

# The Sport Flyer

September 2003

Published every month by mail/website

<http://www.georgiasportflyers.com>

Vol. 9

No. 9

Hugo Garcia, Editor

Brad Methvin, Web Editor

Members who elect to receive the newsletter by the US Postal Service, instead of by email, must pay \$10 in addition to the annual \$20 membership fee. Please refer potential members to

Secretary-Treasurer:

GSFA/ Richard Logue

584 Ripplewater Dr.

Marietta Ga. 30064 (770.590.3071)



## *OUR BOARD of OFFICERS*

**Bryan Jorgenson, President**

**Mark Henderson, VP**

*Richard Logue, Sec Treas.*

## **Would you like to Learn to fly Ultralights or Trikes? These folks are instructors you can call:**

Chuck Goodrum	<a href="mailto:trikes@mindspring.com">trikes@mindspring.com</a>	770-426-7294
Joe Horton	<a href="mailto:jhorto1@bellsouth.net">jhorto1@bellsouth.net</a>	770-975-0003
Bryan Jorgensen	<a href="mailto:bajorg@aol.com">bajorg@aol.com</a>	770-439-5504
Richard Logue	<a href="mailto:loguer@earthlink.net">loguer@earthlink.net</a>	770-590-3071
Ben Methvin	<a href="mailto:adakb@aol.com">adakb@aol.com</a>	770-509-6753
Brad Methvin	<a href="mailto:bradm@brashley.com">bradm@brashley.com</a>	678-461-4463
Bob Smedberg	<a href="mailto:bobsmdberg@bellsouth.net">bobsmdberg@bellsouth.net</a>	770-966-0392

( If you know of other instructors please e-mail [h\\_garcia@bellsouth.net](mailto:h_garcia@bellsouth.net) )

## Recap of our August Meeting:

**We met at the Etowah Bend Gliderport Club house in Kingston, GA. It was a beautiful day and many pilots flew in for the meeting in their ultralights!**

The treasurer reported we made a little over \$900 profit for this year's Air-Rally. This was net of \$600 insurance expense, this year's Rally included the yearly expense of the clubs 1/2 part of Etowah Bends Insurance, and prior years the profit was recorded less the cost of insurance.

Unsold T-shirts were discussed of which we have about 40 all Medium and Smalls, and it was agreed to sell them at cost of about \$8 and unsold ones will be given to charity at year end.

Numerous Aircraft Spruce and CPS catalogs were unsold and those remaining are free to any GSFA member wanting one (first come first served).

Richard volunteered his location for this years Christmas party, since that is coming around real soon.

The "Headquarters Mini-Air Rally was discussed briefly. It will be Sept. 27 Saturday, "it's a one day event", BBQ and flying. Radio frequency is 123.450, and Centre is 122.90.

The highlights of the Suches, GA "Fly-In in the Mountains" Was recapped! About 10 members attended and if you didn't go make reservations now for next year those that went all agreed will return again next year! The fuel run was discussed, lunch at T.W.O. Restaurant and the fog flying in.

**( PICTURES: SUCHES "FLY-IN" INCLUDED IN THIS NEWSLETTER)**

The club trailer was discussed, spending up to \$500 to get the trailer "repaired" was authorized by those in attendance. To cover new floor boards, tie downs, etc....

**We have a new GSFA member from Alabama. George Murphy lives in Alpine, Al. and has a Kolb Firestar & a Fergy FII under reconstruction.**

**We broke for hamburgers, hotdogs, beverages and chips.**

**Don't forget to send me any articles or pictures you want me to post in the newsletter!**

**See you at the September 13th Meeting, Cartersville, GA.**

**Hugo Garcia [h\\_garcia@bellsouth.net](mailto:h_garcia@bellsouth.net)**

**Driving directions to Cartersville Airport, GA Hwy I-75; Exit 283:**

**Driving from downtown Atlanta take: I-75 North exit 283 "Cartersville's Exit"  
Make left, go approximately 1 mile, left onto Old Alabama Road go  
approximately 6 miles dead ends into Hwy 61, make a right go to entrance  
with gravel road, go straight 400 feet turn left, go another 400 feet turn into  
Ben's Hanger**

**CALENDAR OF EVENTS:**

**Sept 13th Georgia Sports Flyers Monthly Meeting**

**Topics of discussion "Mini Air-Rally at Headquarters, Al. Meeting at Ben Methvin's Hanger at Cartersville Airport, Ga 10:30 am**

**September 27th Mini-GSFA-Rally at "Headquarters"**

**034-06-20.350N 085-33-56.858W Elevation 610 ft.**

**Route 1 Box 412 Centre, Al 35960 Phone 205-475-3966 (Field)**

**Don Smith is the Air-Rally-Master 770-516-054 (Personal)**

## BEFORE ULTRALIGHTS *(First in the series)*

**By Lloyd "Doc" Burns** At a recent GSFA meeting Hugo stated that he was running out of material for "The Sportflyer". (Good work as editor by the way, Hugo). I asked if he would be interested in some W.W.II war stories, and he answered in the positive, so here goes. If the material is of interest a short series may be forthcoming.

News, instruction, maintenance, etc. from our members are great but I thought a little personal experience, and emotion, may be welcomed. Combat veterans didn't have much to say for a while after W.W. II. Then I noticed their stories began to come out when the "Gulf War" struck our country. We had a few of our Ernie Pyles, but nothing like the T.V. and "embedded" reporting now. And there was September 11th 1991!

Something began happening in our country. Something called patriotism, and "pride". And the veterans came out of their shells - made from seeing their buddies go down writing their wives, and sending their stuff home. We began talking. No longer do we hear sons say, "He won't talk about it", or our grandsons say, "Gee, I didn't know you flew an airplane in the war, Grandpa".

This series will be factual. No lies, no exaggerations. And I will shed some tears while writing.

I begin with how I became the youngest bomber First Pilot in "The Army Air Corps", now the "U.S. Air Force". High School student, dysfunctional family, physician father who with the help of the County Physician friend, could get a birth certificate reading 3/20/24 rather than 3/20/25. (I wonder if I have two birth certificates on file? Who cares!)

As a high school senior, weighing 130#, I played hooky and caught the bus out to "Moody Field", now "Moody Air Force Base". I declare I can't remember whether my first entrance exam into the Cadet program was mental or physical, but when the Flight Surgeon saw me in line in my drawers he said, "Go home boy, you're not eighteen", to which I replied softly, "My Daddy is Dr. Burns in Valdosta". He knew him well of course, and turned to the nurse and said, "Send him on through". (In those days doctors liked one another.)

Strangely enough I sailed through all tests. I think it was that each examiner couldn't believe his eyes and passed me just to see how far I would get.

Enough. Next episode to follow.

## BEFORE ULTRALIGHTS (*second in the series*)

**By Lloyd “Doc” Burns** I suppose our editor wanted to make sure you didn't miss my first article on memories of experiences in World War II. Back off a little on the print size Hugo - you embarrass me! Have you ever been in a newsletter editor's office? You may have difficulty finding your way out. Stuff is stacked to various heights in every corner, on the floor, on every table and desk, etc. And yet he knows what and where every item is. Different breed. Not strange but different. And smart. I'll use more words this time. Just kidding. Partly!

I realize that I made a couple of omissions in the first article. First, no title. Corrected.

Second, no mention of Jesus. Let it be known that I do not believe that things just happen, or that we make them happen. God has given us only one tremendous power, to be used in innumerable ways. That is, of course, a *free will*. Fitting that into the rest of His creations ain't easy, but is a real intellectual challenge. I'm now working on the word "priority". Wow! Choosing priorities. What a power! With it we shape our lives, our relationships - everything. Where does it lead? Everywhere. What has that to do with my war experiences? Everything. Why did I do this instead of that? What if I had chosen a different priority in a given situation? What would have been the outcome of staying with the plane vs. bailing out? I reflect on these combat priorities daily. Would I change any then, if I had the chance? You damn right I would.

Back to business.

Shortly I was sworn in as an Army Air Corp Cadet on standby and would be called to duty soon .Whoa! I was still a seventeen year old high school senior with months before graduation. But God had it all worked out, of course. I graduated in June and was called up in November.

Please don't ask me to describe my time in the Nashville, Tennessee mud flats or Maxwell Field, Alabama'' officers club'' for brain stuffing, cross country running, big time marching, Morse code, etc. It was designed to weed out those with various short comings before wasting more time on them. We (my class of '43-H) lost a bunch. They gave up cadet pilot status and were scattered all over the Air Corps going to various training schools to become navigators, bombardiers, etc. I learned to always stand behind someone so that they never could connect the name with the body. I slipped on through hell and finally got to heaven, flying.

Now is a good time to have you read, or reread, an old poem that expresses the feelings that prompt a 78 year old to keep fighting against being grounded. Sort of like grandma driving her old Studebaker. Her reflexes may be slowed, but don't kill her love and her pride. Maybe a few new rules of driving will do.

**HIGH FLIGHT** ( by John Gillespie Magee, Jr )

*Oh, I have slipped the surly bonds of earth  
And danced the skies on laughter-silvered wings  
Sunward I've climbed, and joined the tumbling mirth  
Of sun-spit clouds--and done a hundred things  
You have not dreamed of--wheeled & soared & swung  
High in the sunlit silence. Hovering there,  
I've chased the shouting wind along, and flung  
My eager craft through footless hall of air.  
Up, up, the long, delirious burning blue  
I've topped the windswept height with easy grace  
Where never lark, or even eagle flew.  
And, while with silent, lifting mind I've trod  
The high untrespassed sanctity of space,  
Put out my hand and touched the face of God.*

(John Gillespie Magee, Jr.)

I was placed in the Southeast Training Command and stayed there until I became a human. It began in Arcadia, Florida flying the most fun plane (besides ultra lights) I've ever flown - the P.T. 17 Stearman. A few more cadets flew into the ground or got busted. I sneaked on; to Bainbridge, Georgia, flying the "Vultee Vibrator" 90% engine and 10% cockpit. One pleasure was flying over to Valdosta and "dive bombing" my girlfriends country home - a capital offense. God is good.

My first night landings were a blast. I realized that succeeding at that was 50% luck and 50% God's grace. Still is.

Would you believe that my next training base was Moody Air Force Base in my home town? It was twin engine prep for bomber pilots. Proves they never did connect my name with my body. The main fun was cross country flights and blind flying, instruments only. My instructor also introduced me to a brand new phrase - "Burns, you've got your head up your ass. Get with it."

I got my wings and commission August 28th, 1943, at the age of 18 years and 5 months. Enough of this grammar school stuff. Next episode I go to Sebring, Florida, flying Boeing B-17 Flying Fortresses. See you then.

"Doc"

### BEFORE ULTRALIGHTS *(third in the series)*

**By Lloyd "Doc" Burns** While at Moody I married my high school sweetheart. I remember having to appear before the commanding officer to ask permission. He looked shocked but said o.k., probably because he had never said no to this stupid requirement before. The marriage crashed eighteen years later. Many of you know Frances, my present mate of forty one years and how blessed I am there. God is very good. Excuse the diversion.

So, I was sent to Sebring, Florida to meet the famous Flying Fortress. Nowadays they use the runways as a race track, as you no doubt know. We lived in barracks, ate in a mess hall, and tried to understand our instructors. Why would they risk their lives on us rather than in combat? Why did mine perform a loop, dodging equipment flying around the cockpit and watching me turn white? Why kiss ocean waves with our under-belly? Same color. Was it to test my courage, or to demonstrate what the Fortress could take? Who knows? He taught, I learned - to be better than he was. That was his goal. He smiled and let another kid go, knowing that 50% of us would not live to talk about flying the toughest war plane of World War II. More about that later.

What else do I remember about Sebring? Not much. Lots of flying, more stressing of the aircraft, (and the student).

I was convinced that the B-17 would withstand just about anything and everything, and there was nothing to fear from enemy fighters or those strange puffs of black smoke all around us, short of a direct hit. I swallowed the lie of course - until my first mission. Was it fun? You betcha. I was invincible, a Flying Fortress 1st. Pilot - without a crew, or a clue.

So, off we went to our various assignments. Some destined for crew training and combat; others for instructorships themselves; some for sea patrol or weather study. I only knew that most of us were put on trains to Salt Lake City. I really miss riding trains, don't you? Especially the Pullmans. But I forget, some of you are too young to have had that neat experience.

I never could figure out who decided who went where to do what. I picture a captain telling his corporal secretary over his shoulder, "Take care of that for me Mike, I'm late for my golf game".

More humble pie as I found myself in an olive drab G.I. van that met our train and took us to, no lie, the fairgrounds horse barns. They were a couple of stories high, brick, with horse ramps to the second floor. At the end of that climb we were met with a clean room about the size of a football field and filled with double decker bunks as far as they eye could see.

Did I say I had previously re-entered the human race? Forget it. We were to sit around doing nothing until our orders for our next move arrived. (Remember Corporal Mike?)

It was Christmas, and we had turkey in the mess hall on Christmas day. (The G.I. cooks arrived around 4 a.m., mixed a bunch of stuff in huge vats, and were gone by 8 a.m. I could never determine where they went. The servers in the chow line never appeared to be completely awake.

We sat around for several weeks enjoying (?) the season. I remember walking the streets one evening, sitting down on the steps of an empty church, talking to God, and crying from loneliness. The invincible warrior.

Finally the wonderful day arrived. Dozens of G.I's and officers (unattached) were gathered in a large courtyard, to listen to a hotshot combat veteran give us a pep talk about our future. The only thing I remember is his enlightened announcement that only half of us would return from combat. A real P.R. man. Never mind. I was eighteen and headed for action and glory - but he was right.

"Doc"

I'll pick up my crew next month.

"Doc"

## Submitted by Richard Logue

Saturday, August 23th several of us made a presentation to Boy Scout Troop 89 so they could get their Aviation Merit Badges. Here is a short blurb on what we did.

---

---

Saturday morning August 23 rd. At last we had a morning that was cool and without the haze that was normally lasting until 10AM. The air was cool and clear. **Kim Arrowood, Bob Smedberg and I (Richard Logue)** needed an altitude fix before Boy Scout Troop 89 arrived for their Aviation Merit Badge presentations we would be presenting this morning. Bob took a short trip to fly over his house and Kim & I mostly shot a few landings and just enjoyed the thrill of flight. 9:30 arrived and so did the Boy Scouts. We made impressive landings to ensure the scouts knew we were indeed skilled aviators. Then reluctantly, we taxied over to the hangers to begin the program.

Troop leader, Austin Tango, is taking flying lessons from me and asked if we would help them get their aviation merit badges. Part of their requirements was to talk to flight instructors, so Bob & I presented our part of the program. Kim answered questions and provided back up for some of the other items which needed to be covered. Most of the scouts liked Kim's plane the best but would rather it had different colors. After all, it is sort of a pink color (magenta ?). Jack Baker a retired Delta captain and retired USAF jet fighter pilot, showed them his Cessna ( a really fat ultralight) and fielded the requirements to talk to an airline pilot and talk of careers in aviation. We had a great time with the boys and felt they received a great deal from our presentations. I for one would enjoy doing it again. Maybe next year.



# GSFA's "Fly-In To the Mountains: Suches, GA" In Pictures



# Checklist

## By Michael “Budman” Prosser

**Checklists that I use frequently and have modified Hey Guys & Gals: these are a few use them accordingly, for my type of aircraft/vehicles & my type of flying. Hope that you enjoy it and can use it.  
“Budman”**

### **Checklist Procedure – Preflight Inspection**

- 1. Start at the Cockpit:**
  - Verify required documents are aboard, specific to your vehicle or operating privileges.
  - Remove gust lock from control stick/control wheel, etc. You may be using your seat belt to tether the stick, as a gust lock.
  - **Confirm that the ignition switch is OFF.**
  - Master switch on: check electric fuel gage & fuel quantity, ammeter, drop flaps – electric or manually, if so equipped.
  - **Turn master switch off.**
  
- 2. Empennage (aft fuselage to tail group):**
  - Verify no damage
  - Remove tail tie-down
  - Control surfaces – check condition/security, elevator freedom of motion & range of travel. Check cables, control horns and fasteners, as equipped.
  - Check strobe/nav lights, if equipped.
  
- 3. Right Wing - trailing edge:**
  - Flap condition & position, if equipped - Verify actuating mechanism is not binding.
  - Aileron – check freedom of movement and security.

#### **4. Right Wing:**

- Remove wing tie-down.
- Main wheel tire and landing gear assembly. Check for integrity of assembly and tire pressure. Remove wheel chock.
- If you have wing tanks, visually check fuel level & integrity of fuel cap – secure and check fuel/cap vent. Drain sump , if equipped.
- Wing condition - leading edge, strut, flying/landing wires, nav lights, scan Kingpost, etc, as equipped. Verify any zippered compartments are securely sealed.

#### **5. Nose:**

- Integrity of engine and accessories: propeller, spinner, air filter, muffler, fuel pump, wiring, cables, cowling, etc.
- Four stroke – check engine oil.
- Tri-gear – check integrity of nose wheel assembly, tire pressure, etc.
- Remove nose tie-down and chocks.
- Windscreen – clean as required.

#### **6. Left Wing:**

- Wing condition – leading edge, strut, flying/landing wires, nav lights, scan Kingpost, etc, as equipped. Verify any zippered compartments are securely sealed.
- If you have wing tanks, visually check fuel level & integrity of fuel cap – secure and check fuel/cap vent. Drain sump , if equipped.
- Main wheel tire and landing gear assembly. Check for integrity of assembly and tire pressure. Remove wheel chock.
- Remove wing tie-down.

#### **7. Left Wing – trailing edge:**

- Aileron – check freedom of movement and security.
- Flap condition & position, if equipped - Verify actuating mechanism is not binding.

## 8. Cockpit:

- Ready for pre-start checklist application and flap retraction.

Note: Check pitot tube & static ports, where ever located on airframe, specific to your vehicle.

**Checklist :** Two alternate checklist methods:

**By Michael “Budman” Prosser**

### Radio Communications:

**CIGAR:** Communicate – Set up radio frequencies & talk at the appropriate reporting points

Intentions – What do you want to do or where are you going? Asking or telling?

Gadgets – Monitor your gages and/or set up your instruments & gadgets. Be prepared for TO or landing. Checklist anyone?

Announce – What are you doing now or about to do now? Where, what, when?

Reply- Confirm clearances, actions or read backs. *Don't forget to say “thank you”.*

### Takeoff and Landing:

**GUMP:** Gas –Fuel on; most full tank.

Undercarriage - Fixed landing gear for most of us – down, welded and locked!

Mixture - Full rich setting, if cockpit adjustable. Most of us have fixed jetting anyway.

Prop - Fine pitch for high RPM, if cockpit adjustable. Most of us have fixed pitch anyway - just be prepared to firewall that thing!

**Submitted by Michael “Budman” Prosser**

## **A Continuing thanks to 2003 Rally Sponsors:**

**Penzoil**

**Hardy Chevrolet**

**Binkley's Exxon**

**Eye Works-Cartersville**

**Lake Pointe Advertising**

**Tracy O'Brien**

**Bellsouth**

**Locator Inc.**

**CPS**

**Lowes**

**Master Jeweler/Premier Designs**

**Bi-Lo**

**Horton Isuzu**

**John Bleakley Ford**

**Garmin**

**Staples**

**Flowers Bakery of Carrollton**

**Blue Sky**

**Westell**

**Aircraft Spruce & Specialty**

**Cartersville Tool Rental**

*Georgia Sport Flyers Association  
584 Ripplewater Dr.  
Marietta GA 30064*



**MAIL TO:**

**Meeting : Sat. September 13th starting @ 10:30 am**

Meeting at: Cartersville Airport "Ben's Hanger"

**Topic: Mini Rally other Topics**  
**SEE INSIDE FOR DETAILS AND DIRECTIONS**