
The Sport Flyer

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

June 2007



Warm weather flying is here again!!!!!!

- **Our Next Meeting is June 9th at Etowah Bend
10:30 am for flight talk, 11:00 meeting starts.**

Hey Guys. While considering Military Training Routes (MTR'S) as my "Safety Topic" for the month, I recalled that Ben Methvin had previously submitted an article on this very subject. A little researce and viola! Enjoy.

MILITARY TRAINING ROUTES, MTRs – *Ben Methvin*

Several of us recently got to see a C-17 Globemaster III at work on a training mission from Charleston AFB to Fort Bragg, NC, by way of a map of the earth military training route VR97. The beautiful cargo aircraft, which has in part replaced the C-130 and the C-141, was carrying a load of equipment, which was later parachuted into Sicily drop zone at Fort Bragg, North Carolina. The C-17 was where he was supposed to be at 1500 feet AGL precisely on MTR route VR 97 marked on the Sectional Chart. We were also where it was legal for us to be. Imagine the headlines: ***Ultralight Downs \$300,000,000 Jet near Cleveland, Georgia...*** or ***Wake of big Jet downs Ultralights near Cleveland.*** There is a line from "Fiddler on the Roof", which says, "If the pitcher hits a rock or a rock hits the pitcher it is still going be bad for the pitcher; either way it would be bad for the Ultralights.

It is fortunate that we were either at the same altitude or slightly above the big jet or we might well have been in the wake which would have been very strong due to the heavy cargo load and the 250 knot speed. I have talked to Charleston AFB Current Operations, who confirmed that two C-17s were on that route at the same time we crossed it. They had no report that any near misses occurred. I had called to ask advice as to how we might know that there could be a train on that track. They really had no advice other than to say that we could call and get an estimated time when the MTR would be in use.

MTRs go all over Georgia including this one, which is often used by the Charleston jets. It goes just three miles north of Calhoun on an east west direction and a west to east direction. There are arrows on the chart, which says which way to look for the train. Additionally, the code on the sectional, i.e., VR means visual flight rules, IR means instrument flight rules so they can well be flying in the scud under radar control. They can be from 1500 AGL to 5000 feet AGL. C-130s, C-17s, F-16s, Blackhawk Helicopters and other military aircraft from bases all over the south use MTRs.



Bottom line – Be aware of the MTRs in our area and be on the look out when you cross one. Never fly down one, which would extend the time you, are in danger. Stay lower than 1500 AGL when you cross but know that that is not a guarantee. It may be impractical to call all the military bases that use these MTRs. NOTAMs will only tell you the days the routes are being used and cannot give an accurate time as to when. Be aware and check the charts and keep the eyes out of the cockpit when in harms way.

Well said Ben, I couldn't have said it any better or clearer. Tell Ben how much that you enjoyed his article (again). **Budman**

Safety Tip For The Month

From the Safety Officer, Michael "Budman" Prosser

I have been going to the airport to fly more often, not unlike many of you, now that the weather has improved and many of us just love to be out in the beautiful, radiant sunshine. My question to you is, have you changed your fuel filter since last year or serviced your gascolator or fuel tank "finger strainer"? Fuel filters should be changed annually. We don't want anything to restrict our fuel flow, now do we! Just words to the wise... hint, hint.

Specifically, I want to remind you that the preferred fuel filter will have a metal mesh, metallic element (such as sintered bronze), or synthetic filter or screen - **not a paper element**. All fuel filters are not created equally; know exactly what you are installing. Paper element filters tend to clog more easily and over time may deteriorate, compounding the problem.

For those of you who change the filter frequently, no problem. But, if you're the guy that puts it on and forgets it, look out...Murphy (of Murphy's Law) is alive and well and I believe that he really likes airports & airplanes (ha ha).

Be safe out there.

Budman

June Quote for the Month

Consider the following three items: appropriate airspeed, altitude and brains.

As a minimum, two of the three items are always needed to successfully complete the flight. Lose one item and it could ruin your whole day.

Budman

Safety Tip for the Month

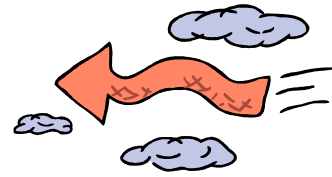
Buy & use products that you can trust. Support our Sponsor(s).

Buy Pennzoil Products

Submitted by Michael "Budman" Prosser



WEATHERWISE FOLKLORE



Did you ever wonder if such sayings have any roots in actual meteorological fact? They do and here is a sample of a few & an explanation why. I hope that you enjoy it - **Budman**

“Red sky at night, pilot’s delight. Red sky at morning, pilots take warning.”

Have you ever marveled about a beautiful reddish sunset? We know that a simple red or pink sky at that time of day indicates the presence of dust and the absence of moisture on the western horizon. Because weather systems in our latitudes usually move from the west to east, the lack of moisture is a favorable sign.

However, a gray sky at sunset threatens to produce stormy weather. The stratiform clouds that usually precede approaching bad weather cause this gray sky.

Oh-oh; in the morning, if the rising sun is accompanied by a red sky, the air is loaded with both dust particles and moisture droplets. Together they are rain elements.

On the other hand a gray morning sky only appears during fair weather. The color is created by an early morning fog or mist caused by the earth’s cooling process at night. Thus, a gray dawn promises a good day - yahoo!

“When dew is on the grass, rain will never come to pass. When the grass is dry at morning light, look for rain before night”

Dew is formed when the earth loses its heat after sundown and the moisture in the air condenses. Thus, dew cannot form unless the sky is clear to facilitate the rapid escape of the earth’s heat. Dew, in conjunction with clear skies and a cool evening, are signs of good weather ahead.

“Sound traveling far and wide, a stormy day will betide.”

Sound does not travel far when the air is dry. Clouds or humid air cause the sound waves that would normally dissipate in an arid atmosphere, to be sent back to earth, and heard farther away.

“When the moon or sun is in the house, there will soon be rain without.”

A halo ring is formed by the sun or moon shining through the opaque white sheet of cirrostratus clouds. The halo merely indicates the presence of these high ice-crystal clouds and forecasts a forthcoming storm.

“Winds blowing from the east, bode no good for man or beast. Winds blowing from the west please everyone the best.”

All major storm centers are zones of low pressure around which the wind blows in a counter-clockwise direction. Generally speaking, when a storm approaches, the northern most edge of the swirling storm systems arrives first. Thus, the wind blows from the east or northeast.

As the storm passes, the direction of the wind shifts and clear weather is on its way. A wind that shifts in a clockwise direction is associated with fair weather (high pressure area). A wind that shifts in a counter-clockwise direction is associated with foul weather (low pressure area).

“Rain long foretold, long to last; short notice, soon to past.”

Prolonged storms always move in slowly. The slower the storm approaches, the longer it will take to pass. However, storms that appear out of nowhere or with short notice, seem to pass quickly and are short lived.

“Rain before seven, fine before eleven”

This short proverb describes the fact that continuous rainfall seldom lasts longer than four to five hours.

“The sharper the blast, the sooner it’s past.”

Wind following the passage of a low can be quite violent for a while, but soon abates as the high pressure moves in.

Submitted by “Michael “Budman” Prosser

"When in Doubt - Don't"

June

By Wayne Evans

(See March Issue for Introduction)

Third 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? (This 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 This June Topic

Why No White Wheel Covers On Your Mains? – or, an Early Monday Morning “Duh” Moment.

If you build a Beautiful (my biased opinion) new Red and White airplane, as a Proud Papa, you want it to look Extra Special. As an example, if the mains are not physically suitable for Wheel Pants, then you do the next best thing. You make a pretty round white disk to cover each nasty looking aluminum tire mounting rim – right? This idea seems Simple. Cut out a round disk, paint it white, knock a hole in the middle, and slide it over the axle. But how do you hold it in place? Once again, Simple. Just buy a ¾ inch PVC plumbing pipe end fitting from Aircraft Spruce North (Ace Hardware), paint it Red and jamb an extra Axle Nut (Readily Available at Wayne’s Extra Parts Hanger) into each pipe fitting. Then screw this pipe fitting/ nut combination onto each main axle – Tightly, so the covers won’t come loose during takeoff roles and landing bounces. The result is a Beautiful White main rim cover with a Red center hub nut. Once each cover is completed and attached to each axle, the plane is now ready to taxi over to Bens to show off this latest Invention to my fellow hanger bums. Off come the white propeller Socks, the little pitot cover Teddy Bear and the Chocks. One big tail push and ----- this terrible screeching noise loud enough to kill your ears. It must be coming from some old Red Neck Truck driving down the road, right? But when I stop pushing the plane, the screeching stops. When I start pushing again, the Screeching comes back. Nope – Not an old truck. Well, after very little thinking, have You figured it out? Much thought later, even I figured it out. Yes, it was a Really Big “Duh” moment for me.

Let’s see now. The axle is physically part of the rest of the plane so the Axle Does Not Turn, BUT the wheel Does Turn around the axle (or should). But my beautiful wheel covers are held Tightly (remember from above) over the Turning Wheel Rims by the added Pipe Fitting/ Nut Combination – which is Also screwed onto the Axle which Does Not Turn. Meaning, the Wheels are literally Screwed onto the Axle and so they Can’t Turn. Result- a Very Loud Screeching Noise as the wheels try to Turn under the wheel covers which are locking (almost) them to the None Turning Axel. Needless to say I did Not show off my new Invention to Ben and Y’all. Instead – Off came my Beautiful Red and White

Wheel Covers which are now just part of my useless Spare Parts Stock - but look Great on the wall. Just like an old Carpenter talking, they constantly tell me “Measure Twice and Cut Once”, or Know what you’re doing Before you do it.

No, I will Not file for a Patent on This Great Idea.

This is just another reminder that most of the time seemingly Simple Ideas without enough Simple Research can not only become costly and embarrassing but potentially can have Disastrous Results.

Until next time, for Safety Sake, Remember -
"When in Doubt - Don't"

A Thought and a Smile

This may make you smile. No, I don’t know the author, but it is still true today.

The engine up front is a big fan and is there to cool the pilot. If it stops, watch the pilot sweat!

**Ha ha,
Budman**

GSEFA Minutes May 12 2007

- Mike Miller brought meeting to order at 1100. Recognized Richard Johnston and Mike Miller for passing the sport pilot check ride.
 - We have paid for the Christmas party location, which will be at Red Top shelter # 2. We need volunteers.
 - Ben Methvin said lets talk about something more in the order of a fly in, rally, competition etc. Majority present agreed to a rally for October when the weather would be more comfortable. Ben will bring videos of past events for us to ponder at our next meeting in June.
 - The proposed location for the event (whatever we are going to call it) will be at Etowah Bend. Someone will talk to Jim for permission.
 - Wayne Strickland has volunteered to be the event coordinator (Rally Master?)
 - Thank you Wayne, it’s a big job. Lets all help out, there are lots of details and task to complete prior to the big day. Who do you know that can provide trophies, water, soda, food, and items for us to sell (we need to pay back the set up cost)?
 - Usually we start the final set up on Friday, event day will be Saturday and cleanup on Sunday. Need all of us there all of those days.
 - VOLUNTEER VOLUNTEER VOLUNTEER VOLUNTEER
 - Executive chef, Iron Skillet Ahouse provided us with a great spaghetti dinner!
-

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)

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)