
The Sport Flyer

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

April 2007



MEET THE NEWEST CFI Kim Arrowood

- **Our Next Meeting is April 14th at Etowah Bend
10:30 am for flight talk, 11:00 meeting starts.**

LAST CALL FOR SHIRTS: Remember to bring a shirt that you would like to have as your club shirt to the April meeting. Have your name taped on the inside. We can do just about any type of shirt, long, short, button up, jean or any other type of your choosing. Price is \$7.00 for front and back design.

Another Giant step for Our Kim – Another Giant Step for Sport Pilots

Submitted by Wayne Evans

First came our Kim, the Ultralight Pilot and the proud owner of her Pink (oops) magenta airplane. Then came Kim, the Super BFI Flight instructor, successfully passing on her Flying Fix to many others.

Enter Sport Pilots, and once again Kim and her trusty "N" # plane are on the forefront of the challenge.

Once an instructor - Always an Instructor, so now enters Kim the Sport Pilot Certified Flight Instructor.

President, Pilot, Explorer, Instructor, Mentor—Is there No end to Kim's accomplishments?

We all Shout: **NEVER**

April Safety Topic for the Month

Hi gang. At last months GSFA meeting, there was considerable discussion about "scanning" for see & avoid safety. I've elected to resubmit this article in the hope that it helps as a reminder of the proper scan technique and that I will enhance safety; enjoy.

Budman

SAFETY TOPIC: COLLISION AVOIDANCE

Submitted by Michael W. Prosser – Safety Officer

Although this article has been published before, I feel it needs to be reviewed once again by all of us flyers, especially this time of year due to increased activity level and now that it's summer, the humidity and haze will decrease flight visibility on a great many days.

The most important aspect of vision and the technique to **see & avoid** other aircraft/UL's is an **appropriate scan technique**. The "see & avoid" responsibility is a basic component of our VFR responsibility (VFR: Visual Flight Rules). Pilots need to exercise good scanning discipline to avoid near misses and/or mid-air collisions. At lower altitudes where ultralight pilots like to fly, are in jeopardy of not only mid-air collisions with each other, but with obstacles from the ground such as towers, guy wires and power lines.

1. Scanning the sky for other aircraft is a key factor in collision avoidance. Scanning should be used continuously by the pilot (or right seat passenger/copilot) to cover all areas of the sky visible from the cockpit. Thus, one must use timesharing techniques to efficiently scan the surrounding airspace, while monitoring the instrument panel and navigation equipment, as well. Yes, Keep your eyes out of the cockpit as much as possible!!!
2. While the eyes can observe an approximate 200 degree arc of the horizon at one glance, only a very small center area of the eye called the fovea, has the ability to send clear, sharply focused messages to the brain. An aircraft at a distance of 7 miles, which appears in sharp focus within the foveal center of the eye, would have to be as close as 7/10 of a mile in order to be recognized if it were outside the foveal vision area, such as the peripherally. **Because**

the eyes can focus only on this narrow viewing area, effective scanning is accomplished with a series of short, regularly spaced eye movements that bring successive areas of the sky into the central visual field. Each movement should not exceed 10 degrees and each area should be observed for a least 1 second to enable detection. Although horizontal back and forth eye movements seem to be preferred by most pilots, each pilot should develop a scanning pattern/technique that is the most comfortable and then adhere to it to assure optimum scanning.

3. Studies show that the time a pilot spends on visual tasks ***inside the cockpit should represent no more than ¼ to 1/3 of the scan time outside the cockpit.*** Conversely, no more than 4 to 5 seconds on the instrument panel for every 16 seconds outside (4 x 1 ratio: outside x inside scan).
4. Pilots should realize that their eyes may require several seconds to refocus when switching the viewing area from inside the cockpit, to outside distant objects.
5. Effective scanning also helps avoid “empty-field myopia.” For the pilot, this means looking without seeing, which is dangerous.
6. Limiting head movements may also decrease the chance of vertigo, dizziness or disorientation.

Determining Relative Altitude: Use the horizon as a reference point. If the other aircraft is above the horizon, it is probably on a higher flight path. If the aircraft appears to be below the horizon, it is probably flying at a lower altitude.

Taking Appropriate Action: Pilots should be familiar with the right-of-way rules. Therefore, if an aircraft is on an obvious collision course or if you are overtaking an aircraft, one can take immediate evasive action in compliance with applicable Federal Aviation Regulations (FAR's). Yield right of way, as appropriate.

Consider Multiple Threats: The decision to climb, descend, or turn is a matter of personal judgment, but one should anticipate that the other pilot may also be making a quick maneuver. Watch the other aircraft during the maneuver and resume your scanning again immediately since there may be other aircraft in the area. Don't fixate on one issue and forget that there may be other multiple threats in the sky.

Collision Course Targets: Any aircraft that appears to have no relative motion and stays in one scan quadrant is likely to be on a collision course. Also, if a target shows no lateral or vertical motion, but increases in size, it may be on a collision course...***take evasive action!!!***

Recognize High Hazard Areas:

1. Areas where aircraft tend to cluster or converge: airways, especially near VOR's or NDB's, airport traffic areas (airports), etc. Yes, that means traffic patterns too!!!
2. Remember, most collisions occur during the day when the weather is good and /or within 10 miles of an airport!!!

Cockpit Management:

1. Study maps, checklists and manuals **before flight.** Proper preflight planning, noting the necessary radio frequencies & organizing cockpit materials, can reduce the amount of time required to look at these items during flight, permitting more scan time.
2. Avoid focusing excessively on cockpit electrical gadgets such as GPS's or engine & performance monitoring equipment.

Windshield Conditions: Dirty or bug-smearred windshields can greatly reduce the ability of pilots to see other aircraft. Keep the windshield clean.

Visibility Conditions: Smoke, haze, dust, rain & flying towards the sun, can also greatly reduce one's ability to detect targets (see).

Visual Obstructions in the Cockpit:

1. Pilots need to move their heads to see around blind spots caused by fixed aircraft structures, such as doorposts, wings, etc. It will be necessary at times to maneuver the aircraft (clearing turns) or to lift a wing, to facilitate seeing.
2. Pilots must ensure that cockpit items such as sectionals, plotters, facility directories, etc are readily available, properly secured or stowed during flight.

Lights On: The use of exterior lights can greatly increase the conspicuity of any aircraft. **Turn on strobes, beacons and/or landing lights while in the traffic pattern. If you got' em, use 'em – turn'em on: Lights on for Safety!**

Submitted by Michael Prosser
aka Budman

Calling for Call Signs

Hey Guys & Gals. Next month, I will be revising the "Call Sign" list of the Club members. Give me a call or email and I will add/edit the list accordingly.

Contact: Mike Prosser @ 770.792.6229 (home); 404.421.5930 (cell)
Email: jomikep@peoplepc.com

The History of The Georgia Sport Flyers, Rev. 5

Updated by Mike Prosser: March '07

The history of The Georgia Sport Flyers Association dates back to the fall of 1993, when ultralights & ultralight pilots were becoming more numerous in the greater Atlanta area. Ultralight flyers crossed paths enough times that the interest in forming an Ultralight Club was often discussed, to support one another, for safety & education and to be more fun. These 2-cycle engines and accessories were a marvel of engineering and most of us had a lot to learn.

Pierce Day was building a TEAM Mini-Max at the time; he was interested in learning how to set up all of the two-stroke stuff and thought that a club could help provide the needed answers. Chance would have it that Chuck Goodrum joined the EAA Chapter #268, based at McCollum Airport in Marietta; it was here that Chuck and Pierce Day first met. While visiting local airports, Chuck met Ben Cole at the Mathis Airport; another key individual interested in an ultralight club. I met Chuck at the Cartersville airport in the spring of 1993; Chuck had flown his JetWing trike to Cartersville airport and had a throttle failure while in the pattern; he made a successful landing at the airport. Chuck needed help and asked around to see if anyone there could help him? Someone told him that I (Mike Prosser) was an ultralight pilot ('84 Phantom X-1) and that I could probably help him. Luckily, I was at my hanger that day (hanger #30, then as now) and I was able to quickly diagnose & repair Chucks broken throttle cable. We discussed ultralights and both expressed interest in forming an Atlanta ultralight club; after that he was safely on his way home.

Later, at Pickens County Airport, Chuck and Pierce would run into each other again. A short time later, about September, Pierce telephoned Chuck to say he wanted to get an ultralight club started. The original list of names that Chuck had gathered is in the 1st picture/scrapbook that belongs to the Club. Pieced agreed to compose a notice/flyer to mail to those individuals and Chuck agreed to start working on the bylaws. Pierce arranged the first meeting in November 1993, at Palmetto-South Fulton Airport. Out of about 150 people that were contacted, only 15 showed up that day. A series of meetings followed which were held at the Varsity, to establish the structure of the club. The bylaws were discussed, as well as which national organization to affiliate with. Then, as now, GSFA continues to affiliate with the USUA. The GSFA is USUA Club 960: the first and oldest USUA Club in Georgia.

On December 4th, 1993 at the Masters Inn on Fulton Industrial Blvd, the Bylaws were approved and a slate of officers were nominated for term of office for 1994. It was agreed upon that monthly meetings would be held in each of the four quadrants around metro Atlanta, with the first one being held at the Shoney's restaurant on Peachtree Industrial Blvd. Thirty four people were in attendance at this meeting and voted in the first club officers of the GSFA. The first Club newsletter was first published in February of 1994 - "The Sport Flyer". The Club logo was adopted at the March 1994 meeting - "The Georgia Sport Flyers Association". Later, in April of 1994, GSFA became incorporated as a legal, non-profit organization and became "The Georgia Sport Flyers Association, Incorporated".

GSFA has continued to be an organization dedicated to recreational, ultralight/sport aviation. Through growth and circumstance, Cartersville Airport (VPC) became our primary "informal" home base because of its proximity and the number of members that found Cartersville the most convenient location. We fly for fun and commit ourselves to education, safety and a harmonious

relationship with all aviation organizations and airport neighbors. To that end, in 2004, the GSFA was honored as the "USUA Club of the Year" award for its community involvement and ultralight education.

The names of the original "Charter Members" who were at that first GSFA meeting are: Ben Cole, Pierce Day, Frank Eck, Frank Flessel, Stuart Fuller, Chuck Goodrum, JD Jones, Wes Luster, Cliff McDonald, Frank Nadolski, Pete Pettis, Michael Prosser, Bill Rouse and Steve Yothment.

Note: Frank Eck and Michael Prosser are Charter Members, who were at that first GSFA meeting and are still current and active members today.

Never forget...Ultralights and therefore our Club, almost lost its privilege to operate (fly) at Cartersville airport in November 2000. *Once upon a time... long, long ago* (it seems), trouble loomed at our fair airport home. The Cartersville Airport designated FAA Safety Counselor, Mr. Bob Hite, informed Mike Prosser (President GSFA, 2000) that he was going to recommend that ultralights be banned from Cartersville, due to safety reasons/concerns and alleged violations of FAA procedures. The GSFA Executive Officers and several concerned prominent members responded, participated in a letter writing campaign and appealed to the Airport Authority, FAA, EAA and USUA. Meetings were held with the Airport Authority, GSFA, Phoenix Air, Cartersville Pilots Association members and Mr. Hite (also a member of the Airport Authority) for resolution of this conflict. All participants that the GSFA members met with were very professional & fair. At the January 8th, 2001 1st quarterly meeting of the Airport Authority, all parties agreed to permit ultralights to continue to operate at Cartersville. Mike Prosser submitted the Cartersville Pattern and Procedures document, pattern diagrams and the GSFA Safety Committee list to Mr. Don McMillan – Airport Authority Chairman. The Airport Authority accepted the documents and agreed to adopt them into the "First Amendment to the Rules and Regulations of the Cartersville Bartow County Airport Authority of Georgia". This was executed on 1-9-01. Please observe these rules and regulations and be ever vigilant to protect our privilege to operate ultralight vehicles at VPC. Special GSFA Recognition: Mike Prosser (Pres: 2000 & 2001 & Safety Officer), Pierce Day (VP: 2000), Bill Rouse (Sec/Treasurer: 2000 & 2001), Ben Methvin (VP-2001), Brad Methvin (Website Officer) and Chuck Goodrum.

Those that have served as Club Officers:

1994: Ben Cole, President
Jeff Hatle, Vice President
Chuck Goodrum, Secretary
Ken Adams, Jr., Treasurer
Safety Officer, Stuart Fuller
Activities Officer, Pierce Day
Newsletter Editor, Bennet Liles, superceded by Phil White

1995: Chuck Goodrum, President
Mike Carpenter, Jr., Vice President
Ken Adams, Jr., Secretary Treasurer
Dan Munson, Safety Officer
Steve Yothment, Newsletter Editor
Cliff McDonald, Education Officer
Rick Smith, Flight Operations Officer
Bill Rouse, Librarian

- 1996: Jeff Hatle, President
Stan Sullivan, Vice President
Bill Rouse, Secretary/Treasurer
Ben Cole, Safety Officer
Steve Yothment, Newsletter Editor
Ron Reese, Flight Operations Officer
Mike Carpenter, Jr., Librarian
- 1997 Ben Methvin, President
Brad Methvin, Vice President and Rally Master. Brad set-up GSFA's 1st Website: 3/97
Bill Rouse, Secretary/Treasurer
Pierce Day, Safety Officer
Steve Yothment, Newsletter Editor
Ron Reese, Flight Operations Officer
Mike Carpenter, Jr., Librarian
- 1998 Brad Methvin, President and Rally Master
Dana Simmons, Vice President
Bill Rouse, Secretary/Treasurer
Phil Fasone, Safety Officer
Steve Yothment, Newsletter Publisher
Phil Cataldo, Newsletter Articles
- 1999 Steve Yothment, President
Dan Ryson, Vice President
David Shaw, Secretary/Treasurer
Steve Yothment, Newsletter Editor
Scott Perkins, Education/Safety Officer
Rick Smith, Flight Operations Officer
Brad Methvin, Rally Master
- 2000 Michael Prosser, President, Rally Master and Safety Officer
Pierce Day, Vice President
Bill Rouse, Secretary/Treasurer
Chuck Goodrum, Newsletter Editor, superceded by Jo Prosser 3/00.
Nancy Ryson, Website Officer
- 2001 Michael Prosser, President and Safety Officer
Ben Methvin, Vice President
Bill Rouse, Secretary/Treasurer
Jo Prosser, Newsletter Editor
Brad Methvin, Website Officer and Rally Master

- 2002 Bob Smedberg, President
Frank Eck, Vice President
Richard Logue, Secretary/Treasurer
Michael & Jo Prosser, Newsletter Editors
Michael Prosser, Safety Officer
Brad Methvin, Website Officer
Terry Miller, Rally Master
- 2003 Bryan Jorgensen, President
Mark Henderson, Vice President
Richard Logue, Secretary/Treasurer
Hugo Garcia, Newsletter Editor
Michael Prosser, Safety Officer
Brad Methvin, Website Officer
Kim Arrowood, Rally Master
- 2004 Kim Arrowood, President
Lonnie Sand, Vice President
Richard Logue, Secretary/Treasurer
Richard McIntosh, superceded by Eric Baron, Newsletter Editor
Michael Prosser, Safety Officer
Brad Methvin, Website Officer
Mark Henderson, Rally Master
- 2005 Kim Arrowood, President; coordinated integration into North Georgia Light Expo.
Mike Bertolami, Vice President
Richard Logue, Secretary/Treasurer
Michael Prosser, Safety Officer
Brad Methvin, Website Officer
- 2006 Frank Eck, President
Richard Johnston, Vice President
Wayne Evans, Newsletter Editor
John Euchner, Secretary/Treasurer
Michael Prosser, Safety Officer
Brad Methvin, Website Officer
Kim Arrowood, Activities Coordinator
- 2007 Michael Miller, Jr., President
Phil Jouanet, Vice President
John Euchner, Secretary/Treasurer
Michael Prosser, Safety Officer
Richard Johnston, Newsletter and Website Officer
Kim Arrowood, Activities Coordinator

Question.... How will history of GSFA remember you???

April Safety Quote

Submitted by Michael "Budman" Prosser

I don't know the author, but the words are true: "Maintain thine airspeed, lest the ground rise up and smite thee!!!" . In other words, if you're the pilot, fly it; otherwise, the rule of gravity applies.

Be Safe.
Budman

Safety Tip for the Month

Buy & use products that you can trust. Support our Sponsor(s).

Buy Pennzoil Products

Submitted by "Michael "Budman" Prosser



GSFA March Meeting Minutes Etowah Bend – March 10, 2007

Submitted by: John Euchner

Mike Miller opened meeting at 11:00 AM.
Introduce visitors Rex Joyner and Ray Olson.

Mike Prosser - No safety issues at Cartersville concerning GSFA

Ben Methvin - They found the smoking gun on Dan`s plane that being the primer.

Tom Hagen - Has a 150 for sale, 800 hrs since major, 5500 total time.

Steve Walton - Brought up a safety issue we need to keep in mind while flying (same applies while boating too) if you see a plane that does not appear to be moving or changing position then you are on a collision course. You should change your direction of flight.

Mike Miller - GI Designs to do our shirts. Set-up fee is \$89.00, front printing is \$1.63 and the back printing would be \$2.44. Mike Bertolami made a motion to pay \$7.00 for front and back, motion was 2nd. Need to turn in your shirts by April Meeting. Eight members have paid so far.

Tom Hagen - Wants to plan on going to Sun & Fun, those who would like to fly out as a gaggle plan to leave Cartersville at 0800 on April 20, 2007. Eight members indicated that they would like to go. Will need ground support. For the trip, anyone interested please contact Tom or Mike Miller.

Congrats to Wayne Strickland on finishing his FlightStar and to Ben for the test flight.

Glad to have Charles back with us, hey! you forgot to bring Steve.

"When in Doubt - Don't" By Wayne Evans

(See March Issue for Introduction)

Some Personal "Hard Knocks" Lessons Learned along the "Pilot" path.

- Why a Big Hole is not a safe windshield.
- Why have a four bladed prop when everyone else has only two or three
- Why put white socks with red stripes on your prop blades (you guessed it)
- Why a fuzzy little Pilot Teddy Bear on you Pitot Tube
- Why no white wheel covers on your Mains
- Why Hiccups between Your Belly Antenna and Grass Fields
- Why Hydraulic Brakes and Bathing in Fluid
- Why two electric fuel pumps, in addition to the manual Rotex pump

And Last But Not Least:

- Why a 10 inch Pizza Pan on your Super Dooper 406 MHZ ELT

Now to Number One Topic: Why the Big Hole instead of a Windshield?

First -Some quickie Techie Stuff:

- A. Plexiglas (Plexi) type Plastic is relatively hard, strong and is somewhat scratch resistance. Plexi can be molded and heat formed but usually comes in sheets, like for flat windows. Since it is much Harder than Polycarbonate (Poly), it is more easily broken and shattered. But it is that Hardness that makes it somewhat Scratch Resistance.
- B. Polycarbonate (like GE Lexan), is softer, more flexible but Scratches More Easily. Lexan is made from small pea like balls that can be melted and heat molded into optically clear, complex shapes - like curved aircraft windshields and Auto Head Lamp Covers. Since it is Much Softer than Plexi, it can flex more, like when hit with a Bird or a **Bullet**. Yes, Lexan is that stuff that, if thick enough, will protect you from your hunting buddy's Wild Rifle Shot – IF you remember to wear your super Lexan vest. It's also good for Scud Running over farmers with shot guns- if you Really must do that - and have a Very Thick windshield. But it's the Lexan Softness that makes it Scratch Much More than Plex.

So what does all this techie stuff have to do with the price of gas? Nothing, unless you really want to fly with a very clear Big Hole out in front that will Really Increase Drag and Really Lower your Gas Mileage – forgetting, of course, your face being covered with that Bird and it's White Stuff.

Finally back to "When in Doubt – Don't"

Remember all these Good Things about Lexan Windshields, like Bird and Bullet protection? Well also remember that It Scratches – BAD – and you can't Remove those Really Bad Ones, or Oops Fluid Stains (like Gas or Brake Fluid) or even Ammonia (like in Windex) and, oh yes, that dropped Spark Plug Wrench. Try some of those Scratch Removers (designed for Plexi) and you will be looking through you kids (or Grandchild's) Milk Glass. There Are some good Polishes (Not Scratch Removers) made for Lexan (Poly) that may lighten up the Little Scratches.

Conclusion: "Don't even try to use "Scratch Removers" (especially with Any abrasives) unless it is just polish and Lots and Lots of Elbow Grease. Orbital Buffers can make it worse with swirls. Just do your Post Flight clean up, including a Mild Wash on your windshield, cover it with a Clean Soft Cotton Towel (When Not flying). But after a few more Dings, Scratches and Smears you feel it's not safe to fly any longer and you can't "Suck It Up" any longer and you need Landing Lights in the Daytime – then Bite The Bullet and Buy a New Windshield". Your Spouse, Children and Passengers (Legal Now). Will thank you and love you even more for doing so.

"When in Doubt – Don't" Fly with a Bad and Dangerous Windshield that Can't be "Fixed".
Remember - **"See and Be-Seen"** – Always

Your Flight Instructors:

Ben Methvin - BFI, AFI,
BFI-SP, DPE (770) 509-6753
Training Field - Cartersville (KVPC)

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

Kim Arrowood – BFI, CFI (770) 547-3622
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)

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

Gleim Sport Pilot Starter Kits available from Kim Arrowood (770) 547-3622

CFIs – Current TSA Requirements you should read!

<http://www.scfc.org/phpBB2/viewtopic.php?t=53>

Another New Sport Pilot FAQ site: <http://www.all-about-sport-pilot.com/faq.htm>

You might want to Check It Out.

Super Training Tips: Worth Repeating

AOPA Cross Country Introduction.

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

Sport Pilot Check Ride Guide: (courtesy of AOPA) Worth Repeating

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/

After taking many inputs from its members and others, the AOPA has also created a 31-page document covering the PTS in a more straightforward 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 Phantom - Richard Johnston (678)-687-9564

Sell Phantom - Warren Grosland (770-889-1632)

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:ra_johnston@yahoo.com

Use "Club Member Feedback" on the Title Line

Hot Web Links:

Georgia Sport Flyers: 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:ra_johnston@yahoo.com

See Preceding "Note from Wayne Evans" or [Adobe Reader Download - All versions](#)

More Hot Web Links From Our Members:

Airport Information and Maps -

<http://www.ultraflightradio.com> ./

<http://www.mapmuse.com/>

<http://www.airnav.com/>

<http://www.jazirahaviation.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)