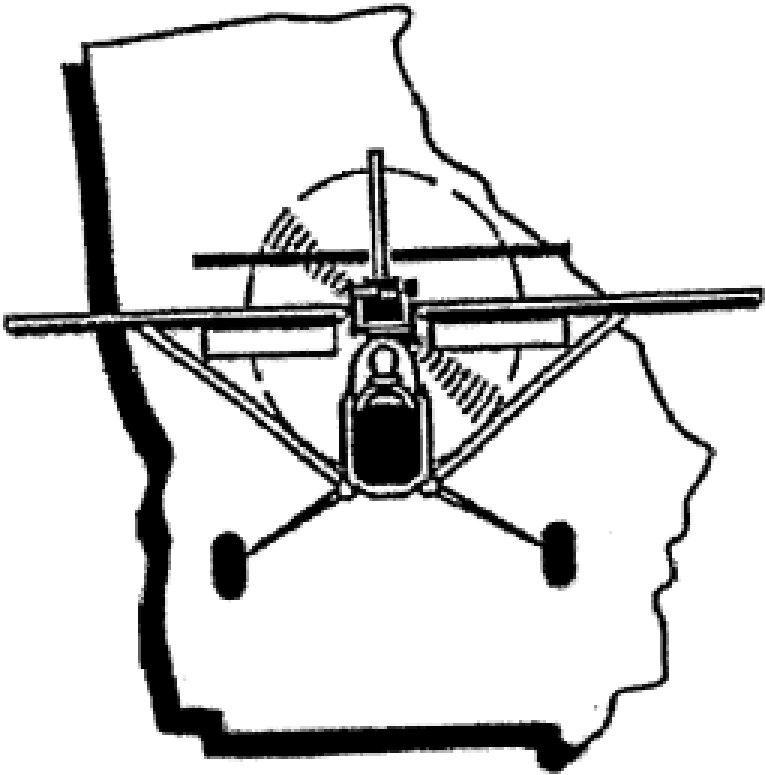


THE SPORT FLYER

**The Official News Letter of the
Georgia Sport Flyers Association**



The Georgia Sport Flyers Association is a non-profit organization devoted to the promotion, education and safety of Light Sport and Ultralight flight, but encourages and accepts members from all walks of aviation.

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Table of Contents

Prop Wash	3
Touch n' Go	4
What's in a Word	6
Front Office	7
As Seen on YouTube	8
Parting Shot	9
On the Horizon	9
Connections	10
GSFA Safety Rules	10
Tie Down	11

Prop Wash

An editorial by J.P. Adams

A newsletter. What an astonishingly quaint piece of the past. I may as well be writing this in cursive. But perhaps not quite so antiquated as we would want to believe. After all, we still have A.M. radio, cars with manual transmissions (and gasoline engines), and the kids these days like their music on vinyl. So, why not?

The intent of this installment of *The Sport Flyer* is, for the most part, to restart our storied organization's long standing commitment to putting strange tales of aerial exploits on writing for the elucidation, recreation, and mystification of those bold and befuddled aerophyles who may follow in our contrails.

For those who remember the good old days of this Newsletter, I am hopeful that my modest effort will bring back happy memories of Newsletters past. For those new to the concept of a Newsletter, it's like a very long Twitter post, or a Facebook post that is not about my cat. And for all, I pray that that you are kind in your review.

TOUCH 'N GO

It's Flying Season Again. By J.P. Adams

It's still spring as I write this, and most of our club-members' planes have been sitting a bit longer than they care to admit. But the warm weather and blue skies are calling so it's time to drag them out of the barn and saddle up. Before you line up for take-off, though, there are a few things you might want to do.

1. Give your plane a bath!

No one wants to see your dirty, dust-covered flying machine. So show your pride and joy some love, and wash it. Not only does it make your plane (if not it's pilot) presentable, I have never washed a plane and not found something that needed attention.

2. Do a serious Pre-Flight

We are all guilty of rushing a pre-flight once in a while. But for the first flight of the season, take your time and do it right. In your long absence, your plane may have had visitors. Some of whom may have taken up residence. Also, when planes sit for long periods, things seem to break more often.

3. Look at the tires.

Seriously. Get down there and look at your plane's tires. Are they flat? Are they flat AGAIN? Is there a clean spot on the wheel where the balance weight used to be? Are your tires cracked, checked, or dry rotted? And... be honest... do they need to be changed? Yes, it's a pain, and yes tires are expensive, but ponder what happens if one blows out on landing? Got it? Good. Now go check the tires. And while you're down there, take a good long look at those brakes.

4. Sump that Tank!

Your plane has been sitting through a chilly wet, Georgia winter. Water did, in fact, find its way into the fuel tanks. So sump some fuel. Actually sump a couple of times just to be safe.

5. Charge the Battery

If your plane has a battery, charge it up. It'll save you some cursing later. There is nothing quite as frustrating as doing an excellent pre-flight, dragging the plane out of the hangar, shouting "Clear prop!" only to have nothing happen.

6. Check the Weather.

Springtime in Georgia can feature some unpleasant weather, and it would be a good idea to have your first flight of the season on a calm, clear day. If you plan to fly to a grass strip, you may want to take a moment to ponder yesterday's weather. That grass strip could be a mud strip if it rained a day ago.

7. Get your [DARN] Head on Straight.

Ask yourself if you are ready to fly or do you just want to fly.

8. Have fun!

What the heck is better than flying a clean plane on a nice day?

What's in a Word...

Aviation terms that tend to be misunderstood

(by that guy again)

Why do pilots call the cockpit a flight deck?

Why do people think "balls to the wall" means something naughty?

It turns out that most people have 1) no idea where these words come from and 2) surprisingly dirty minds. So, in an effort to de-giggle a couple of common aviation terms, I shall explain it to you (there will be a test, so pay attention).

First, "Cockpit" is a British nautical term for the place where the cockswaine (cock-sin) sat. The Cockswaine was the dude who normally steered the boat, and where he sat was (wait for it) the Cockswaine's Pit, or Cockpit.

Next, "Balls to the Wall". Early on in aviation, the engine and propeller controls had spherical knobs on them. When you needed to go fast you pushed these spheres as far forward as possible (either to the "stop" or the instrument panel), so you pushed the balls to the wall.

Now ignorant jack-wagons get all upset and offended by these terms because they are "sexual". Sorry Karen, you just have a dirty mind and are too lazy to read a book.

Admittedly, we *could* have gone with "Knobs to the Stops" or "Levers to the Locks", or something less spicy but we are pilots. But there is really nothing we could have done about Cockpit...

The Front Office



This is the view from a Republic Sea-Bee. A plane so ugly that is believed by many to be a British design, but the view from inside is nothing short of beautiful. This particular Sea-Bee has a wonderful addition to the instrument panel. See if you can spot it.

As Seen on YouTube

YouTube can be a good place to get information on aviation. Some good... Some bad...

For our first installment, I thought I would play it safe with Paul Bertorelli from [AvWeb](#). He's a pretty smart guy with plenty of flight experience and a dry sense of humor. He also gets to do some cool stuff.

Scan the QR Code (the thing that looks like C-3PO's fingerprint) to go to a video about Why Engines Fail.

You can also click the link to the right.



[Why Engines Fail](#)

In the second video this issue, Paul walks us through how Rotax builds engines.

[How Rotax Builds Engines](#)



PARTING SHOT



1946 Funk. Purchased new in 1947 and owned by the same family ever since. This one was spotted at the Rhodes Field fly-in and cook-out.

On The Horizon

Upcoming Events

- GSFA FAMILY DAY (and Low-Country Boil):
 - 08-JUL-2023

- HANGER-FEST:
 - October 2023

CONNECTIONS



[The Georgia Sport Flyers Web Page](#)

[Our Facebook Group](#)



GSFA

CODE of CONDUCT

1. I will not operate my aircraft in such a manner that would endanger life or property.
2. I will offer assistance to others who require guidance and knowledge about recreational aviation.
3. I will construct and maintain my aircraft in the highest quality that is practicable.
4. I will thoroughly inspect my aircraft before every flight.
5. I will operate my aircraft using the safest possible methods that are available to me.
6. I will not operate any aircraft without first receiving appropriate instruction and training.
7. I understand and will strive to adhere to all current and applicable regulations concerning operation of aircraft.

TIE DOWN

Did you happen to notice anything peculiar about this Newsletter? Maybe it was the font. Maybe it was the odd layout (it was intended to be read on a tablet rather than a PC or Laptop). Or maybe it was that the entire thing was written by one guy.

Yup... that's probably it.

If you think reviving the GSFA newsletter is a good idea, then feel free to send your pictures, amusing anecdotes, hair-raising aerial adventures, excellent links, or other worthy content in and maybe we'll put it in the next edition of...

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