Great Big Thanks to All Our Past GSFA Club Officers:

- | | |
|--|---|
| <p>1994: Ben Cole, President
 Jeff Hatle, Vice President
 Chuck Goodrum, Secretary
 Ken Adams, Jr., Treasurer
 Stuart Fuller, Safety Officer,
 Pierce Day, Activities Officer
 Bennet Liles, Newsletter Editor,
 superceded by Phil White</p> | <p>2000 Mike Prosser, President, Rally Master
 and Safety Officer
 Pierce Day, Vice President
 Bill Rouse, Secretary/Treasurer
 Chuck Goodrum, Newsletter Editor,
 superceded by Jo Prosser 3/00.
 Nancy Ryson, Website Officer</p> |
| <p>1995: Chuck Goodrum, President
 Mike Carpenter, Jr., Vice President
 Ken Adams, Jr., Secretary/Treasurer
 Dan Munson, Safety Officer
 Steve Yothment, Newsletter Editor
 Cliff McDonald, Education Officer
 Rick Smith, Flight Operations Officer
 Bill Rouse, Librarian</p> | <p>2001 Mike Prosser, President
 and Chief Safety Officer
 Ben Methvin, Vice President
 Bill Rouse, Secretary/Treasurer
 Jo Prosser, Newsletter Editor
 Brad Methvin, Website Officer
 and Rally Master</p> |
| <p>1996: Jeff Hatle, President
 Stan Sullivan, Vice President
 Bill Rouse, Secretary/Treasurer
 Ben Cole, Safety Officer
 Steve Yothment, Newsletter Editor
 Ron Reese, Flight Operations Officer
 Mike Carpenter, Jr., Librarian</p> | <p>2002 Bob Smedberg, President
 Frank Eck, Vice President
 Richard Logue, Secretary/Treasurer
 Mike & Jo Prosser, Newsletter Editors
 Mike Prosser, Chief Safety Officer
 Brad Methvin, Website Officer
 Terry Miller, Rally Master</p> |
| <p>1997 Ben Methvin, President
 Brad Methvin, Vice President/Rally Master
 Brad set-up GSFA's 1st Website
 Bill Rouse, Secretary/Treasurer
 Pierce Day, Safety Officer
 Steve Yothment, Newsletter Editor
 Ron Reese, Flight Operations Officer
 Mike Carpenter, Jr., Librarian</p> | <p>2003 Bryan Jorgensen, President
 Mark Henderson, Vice President
 Richard Logue, Secretary/Treasurer
 Hugo Garcia, Newsletter Editor
 Mike Prosser, Chief Safety Officer
 Brad Methvin, Website Officer
 Kim Arrowood, Rally Master</p> |
| <p>1998 Brad Methvin, President and Rally Master
 Dana Simmons, Vice President
 Bill Rouse, Secretary/Treasurer
 Phil Fasone, Safety Officer
 Steve Yothment, Newsletter Publisher
 Phil Cataldo, Newsletter Articles</p> | <p>2004 Kim Arrowood, President
 Lonnie Sand, Vice President
 Richard Logue, Secretary/Treasurer
 Richard McIntosh, superceded
 by Eric Baron, Newsletter Editor
 Mike Prosser, Chief Safety Officer
 Brad Methvin, Website Officer
 Mark Henderson, Rally Master</p> |
| <p>1999 Steve Yothment, President
 Dan Ryson, Vice President
 David Shaw, Secretary/Treasurer
 Steve Yothment, Newsletter Editor
 Scott Perkins, Education/Safety Officer
 Rick Smith, Flight Operations Officer
 Brad Methvin, Rally Master</p> | <p>2005 Kim Arrowood, President; coordinated
 integration into N. GA Light Expo
 Mike Bertolami, Vice President
 Richard Logue, Secretary/Treasurer
 Mike Prosser, Chief Safety Officer
 Brad Methvin, Website Officer</p> |

Flight Instructors:

Ben Methvin - BFI, AFI,
CFI-SP, DPE (770)509 6753
Brad Methvin - BFI (678) 461 4463
Kim Arrowood - BFI (706 292 0525
Bob Smedberg - BFI (706)235 2147

Richard Johnston - BFI (770) 345 7180
Mark Shaddock - BFI (678) 699 2787
Tony Castillo - BFI (678)455 7715

A New Bird is Born:

Charles Spegele - Father of a RANS
Dan Medlin - Expectant Father of a RANS

Buy and Sell:

Sell Flightstar SCII (Lonnie Sand 770-578-9808)
Sell Phantom (Richard Johnston 770-345-7180)

Future Sport Pilots:

Who is Studying What?

Kim Arrowood - Sport Pilot Knowledge Test
Mark Shaddock - Sport Pilot Knowledge Test
Richard Johnston - Sport Pilot Knowledge Test

Who Passed What So Far?

Charles Spegele - Sport Pilot Knowledge Test and working on Practical Test
Wayne Evans - Sport Pilot Knowledge Test and working on Practical Test

Super Training Tips:

"Airspace Flash Cards" - with special permission for our club from AOPA
<http://download.aopa.org/asf/airspacecards.pdf>

FAA Sport Pilot Q & A Question:

1."I have had a Private Pilot Certificate for a number of years and as such have been allowed to fly a registered Light Sport Aircraft. But I recently failed my 3rd class medical. Can I continue flying my light sport aircraft using my drivers license???" What do You think? (Answer next month)

A Note from Wayne Evans:

As was mentioned before, I have the answers to the web posted FAA Test Questions which can be emailed to any club member for the asking. The Q& A is currently in MS Word format but will soon be available in Adobe PDF. For a Free Download of the PDF Reader, go to <http://www.adobe.com/> and follow these links to Free Reader: "Get Adobe Reader" in the Left Column, then "Choose a different Version" in the Left Column, then "Fill in the Operating System (ie. Windows), Version (ie. XP) and Language (ie. English)", then click on "Adobe Reader 7.0.5", then click on "Download". The file is large at 27 MB so it may take awhile - but it is worth the effort. Once you have saved it in any folder you choose on you computer, click (may need a double click)on the file and follow the Installation Directions. The PDF reader has rapidly become the defacto universal standard for sending email documents - and it is Free.

True or False Question?

2. It is against the FAA rules to taxi onto the active runway and Hold while waiting for an aircraft that has just landed to clear that runway. T or F?

Answers to Questions 1 and 2:

1. FAA Sport Pilot Q & A question:

Q = Can a Private Pilot Always use their drivers License instead of a 3rd class medical to fly a Light Sport Aircraft? Hint - It's a Catch 22

A = The Answer will be in Next Months News Letter. (If the FAA doesn't change the rules by then)

2. True or False Question:

According to numerous safety articles and current training programs, it appears that taxiing onto an active runway and holding for any reason is Not strictly against FAA rules. So the answer is False. But putting an aircraft in such a position normally does Not allow the pilot to see any aircraft to the rear that might be incoming on final. You cannot always rely on hearing the proper radio call from the incoming aircraft. Some pilots neglect to call, especially students, radios Do fail at the wrong time and at Many airports Radios are Not Even Required. For Safety Sake Don't taxi onto the runway until it is Clear of All traffic, that includes Incoming.

Live by the proven rule of "See and be Seen" at all times. Ed

Pilot Humor From Our Members: - From Chuck Goodrum (Just one of many he sent in) A 30 year experienced Washington, D.C. Travel Agent gives us another example of why we might just be in trouble. He just got off the phone with a freshman Congressman who asked, "How do I know which plane to get on?" The agent asked the congressman what exactly he meant, to which the congressman replied, "I was told my flight number is 823, but none of these darn planes have numbers on them that says 823". (This congressman will probably get re-elected for at least another term)

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; Anything about Anything; Suggestions for Improvements.

Email to mailto:wevansee@mindspring.com

Use "Club Member Feedback" on the Title Line.

Hot Web Links:

Georgia Sport Flyers - <http://www.georgiasportflyers.com/>

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

Maine to Keys with Kim, Ben and Steve - www.Maine2keys.com

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

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

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

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

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

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

Until next month - Keep Your Tank Full, You're Wings Dry, The Blue Up. Ed