



Chapter 193 The GoSport

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Florida Flying



As you all know with summer time we have fast changing weather patterns. This picture was taken on my flight back from Tennessee. I was flying between layers and a fairly large cell looming in front of me. Make sure your flight planning allows for the weather that can pop up so fast in the afternoons and evenings. Those old thunder boomers can really humble any pilot.

Just a Little Club Info: by Milford Shirley

Last Meetings Minutes:

MINUTES FROM MAY'S MEETING

We opened May's meeting on a sad note by saying goodbye to our treasurer Bill Neill. Bill and his wife are moving away from the Jacksonville area. I know that would like to say thanks to Bill for the service he has given to our chapter.

The next bit of news wasn't happy either. The EAA B-17 "Aluminum Overcast" had just had it's runway accident, and some members had not heard about it yet. The good news is that the EAA immediately announced that the Overcast would definitely be put back into flying condition.

With the new Light Sport Aircraft rules inching closer to reality Steve had brought a copy of the first edition of "EAA Sport Pilot". This magazine is tailored for the pilot who likes everything from powered parachutes to the largest aircraft allowed under LSA rules.

The discussion centered on Sun N Fun for a while and the consensus seemed to be that it was better than last year.

A problem with one members medical started a discussion about ways to protect your right to fly. It was suggested that EAA and AOPA might be able to get you in the air again, but we also talked about being proactive by knowing what conditions could affect your medical.

It's the time of year that everyone is having a fly in and members brought to everyone's attention ones they knew about.

There are a lot of interesting web sites out there, and if anyone runs across one that they want to share feel free to send it to me at FlaG8r96@aol.com and I'll be glad to include it future newsletters.

Hope everyone had a good month flying.
Milford

==> ATTENTION PILOTS <==

FAA TO ESTABLISH TFRs FOR G8 SUMMIT MEETING NEXT WEEK
AOPA is sending this message to advise pilots in and near St. Simons Island and Savannah, Georgia, that the FAA has issued notams restricting flight in the areas during the G8 summit meeting from Sunday, June 6, to Friday, June 11.

Beginning with St. Simons Island, there will be a 40-nautical-mile-radius temporary flight restriction (TFR) centered on the SSI VOR's 24-degree radial at 6.6 nm. It extends to 18,000 feet, but excludes the Jacksonville Class C airspace, Victor 243, and the airspace west of the airway. There will also be a 10-nm-radius general aviation no-fly zone. The TFR will be in effect from 8 p.m. on June 6 to 3 p.m. local on June 11. See AOPA Online for the full text of the notam
(<http://www.aopa.org/whatsnew/notams.html#4/4931>).

The affected airports are Malcolm McKinnon (SSI), Jekyll Island (09J), Brunswick Golden Isles (BQK), St. Marys (4J6), Brantley County (4J1), Fernandina Beach Municipal (55J), Jesup-Wayne County (JES), Hilliard Airpark (01J), Davis Field (3J6), and Liberty County (2J2).

As for Savannah, there will be a 30-nm-radius TFR with a 10-nm-radius no-fly zone for when President Bush arrives at Hunter Army Airfield from France. The TFR will be centered on the SVN VOR and will be in effect from 8:35 p.m. to 9:40 p.m. local on June 6. See the notam
(<http://www.aopa.org/whatsnew/notams.html#4/4977>).

The affected airports are Savannah/Hilton Head International (SAV), Hilton Head (HXD), Liberty County (2J2), and Ridgeland (3J1).

Additionally for Savannah, there will be a 30-nm-radius TFR centered on the SAV VOR's 161-degree radial at 8.6 nm. There will also be a 10-nm-radius GA no-fly zone. The TFR will be in effect from 7 a.m. on June 8 to 3 p.m. local on June 11. See the notam
(<http://www.aopa.org/whatsnew/notams.html#4/4925>).

The affected airports are the same as for President Bush's arrival.

The information in this notice is provided to AOPA by the FAA. Because TFR airspace frequently changes, AOPA strongly encourages pilots to obtain a briefing and CHECK NOTAMS before every flight. TFR violators will be intercepted and forced to land.



I recently was informed of the passing of Jerry Rooks. As many of you know, Jerry has been very instrumental on updating us on upcoming events. Jerry tirelessly posted EAA Chapter Events, Fly Ins, Cook Outs, and anything related to Aviation. Jerry became ill around the time of Sun n Fun and was unable to attend as he always has in the past. I was told he suffered a heart attack. He was a great example of an Aviation Enthusiast. We will greatly miss Jerry.

Steve Suminski

Young Eagles Corner

Steve Suminski, Young Eagle Coordinator

I had wanted to have another Young Eagle's Rally this coming weekend but due to so many other sticks in the fire, I just haven't been able to arrange it. We will discuss this item at Thursday's meeting and decide on our next date.



SPORT PILOT RULE BACK UNDER WHITE HOUSE REVIEW

The long-awaited Sport Pilot and Light-Sport Aircraft initiative has been resubmitted to the White House Office of Management and Budget (OMB) for approval. In March, the FAA temporarily withdrew the proposed rule so that the agency could address questions about the economic cost/benefits raised during the OMB review. Under the initiative, pilots of low-performance aircraft would be able to use a driver's license in lieu of a medical certificate. "It means that pilots who are otherwise healthy but unable to obtain an FAA medical certificate will be able to continue flying," said Andy Cebula, an AOPA senior vice president. AOPA has made it easy for pilots to find answers to their questions about this initiative via a new [Web page](#) that pulls together all of AOPA's resources.

Due to Bill Neill moving, we now have a vacancy for Finance Officer. If anyone would like to volunteer to fill this very important position, please contact Steve Suminski.

**Hope to see you all at our meeting this Thursday
night at 7:30 pm!**