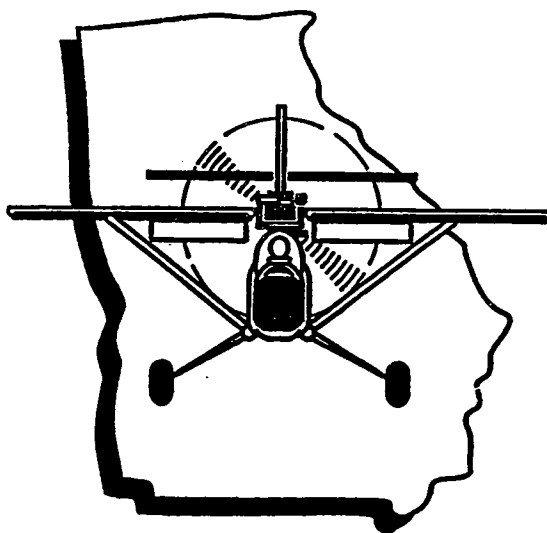


The Sport Flyer



**The official newsletter of
The Georgia Sport Flyers Association**

January 1996

MEMBERS

(If any information here is wrong, contact Bill Rouse.)

Kenneth Adams, Jr.	770-443-8792	Dallas, GA	
Herschel W. Barker	770-443-1310	Hiram, GA	Hurricane
Woody Bell	770-476-2303	Duluth, GA	Talon
Norman H. Bethke	770-267-5126	Monroe, GA	Super Weedhopper
George C. Boerner	807-216-3348	Dawsonville, GA	Phantom
Mike Carpenter, Jr.	770-460-7566	Fayette, GA	Kolb
Mike Carpenter, Sr.	770-997-0702	Riverdale, GA	Kolb
Charlie Carter	706-216-6652	Dawsonville, GA	
Ben C. Cole	770-476-1070	Suwanee, GA	Talon XP
Roy Daniell	770-436-5674	Smyrna, GA	
Jack Day	706-234-3816	Rome, GA	Tierra
Pierce Day (BFI)	770-591-7284	Woodstock, GA	Mini-Max, Phantom
Kem Dunnebacke	770-993-4526	Mountain Park, GA	Z-Max <i>238</i>
Frank Eck	770-953-2231	Marietta, GA	
Randy Falkenberg	770-604-9806	Atlanta, GA	
Frank Flessel	404-761-8667	East Point, GA	Team Mini-Max
Stuart Fuller (AFI)	770-443-0911	Dallas, GA	Zephyr II
Bill Ferguson	770-443-2747	Dallas, GA	Ferguson F-II
Elliott Fogle	770-957-4011	McDonough, GA	
Thomas Ray Gaddy	770-947-0478	Winston, GA	Snoop, MX-2
Chuck Goodrum	770-426-7294	Kennesaw, GA	Flt Dgn Trike R447
Steve Green	770-977-5572	Kennesaw, GA	CGS Hawk
Jeffery Hatle	770-251-2080	Sharpsburg, GA	Rans S-12
John Haines	770-516-4976	Woodstock, GA	
Elmer Hanners	706-845-7918	LaGrange, GA	Paraplane
Lee Hockman	770-934-1160	Doraville, GA	
Glen Horne	770-518-7231	Marietta, GA	Ferguson F-II
Andy Isburgh	770-483-6646	Conyers, GA	Team Mini-Max
J. D. Jones	770-969-9399	Fayetteville, GA	Hi-Max 1400Z
Charles Kirtland	706-295-1974	Rome, GA	Spitfire
William (Bill) Knecht	770-886-9108	Cumming, GA	Talon XP
Chuck Koukol	706-896-1032	Young Harris, GA	
Jim Lanier (A&P)	770-945-2095	Buford, GA	
Robert Leatherwood	770-445-7216	Dallas, GA	Ferguson F-II
Don Loehle	770-306-1335	Palmetto, GA	Challenger I
Jerry London	770-786-8082	Oxford, GA	Fisher 404
Bennett Liles	770-474-1241	Stockbridge, GA	Challenger II
Jerry Lynch	770-474-8211	Stockbridge, GA	Phantom
Wes Luster	770-414-1449	Tucker, GA	
Larry Maynard	770-667-9638	Alpharetta, GA	Titan Tornado
Cliff McDonald	770-963-2939	Lawrenceville, GA	Quicksilver GT400
Phil McKeon	770-977-8364	Marietta, GA	
Ben Methvin	770-509-6753	Marietta, GA	Team Mini-Max
Dave Morrison	770-251-6091	Newnan, GA	Team Mini-Max
Dan Munson	770-426-4594	Marietta, GA	Phantom
Frank Nadolski	770-926-9752	Kennesaw, GA	Siemens Schuckert D1
Ed Noble (BFI)	770-457-9583	Chamblee, GA	Ferguson F-II
Robert Page	770-461-6611	Jonesboro, GA	N-3 Pup
Scott Parker	770-477-5403	Jonesboro, GA	Weedhopper C
Scott Perkins	770-973-3860	Marietta, GA	Weedhopper
Norman R. Perry	770-253-4305	Newnan, GA	Team Mini-Max
Loren K. (Pete) Pettis	706-647-6654	Thomaston, GA	Team Mini-Max
Harold Platt	770-536-2009	Gainsville, GA	
Michael Prosser	770-443-1544	Dallas, GA	Phantom
Larry Ramsey	423-344-5954	Chattanooga, TN	Phantom, Mnt 503 Trike
Howard Ray (BFI)	706-692-3131	Jasper, GA	Phantom, Weedhopper

In This Issue

From The President's Hangar	2
Our Next Meeting	3
The Flight To Trenton	4
The 1996 Calendar	6
Why I Tried To Jump....	8
Classified Ads	12

Members of the 1996 Board:

President: Jeffrey Hatle
 Vice President: Stan Sullivan
 Secretary/Treasurer: Bill Rouse
 Safety Officer:
 Newsletter Editor: Steve Yothment
 Flight Operations Officer:
 Librarian: Mike Carpenter, Jr.

Members (continued)

Robert Reese	770-476-9449	Duluth, GA	
Ron Reese	770-957-6883	McDonough, GA	Challenger II
John Russel	706-802-0321	Rome, GA	Firestar II
Bill Rouse	770-917-9228	Acworth, GA	Challenger
David Shaw, Jr.	770-974-0611	Acworth, GA	
Wayne Shelley	770-749-0465	Cedartown, GA	
Dana Simmons	770-579-9091	Marietta, GA	J3 Kitten
Rick Smith	770-968-0404	Rex, GA	
"Lucky" V. R. Smith	770-562-4338	Temple, GA	Phantom
Ralph Sullivan	770-943-5986	Powder Springs, GA	Kolb Firestar
Stan Sullivan	770-422-1318	Kennessaw, GA	Firestar
Dennis Thisius	770-467-9211	Locus Grove, GA	
John E. Wicker	770-992-2609	Roswell, GA	
Virgil C. Williams	770-979-5523	Lawrenceville, GA	Team Airbike
Steve Yothment	770-339-8394	Lawrenceville, GA	Kolb Firestar II

From The President's Hangar

We are not the only thing that flies! It is hard to believe that The Georgia Sport Flyers Association is entering into its third year. It seems just like yesterday that Pierce Day called us to meet at South Fulton Airport.

I would like to take this opportunity on behalf of Stan Sullivan, Bill Rouse, and myself, to thank all of you who placed your trust in us as your 1996 Board Members. We all owe Chuck Goodrum, Mike Carpenter, and Ken Adams (who served for two years) a special thank you for a job well done!

Our 1996 calendar of events has been set; Plan to attend as many events as possible. There are a lot of weekends that are open, so if you know of anything that would be of interest to our club members please let us know so we may add it to the calendar. I would like to thank Stuart

Fuller for inviting our special guest speaker from the FAA to our December meeting. If you know of anyone who would be an interesting speaker for one of our club meetings, please contact one of the board members.

Plan to renew your membership during your anniversary month, and bring a friend. It is exciting to see how much our club has grown.

A special thanks to Steve Yothment for continuing with the newsletter. Steve, you are doing a great job! Keep up the good work!

Thanks again for giving me the opportunity to serve you as your President in 1996. If you have any complaints, please see Bob Leatherwood; He is the one who talked me into running for President!

- Jeff

It's Time To Renew!

For most of us, it is now time to renew our membership. Please check your renewal date, which is printed on the mailing label of this newsletter. If it indicates "1/96", it is time for you to renew your membership.

Most of us renewed at this time last year, although some of us renewed late, or just recently became members.

The membership fee is still \$30 per

year. A subscription to the newsletter only is \$20 per year.

You can renew your membership by bringing your hard-earned cash (or check, money order, etc.) to the January meeting or by sending the membership fee to:

Mr. Bill Rouse, Sec/Tres.
Georgia Sport Flyers Association
P.O. Box 1034
Dallas, Georgia 30132

Our Next Meeting

The first meeting of the new year will be at the Market Street Buffet and Bakery at the intersection of highways 316 and 20. Take I-85 north from Atlanta and bear right onto highway 316. Continue to highway 20 and turn right. The Buffet is a half-block on the left.

Gwinnett Airport is nearby for the flyers traveling by air. Please check with the airport to see if their new tower is operational. (It was supposed to become operational on January 1st. Present

status of the tower is not known.) The airport is busy with a variety of aircraft. The 6000 asphalt runway numbers are 7 and 25. Unicom is 123.05. Check your sectional for additional information. Call a buddy and arrange for pick-up to the restaurant.

Everyone is invited to come at 11:00 and serve themselves from the food bar. At about 12:00 the meeting will start. Come and enjoy some spirited conversation with your fellow flyers!

The Saga Of Lucky's Flightpark

By Steve Yothment

A couple of weeks ago, Lucky Smith applied to Carroll County for conditional usage of his property as an airstrip. (This was in accordance with a recent ruling by a Carroll County Judge, saying that Lucky was within his rights to have an airstrip on his property.) However, objectors (some of Lucky's neighbors) were also present at the county building where Lucky made the application. Legal action by the objectors has resulted in their being an appeal to Lucky's application.

Lucky now has to appear in front of the Appeals Board of the Carroll County Codes Office. The Appeals Board meeting to consider the appeal will be on February 1st at 6:00 PM. In this case, the number of people that show up will probably have an influence on the result. Therefore, Lucky has requested that as many flyers as possible show up at the meeting. It is important to have a "show of strength" in this case.

If you can attend this important meeting, we urge you to do so. The

Appeals Board Meeting will be at the Carroll County Codes Office. To get there, take I-20 west from Atlanta to Hwy 61 south into Carrollton. At the (downtown) courthouse, turn right onto College Street. Go three blocks to the County Codes Office, which is on the right. The building is a red brick school house.

The case in favor of Lucky looks like it should be very good: The County Codes Office, the County Court, the County Judge and the County Commissioner have already given their approval for the flightpark. Furthermore, the County Codes Office has approved building of hangars on Lucky's property, and has issued a permit for building of the hangars.

If you have any questions, please call Lucky at 770-562-4338. If there are any further developments, we hope to update members via the GSFA voice-mail system.

See you at the County Codes Office!

The Flight To Trenton

By Bill Rouse

On Saturday, Dec. 2, we (Ben Methvin, Pierce Day, and myself) had planned to meet Jack Day and Charlie Kirkland at the Rome Airport for an impromptu flight somewhere around the Ga. Tennessee border, probably to Wilson field. But after Jack and Charlie didn't show up we set out for Shannon field to see if they were hanging around there for us. But after landing at Shannon and finding nothing but empty hangers we set out for Barwick Airport in LaFayette Ga., a small airport located on Hwy. 27 between Chattanooga and Rome.

Man did we ever pick a perfect day for flying!!! The temp was well on it's way to the expected high of 70, not bad for December, and for a change the winds were calm. I guess the flight to LaFayette was around 35 minutes but I was caught up in the beautiful day: I really wasn't keeping track of time. After landing at LaFayette, the guys at the friendly FBO put on a fresh pot of coffee and welcomed us. Boy, this flying stuff is great, seems everybody you run into is so friendly. We hung around for awhile and decided we would head over to Trenton and Cloudland Canyon to where the Lookout Mountain hang gliders were and see what was happening. My family had watched the hang gliders launch from the side of the mountain several years ago and of course I was thinking all the time of how neat it would be to do a fly-by in an ultralight, knowing that every person standing there wished they could somehow swap places with me. After crossing two ridges we came upon Cloudland Canyon, a very beautiful sight from above. Ben was the only one who braved going low enough to really get a close-up view but Pierce and I decided

we could see well enough from where we were. After passing Cloudland Canyon we headed north to look for the hang gliders.

After about 5 minutes of flying parallel to the ridge we spotted the hang gliders preparing for their jump. After some friendly waves, we peeled off for the descent to their landing pad, a grass strip of around 2000 ft. We made sure there were no hang gliders descending to land and went in. As we taxied up to park, we were met by one of the hang gliders who was preparing her glider for another flight. We were met by a smile so I figured we were in pretty good shape. I must say, we were welcomed by everyone there. I've found that sometimes when you get close around other's flying objects (non ultralight's) you're not always welcome, but these folk's were very warm and friendly. Everyone was pretty interested in our wings and they showed us their dragon fly that they use to tow their hang gliders up with. We couldn't stick around long enough to see that, but I sure would have liked to see a hang glider being towed by an ultralight. We took a seat on the deck they have there and just took in the beautiful warm day, watching the hang gliders as they leaped from the side of the mountain and floated down to meet us. Words can't describe what we three comrades were experiencing. This is what flying ultralights is all about, to be able to go places that only we can go. After lunch and socializing, it was time to peel ourselves away from the moment and head back. After topping off our tanks (can you believe it?) we said our good-bye's and promised we would return. We took off and climbed to

The Flight To Trenton (continued)

around a thousand feet and made one more fly-by to the folks hanging around the launch platform who were waving like crazy, and headed back to Rome, over Cloudland Canyon and through and scenic valleys. Once back at Rome, Ben, Pierce and I briefly talked about what a great flight it had been and that we

definitely need to return, this time with more flyers. We said our good-bye's and Ben and I headed out, myself to Etowah Bend and Ben to Cartersville. We will definitely make this flight again some time in the future and this time we will let it be known so that others can join us.

And now, back to reality...

Aviation Safety Program

By Steve Yothment

The FAA is having another Education Seminar as part of their Aviation Safety Program. The seminar will be at 7:00 PM to 9:00 PM in Conference Room C of the Georgia Mountain Civic Center.

The seminar title is "On Landings: Two Classic Killers". The subtitle reads "Undershooting and Cross-Control Stalls". According to the literature, the seminar will also cover hard landings, porpoising and loss of directional control.

Seminars in the Aviation Safety Program are given primarily for general aviation pilots, but I'm sure the FAA wouldn't mind if ultralight pilots attended. The sessions are interesting, entertaining and informative. They all deal with aviation safety and accident prevention.

The Georgia Mountain Civic Center is located at 301 Main Street in downtown Gainesville, GA.

GSFA 1996 Activity Calendar

The calendar is provided as a convenience to the membership. GSFA's monthly meetings are scheduled for the dates and times indicated. GSFA does not assume any liability for flight activities listed. Individual members of GSFA have liability for their personal sport and recreational flying activities.

Month Day/Time	Coordinator	Site	Activity
January 13 12:00 20 27	Jeff Hatle	Market Street Bakery (Lawrenceville, GA) Jan 22 (Thursday): The Varsity, Atlanta, GA	11:00 - Lunch 12:00 - Membership Meeting Meet at 7:00 PM to discuss flying to Sun-N-Fun.
February 3 10 17 24		Cobb EMC Community Room (Marietta, GA)	12:00 - Membership Meeting with Speaker from Rotax
March 2 9 16 23 30		Falcon Field	11:00 - Membership Meeting 1:00 - Visit Peachtree City Weather Center
April 6 13 14 - 20 27		Tara Field Lakeland, FL	10:00 - Depart Tara Field by car to tour FAA Control Center in Hampton, GA. Sun-N-Fun EAA Fly-In
May 4 11 18 25	Dennis Starling Sharkey Summey ???	Jones Light Airfield (Smith, AL) State Line Ultraport Cole Field	Jones Light Airfield Open Invitational Spring Fun Fly-In, Gafney, SC Fly-In and Membership Meeting
June 1 +2 8 15 22	Law 344-5954 Bill Rouse	<i>Chattanooga Airport</i> Etowah Bend Gliderport	<i>Chattanooga Air Show</i> GSFA Air Rally '96 Rain Date for Air Rally

Long-term activity dates may be somewhat tentative.

If you have an idea for an activity or know of a fly-in not indicated here, be sure to notify a board member so that it can be considered for the group and included in the calendar.

Call the GSFA hotline (voice-mail system) at 770-917-9228 for latest updates on GSFA activities.

Month Day/Time	Coordinator	Site	Activity
July 6 13 20 27	Bill Ferguson	Ferguson Field Bellah Field	Fly-In and Membership Meeting Fly-In and Cookout
August 3 10 17 24 31	Larry Ramsey	South Expressway Airport Wilson Field (Ringold, GA)	Fly-In fun and 4:00 Dinner at Griffin Lighthouse CSRA Invitational Fly-In
September 7 14 21 28	Lucky Smith	Lucky's Ultralight Park	Bring a Steak Fly-In
October 5 12 19 26	Howard Ray	Jasper Airport	Membership Meeting, Officer Nominations and Marble Mountain Festival
November 2 9 16 23 30		Cartersville Airport	Membership Meeting, Officer Elections
December 7 14 21 28		Cobb EMC Community Room, Marietta, GA	Membership Meeting, Annual Party

Why I Tried To Jump Into My Instructor's Lap

By "Broomstick"

OK, here's another story from the Internet's Ultralight Flight mailing list. (These are just too funny to pass up!) This story is by "Broomstick" (his/her only identification), who lives near Chicago, Ill. The story is printed by permission.

To: ultralight-flight@inslab.uky.edu
From: brumstik@interaccess.com
(Broomstick)
Subject: Why I Tried To Jump Into My
Instructor's Lap

Quote from another flyer:

Broomstick, I'd love to read what happened that caused you to try to jump into the instructor's seat in flight. This wasn't necessarily a bad reaction - the important thing is how well you can handle yourself after you get over the initial surprise. And, if it wasn't a panic test (i.e. the instructor wasn't expecting it either), it's a good opportunity for you to judge your instructor's stress threshold!

Broomstick's response:

>sigh< It's not enough to tell embarrassing anecdotes about my fellow (and more experienced) pilots up at the airfield - now you want me to embarrass *myself!* Well, winter *is* the time for stories (especially if your plane hasn't got skis and you live in Chicago and vicinity) so pull up a chair, throw another virtual log on the cyberfire, and open a beverage of your choice (those of you with ski landing gear - remember that 8 hour rule).

OK, I'm opening up the log here (*that's* why we keep logs, right - so we remember the stories better?) and it tells me that it all happened on July 15, 1995, up at the usual airfield. It was my third student pilot lesson in a 2-place Quicksilver.

Anyhoo, would like to make a point here about the "panic test" - I think we've all got something to be afraid of up there. It may be something we really *should* be

afraid of. It may be something that bothers only us. It varies from person to person. I think the idea that we need to pass a "panic test" in our student days - when at least theoretically there's someone to save our "anatomy" - is a Good Idea. How we handle fear is important. I think (watch me inch out onto a limb here and start sawing - *zzZZzz, zzZZzz...*) that it's OK to be afraid - *as long as we don't panic/freeze/stop thinking.* Fear, in fact, can make you more cautious, make you more alert to your surroundings (not to mention your beating heart), and so forth. As long as it doesn't paralyze us. As Andrew said, what's important is how we handle ourselves after we get over the initial >ahem< surprise.

Also, a good, solid, humbling experience will keep you from getting overconfident and becoming a bold pilot, as opposed to the other kind.

That said, let me tell you the story of How I Tried To Jump Into My Instructor's Lap:

[~drumroll~]

In my usual convoluted fashion, I'll start with an introduction. I seem to have always had a fear of falling. Don't know why - it hasn't stopped me from dropping out of trees, jumping into pools, lakes, and rivers, sliding off horses, or (once) taking a leap off a building. (Don't try *that* at home, boys and girls!) Or maybe all that *is* why I have a fear of falling. Falling, I might add, as distinct from heights. I have no problems peering over the edge of Niagara Falls (400' cliff), the Eiffel Tower, the Sears Tower, climbing

the bluffs at Devil's Lake, Wisconsin (more 400' cliffs) - I *like* heights, I just don't like falling off them. Not necessarily a bad attitude, as it keeps me cautious and in one piece.

Now, it does give me a bit of a turn now and then, especially on landings - that ground *does* come up fast and in a Quicksilver there ain't much between you and it! Let's be honest - in a Quicksilver there ain't NOTHIN' between you and the ground on landing. At least from the pilot's viewpoint. But hey, I lived through a number of landings before this. The first is the worst and the more I do them the less I fear them. Never got so bad I thought I'd freeze up. Kept my eyes open *every* time. So the incident which I will (eventually) relate to you took me by surprise.

Now, stalls had me a bit worried. After all, they're when the plane "stops flying" as I was told and you start going down. Gosh *darn* if that doesn't sound like falling to me. But hey, I trust my instructor. If you can't trust your flight instructor who can you trust? If he says we will stall and live, then by God we WILL stall and live!

Also, I thought I'd been tested before and passed. I watched an ultralight crash and went to help pick up the bent plane 90 minutes after my intro-flight (another interesting story), survived learning to hover, passed my turbulence test, and coped quite well as a passenger in a RANS so small that my knees were up around my ears. And, oh yeah, the RANS pilot probably qualifies as one of the local lunatics and was probably trying to scare the pants off me. HA! Didn't work! NYAH-NYAH!

Stalls? Probably won't enjoy 'em, but I'm a tough, eagle-eyed (just ignore the thick glasses) aviator! *Nothing scares me! Nothing!* Heck, I'm a REAL pilot (well, student pilot). I can handle anything! I don't even need a ***** cockpit, I'm such a hotshot! I fly used bicycle parts

powered by go-kart engines! HA-HA!

>ahem< Not that I was getting cocky or overconfident or anything. ;-)

Anyhoo, I mentioned something to the instructor about how I was fearless (of course) but perhaps just a *bit* concerned (maybe even nervous) about those stall-things. Maybe I should just watch him do the first one and recover. You know. The first is the worst and all that. And he said OK, that might be a good idea. Get used to the way they feel a bit before I actually have to stall and recover. OK; no problem. So this is what happened:

Instructor: OK, I'm going to take us into a stall now. See how I increase the angle of attack? OK, now our airspeed's dropping. There's less wind...

Me: [thinking to myself] Yeah, there's less wind.

Instructor: Now I pull it back farther...

[At this point the fabric on the wings starts this funny sort of ruffling, a bit more on the left than the right.]

Instructor: OK, we're just about there...

[The following sequence of events takes place in about 2 seconds. Max.]

1. We stall.
2. We (apparently) stop going forward.
3. We start to go down.
4. A very primitive (and terrified) part of my mind screams something like WE'RE FALLING!!! WE'RE GONNA DIE!!!
5. That funny stutter on the left becomes the left wing dropping just a fraction faster than the right, which makes the whole plane tilt to the left.
6. A very primitive (and terrified) part of my mind screams something like WE'RE GOING INTO A SPIN!!! NOW WE'RE REALLY GONNA DIE!!! (We weren't, by the way, spinning or dying.)
7. A very primitive (and terrified) part of my mind activates the Primordial Scream Reflex.
8. BLOOD - CURDLING SCREAM — Sounds like AAAAAAAAAAAAAAGH!
9. The instructor begins to get a clue

Why I Jumped... (continued)

- something is not quite right with the co-pilot/student.
10. BLOOD - CURDLING SCREAM —
Sounds like AAAAAAAAAAAAAAGH!
 11. My hands (what, you're thinking I was in control at this point?) grab the seat I am sitting in and pull ^UP^. Needless to say, not only is it NOT the proper way to recover from a stall, it also doesn't work. Also managed to pull muscles in both arms with this maneuver - another reason not to do this.
 12. BLOOD - CURDLING SCREAM —
Sounds like AAAAAAAAAAAAAAGH!
 13. Instructor starts to recover from stall (to the best of my recollection - I was sort of pre-occupied by trivia at the time).
 14. BLOOD - CURDLING SCREAM —
Sounds like AAAAAAAAAAAAAAGH!
 15. Run out of lung-power - no more screaming. Too busy inhaling.
 16. Since yanking on the seat didn't work, my hands start wildly clutching at the down-tubes, the instruments, pretty much anything available to clutch in a two-seat Quicksilver ultralight-type training vehicle.
 17. Instructor is REALLY starting to worry about that normally fearless student, but decides stall recovery comes first.
 18. Since grabbing the plane didn't work, start grabbing the *instructor*. (Who said my brain was functioning? Are you kidding?)
 19. Instructor attempts to beat off student while recovering from stall.
 20. Make a pretty good attempt to try to crawl over to instructor's side of the plane, despite being firmly strapped into my own seat (which is *another* reason to check your belt before take-off). Needless to say, *this* is not proper stall recovery, either. Nor did it work.
 21. Instructor continues to beat off student while recovering from stall. Hits a little harder than I expected he would. (No bruises, though.)
 22. Successful stall recovery.
 23. A very primitive (and terrified) part of my brain realizes that, whatever just happened, it's over and we didn't die. (See, I *told* you that wouldn't happen!)
 24. Let go of instructor and plane.
 25. Disengage Primordial Scream Reflex.
 26. Instructor turns to student for lecture:
Instructor:
 1. I AM IN CONTROL OF THIS PLANE.
 2. I KNOW WHAT I'M DOING.
 3. DON'T YOU EVER DO THAT AGAIN!
 4. KEEP YOUR HANDS ON YOUR SIDE OF THE PLANE!

What was that I heard a few weeks ago about ultralight instructors being overpaid? Hmmmm... some days I don't think so...

Oddly enough, the instructor said this was NOT the time I scared the crap out of him. No, that time was when I somehow accidentally got us into a power dive and pulled out about 200' ATL (Above Tree Level). Now, I found that *alarming*, perhaps, but not nearly so terrifying as that first stall. And I must have recovered properly from that power dive because, obviously, I am sitting here banging this out on a keyboard for your edification and enjoyment. The scariest part of the "power dive" incident was turning to the instructor and finding him white as a puffy little cumulus with eyes the size of tundra tires, staring at those treetops. (Oh, were we in *danger* just now?...) Also, suddenly finding myself on a collision course with a Piper Cherokee on take-off didn't bother me nearly as much as that first stall, nor did getting cut-off on final for landing by that same ^&*%\$\$!! (but it made me MAD!) Sorry, I digress

(again). Or maybe I don't. Power dives into trees and potential mid-air collisions scare me, yes (despite rumors to the contrary I *am* sane – for a pilot) but not as *badly* as that first stall. Why? I dunno... maybe I got my worst senseless panic over with and I'll never (hopefully) be *that* scared again. Maybe what scares us most is not necessarily that which threatens us most. Maybe I was a better, more experienced (student) pilot with more skills and training and had much more confidence in my ability to get myself out of a bad situation when those other situations came up.

Anyhoo, after that first stall we (or at least I) certainly had a problem. The solution was as follows (implemented immediately after the lecture):

STEP #1: Wedge hands firmly under seatbelt (I trust everyone understands why this was done?).

STEP #2: Another stall

STEP #3: Another stall

STEP #4: Another stall

Etc., etc., etc.,

On the second stall I didn't grab anything ('cause I couldn't) and didn't *exactly* scream, just sort of yelped very, very loudly.

On stall #3 I managed to somehow remain silent.

By stall #4 I was allowed to sit with my hands clutching the down-tubes with white knuckles, as opposed to being trapped under the seatbelt.

Somewhere around stall 6 or 7 I started holding onto the stick while the instructor stalled and recovered. Of course, I had to pry the fingers of my right hand off the stick with the fingers of my left hand after each stall, but hey, learning isn't always fun.

Eventually (stall 10 or 12) I progressed to where I recovered and the instructor held the stick.

Eventually, the instructor let go and I had to do the whole thing *all by myself*.

During stall #1 *all by myself*, I lost about 400' of altitude. During stall #2 *all by myself*, I lost less than 100' of altitude. I was informed that that was what was considered acceptable. Since then, I've managed to recover from stalls very quickly and in about that range of altitude.

At this point I was allowed to land, go home, and have a stiff drink.

The technique is called *desensitization* and is a standard remedy for phobias. Usually, however, this is done over a period of weeks or months instead of inside a half an hour. Regardless, it works.

Now, I am STILL afraid of stalls - but I react to them properly despite the fear. And a good thing I went through all that, too. The first time I flew something other than that trainer the VERY first thing that I did was start to stall without realizing it. How could I stall without realizing it? Well, I was very new to flying and this other plane felt very, very different than the Quicksilver, at least in the initial stages of a stall. When informed of the situation (thank you, Mr. Owner and Real Pilot) I didn't exactly feel *good* about the situation but without undue emotion I correctly "unstalled" us. No big deal. Which is as it should be.

Now, it occurs to me that, stalls being a bit of a problem for me, I should probably practice them like some folks practice engine-outs, i.e., once every flight (with due consideration for safety, of course). Not because I like them but because it's *good for me*.

Anyhoo, the REALLY important point is to get educated so you know what to do if something goes wrong and to not let your fear either freeze you up or make you do something stupid. If that means scaring the **** out of yourself over and over again until you stop being so scared, then that's what it takes.

>--Broomstick--

Classified Ads

Classified ads are available to members at no cost for their personal ads. Commercial ads may be placed by members for \$1 per line and by non-members at \$2 per line.

Send ads to the address on the cover or directly to the newsletter editor. Ads will run for 2 months unless a notice of renewal is received before the publication deadline.

FOR SALE - Quicksilver MX, Cuyuna 430, Less than 40 hours, new sails, new prop, Flies great. \$2500. Call Bob Leatherwood, 770-445-7216.

FOR SALE - 1991 Kolb Firestar, 447, 31.4 TTA&E, AS, Alt, tach, EGT, CHT, Hobbs, Fuel qty, brakes. \$7500. Call Denny Thisius, 770-467-9211.

FOR SALE - Ultra Pup 2-place with 1815 VW engine, 2 wing tanks, big tires, no wood, \$12,500 cash. Call Jason Jarrard, 706-790-5641.

FOR SALE - Starflite, beautifully restored. Rotax 447, new sails, new paint, tires and BRS. No corners cut. Rare machine. 55 cruise? \$6000. Call Ron Reese, day 770-957-0138 or night 770-957-6883.

FOR SALE - Quicksilver, weight shift, 100cc Honda. \$500. Call Ron Reese, day 770-957-0138 or night 770-957-6883.

FOR SALE - Snoop single seater, 430-R, new sails, TT 60 hrs, \$2500. Call Thomas Gaddy at 770-947-0478, Winston GA.
FOR SALE - Rotax 277 FA, with 2.58:1 gearbox. All brand new, \$1,250. Call Andy Isburgh, 770-972-8999.

FOR SALE - Icom A21 Comm/Nav with wall charger, headset adapter, \$425. Magellan moving map 7000 GPS, Jepp database, all accessories, \$725. Call Denny Thisius, 770-467-9211.

FOR SALE - Sky Sports Altimeter (\$189 new), \$150 OBO, Sky Sports Instrument Pod with custom cut cover for two 3" and two 2" instruments - wired for quick release fittings for engine instruments. \$100 OBO. Both nearly new. Call Randy Falkenberg at 404-604-9806.

WANTED - Kolb Firestar II, or someone to build the kit for me. Chuck Koukol, 706-896-1032.

FOR SALE - Custom cooling shroud for 447 engine. Made of .040 aluminum, all one piece. Copper rivets throughout; reinforced. \$54. Call Norm Bethke, 770-267-5126.

WANTED - Repair parts for Weedhopper (2-seater or Super), whole plane or parts. Call Norm Bethke, 770-267-5126.

FLIGHT INSTRUCTION

Stuart Fuller, USUA AFI, is available to give flight instruction for those interested. Instruction is in his new Zephyr II with a Rotax 582 engine. Stuart can instruct pilots through to instructor ratings. He has 3000+ hours of flight time and a perfect safety record. Stuart also does introductory flights and is a dealer for Keauthan Aircraft. His phone number is 770-443-0911.

The GSFA Voice Mail System

All GSFA members have access to the voice mail system to get updates on upcoming events as well as for leaving messages to other members. Just dial 770-663-7108 and chose the number to access the information you want.

If you would like to leave a message to other members about when and where you will be flying, choose number 2, wait for the beep and leave your message. If you want to check and see if anybody has left a message as to when and where

they will be flying, after pressing 2, press *, then enter the security code (4273) and press 1 to hear messages. Don't forget to press 1 after you listen to each message to save it so that others can retrieve the message also. The security code matches the letters GASF (Ga. Sport Flyers) so it should be easy to remember. Please do not change it.

If you encounter any problem with the voice mail system, contact Bill Rouse at 770-917-9228.

GSFA Information...

The Georgia Sport Flyers Association is a non-profit organization devoted to the promotion, education and safety of ultralight flight, but encourages and accepts members from all walks of aviation. Membership is \$30.00 per year and includes subscription to the newsletter. Membership applications with payment should be brought to a membership meeting or mailed to:

Bill Rouse, Secretary/Treasurer
Georgia Sport Flyers Association
P. O. Box 1034
Dallas, GA 30132

Bill can also supply membership applications.

The newsletter (only) is available to non-members for \$20.00 per year.

Meetings are normally on the second Saturday of the month, at various locations around the metro Atlanta area.

The Sport Flyer is the official newsletter of the GSFA and is published on a monthly basis. THE ARTICLES AND OPINIONS STATED IN THIS NEWSLETTER ARE NOT NECESSARILY THE OPINIONS OF ALL

OF THE MEMBERS. It is the responsibility of each individual to make sure that the articles meet his or her needs and applications.

Articles from the membership and general public are highly encouraged and solicited. No material can be returned unless accompanied by sufficient return postage. To submit articles to the newsletter, send to:

Steve Yothment
612 Steeplechase Drive
Lawrenceville, GA 30244

Articles on floppy disk are preferred, but any form is acceptable. If you have a computer and modem, you can send articles to Steve at PC Plus BBS, 770-944-2470, or via Internet at address Steve.Yothment@swsbbs.com.

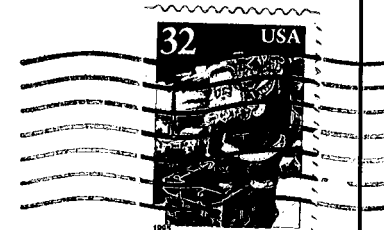
Articles for the January newsletter should be submitted by January 30th.

All other correspondence should be mailed to:

Georgia Sport Flyers Association
P. O. Box 1034
Dallas, GA 30132

or contact any club officer.

Georgia Sport Flyers Association
P. O. Box 1034
Dallas, Georgia 30132



*12.96
0.12
1.10*

Chuck Goodrum 1/96
2009 Jebbs Court
Kennesaw, GA 30144

