

The Sport Flyer

The Official Newsletter of the Georgia Sport Flyers Association, Inc.
March 2006

Club News On The Lighter Side

This Month's Words of Wisdom:

You start with two bags: one bag full of luck and one bag empty of experience.
The trick is... to fill the bag of experience before you empty the bag of luck!!!

Budman

Next Club Meeting:

Second Saturday

Etowah Bend

March 11

10:30 Fly-In and Gossip

11:00 Starts Promptly

Bring Your Bird

Just Waiting for Spring



"Dream Machine"

This Month's Special Guest Speaker:

Ben Methvin (FAA CFI-SP, DPE):

Everything you've always wanted to know about:

"THE CHECK RIDE"

Officer's Reports:

President - Frank Eck.

Secretary/Treasurer - John Euchner

Safety Officer - Michael Prosser

Website Editors - Brad Methvin
& Richard Johnston

News Letter Editor - Wayne Evans

Trip Coordinator - Kim Arrowood

"ATTA-BOYS (GIRLS) OF THE MONTH":

Charles Spegele - Passed his Sport Pilot PRACTICAL Test - Enjoy Your Bird, Charles

Phil Jouanet - Just passed his Sport Pilot Written Test - Good Job, Phil

Presidents Cockpit

During this past month of not so good weather, I hope you all have had time to get your planes and vehicles in shape maintenance-wise and ready to fly. If so, you have done the first part of the preparation and are on your way to enjoying flying.

The next step is keeping current in training by reviewing the proper way to handle each maneuver in flight. Keep abreast of the weather conditions and the latest TFR's. Make sure you have the proper endorsements and forms in your possession.

Preparing yourself mentally is equally important, if not more so. For instance, picture different scenarios which could come up in flight and anticipate what the proper procedure would be to handle them. Don't say it won't happen to me and then panic if something unexpected does come up. There isn't a panic button you can push. You just have to be prepared to make the right decision of what, when and how to do what is the safe action.

Our speaker this month will undoubtedly have a lot more to say about this part of our preparation for becoming safer pilots. We must never stop striving to learn more. - Frank

Proposed changes to the GSFA BYLAWS:

by: Michael "Budman" Prosser - Safety Officer

Change #1: re: ARTICLE ONE: Name

Add to Article One: **The name of the official Club newsletter shall be "The Sport Flyer".**

Rational: This was originally established in the first GSFA newsletter, February 1994. The Bylaws currently do not name the official Club newsletter.

Change #2: re: ARTICLE SEVEN; Changes in the Bylaws

Add to Article Seven: "The current revision shall be evidenced by a date of revision" (i.e. 3-11-06). This shall appear below the Bylaws Header on page 1. The Bylaws on the GSFA Website are the current revision. Please review prior to the March 11,2006.

Rational: No revision reference is noted, or ever has been required by the Bylaws. The revision date will provide a chronological point in time to review The Club's official record (meeting minutes) for validation of any issues, changes or update of the Bylaws that may apply.

End of proposed changes: MWP

"Big Wind & Big Ego = Big Trouble":

Edited by Michael "Budman" Prosser and resubmitted for the "newbees". This is a little Deja Vu – remember when we first started out in this hobby? Believe me – these are the good ole days!!! -NEXT

This article, as well as those on the next two pages, is from the UL-Flyer website, (ul-flyer.com/prop-wash/index.html) by Dennis Humphries (ulfly@aol.com) is an ultralight pilot in Pensacola, Florida. This article was printed by permission and was originally submitted by Steve Yothment.

Remember the years of 1980 -1981 when ultralights were in their heyday (before the infamous 20-20 story that doomed ultralights as death traps)? It was a time of *borderline* hang-gliders, powered hang-gliders, ultralights or microlights and a lot of things that surprised you when they actually did lift off. There were pilots of unsurpassed daring, wild eyed individuals who built and flew contraptions of bamboo and plastic-wrap... all for that one brief moment of aerial bliss. Many are still around today and sadly, many are not. When you met one of those "do-anything-to-fly" guys, you had to respect his love for flying, although the mental picture you may have of him is of a burly, skull capped man with a brown leather jacket, long white scarf blowing in the wind, handlebar mustache, and a big cigar between his teeth. More likely, he was a young college boy working on a degree in engineering with a mindset of changing the world and having some fun in the process.

During this time, ultralights were just beginning to show signs of reliability and starting to catch the eye of the more serious minded "would-be" pilots. EIPPER-FORMANCE was redesigning the Quicksilver (powered hang-glider) with a larger, better engine and tricycle gear. The EASY-RISER now had landing gear, as did a number of others. At the same time the "FEDS" were proclaiming, "They must be foot-launchable" to be unlicensed. Most manufacturers were striving to prove that their planes were still foot-launchable. What a time it was for this young sport! Confusion and new designs sprang up almost daily; trial and error seemed to be the rule of the day. Many clones of successful designs took to the air and a day at a popular fly-in might resemble a flying insect zoo. *"Hey... look, you have this motor and I've got an old prop, let's tack on some wings and*

fly it!!!" Oh my goodness, excuse me, I got caught up in the excitement of the time.

Much good came from those times, along with some bad. *Some kits were sold by mail, advertised as "BUILD YOUR OWN PLANE AND TEACH YOURSELF HOW TO FLY, with our instruction manual."* So, send in your money and G-o-o-o-o-o-o-d luck! *Other individuals were thinking, "I'm licensed to fly real airplanes, I know I can fly these toys".* Please take it from real airplane practices; get checked out in any new craft/vehicle before you try it for yourself or four bends, three scratches, and a break or two later, you might wish you had!!!

By 1983 I had sold a number of planes and taught many to safely fly them. Many planes were resold or traded around, some to "real" pilots, some to novices. Although my help was offered to all who would accept it, some preferred to try to do it for themselves and *some did it "to themselves" instead.*

Grover agreed to let me help him assemble his kit and test fly his shiny new toy. The day of the test flight was extremely windy and gusty. We set out to the field early, in hopes of a calmer evening and assembled the swing seat Quicksilver. With my wind experience, I felt comfortable in the air that day, and the test flight was a great success. With the wind so strong, foot-launch and foot-landing was a breeze. As I realized later however, I had made a terrible mistake. The fact that I loved to play in the wind and had done so most of the day, made it look much too easy to Grover.

Being a licensed pilot, with no experience in ultralights, Grover decided it was his turn to play. No matter how much I talked, begged and pleaded, that man was going to fly. "It's my plane and I'm a pilot, so I'll fly it when I

want to", he said. I finally convinced him to wear a helmet and asked him for his car keys. "I'm not going to take my van into that muddy field to pick-up your pieces," I said. Still not convinced of the danger, Grover skied upward. It was a very shaky flight, to say the least. Up seemed to be down and right seemed to mean stall. I know that he was terrified.

I walked over to Grover's car, found the keys inside and waited there for the inevitable, which was not long in coming. As Grover streaked downwind, he started a steep right turn on his way back to the strip. Being only 75 feet or so up and downwind, he stalled and slid toward his appointment with the ground. A more perfectly executed "cartwheel" has never been seen. On completion of this maneuver, Grover crawled through the mud out of the heap of twisted metal and wandered off in a daze. I drove his car as close as possible, got out and shouted for him to go back to the

wreck. Still dazed and wearing the helmet, Grover just wandered off. After all, he was the wreck. After gathering up the pieces and finding that Grover wasn't hurt, I and a friend who came to help, took him and his pieces home. Grover kept saying over and over, "that thing don't fly, it just plain don't fly!" "No Grover," I said. "Not any more!"

Fortunately, those days are over. The lesson here: Listen to your instructor, and don't think that you don't need some instruction, even if you have flown "regular" aircraft. Ultralights are different !!!

Budman says ... remember that joke about *the Piper Cub being the safest airplane in the world, ..."it can just barely kill you!!!" Ultralights are a lot like that.

* credit given: Max Stanley, Northrop test pilot.

Addendum to GSFA History

by Chuck Goodrum

Mike Prosser's January article entitled "History of the Georgia Sport Flyers" was an excellent way to begin a new year. Thanks Mike. I have taken the opportunity to expand on it.

As I recollect, the second meeting, as Mike pointed out, was "held on December 4th, 1993 at the Masters Inn on Fulton Industrial Blvd" across from the Fulton County Airport. Prior to the meeting, Pierce Day and I again talked about the initial interest shown at the Palmetto Airport meeting. Enthusiastically, Pierce arranged for a larger space for a second meeting, drew up an agenda, and we continued to spread the word as I completed the proposed by-laws.

The "structure of the club" was actually created at the Master's Inn meeting, where the proposed by-laws were accepted and officers elected.

Significantly, the club was also named. This decision consumed the greatest amount of time devoted to much discussion and debate. So much so that a 15 minute rest-break was needed before voting on the various names suggested. Of particularly importance at this organizational meeting was the debate about the words: Flyer vs Flyers, and Ultralight vs Sport. The title "Sport Flyers" was eventually voted as the most appropriate name since there were more than simply ultralight pilots and owners present. Consequently, "The Georgia Sport Flyers Association" was adopted and inserted into the newly adopted by-laws, which were sent-off to the State to register the club as a non-profit organization.

It was from this point in time that the newly elected officers held their first series of official board meetings at "The Varsity," which was the

most central point to gather, easy to locate, and food was in abundance! Years before, The Varsity made history and we were doing it too. One of the major debates among the new officers was with which national organization to affiliate - EAA or USUA. The USUA was selected. After the varsity meetings, Ben Cole the first elected President scheduled what I term the "first general membership meeting" of the new aviation club at the "Shoney's restaurant on Peachtree Industrial Blvd," down the road from the Gwinette County Airport. The restaurant was crowded with new and old pilots full of enthusiasm for the new club's present and future. It too was the time and place that the general membership officially agreed to affiliate with the United States Ultralight Association (USUA).

While the club adopted the word "Georgia" to geographically describe itself, in actuality, the club's membership was constituted primarily of pilots and enthusiasts living predominantly in the greater metropolitan Atlanta region. To garner greater participation among these members, the by-laws were soon amended to divide the metropolitan region into four quadrants. Monthly meetings were scheduled and hosted by a member or members living in each quadrant. For a while this happened as new members arrived and monthly meetings were held exclusively throughout metro Atlanta.

The club's first Air Rally was held in the second year, 1995, near Winder, Georgia at Bill Wheeler's private grass strip. With the passage of time and the change of officers, interest in holding general membership meetings alternately in the four quadrants faded. The Air Rally moved to and significantly expanded to include the public at Etowah Bend. The quadrant concept was disregarded as monthly meetings were held routinely in the Cartersville area or at its airports - Cartersville and Etowah Bend. Meanwhile, interest in holding formal general membership meetings without people flying to the meetings were constantly debated.

One monthly meeting was even held on a weekday night in an attempt to resolve the debate. Thereafter, the club found itself splitting into two factions. The result was the formation of a second ultralight club in 1999, the East Atlanta Flyers. The club continues to exist and from time to time, meets in the Monroe, Winder, Jackson County Airport region. The East Atlanta Flyers' website is <http://msirull.brinkster.net/eaf/>. The EAF also has an email network. Meanwhile, GSFA maintained its name and adopted the Cartersville-Bartow and Etowah Bend Airports as its home base.

Atlanta has a long tradition of ultralighting. Perhaps the first club in the metro area was formed by employees of Lockheed Aircraft. "Lucky" Smith (a pterodactyl flyer) and John Marchman (with whom I hangared at Cartersville) were among its charter members, if not the founders.. One of the first dedicated ultralight airfields existed in Cobb County. It was for the longest time listed on the Atlanta aviation sectional as the Georgia Ultralight Port. This was but one of the fields, during the 80's and early 90's, that another group of ultralighters operated to and from. Some of you may have seen the t-shirts or heard about the adventures and misadventures of the "Possums". Perhaps the most authoritative member of that band of light flyers is Stan Sullivan. I challenge you Stan to provide us more history of Atlanta ultralighting. And, perhaps the newest group of pilots was formed during the early 2000's. The club meets from time to time at the private grass field called Beaverbrook in Hampton, GA.

In 2002, as the number of powered hang glider or trike pilots grew in the north Georgia region, I organized the Atlanta Trikers (AT). Unlike GSFA and EAF, the AT does not hold formal meetings, elect officers, or have by-laws. It is simply an informal gathering of trike pilots, owners, and enthusiasts with a common interest in a specific category of ultralight vehicle and microlight aircraft. Many of the trikers are

members of local and national aviation clubs. They periodically gather throughout the region for flying, conversation, and meals. AT has a website and an email discussion list at <http://ksuweb.kennesaw.edu/~cgodrum/AT/index.html> and the elist is a Yahoo Group.

I hope I have broadened the club's historical perspective by providing additional information about how and when the club got its name, and how it evolved into two separate Atlanta ultralight clubs. In closing, I want to point out that the founding members could not have

picked a more appropriate club name, then or now. I refer to the name "Sport Flyers". For, little did we realize in 1993 that its name would one day be perfectly titled in this newest of times with the arrival of the Federal Aviation Administrations' Light Sport Aircraft and Sport Pilot rules.

May the Georgia "Sport Flyers" continue to make history and to serve as a vanguard for both ultralight and sport aviation in the state and most importantly in the northwestern and greater metropolitan Atlanta region. - Chuck

"The Airplane Sport Pilot"

By Ben Methvin (FAA CFI-SP, DPE) - March Installment with Dan Donitall

Dan is still not convinced to do anything toward certifying and registering his Ultralight as a Sport Light trainer. He just wants to wait and hope it will just go-away. It won't – there are now only ten months to go before the deadline of 31 January 2007.

He still has a trickle of students who want to learn to fly an Ultralight or take a Discovery flight but more and more they are asking about the new Sport Light certificate. As a BFI Dan can only teach Ultralight students in his Flightstar until one or two things happen. If Dan gets his Sport Pilot certificate and his Sport Pilot Instructor certificate and maintains his Ultralight instructor certificate (the student must be a member of either EAA, USUA or ASC) he can teach in his two seat Ultralight until the dead-line of 31 January 2007. In order to teach in his machine after that date he must be a Light Sport Instructor and his machine must have been certified and an N number applied. With those two things done he can now use his Airplane for instruction until 2010. After that time his Airplane is now just a two seat Sport Light experimental airplane. These

students cannot take their check ride in his Flightstar wavered air vehicle but must use an aircraft is certified as a Sport Light airplane.

So far, anyone wanting training in an Ultralight/Sport Light type flying machine would do well to get a Sport Pilot Certificate instead of an Ultralight certificate. The flying training is much the same and the aeronautical information consist of the same basic facts.

The waiver under which BFI's are flying their two seat machines will not be reissued after 31 January 2007. Those who have two seat Ultralight machines and are BFI's and do not train students must get a Sport Pilot Certificate and have their machines registered as Light Sport Aircraft by 31 January 2007. As a Sport Light Pilot they can fly the newly registered airplane with one passenger well into the future as long as they and the airplane follow the rules.

Come on Donitall, get with the program - Ben

"A Better Bird - Airworthiness"

By Steve Walton (FAA DAR) - March Installment

Ok Boys and Girls here's what I have this month for you to look through.

At our last club meeting we were honored to have Mr Jon Hansen speak at our meeting, however, he did not address the subject of how to certify your Ultra-Light to a legal, Sport Light Aircraft, I will try to splain it to you as best I can.

Since I'm dealing with a bunch of Pilots, I know how cheap some can be, so if you don't want to pony up the 20 bucks to the EAA for their info pack. Here is my advice.

First off you want to decide what N number you will want to show off on your bird.

Then you will send a list of 5 N numbers you would prefer to the FAA registration office In Oklahoma City along with \$5.00 so those folks can buy some beer while they decide you're a good enough person to reserve the N number you chose hopefully your 1st choice. (You can check online if its available)

Now for the good part. Once you have your N-number reserved you must now decide when

you will apply for the registration certificate, this is important cause once you get the white registration card in your hot little hand your bird is now rendered INOP. UNLESS you have an Airworthiness Certificate of which your humble DAR (Me hopefully) can issue.

The point I'm trying to get across is make sure your aircraft is ready to be licensed before you send for your Registration certificate. Also you should have studied for the Light Sport pilots written, so that Ben can issue a student pilot license which enable you to fly solo only, till you take the flight check.

There's tons of info on the EAA and FAA web sites to prepare you to have a legal Light Sport Aircraft. Here's a tip: All the forms are available on the FAA web site go faa.gov/forms, or Google FAA,forms. The Registration form 8050-1 is not downloadable but I have plenty if you need one. Next month I'll go into what I've run across while doing inspections.

Till then, Fly Safe - Steve

"My First Flying Experience"

By Steve Ahouse

My first flight in a Sportlight was back in September of 2004. I was at the Air Show in Calhoun with my father-in-law, Charles Spegele (I call him Charley). I had just told Charley that I have never been in a small plane just commercial types. He then asked his friend Ben Methvin if he would take me up for a small ride around the airport. Now if any of you know Ben a "SMALL RIDE" means flying to **California** or even further.

Since I have never had the pleasure of flying in a small aircraft I was quite excited & nervous at the same time. The day was quite nice with very little wind. We take off out of Calhoun and instead of just circling the airport Ben heads East towards I-75 & beyond. Now I didn't know too much about flying back then so Ben explained everything he was doing & what he was about to do so my stomach would not get too upset. Here is what happened on my first flight:

Ben flies over I-75 then turns right heading south. He then tells me to hold on because he wanted to "scrape" the airstrip just ahead of us. My reply was "What airstrip? I don't see any airstrip! – You don't mean I-75?" His reply was "Do you see that row of white buildings & the long grass patch just ahead next to I-75?" Now that I saw what airstrip he was talking about he then dropped about a thousand feet (**it felt more like a million feet**) in less than a few second and then flew about a foot off the ground. It was cool but my stomach was still up where we were before we drooped. We then climbed back up to around 1500 feet. All of a sudden, Ben tells me to tighten my seat belt because we are going to make a "emergency landing". Now, I thought he was just giving me the total abeyance of flying a sportlight but he was quite serious. The plane had just been overhauled and the engine had just dropped about 50% in pressure. We landed about halfway into a grass field and sled **forever** crashing between 2 small trees at the end of the field. Ben's first comment after we stopped

was "Steve, are you OK?". I then thought to myself "why is he asking if I am okay?" all I could think of was "how bad is the plane!!!". We then made a few calls & shortly thereafter help came.

When I got back to the airshow – **3 hours later** – Charley showed me around the airport & introduced me to a few of his buddies. Each time I was introduced & told this story, Charles would say "This was Steve's first & last flight". Boy was he wrong. I fell in love with flying. Any landing I can come out of without a scratch is okay with me.

To date, I have taken numerous lessons (Yes!!!-with Ben) And hope to solo very soon. If it wasn't for Charley & Ben I wouldn't have learned the thrill & natural high you get from flying a sportlight.

Steve (Almost a pilot)

Sport Pilot Certificates:

Who Passed What So Far?

Charles Spegele - PASSED Sport Pilot Practical Test - Good Show Charles
Phil Jouanet - Sport Pilot Knowledge Test and working on Practical Test
Mark Shaddock - Sport Pilot Knowledge Test and working on Practical Test
Wayne Evans - Sport Pilot Knowledge Test and working on Practical Test

Who is Studying What?

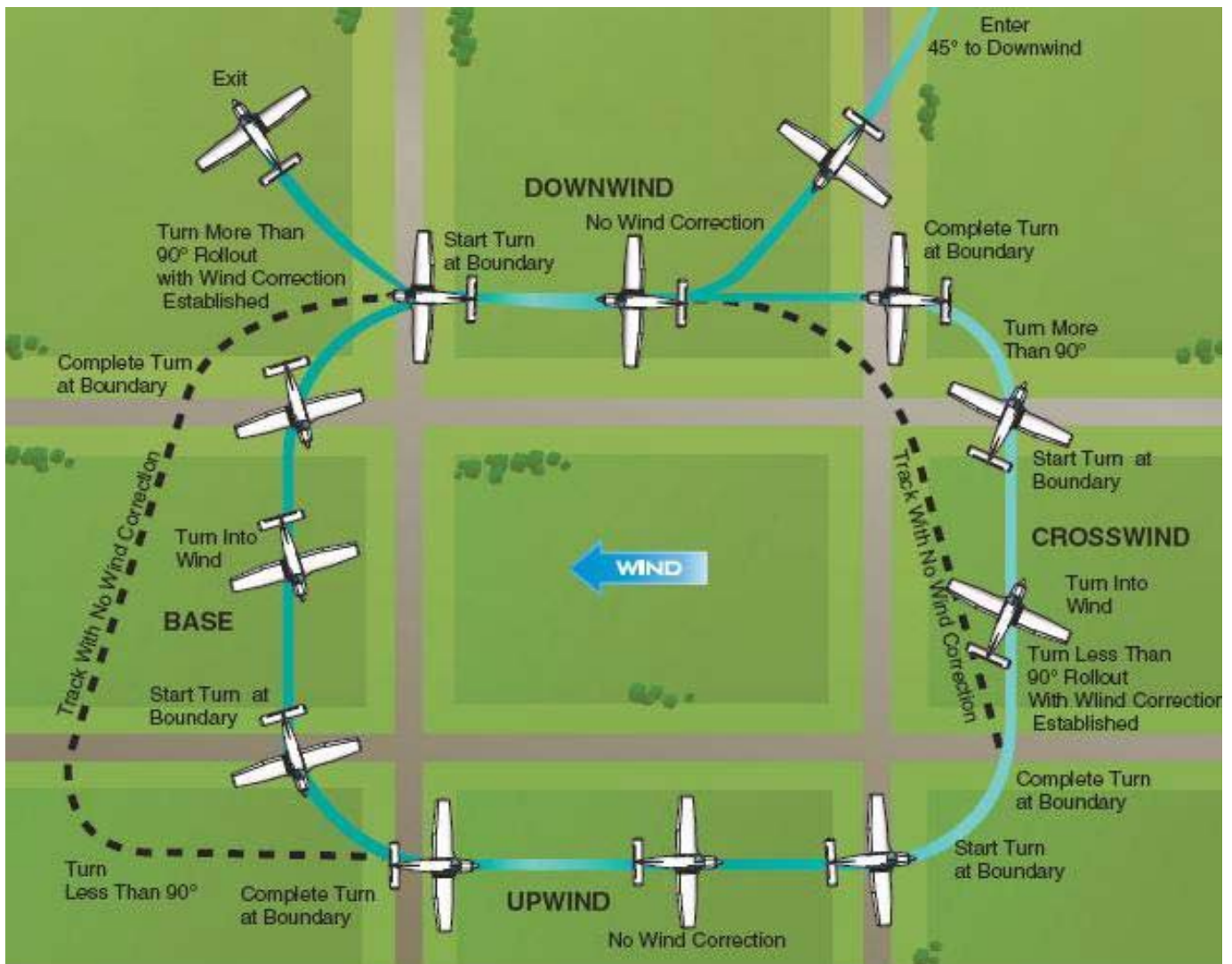
Kim Arrowood - Sport Pilot Knowledge Test
Richard Johnston - Sport Pilot Knowledge Test
Mike Miller - Sport Pilot Knowledge Test

Super Training Tips:

AOPA Cross Country Introduction.

http://flighttraining.aopa.org/members/get_help/articles/3535.cfm

Training Tips "RECTANGULAR PATTERNS" Courtesy of AOPA e-pilot 02/17/06



DO YOU REVIEW?

You've heard it said that learning to fly starts with a foundation of knowledge on which new blocks of learning are built. First learn basic flying skills, then apply them in various combinations. Flying the traffic pattern at the right speed, altitude, and configurations, for instance, combines numerous aircraft-control skills. And by maintaining the aircraft at the correct distance from the runway while flying the traffic pattern in the wind, you are applying skills learned during past practice of ground-reference maneuvers.

Suppose that last traffic pattern did not go so well—what went wrong? Chances are you were only off on one element. Was the wind stronger than you thought, so you drifted too close to the runway during the downwind leg, causing you to overshoot the turn from base to final? What's needed here isn't just more practice in the traffic pattern. Go back and work briefly on ground-reference maneuvers such as the rectangular course. Download [Chapter 6](#) of the *Airplane Flying Handbook*.

Especially after you have soloed and can practice maneuvers alone, use what your growing experience

teaches you about your piloting strengths and weaknesses to shape your training. Tell your instructor what you are seeing. "A good way to organize your study and preparation for each lesson is to build your own lesson plan for the next lesson's objective—or FAA task—and use this as a study guide before you meet with your instructor at the airport. You'll save time and money by being prepared for what's to come," Joel Stoller suggested in the May 2004 *AOPA Flight Training* article ["Preflight Prep: Five Steps to Efficient Flight Training."](#)

Stage checks, formal or informal, help keep previously learned skills fresh. Other methods of review include riding as an observer on another student's dual training flight, or going on an occasional outing with a pilot/mentor. All these methods are described in the November 15, 2002, Training Tips article titled ["Measuring Your Pilot Skills."](#)

Don't save the review for the end of training under the three hours of "test prep" you must log within 60 days preceding the date of your flight test. Dedicate some quality time to revisiting the basics, keeping your foundation of learning rock solid and your flying sharp.

FORWARD SLIPS, SIDESLIPS: (From AOPA e-pilot for March)

Of all the maneuvers a student pilot must learn before soloing, how and when to slip an airplane can be the most mysterious and counterintuitive. Both the "forward slip to a landing," a flight-test task for private pilot applicants (download the Private Pilot Practical Test Standards) that is used to lose altitude as an alternative to flap extension, and the "sideslip," a technique for drift control when landing in a crosswind, are extremely useful skills. Both are performed with so-called crossed controls, meaning that yaw is intentionally applied against a lowered wing to achieve the desired result. At times, as the PTS task notes, the two maneuvers can even be combined.

When performing the forward slip to lose altitude on final approach, the pilot lowers a wing with aileron and feeds in opposite rudder to prevent the aircraft from turning away from the approach course. The airplane's longitudinal axis is now positioned at an angle to its flight path, which increases drag and creates a higher descent rate on the approach. Power settings can vary depending on the descent

rate needed, but high power would inhibit the descent. The slip is discontinued during the roundout before touchdown, or when the desired glidepath is reached. Manufacturers of some aircraft limit the performance of slips with flap extensions; see your pilot's operating handbook. Also read Budd Davisson's January 2003 AOPA Flight Training feature "Slippery Slope."

"Sideslipping" to handle a crosswind on final approach also requires holding a wing low and opposite rudder but there is an important difference. The aircraft's longitudinal axis is kept aligned with the extended runway centerline. The aircraft flies in a slipping turn toward the lowered wing, but the crosswind and the turn neutralize each other. This effect keeps the aircraft on the final approach course. It's an elegant balancing act that showcases a pilot's "touch." The control inputs are adjusted as wind speed and direction change, but the crossed control inputs are held right to touchdown. See the illustrated feature article "Wing Low, Opposite Rudder" in the October 2004 AOPA Flight Training.

Reviewing now: Perform a forward slip to lose

more altitude on final. Sideslip to handle a crosswind. Small control inputs will

Birthday Boy - For March: Phil Jouanet

OK, I fess up! My birthday is March 4th. My interest in aviation started when my dad built me a beautiful high wing model from scratch using part of a Popcicle stick for the wing and tooth picks for struts. It had a hand carved varnished prop that spun when I blew on it!

I was about 5 years old. Later I got a Wen-Mac .049 powered U-control plastic model and I was hooked. In the 6th, 7th and 8th grades I built and flew U-control, free flight, towline gliders, hand launch gliders, combat planes and radio control. In those days we built our transmitters and receivers from kits.

I still have my 5 watt Mac II transmitter and a Lorenzo receiver! Cars and girls replaced the flying models but the interest in aircraft never went away. In 1968 my Air Force unit at Dobbins was activated when the USS Pueblo was captured. A few weeks later I was sent to Charleston AFB for some TDY.

While there I began commuting back to Atlanta to take flying lessons from one of my buddies, who was a flight instructor. We were flying Cessna 150's out of ATL!! Once I even landed on 27R, under the hood, with a 727 on my tail! The tower said to make a quick exit, which I gladly complied with.

After 8 hours I was ready to solo, but when I got to ATL it was closed to ALL traffic due to a powerful storm.

yield big results. Now you are really flying!

It was March ,1968. During those 8 hours we had two near mid-air, a near simulated engine out collision in Griffin and a near wipe out in a severe rotor at Griffin. A few weeks later my instructor called to inform me that the two 150's that I had been flying had been destroyed when a storm flipped one on top of the other after a tie down broke.

I figured God was talking to me in no uncertain terms! Two of my Air Force buddies and I found and bought a 32' ketch in Charleston for \$2400. The name of the boat was the "May" and on the 1st of May I met my wife, Phyllis, on the May at the Charleston marina. Then came marriage, kids and responsibilities.

Fast forward to spring of 2001 when I stumbled on a hangar full of Skyboys in Zephyrhills, Florida. The impossible dream began to take shape. While doing a remodel job in Chicago with Joe Scotti, my business partner, we attended the 2003 Oshkosh air show.

We got separated and when we met up again Joe said "you've got to see this airplane I saw". Sure enough it was the Skyboy and Interplane was looking for dealers!

Soon I met Ben and a few GSF members and soon I had fulfilled my life long dream of soloing! - Phil.

"What Would You Do" - Part 1

By Richard Johnston

An article in a series by Richard Johnston inspired by his own and other's personal experiences.

Today is another good flying day, the air is still and clear. At the airport, you meet up with some of your flying buddies and decide that with such good flying weather that today would be a great day to fly together. Everyone takes off and heads over to some neighboring fields a couple of miles away to do some maneuvers.

One of your buddies takes the lead and you and the other flyers line up and follow the leader. First you follow each other around the area keeping a safe distance between aircraft and you take in the sites of the area and the joy of flying together. When you reach the neighboring fields, your group begins to do

some barnstorming, each pilot in turn makes a low pass over a field that has been cleared for a new subdivision.

You begin a slip to make a low pass over the field and drop to about 15' AGL to fly the length of the half-mile stretch of open field. Once you are low enough, you throttle up to build your speed back up when you notice that the throttle just does not "feel right". You decide that it would be best to go back to the airport to check out the problem and advance the throttle to the full power setting to climb when it jams in the full throttle position and you can only make 5400 rpm. - Richard

See "What Would You Do" - Part 2, Later in this newsletter.

Your Flight Instructors:

Ben Methvin - BFI, AFI,
BFI-SP, DPE (770) 509-6753

Chuck Goodrum - FAA - Comm SMEL
airplane and helicopter, instrument,
EAA UFI pws (powered weight shift).

Brad Methvin - BFI (678) 461-4463
Training Field - Cartersville (KVPC)

Kim Arrowood - BFI (706) 292-0525
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)

Mark Shaddock - BFI (678) 699-2787
Training Field - Cartersville (KVPC)

Tony Castillo - BFI pws (Power weight shift)
(404)561-7632
Training Field - Jackson Co. (19A)

This Month's Mystery Plane & Pilot:

Who Made this Classic

"Off Field Landing"

And Where

?????

(Answer Next Month)



"Flying as a Sport Pilot" - From Chuck Goodrum

By Bob Mackey, Vice President, Falcon Insurance Agency, Inc.

Now that the new FAA Rules for sport pilots have been in effect for over a year it's time to squelch some of the rumors going around about sport pilots and aircraft insurance. Here are a few of the FAQs I received and my answers.

Q: Can I get aircraft insurance as a sport pilot?

A: Yes, sport pilots can get insurance. In fact, a year ago there were two aviation insurance companies offering aircraft insurance anyone wanting to fly as a sport pilot in a qualified fixed wing aircraft. Today there are four.

Q: If I can get aircraft insurance to fly as a sport pilot will it cost me more than I would pay if I were a private pilot?

A: How much you pay for aircraft depends on many factors, such as pilot experience, past losses or claims, type of aircraft, home airport, etc. However, aviation insurance companies in general do not surcharge sport pilots vs. private pilots.

Q: If I already have an aircraft insured that meets the LSA qualifications and I decide to let my medical expire and fly as a sport pilot, will I have to pay more for my insurance?

A: You should first carefully check your insurance policy and talk to your insurance agent to make sure there are no conditions or exclusions that require you to hold an airman medical certificate. Whatever you do, don't assume you are covered until you and your insurance agent have confirmed your insurance policy will be valid if you let your medical expire.

Q: Can I get aircraft insurance if I am still a student pilot working on my sport pilot certificate?

A: Yes, you can obtain insurance for a sport pilot-qualified aircraft if you are a student pilot. However, there are a few things you can do that will make getting aircraft insurance easier and may even save you some money:

* Make sure you are selecting the right aircraft to learn in. Aviation insurance companies are not fond of student pilots in tail wheel aircraft. You'll be better off if you go with a tricycle gear aircraft for training. You can always switch over to a tail wheel aircraft later after you have gotten your license and accumulated more flying experience.

* Know who your instructor is going to be and provide this information when you go to get a quote on aircraft insurance. Aviation insurance companies are more likely to provide a quote if they know about the instructors qualifications.

* Pick the right airport. Aviation insurance companies do not favor student pilots learning on a short grass strip. If you are set on learning at a grass strip, pick one that has at least 2,500 ft in length and no obstructions. Better yet, do your training at an airport that has hard surfaces and move over to the grass strip after you've obtained your license and gotten more experience.

Q: Does a student pilot working on a private pilot license get a lower premium for aircraft insurance than a student pilot working on a sport pilot license?

A: When the aviation insurance company sets the terms and prices for aircraft insurance it rates student pilots the same regardless of whether they are working on their private pilot license or sport pilot license.

Q: I was told that a private pilot who has left aviation and later wants to fly as a sport pilot is charged more for insurance than pilots who are current and decide to let their medical lapse and fly as a sport pilot. Is this true?

A: All of the aviation insurance companies that offer insurance for sport pilots rate each pilot on the basis of individual experience. This means a private pilot with 500 total hours would receive a rate based on that experience. The same would be true if the pilot is a retired airline captain and has 25,000 hours.

Q: Is insurance more expensive if you have an experimental light-sport aircraft (E-LSA) verses a special light-sport aircraft (S-LSA)?

A: So far no aviation insurance company appears to be rating E-LSA higher than S-LSA.

The landscape is always changing in the aviation insurance industry and at Falcon Insurance Agency we work very hard to stay on top of what's going on. If you are looking to purchase a light-sport aircraft call the EAA Aircraft Insurance Plan at 866/647-4EAA (4322), or go online to www.eaainsurance.org to submit an online quote request. EAA and Falcon Insurance Agency are continuing to work very hard to make sure aircraft insurance is available for sport pilots and light-sport aircraft owners.

EAA INSURANCE TIPS is a special EAA Member benefit. If you have an insurance related topic you'd like to see addressed or if you have any comments, please email bmackey@falconinsurance.com. If you need an insurance quotation call (866) 647-4EAA (4322) or go online www.eaainsurance.org and submit the online quote request form.

Super Training Tips:

AOPA Cross Country Introduction.

http://flighttraining.aopa.org/members/get_help/articles/3535.cfm

Sport Pilot Check Ride Guide: (courtesy of AOPA)

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/

and from many other appropriate organizations. As an example, after taking many inputs from it's members and others, the AOPA has created a 31 page document covering the PTS in a more straight forward 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

Buy and Sell:

Sell Flightstar SCII (Lonnie Sand 770-578-9808) - SOLD

Sell Phantom (Richard Johnston 678-687-9564)

Sell Phantom (Steve Walton 770-974-2758)

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

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/>

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

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

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

AOPA Flight Training - <http://flighttraining.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](#)

New Hot Web Links: (Great Contributions From Our Members - Especially Chuck Goodrum)

Airport Information and Maps -

[http://www.ultraflightradio.com ./](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)

Member's Web Sites to Visit: (New This Month)

Chuck "Catkiller" Goodrum - <http://ksuweb.kennesaw.edu/~cgoodrum/Chuck/index.html>

This Next Space is Reserved For Your Site. Please send it in.

"What Would You Do" - Part 2 - by Richard Johnston

As the old aviation saying goes – altitude is your friend, or in this case, the lack of altitude is not your friend. What are the options?

By barnstorming a field that you could land in if necessary, at least there is the option of immediately landing. If you are going to barnstorm, do it over a field that allows this option. Pick a fairly level stretch if possible. If you are over a plowed field, land with the rows, not at right angles that will guarantee damage to the aircraft and possible injury. If there is no place to land except rough ground, try to float as long as possible in the ground effect and bleed off your speed until you are close to your stall speed and minimize your impact.

Eventually you will have to pull back on the throttle but if you can still climb at 5400 rpm the best solution would be to slowly climb and keep circling the field until you have enough altitude to make a safe flight to a better place to land or to your home field if nearby.

This situation happened to me one day just as described. The field I was flying over had just

been leveled for a new subdivision and the main road surface had been graded which I was flying directly over and could have made a landing if necessary. I could still get 5400 rpm in my Phantom and could slowly climb so I opted to keep flying and circling over the field until I had enough altitude to safely fly 2 miles back to my home field. In my mind I knew that if I touched the throttle, it would fail completely and I would have an idling engine and would have to land immediately. I flew back to my field and when I was on final and in a position to make a dead-stick landing, I pulled the throttle back and it did fail. I made my landing and was grateful that I had not panicked. The problem turned out to be the pop-rivet that keeps the throttle quadrant from pivoting had failed and came out and jammed between the frame and throttle mounting plate. As soon as the throttle was moved again, the jammed rivet fell out and left me with no throttle control and an idling engine. One of Ben Methvin's pre-solo questions covers this situation – "What do you do with a engine failure in flight – Fly the Plane!" Words to fly/live by. - Richard

Pilots Can Read Too: (New, Starting Next Month)

Down to Earth (Greaser) Books you Must Read - A WW II Pilot Training Manual ?????

Sport Pilot Q and A

Question: (refer to the picture)

Is the Sport Pilot flying this Registered Aircraft Flying at a Legal Altitude?

If **Too Low** then the Pilot Should -

- A. have his Altimeter Checked.
- B. have his Glasses Changed.
- C. take the Written Test Over.

If **Too High** then the Pilot Should -

- A. Install Cooler Spark Plugs.
- B. Remove any Helium from the Fuel Tank.
- C. Sell his Airplane to the highest bidder.

Answer: (in April 1st Newsletter)



As we complete this March issue of our newsletter we sit with some envy as we look out the window at a bright, sunny Saturday hoping that all went well with our fellow members on their first fly-in trip to the Spain's new airstrip in Alabama. Let us be thankful for the happy flying times of the past and remember that it is still early in 2006 and our time will come to join our fellow "Knats" in the sky.

It's Your Club and Newsletter Too, so Keep Those Great Contributions Coming.
Ed.

P.S.

If you haven't paid your 2006 dues yet, Please bring Cash or Check to our 11th meeting.
See You at Etowah Bend.

This Blank Space is FREE to Club Members, Help us Fill It Up for next Month

Thanks, from the Eds
