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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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**July 2007**

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- **Our Next Meeting is July 14<sup>th</sup> at Etowah Bend  
10:30 am for flight talk, 11:00 meeting starts.**

## "When in Doubt - Don't"

July

By Wayne Evans

(See March Issue for Introduction)

### Second in a series of Pilot "Oops" and "Hard Knocks" Learning

- Why a Big Hole is not a safe windshield? (Past April Issue)
- Why put white socks with red stripes on your prop blades? (Past May Issue)
- Why a fuzzy little Pilot Teddy Bear on you Pitot Tube? (Past May Issue)
- Why have a 4 bladed prop when everyone else has only 2 or 3? (Past May Issue)
- Why no white wheel covers on your Mains? (Past June Issue)
- Why Hiccups between Your Belly Antenna and Grass Fields?
- Why Hydraulic Brakes and Bathing in Fluid?
- Why two electric fuel pumps, in addition to the manual Rotax pump?  
And Last But Not Least:
- Why a 10 inch Pizza Pan on your Super Dooper 406 MHZ ELT?

### Now On To an Added New Topic for July

Why Watch Bands and Burning Flesh – **Stink** ?

Studying to become a Sport Pilot and Getting Ye Old Red Eagle N numbered takes a Little Time. So after Only a Year of gathering lots of dust in a hanger, it was now time to install those Really Cool Red and Green colored Position Lights with New Strobe Lights included --- of course. Dangerous??? – So what could go wrong?

Just some **Simple** steps to do:

1. Drill a hole on the end of each wing tip. Oops, a little too Small. Oops again, now the hole is a little too Large. Read Directions? Where? In What Box? Not to Worry. Duck Tape can fix Anything.
2. Dig up a Stiff , but still somewhat Flexible wire (Oxymoron?) and attach a strong string long enough to fish through the wing tip hole all the way to the wing root. If all else fails and you can Really buy some Professional Stuff. Your friendly ACE Hardware store has Electricians Fish Tape on a Retractable Reel and Miles and Miles of String. If you don't measure your wing length too well, too little string does tie in knots and too much string is great for Christmas and Birthday packages.
3. Poke the Stiff (Flexible?) wire with the sting attached into one of the wing tip holes (The ones with the Duck Tape) and push it inside the wing tube until the wing root is reached. Pull the attached string all the way through the wing and out the root.
4. Attach the 5 conductor shielded cable for both the new strobe and the new Red (or is it the Green one) LED position light to the free end of the Strong string and pull the cable from the root, through the wing and out the wing tip hole. If a 3 conductor shielded comes out the hole (really intended for the Rudder strobe not the wings) then guess what? You get to do it All Over again.
5. Repeat all the above Correct steps for the other wing then the Rudder strobe wiring.

6. Follow the Clear directions to solidly wire up and heat shrink all the connections to the new Strobes and the Pretty positions lights, Green on the Right Wing tip and Red on the Left Wing tip -----Uh, or is it the other way around ???      Oops.

Ok. -----Enough is Enough of spelling out all the other Simple steps in this Strobe/Position Light Project. Yes, a numbers of Little Things can go wrong as described above. But what about the Big Boo Boos that can happen, some even Dangerous, if we don't think an Entire project through before starting with the details?

First of all, many projects such as this call for working with electrical wiring and an electrical system powered by numerous items including a strong 12 volt battery rated at mucho amps that, if shorted, can get so hot as to Melt some metals together.

So thinking Big Picture now, what should be the most important very first step in promoting our Personal and Aircraft safety?

Right--- **Disconnect the Positive cable from the battery** and put it safely to one side.  
So what can happen if we Don't do this at the very beginning? Many **Bad** things.

Now Finally to My July Oops confession and what Not to do and Poor Big Picture thinking.

1. I just can't wait until I'm ready to wire up the new lights before disconnecting the battery.
2. In order to get to the wing roots I'll need to cut the plastic retaining ties with my Left hand and lift the center root cover with my Right hand.
3. Cutting the ties by reaching Over the **Hot, 12 volt Starter Relay terminals**, while wearing a watch with a beautiful **METAL** band and, Yep -- Jap, a Very Hot band and Burning Flesh.

The Noise, The Heat, The watch band shape burned into my wrist – and the **Stink**.

Just another Big Safety Oops by thinking that your all important Big Picture plan can be skipped.

Until next time – remember:  
**"When in Doubt - Don't"**

# July Safety Topic

**This month's safety topic is the "Phonetic Alphabet".**

I appreciate the way GSFA pilots have conducted themselves in our airspace system. As a member of this community and as the Club Safety Officer, I have the unique opportunity to compare our performance to that of other general aviation pilot/operators. Speak & Annunciate clearly to be heard and understood.

I have been surprised lately that I have heard transmissions and/or phrases that include letters said as "Mmm-m-m-m" instead of "Mike"; "Sss-s-s-s" instead of "Sierra"; "Bbb-e-e-e" instead of "Bravo" or "Eee-e-e-e" instead of "Echo", just to name a few examples.

Remember, numbers also have specific annunciation attributes as well. Yes, learning to communicate correctly and consistently requires discipline and practice. Go for it!

A	Alpha	(Al-fah)	1	One	(Wun)
B	Bravo	(Bra-voh)	2	Two	(Too)
C	Charlie	(Char-lee)	3	Three	(Tree)
D	Delta	(Dell-tah)	4	Four	(Fow-er)
E	Echo	(Eck-oh)	5	Five	(Fife)
F	Foxtrot	(Foks-trot)	6	Six	(Six)
G	Golf	(Golf)	7	Seven	(Sev-en)
H	Hotel	(Hoh-tel)	8	Eight	(Ait)
I	India	(In-dee-ah)	9	Nine	(Nin-er)
J	Juliett	(jew-lee-ett)	0	Zero	(Zee-ro)
K	Kilo	(Key-loh)			
L	Lima	(Lee-mah)			
M	Mike	(Mike)			
N	November	(No-vem-ber)			
O	Oscar	(Oss-cah)			
P	Papa	(Pah-pah)			
Q	Quebec	(Keh-beck)			
R	Romeo	(Row-me-oh)			
S	Sierra	(See-air-rah)			
T	Tango	(Tang-go)			
U	Uniform	(You-nee-form)			
V	Victor	(Vik-tah)			
W	Whiskey	(Wiss-key)			
X	Xray	(Ecks-ray)			
Y	Yankee	(Yang-key)			
Z	Zulu	(Zoo-loo)			

I won't go in to the Morse Code equivalents for the above, but it's in the AIM if you want more.

**Michael "Budman" Prosser**

# July Safety Tip For The Month

**Remember: we are responsible for our own safety; we are pilot in command.** The Aeronautical Information Manual (AIM) defines the responsibility and authority of the pilot in command: **“the pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of the aircraft”**. The AIM also states that the “pilot in command” means the person who:

- 1) Has final authority and responsibility for the operation and safety of the flight.
- 2) Has been designated as the pilot in command before or during the flight
- 3) Holds the appropriate category, class and type ratings if appropriate, for the conduct of the flight.

As ultralight pilots and now many of you are Light Sport Aircraft pilots, we are VFR (visual flight rule) pilots. Meaning, we fly by visual reference to the ground, abide by basic VFR weather minimums and we should be aware of & comply with controlled airspace requirements.

Remember those level cruising altitude requirements for direction of flight, above 3,000 feet? If in doubt ask your flight instructor or see me. Are you permitted to fly after the 30 minute after sunset rule (yea, that means at night)??? Please do not forget the right of way rules. How about minimum safe altitudes? Altimeter setting?

**What is the similarity between air traffic controllers and pilots?  
If a pilot screws up, the pilot dies; If ATC screws up, the pilot dies.**

Don't screw up! Be safe out there and have fun.

**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



## GSFA Meeting Minutes; June, 9, 2007

Member present 24

Phill Jouanet Brought our meeting to order at 1100.

Visitors Tim & Donna Shaw, Fred Lipps and Jackie Williamson.

Wayne Strickland Asked for volunteers for the rally. Need help for every function; parking, item sales, scoring, prep, grounds, etc..

Steve Ahouse Prepared our scrumptious lunch. Next month he and Charles Spegele will be on vacation so we will be on our own for lunch next month.

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### **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, CFI (770) 547-3622  
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)

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**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](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/](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](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](mailto:ra_johnston@yahoo.com)  
Use "Club Member Feedback" on the Title Line

### **Hot Web Links:**

Georgia Sport Flyers: [www.georgiasportflyers.com](http://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/](http://www.faa.gov/education_research/)  
FAA Test Question Answers from Ed. Send Request to [mailto:ra\\_johnston@yahoo.com](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/](http://www.faa.gov/pilots/flt_plan/notams/) (Read, Read, Read)