

---

# *The Sport Flyer*

---

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

---

**January 2007**

---

**Merry Christmas and a Happy New Year from the GSFA**



**Our Next Meeting is Jan 13<sup>th</sup> at Etowah Bend at 11am**



## 2006 GSFA Christmas Party a Success

December 9<sup>th</sup> marked the 2006 GSFA Christmas Party held this year at the Goodyear Clubhouse in Cartersville. There was a large turnout of GSFA members and their families and a large amount of food and door prizes. This year's prizes included many Wal-Mart and Cracker Barrel gift cards, AN hardware kits, cases of 2-cycle oil and the grand prize was an Icom-A6 radio, which was won by Ben Methvin.



We collected a sleigh (car) full of Christmas toys donated by our GSFA members to be given to needy children. Thank you all for your generous gift donations. There was also a visit to the Christmas party by Santa as shown here who was there to spread his holiday cheer and he was also bearing flight gifts for all the GSFA members and guests – just remember to get those aircraft N-numbered before Jan. 2008!

An awards ceremony followed dinner where our 2006 officers were honored and 2007 officers were also welcomed and were officially recognized for their recent election to office.



Your 2007 GSFA officers are:

President: Mike Miller  
Vice President: Phil Jouanet  
Sec./Treasurer: John Euchner  
Safety Officer: Mike Prosser  
Newsletter Editor: Richard Johnston  
Web Master: Richard Johnston  
Trips & Events: Kim Arrowood  
(Wayne Strickland assisting)

## 2007 GSFA Officers

### **President: Mike Miller**

I took my first flight in a piper cub with my uncle Walter. I was 5. Uncle Walter flew in WW2, great pilot. I sat in the front and had a great time, but I fell asleep before we got back. I was hooked on flying.

I took a few lessons in Rome, it cost way too much for a young man that was chasing girls. That was 20 years ago. Like everybody else Ben taught me to fly ultralights. I was hooked again. Three months after my first lesson I bought my first plane, a great Hurricane. Learned more flying and wanted to share this with as many people as I could. That's when I went out and bought the Flightstar 2 in October. All this happened since last Dec 05.

### **Vice-President: Phil Jouanet**

As a kid I built a lot of flying model airplanes, so my interest goes way back. In 1968, while in the Air Force I started taking flying lessons from an Air Force buddy but never soloed. Never forgetting the dream I stumbled on a hanger full of new Skyboys in Zephyrhills, Florida about six years ago.

Then at Oshkosh 2003 I found out that Interplane was looking for dealers to sell the Skyboy. Started taking lessons from Ben in January 2004 and soloed in June of that year. I placed my Skyboy order and became a dealer before the Light Sport rule was passed.

My Skyboy arrived in December of 2004 but I could not fly it legally, so I bought Mark Henderson's CGS Hawk Classic to build hours. I finally got the Skyboy legal and passed Steve Walton's inspection on July 29, 2006. Hopefully, by the time you read this I will have passed my Light Sport flight test with Ben and I will finally have that plastic card I have wanted since I was a kid!

## From the Safety Officer

I am very pleased to once again report that no complaints regarding safety or our performance at VPC have been reported, this month. Thank you for your good work and please remain vigilant and courteous to other pilots and the general public, as they come by our hangers from time-to-time to see these pretty little airplanes.

The next quarterly meeting of the Cartersville-Bartow County Airport Authority will be January 2<sup>nd</sup>. I will proudly represent you there.

I am so pleased to know that so many of you are stepping up to Sport Pilot and/or Private pilot certification. Enjoy your journey – it's truly a license to learn. Further, many of you are registering your aircraft and "N" numbering them as your upgrade to Sport Pilot – Congrats!!!

For all **UL flyers**, please continue to review the Cartersville Pattern and Procedures Document monthly, as a refresher. I need the "**Acknowledgement Of Rules**" letter(s) sent to me upon completion by new students/UL pilots. This is a requirement of the "**First Amendment To The Rules and Regulations Of The Cartersville Bartow County Airport Authority Of Georgia**". See me or one of our flight instructors for a copy or further info.

**Reminder:** I have asked all instructors to document this when a student solo's. This also may be done at the time an individual joins the club. I have asked the Sec/Treasurer to also include this with the application. All original copies are to be forwarded to me for presentation to the Airport Authority, upon their request.

Keep up the good work and by being as good neighbor at the airport.

**Budman**

### **1-13-06: Proposed changes to the GSFA BYLAWS**

No new business was conducted at our December meeting, so this was tabled until the January meeting.  
Submitted by: Michael "Budman" Prosser

#### **Change #1:**

**Re: Official GSFA Bylaws revision date of 1-13-06; Page one, below "Header"**

Rational: Chronological revision tracking, as required by Article Seven.

#### **Change #2:**

**Re: ARTICLE Four - Membership; Section I: Categories, Dues and Benefits: Regular Member.**

*Change the first sentence only, to read:*

"Annual fee is \$35.00 for mailed newsletter or \$30.00 for electronic newsletter".

(Note: The remainder of the paragraph remains included and unchanged.)

Rational: Rising costs of the prepared/printed/mailed newsletter.

**Change(s) #3a & 3b: Re: ARTICLE SIX – Board of Officers;**

**(3a) Re: Section I - Powers**

*Change the third sentence only, to read:*

**“The Appointed Officers are the Newsletter Editor, Website Officer and the Safety Officer.”**

(Note: the remainder of the paragraph remains included and unchanged.)

**(3b) Re: Section III – Duties**

Add the “Safety Officer” title and duties, after the Website Officer description. Note: the remainder of the Section remains included and unchanged.

**The Safety Officer:**

- 1. Promotes safety awareness on behalf of The Club and its members.**
- 2. Participates and/or represents GSFA in all safety related issues.**
- 3. Contributes monthly to the newsletter.**

Rational: The Safety Officer role is & has been an integral part of GSFA survival, especially at VPC, regarding the interaction with the designated FAA Safety Counselor and Cartersville-Bartow County Airport Authority. This office should continue, should another individual supercede the incumbent Safety Officer.

## **January Safety Tip for the Month**

### **Buy & Use products that you can trust**

*Buy Pennzoil Products*

Submitted by Michael “Budman” Prosser



## **Funny that you should say that**

A favorite phrase that I say once in a great while is “keep the shiny side up”. Have you ever heard it? It means simple to be safe and not to crash the darn thing and/or hurt yourself.

Yea, you know, the top side is the pretty side; it’s where you like to clean it and polish it as you talk to it and pat it lovingly (smile).

The bottom side is dirty and ugly. The bottom is where all the unwashed parts are. It’s also where all of the dirt and those ugly oil stains/deposits are. Who wants to crawl under there, on their backs and do that tiresome overheard work? Bummer. The bottom is where the major drag inducing parts are, such as gear legs, wheels and such. Your bird may have flaps and other stuff to hang out in the breeze and make it all “draggy”. Yea, that’s the dirty side.

Lovingly I say to you,... “keep the shiny side up!”

Be safe,  
**Budman**

# GSFA Sport Pilot Update

**Warning to All Ultralight Pilots -The January 31<sup>st</sup>, 2007 deadline is fast approaching for you to get credit for your previously logged flight time as a USUA or EAA pilot. Time is running out if you are planning to make this transition.**

**Club members moving forward this month:**

**Phil Jouanet: Passed written and flight test with DAR.  
Austin Tango: Passed written and flight test with DAR.**

## **"KISS" - KeeP It Simple Sport (pilot) by Wayne Evans**

Some Simple Tools to Consider Before that Looming Sport Pilot Deadline January 31st, 2007.

### **"Ten Fingers but Not Ten Toes"**

Our Quest for Perfection may be Very Honorable but not very Real, or Necessary in our desire to convert from an Ultra-light Pilot to a Sport Pilot, (Not a Commercial Pilot) by this January 31st. As Ben has told me in my training - Consistent, Non-Heroic and Safe Flying, with a pretty good Knowledge of "The Rules", is the Goal. Many times this is easier to say than to really do. Even with proper planning, while we are flying all alone during those Solo Cross Country training trips using only Pilotage and Dead Reckoning, our ability to "multitask" can be a somewhat overwhelming.

As my very practical wife, Ann, (Your 2006 co-editor) asked me during my Sport Pilot Study and Training struggles "How do you handle all those Big Charts, Flight Computers, Radio Calls, Wind Changes, etc while looking inside and outside to fly safe?" The answer is by using "Good, Simple Approximations", approximations that you can do in your head and on "Your Ten Fingers (5 at a time) but Not your Ten Toes" - that's because you need to keep Your Shoes On (especially during Winter) and your Feet on the Rudders. Enough Introduction - Now to the "Good Approximation" tips:

While on the ground and in your plane you make your calls for General Information and Weather updates and all you get is Speed in Knots, Temperature and Dew Point in Degrees Celsius (C) and distances in Nautical Miles and all you want is Good Real Numbers You Can Use in MPH (you know Miles Per Hour), Temperature and Dew Point in Normal Degrees (F or Fahrenheit) and Distances in Miles you can Measure (Statute Miles). But Oops- My E6B is stored behind me - Ah, The Rescue:

A few Fingers, a Moderately Clear Head, some really Simple math and some "Good Approximations".

**1.** Lets start with converting Degrees Celsius (C) to Plane (?) old Degrees Fahrenheit (F). The Technical answer is that remembering that water freezes at 32 Degrees F which is the same as 0 (zero) Degrees C, then Degrees F = 9/5 times Degree C + 32. OK - simple enough but let's make it even easier to remember. 9/5 is Approximately equal to 10/5. Dividing 10 by 5 gives us 2 which is a little larger than the exact number of 1.8 when we divide 9 by 5. So our Approximation is .2 off (a little too high). But if add 30 instead of 32 (which is a little too Low) the two errors tend to offset each other. (Kind Of). So what is the end result of our "Good Approximation"?

**Degrees F = 2 times Degrees C Plus 30** (or  $F=2xC +30$ ) [Give or Take a Degree or Two]

Example: If Degrees C = 20 then Degrees F= 2 times 20 plus 30 or 70 Degrees F.

**2.** Now to the bottom-line on converting Nautical Miles to Statute Miles (Just plain "Miles" to us): Statute Miles equals Nautical Miles times 1.15, which is Not an approximation, but accurate.

Or as Bens says, " Just add 15 percent to Nautical miles to get Statute Miles"

**"Miles" (Statute) = 1.15 Times Nautical Miles**

Example: If Nautical Miles = 100 then Statute Miles = 1.15 times 100 or 115 Miles.

**3.** Finally - from Knots to Miles Per Hour. Since Knots is Really Nautical Miles Per Hour why are they called "Knots" and Statute Miles Per Hour (MPH) called just plain (or Plane) Miles Per Hour?

(Go figure). Anyway, since both Knots and MPH are both just distances divided by hours, then the conversion from Knots to MPH uses the same 1.15, which is also Not an approximation, but accurate.

**Miles Per Hour MPH) = 1.15 Times Knots**

Example: If Knots = 10 (say Wind) then MPH = 1.15 times 10 or 11.5 MPH

"Oh Oh", You say "Wait a Minute. Distance (#2) and Speed (#3) are Not Approximations". You are Absolutely Correct - But I Got Your Attention, Didn't I? Fly Safe & Good Luck on Your tests. --- *Santa*

(P.S. - No One Person Has All The Answers, so come up with Your Own Tips and let us All Benefit from them).



## The Unplanned Landing

By Ben Methvin

I have lots of glorious hours in Ultralights behind the Rotax family of engines. I have lots of unplanned landings over the last ten years. I have been very lucky. After my most recent landing in a sod field I am compelled to pass on some observations. Hanging upside down in an ultralight in a sod field focus the mind somewhat. My observations and some details of the causes follow:

### **A Sod Field** – Mini Max 103 – Engine Seizure

While climbing out from an “E” airport, the single cylinder 277 Rotax engine abruptly stopped. I had pulled the throttle back after reaching the first climb segment. Luck was with me and below was a beautiful sod field in a circular style due to the round-track sprinkler system. An easy dead-stick (I hate that expression) landing in one of the curved segments followed. The manager of the sod farm was most pleasant and said that I had not damaged his crop and offered any help to get me on my way. I turned the prop, heard a sharp metallic clink and found it turned easily with the reassuring feel of compression. I pulled on the prop and it started with a healthy sound. Thanking the nice man I took off and spiraled to an altitude sufficient to reach my home airport less than two miles away - if the engine again stopped. Landing at my home airport was uneventful.

Observation: I was lucky twice. Once when I found the great field below me and the second when I broke one of my later rules of never taking off after an unexplained failure.

Cause: Although the engine was running fine I checked the cylinder and piston and found a melted scar of aluminum on the wall of the piston. The engine has seized when I suddenly retarded the throttle. I later learned that this was not unusual and from then on retarded the throttle slowly whenever possible after a climb.

### **A Cow Field** – Mini Max 103 – Engine seizure

Flying low levels in unoccupied fields is always fun but the low level severely limits the pilot’s options should the engine quit. It quit at 50 feet AGL landing was immediate and fortunately into a pasture without much hoof damage. There was just enough residual energy to clear a fence before the flare. Landing was uneventful and the low time pilot (me) elected to start the engine and take off for the



four-mile return to the airport. This was before cell phones. Luck again and the landing at the airport was uneventful.

Observation: Again twice lucky. With only 50 feet of altitude there are almost no options except to “Fly the Airplane” and to land straight ahead. The fence could easily have stopped this narrative. By flying the airplane and maintaining the airspeed I had just enough energy to Plop over the fence.

Cause: Engine seizure (I have no idea why Rotax quit making the 277 but this might have had something to do with it.) Again a new piston and honed cylinder

#### **A Front Yard – Mini Max 103 – Exhaust Springs failure**

While flying at 1000 feet AGL, suddenly heard loud exhaust noise and experienced a considerable loss of power. Below were pine trees, a small road, several farms and one tree-laden yard with what appeared to be enough room to land the Mini Max on part power. The yard was rough but was steeply up sloping to the house allowing a quick deceleration to a stop. After discussing my adventure with the owner of the field, I fixed the two broken springs and took off after carefully walking the takeoff path.

Observations: Luck again. If at all possible land close to a house on property that is usually kept mowed and clean of obstructions. Also should you be hurt or need communications being close to a house is your best bet.

Cause: Exhaust springs broke allowing exhaust to avoid the muffler. This resulted in over 50% loss of power. Excessive vibration of single cylinder 277 engine wore grooves in spring ends fast and required replacement more frequently than first thought necessary

#### **A Side Yard – Mini-Max 103 – Rotax 277 Exhaust Horn failure**

While leading a V formation of six other ultralights (the slowest guy is usually given the lead) I heard a loud exhaust noise followed by significant heat on my foot and one leg. I dropped out of the formation after announcing my plight and shut the engine down from fear of fire. I had 500 feet AGL this time and spotted a house with an up-sloping side yard that looked level but a bit short. Five guys above me in ultralights gave me conflicting advice as to where I might land. I told them in a nervous tone that I had already committed and they could only watch. They saw me land fast on the upslope and kick the Mini Max into a ground loop to keep from running into the fence at the end. Again did not hurt the airplane but needed a part to be welded. As luck would have it, the daughter of the man I was to meet at the airport only two miles away lived in the house I chose and she delivered me to the planned lunch and got to see her father who lived in another city.

Her father landed in the same field to deliver me a welded part and broke the nose gear on his Challenger after hitting an unseen pothole. The 70-mile flight back to my home airport was uneventful.

Observations: More Luck with landing field, mechanical help and friendly faces.

Cause: Exhaust flange weld broke loose and allowed exhaust into the cockpit (open) and caused loss of power due lost back pressure needed for two stroke operation.

### **A Beautiful Beach** - Mini-Max 103 – Rotax 277 Carburetor needle broke

While part of a flight of other Ultralights at 300 AGL I experienced an abrupt engine failure. Close to my left was a Gulf of Mexico beach of white sand. I announced my intention to land on that beach and was met with a bunch of radio noise telling me it was prohibited. Explaining that it was not an option since my engine had quit they shut up and watched. I landed very close to the water, as I knew the sand would be much firmer there. A quick inspection of the carburetor revealed that the needle had become a nail and dropped down into the jet to shut off the fuel. The engine had only ten hours on it but the steel-retaining clip had milled the brass needle off and allowed the needle to drop. This was near the time when we began to add the “O” ring. I first thought I could use the old needle but found that I was using the lowest setting (richest) and there were no slots left. Fortunately a friend in a Phantom landed in front of me and produced from his fly-away-kit a new needle. Quickly replacing it we both took off before the authorities arrived. The 200-mile trip home was uneventful and an “O”ring was added.

Observations: Luck again with the natural airport below and a friend with an extra needle. Up to that time I had not heard of the “O” ring fix.

### **A Grass Flying Field** - Flightstar II – Rotax 503 DCDI - Bearing failure 425 hours

While teaching a student stalls at 2000 feet, the engine began making unseemly noises and lost power. The engine was shut off and the student was told that the lesson had just gone from stalls to emergency landings. A former helicopter pilot in Viet Nam, he made an unprintable statement as asked if this was for real. Explaining that this was for real he began to seek the best L/D speed of 55 and started looking for a suitable field. Not spotting one he turned to airplane over to me and an uneventful landing was made into a grass field where we had recently been practicing landings. In the excitement he had forgotten the safe field below us. The aircraft was flown out the same day after another 503 engine was installed.

Observations: Experience and Good Instructors had taught me to perform maneuvers such as stalls only over a place where a safe landing could be made. Now that cell phones are in vogue it was easy to call a friend shortly after landing and buy his used 503 engine which he delivered and helped me install that same day. The student never came back.

Cause: The engine, overhauled only one hundred hours before, suffered a bearing failure in one of the connecting rods (crankshaft end). No reason was found for the failure but it caused the writer to go longer than 300 hours before overhaul on subsequent engines with good results.

### **A Weed Field** – FlightStar II – Rotax 503 DCDI – Throttle cable broke

While teaching turns about a point and other ground reference maneuvers at 1500 feet AGL, the engine abruptly went to idle. The student advised that he had not pulled the throttle back. The lesson went from ground reference maneuvers to emergency landings.

The student picked a rough pasture and began an approach on it. With the usual procedure I took over the airplane, suggested cinching up the seat belts and asked the student whose stomach protruded more than mine to suck it in just before the touchdown as I was going to need all the flare I could get. The

landing beside a private home was uneventful as we both had pulled in our stomachs. Repairing the cable, I left the student beside the road and took off from the road in front of the house. Making careful note from the air as to where I had left him, I came back in a car for him. He did not come back for lessons.

Observations: Practicing maneuvers over suitable landing sites again paid off. Including all parts of the throttle cable system on every pre-flight is a good idea now being included.

Cause: The throttle cable had broken due to an installation that did not allow the keeper on the throttle cable to swivel on each application. This constant bending of the cable caused the break. A greased keeper which swivels is now being used.

### **The Onion Field – FlightStar II – Rotax 582 - Spark Plugs**

While at a Fly-In, a friend asked that I give a Discovery ride to his son-in-law. Departing the main airport which was busy I flew to a close-by grass field to simulate a landing. During the climb-out from the small airport, the engine lost considerable power as if one cylinder had failed. The failure occurred at less than 300 feet AGL with hills and trees all about. Remembering a field we had just passed over I made a careful 180-degree back into it. I had not remembered that it sloped sharply downward from the direction we were committed to land. Upon touchdown and application of brakes it was apparent that the field was not going to be long enough so I attempted to ground loop this tricycle machine only to slide sideways over wet grass and wild onions. We hit the brush line at the end of the field with little inertia after hearing the wingtip smack a small sapling.

We quickly exited the machine with no further misadventure. Cell phone to the rescue, we soon had friends and a trailer to recover the aircraft. No strong reason for the one cylinder stoppage was found but fouled plugs are suspected. The passenger became a student.

Observations: A careful record of maintenance is good practice and will be mandatory when we transition over to Light Sport. The spark plugs in the forward cylinder appear to have been changed at the same time as the aft but showed signs of a substance on the electrodes which was unlike lead accretion. The substance appeared to be thread anti-seizure compound. The gap in the plug was not closed but was dirty and narrowed. A check of all other systems and the replacement of a fuel pump and the plugs returned the engine to good service.

Cause: Possible over use and quantity of anti seize compound on the spark plugs.

### **A Bean Field – Flightstar II – Rotax 582 – 60 hours**

Shortly after climbing out of a grass field and reaching less than 400 feet AGL, the engine abruptly stopped. We were over trees but had just passed over bean fields. These fields were the best bet at our fast decent on this high-density altitude day. Advising a companion in another ultralight what we were about to do, and asking the passenger (owner) to call out airspeeds, we proceeded to land. It was not possible to line up exactly with the furrows but it was possible to line up into the light wind. We hit hard on the soft field and slid less than thirty feet before the tail went over and we ended up hanging from seatbelts. We made a quick exit as there was fuel dripping from the fuel tank vent just behind.

An examination of the engine revealed that the pulse line from the crankcase to the fuel pump had come off and caused the sudden stoppage. The aircraft did not have an auxiliary electric pump and the squeeze pump was difficult to manipulate in the scant time allowed. The owner had planned to install an electric pump in the near future.

Observation: The owner is known for his careful preflights but both he and the pilot missed the fact that the clamp on the engine side of the pulse line was not tight. There had been recent preventative maintenance in the area and it may have been loosened at that time.

Cause: Failure to tighten the fuel pump pulse line.

### **Cartersville Airport and Sod Farm Rotax 582 – hours unknown**

While training the new owner of a Rotax powered RANS -6 the engine abruptly stalled and stopped. The aircraft was less than 200feet over the northern most end of the runway and almost at the end of the runway. It was impossible to land in the remaining length of the runway due to a sharply down-sloped approach to the runway. The sod field in view was reachable in a good L/D glide and caused a sense of complacency to this pilot of many previous out-landings. Soon it was apparent that maybe sod fields were not such a great place to land. The steel sprinkler system cuts deep ruts in its circular path. The sprinkler will destroy any small aircraft hitting it and the field was cut with water drainage ditches. Picking the best stretch of level grass I could find I guided the committed airplane down and gave out of aerodynamics and energy just in time to hit a ditch with the nose gear after a bounce from the mains. Again I was hanging by seat belts after an immediate stop from 30 to 40 mph. I will not soon forget the shock but the four point belts held. Immediately falling out of the airplane with offered help from my passenger I stood up to find that my jaw was no longer in alignment, my tongue was bitten in two places, one eye was not back on line and my chin hurt. This was my worst out-landing in what had promised to be a walk in the park. It scared the complacency and other things out of me. The airplane is still under repair. So am I.

### **Cause**

The FAA sent a small team to investigate and both the owner and I were required to submit reports to the NTSB. In it the cause of the engine stoppage is not determined, but stop it did! The engine was sent to overhaul and thoroughly checked out. The fuel system and the electrical systems were carefully examined and no smoking gun found.

**Lesson:** Do the best preflight you know how to do. Keep your equipment in good shape.

## GSFA Personalities: Mike Prosser

Pilot Profile: Michael W. Prosser; “Wifey” Jo Prosser – we live in Kennesaw, Ga.



Yes, I love recreational flying - I fly for fun and I fly for food...ha ha. My call sign is “Budman”. I’m a “Charter Member” of GSFA and have previously served as President for two consecutive terms (2000 & 2001), Rally Master, Safety Officer and newsletter editor, and co-editor for three years (with wife Jo). Currently, I still serve as the GSFA Club Safety Officer. I was lucky enough to have won the first two GSFA Air Rally contests - Champion, 1994 and 1995. My airplane is based at Cartersville airport (VPC), hanger #30 and I have been there since late 1989 to present.

My first flight experience was when I was a Boy Scout; my troop took a hike to the Tensaw river landing, where we could swim and have a picnic lunch. Wow, a Bell 47 helicopter on floats, hovered & landed on the water, just off the beach –taxied in and dropped off a forest ranger. Of course we boys were awestruck! We got as close as we dared and the pilot looked at us and lifted his hand from the controls and held up two fingers. It was a foot race and my best friend & I won and climbed on board. The doors were off this thing - oops, I was on the outside. We strapped in and we were off...vertically!!! It was unbelievable and I was both scared to death and exhilarated at the same time. To this day I wish that I knew that mans name; God bless him for his kindness. After high school, I joined the US Navy – the Vietnam war was winding down and I was a third class Machinist mate on the USS Ranger – Forestal Class aircraft carrier. It was amazing to watch the flight operations, especially at night. I never really thought that I could do anything like that, although I often thought of my first flight in the Bell 47 helicopter.

My work in the nuclear power plant maintenance field is responsible for the final factor that sparked my aviation career. My work required a significant amount of travel, you see. On one occasion while taking an airline flight home from a field job assignment, an enroute stop was made in Atlanta’s

Hartsfield-Jackson International airport. At a gift shop I picked up a “Flying” magazine to read & pass the time. In that magazine were ads for private pilot training...I thought that this was great, but could it really be possible? After landing in Mobile, we taxied passed the ramp where the small – light aircraft were all moving about and I thought that this would be great to be able to do that. Shortly thereafter, I made a deal – almost a dare with myself. The deal was, that I would study and take the dreaded FAA written exam for the Private Pilot rating - if I passed it, then I would continue with flight training – if I failed the written test, then it would be over. I passed the test and the rest is history! After a lot of hard dedicated work & training, I had my Private Pilot certification six months later.

I have been a certificated private pilot (Airplane, single engine land) since 1979 and have enjoyed the sport/recreational side of flying most of all. My experience is in the following category & types: fixed wing - single engine, multi-engine, tractor & pusher engine configurations, tri-gear & tail-dragger and I have performed land landings & water landings. My tail-dragger and water work (solo) was in a Buccaneer-1 amphibian ...o-o-h-h-o-o-o-o what fun. Thank you to my friend Henry Schmidt- President of Buzzards Row UL Club, Pear Acres, NJ. for that opportunity. Also, I am a Trike (flex wing) pilot. Also my thanks go out to Mr. Stuart Fuller, who is the trike instructor that checked me out in his Air Creation Clipper at Rome, Ga. and signed me off.

I have been an EAA member since 1986 and an ultralight owner/pilot, since 1990. My first UL was a '84 Phantom X-1. Over the years, I have also owned a Challenger-1 and two JetWing trikes. I have built and licensed three “Experimental” aircraft also: an Adams-Wilson Helicopter, a Mono-fly and a Hummelbird. I hold a “Repairman Certificate” for each, which allows me to perform all required maintenance and inspections. Also, I built the two custom trikes and flown as UL's; these were really great machines. My last trike had the very same 37 hp VW engine that now powers my Hummelbird airplane. Today, I'm happy with the cabin class comfort & performance of my Hummelbird, although I must admit that, I miss flying the Phantom and the trike. The new news, is that I am restoring the previous JetWing trike that I built about six years ago. No wing yet, but the chariot (airframe to you fixed wing guys –smile) is nearing completion. I have installed a 46 hp Rotax 503, single carb, point ignition motor...come & see.

Fly safe – fly for fun; fly for food (smile).

**Budman**

## **Your Flight Instructors:**

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

**Chuck Goodrum** - FAA - Comm SMEL  
airplane and helicopter, instrument,  
EAA UFI pws (powered weight shift).  
(404) 213-7283 Training Field -Hanger 17  
Tom B. David , Calhoun (KCZL)

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

**Richard Logue** - BFI  
Home: (770) 590-3071, Cell: (770) 309-2525  
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)

## **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](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/](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](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](mailto:ra_johnston@yahoo.com)  
Use "Club Member Feedback" on the Title Line

### **Hot Web Links:**

Georgia Sport Flyers: [www.georgiasportflyers.com](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/](http://www.faa.gov/education_research/)  
FAA Test Question Answers from Ed. Send Request to [mailto:ra\\_johnston@yahoo.com](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/](http://www.faa.gov/pilots/flt_plan/notams/) (Read, Read, Read)