
The Sport Flyer

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

January 2008



Christmas Party 2007

Editors Note: More Christmas Party 2007 pictures on web site!

State of the Union

By *mule*

Yes, believe it or not, it is 2008 and as much as things stay the same they also change. I have been elected the new editor of the newsletter. Another change will be that the newsletter will only be published bi-monthly or stated another way, 6 times this year.

You might wonder why the editor uses the name "mule." Well it comes from my time as US Naval Aviator. It is the shortened version of "animal" and probably best described me during the last years I was on active duty. I used the nickname "mule" when I became chairman of the safety committee for the Delta pilots. Since I was an active safety advocate for almost 30 years I became known in the industry as the "mule" so if the club doesn't mind I will continue with my old moniker.

Just a short bio. I got my license to fly in 1957. My instructor was 78 years old and had gotten his wings in WWI. I was commissioned in the US Navy in 1964, flew 3 combat tours (200+ missions) in Vietnam off the carriers USS Oriskany (CVA-34) and the USS Hancock (CVA-19). I moved on to Delta Air Lines and flew there for 32 years. I have flown over 100 different types of aircraft many of them small single engine aircraft. In my safety work I have worked with all the alphabet groups on many of the various problems of the aviation industry and have investigated several large aircraft accidents working with the US NTSB, Canadian TSB, British, Irish and Australian investigative authorities.

I am looking forward to trying to produce a newsletter worthy of the efforts of my predecessors. Let's have a fun, productive and SAFE year.

Safety Quote for January

"Keep your head on swivel, because that's why the good Lord gave you a neck."

GSFA Safety Officer

Michael "Budman" Prosser

Secretary/Treasurer Report

By Kim Arrowood

Hello GSFA Members, it's a New Year. ***Time to pay your GSFA dues.*** Please make your ***payment by Feb. 2, 2008*** or you will be removed from the active club list. Please send your check payable to GSFA to:

Kim Arrowood
638 Terhune Rd. S.E.
Rome GA 30161.

If you have any questions please email me at, klocator@comcast.net .

Thanks to those that made it to the Christmas Party. We had a Wonderful time with about 40 showing up. Thanks you Steve Green, the music was great.

Thanks to Bob Hewlett for the new sign for the club trailer and for the combination lock for the spare tire. It's very much appreciated.

If you need to use the trailer, its home is at the Cartersville Airport. Please contact me at [770-547-3622](tel:770-547-3622) if you need it. Looking forward to the New Year with Lots of Fun & Flying.

Call Signs

By Budman

Here are the "call signs" for Club members that I am aware of. If you've been tagged with a call sign or if you've picked one for yourself let me know and I'll update this list. After all, isn't it better to be called by your call sign, verses your name over an open microphone!

Budman - Michael Prosser; HummelBird and Hurricane Ultra 103

Dr. Bones - Steve Green; Phantom X-1

Handy-man - Richard Logue; Flightstar II SC

Possum - Stan Sullivan; custom Viper

Red Eagle - Wayne Evans; Flightstar II SC

Spirit 1 - Kim Arrowood; Flightstar II SC

S6 - Charles Spegele; Rans S-6

Stick - Bob Smedberg; Fisher 404

Skyboy - Phil Jouanet; Skyboy

Mule - Ken Adams; Citabria; Stinson L-5 & L16B

Editors Note: Just in case you didn't know, in most squadrons call signs or nicknames are made up by your buddies! Think about "KFC Wayne". cheers

Selling Your "BABY"

By Steve Walton

OK guys and gals, now that you struggled through the certification process, and now your "BABY" is a REAL airplane at least in the eyes of FAA. It's time to sell her right? Oh I know you said you would never sell your precious "BABY", but someday you will, and when you do there are some things you need to know.

If you are the SELLER, you are required to return to Oklahoma City (FAA) your Registration Certificate (form 8050-3). That is the white card that is supposed to be kept in your aircraft. This certificate must be returned within 30 days of your selling the aircraft. The Buyer must fill out a new Registration application (form 8050-1), and a bill of sale, preferably with a FAA bill of sale form (8050-2). The N number stays the same, unless the buyer requests a new one, The buyer retains the pink copy, and keeps it in the aircraft until he/she receives the permanent registration.

All of the above forms can be sent to you or the buyer by calling the FAA office, 404-305-7200, or give me a call (770-974-2758) and I might have some on hand.

I hope this info is helpful and not too confusing, if you have any questions give me a call.

Fly Safe

Steve

Death of "OnStar"

By "KFC" Wayne

After Years of Cellular Network providers and customers, the Government is Finally turning off the 23 year old Analog (AMPS) cellular system and going full Digital.

As a result, the original (Non-upgradeable to Digital), OnStar mobile security and tracking system will **Die** – and so will the cellular connections to tens of thousands of customer's cell phones and alarm systems. Be ready for a ripple effect, including Class Action Suits, that will make the confusion over the Introduction of the Sport Pilot Program look like a summer picnic.

If you now have a Digital Cell System that is relatively new, you will Probably (no guarantees) be Good To Go for awhile. With Everything and Everybody going Wireless and with only a limited Radio Frequency in which to play, it really only makes sense to eventually go all digital. The same Frequency Spectrum that ONE older analog phone uses can be used by 16 Digital phones.

Now I, for one, am really "With It" in most cases, but at times I think "Do we really need to use all this technology just because we can have it?" There is one older friend of mine that just Loves his iPhone. Now I don't think he is stupid at his age to own one. He has a Real Business Need for this technology with all its phone numbers listings and scheduling capabilities. In my case, I can put the phone numbers of all those people I really know, or people who would ever Want to know me, on the back of a business card.

Ok. So what is the bottom line – well I guess I am just a little jealous of my iPhone friend and his ability to keep up with all this new, and sometimes really needed, Digital Cell Technology. As a Great College Instructor of mine used to say "Don't just Accept the changes and Challenges that hit you in life, Embrace and Enjoy them". So, I for one, am just going to Embrace February 18, 2008 and all those new Digital Cellular Devices and be thankful that I am still around to accept what life throws at me. As I learned in the Boy Scouts and their motto those many years ago ""Be Prepared and have another plan if your present Girl Friend turns you down_for that very important date"". - or something like that.

Opinions and Distorted Memories of Aging

By *Colonel Crank*

"The views contained in this and other contributions from Colonel Crank are Not necessarily the views of the Georgia Sport Flyers Association or the views of the current Newsletter Editor."

Those of you that went to the Aeroplane Flyers Christmas Party might remember that Old Gray Bearded fellow who told some silly stories about his Spirits Club and their President, Santa Clause. That Nut said he would Not be back next year but he didn't say anything about not sending some of his Very Opinionated and somewhat Distorted Memories and Fixin Ideas to your new newsletter editor, Ken aka mule.

Well, I am that Nut. Just call me Colonel Crank (think very "Cranky"). Ken told me he would publish a new newsletter every 2 months. That gives Y'all 6 issues for me to throw some of that Cow (Bull) Stuff at Ya. So what is the Old Geezer going to lay on us over the next year, Ya ask? Well, I'll tell ya only if y'all don't complain allot and tell Mr. Ken to boot me out before Next Christmas.

Now there are Lots of things for us to think about and complain about and even talk about - Maybe even the fixin of some things about each of us and the fixin of our Good Old USA. With electing a new President in 2008, there will be LOTS of that Bull Stuff bein slung around and lots of silly fools poppin up havin some ideas dummer than my own.

Well let's get to it. First off, when ya get older people Expect ya to talk and act in strange ways. When ya used to work for some durn fool company, ya had to do everythin Their way - either Right or just downright Stupid. Now ya can be just yourself. If people don't like what ya say or do, you can just say what a great comedy guy says: "Well Excuse Me". He also has Gray Hair like most of us old geezers. Also, I like sayin: "That's YOUR Problem". Sooooo- If ya don't like what I'm a saying in this and other of our talks then WEM or TYP. Ya college people with all yur Text Messing can figure out those letters and put um where you think they should go when ya don't like what I'm a sayin. Now, if all this stuff seems a bit jumbled up and Confusin, hey I'm old now so what do you expect. (TYP). Oh. One more thing - now you don't need a dog under yur chair to blame if you had some of those good old Boston Baked Beans fur Supper and you need to Hoot and Holler. See, Getting Old can be Lots Of Fun.

Now back to what we are goin to talk about the next 5 newsletters: Yep, I'll change my mind if I want to (WEM).

1. The World owes ya Nothin - Ya Earn yur Spurs Every Day. My mama raised 3 kids when my Dad skipped out.
2. Our Schools are dragin the upper kids down instead of helpin the lower kids get pulled up by their boot straps.
3. Dropin some ABC Letters and History Words cause they might hurt some fellins. I been called Everythin (TYP)
4. Wetbacks - Always back my kin came over in stinkin ships, worked hard to Talk, Write and THEN Citizenship.
5. Where did all our Leaders Go? Some are my favorite Gutsy fellers and Gals, Yep - even old Teddy Roosevelt.
6. The 20th Century - The Rise, Prosper and Fall of America????? We were part of The Best and the Worst of it.
7. The 21st Century - Did we really need another War? What are us Old People leavin our Kin for the future????

Until March "*Colonel Crank*"

FROM ULTRALIGHTS TO LITTLE SLOW AIRCRAFT

By *Ben Methvin*

A recent peregrination of six Experimental Light Sport Aircraft from Cartersville, Georgia, north of Atlanta, to a small paved airstrip on a barrier island in the Gulf of Mexico revealed some of the changes wrought by the new rules and improvements in our technology. With the exception of Mike Prosser's Experimental Hummelbird, all of the aircraft were former two-seat Ultralight trainer aircraft.

Adventure, education, experience and fun were goals for the trip. The goals were met. A flat tire and some communication squawks were the only mechanical problems. Four Flightstars, with three equipped with Rotax 582 engines and one with an HKS engine, once again showed this old traveler that the mechanical and technological equipment has much improved. An X-Air with an F-30 85 hp Hirth engine also performed well and with Tim as pilot, made a fast and agile member of the group. The Hummelbird with the Volkswagon engine proved as dependable and as trustworthy as its venerable owner. In previous years we might have found it prudent to take a large trailer full of spare parts with us but not now.

The pilots and owners involved were more than equal to the equipment and the forces of Mother Nature. Kim Arrowood's organizational skills and experience placed her at the lead point of the 5-airplane V formation we adopted for most of the trip. Mike Prosser with his fast and agile Hummelbird flew both fighter cover and guarded our six watching all for any problems. Tim Shaw, Jackie Williamson, Wayne Evans and Jim Mabeley were on their first really long cross-country flights and ended up with top honors in this graduate course. The veterans included Kim, of Maine-to-Key West fame, Mike Prosser, Ben Methvin and Richard Logue who all learned a lot.

Our home airport, VPC, lies but a few miles north of the Mode C veil for the Atlanta Class B airspace. Previous trips south toward Florida saw our little low flying aircraft going through the western half of the airspace under the floors of the airspace. Two thousand five hundred feet usually had us clear of towers and well below the bottom of the Class B. The Mode C veil had been no problem for our **Ultralights** when we were not certified aircraft with certified engine-driven electrical systems and as such did not then require a Mode C transponder. As a **certified LSA** we now must have a transponder if we are to use the B and C airspace. We tested the **exception** which says you may get permission from the ATC on a limited basis even if your transponder is not working.

On our recent trip we planned to save considerable time by flying south through the veil even though only one of the craft in the small flotilla had a transponder. A telephone call to the Atlanta Approach Control facility requested permission and instructions for our flight through the almost 70-mile space. We estimated a flight time of one hour in the space based on wind predictions. A telephone call to Approach Control and a radio call after the take-off confirmed a connection between the flight and the radar. The Controllers were most helpful, professional and downright friendly. We had been on their scopes for well over the planned hour when one Controller did wonder if **LSA** meant Little Slow Aircraft. The wind prediction was bad wrong and we had 30 knots on the nose which caused a prudent but unplanned fuel stop at Falcon Field, still well within the airspace.

FROM ULTRALIGHTS TO LITTLE SLOW AIRCRAFT (cont)

The flight through the airspace was interesting and included observing the approaching large airliners headed for one of the five east-west runways at Hartsfield Atlanta Airport. They were well above our small low-flying minnows and it is unlikely they knew of our existence. The Airliners were landing from the West to East due to the same high winds we had as headwinds. More often the wind comes from Alabama and is well used before we get it. The east winds were unusual and strong. We were well aware of the big beautiful aircraft and appreciated the radar operators and the rules keeping us separated. The skyline of Atlanta, in high definition, was beautiful and impressive in the early morning sun.

Once out of the Atlanta Airspace, on a more southerly heading, our winds improved and the fleet airspeed reached nearly 65 miles per hour. We began to have hopes of actually reaching the beach before dark, still many miles away.

A lunch stop at Souther Field in Americus, Georgia gave us time to discover that this was the same airfield where Lindberg bought his first airplane and actually made his first solo flight.



Lindberg purchased a new Curtiss JN4 two-seat trainer here for only five hundred dollars.

History repeated itself in this small town regarding quantities of surplus airplanes. In 1923 Lindberg bought one of 116 still crated Jennys which had been bought in an auction from the Americus Army Depot by a Macon resident, Mr. John Wyche. The Curtiss JN4-D Jennys were bought for \$16 each, 525 Curtiss OX-5 engines for \$20 each along with fourteen thousand propellers for eighty cents each. A ready-to-go Jenny was on sale by Mr. Wyche for \$1000.00. Lindberg somehow was able to buy one with a new engine and propeller, new paint, an extra 20-gallon tank and assorted other parts for only \$500.

Lindberg did not yet know how to fly although he had several formal lessons and looked and acted the part. His first flight in his new Jenny ended in an unplanned crow hop and a wing-down landing on one wheel and the wing skid.

When Lindberg arrived at Americus, he had a total of 8 hours flying time, had not soloed and had no license. After watching the tall kid's attempted first flight, a more experienced pilot also buying one of these planes offered to fly with him until he got the hang of it. Lindberg stayed at Americus in the then empty Depot barracks for several weeks, practicing near a source of parts and maintenance. Four years later he was to fly the Atlantic in a slightly more sophisticated airplane.

I don't know the rest of the story of how well Mr. Wyche made out on his investments but the Jenny was a most popular machine in the twenties and did much toward bringing aviation to the small towns of the USA.

FROM ULTRALIGHTS TO LITTLE SLOW AIRCRAFT (cont)

In the *repetition of History* mentioned before, the Americus airport is now littered, not with Jenny's, but with the corroding hulks of dozens of European LET Z-37 1968 model agricultural spray plane bought by a local entrepreneur for surplus prices from a South American broker. It was to be a cheap agricultural spray plane. None were ever sold for this purpose as the American Spray Plane community appealed to their government representatives who investigated and had the airplanes declared ineligible for sale in the United States. I think the Jenny deal far surpassed the Ag-plane deal in profitability.



The next leg took us further south to Cairo, Georgia. I lived my High School years here and learned to fly at this same small airport. Landing on a now paved airport which I had helped to build at age 13 and 14 really caused a wave of warm nostalgia. Needless to say, I bored the other aviators in our group with my tales of childhood in Americus, my birthplace and hometown, and Cairo where I spent my high school years.



After refueling and a meeting in a conference room at the Cairo airport we discussed stopping for the night or going ahead to the coast. Consensus ruled and we checked weather, called Tallahassee Approach requesting instructions for flying through their Class C airspace and departed with hardly a look back. The winds were again favorable and Tallahassee soon came in view.

The Radar controllers guided us through their airspace toward Carrabelle, Florida on the Panhandle coast. From the Tallahassee Air Space to Carrabelle the flight was over Tate's Hell Swamp, the worst swampland possible in Florida, a state known for swamps. Tate's Hell Swamp was named in 1875 for a Mr. Cece Tate who was lost in the swamp for over two weeks, snake-bit during that time and died shortly after getting back to civilization. His last words were "I've just seen Hell." Wonderfully all six engines worked as expected but I did notice that the air chatter on 123450 cut down to a whisper.

FROM ULTRALIGHTS TO LITTLE SLOW AIRCRAFT (cont)

The wind performed as hoped and with tanks near dry, Carrabelle's small strip welcomed us. As expected there was no fuel on the field but a local policeman in a patrol car, who came to see the colorful mosquitoes which came out of the swamp, offered to haul fuel for us. Nearing sundown and with the beaches just a few more miles across the water we again took off.



Dog Island and St. George Island are close neighbors as barrier islands to the Panhandle. Carrabelle is only seven miles north of the gap between Dog and St. George. We flew in single file and high in case we had to glide to the closest side. Once over the easternmost tip of St. George we flew just inches above the beach in the strong but smooth air coming from the Gulf. The chat frequency was musical from the lilt in the voices that showed elation in that we were near our goal. Landing at the neat little airport strip at St. George was great. There was one Cherokee in the parking area, leaving plenty of room for the happy band of LSA brothers/sisters.



With the cottage a short walk away, we now felt at journey's end. The cottage proved to be large and comfortable with a bed for each. Our wonderful support van driver Steve Arrowood arrived shortly after we did and took a food-buying party to the business end of the island. Dinner was hot Pizza for a tired but happy gang. *(end of part 1)*

LSA Maintenance

By "Budman" Prosser

Battery Basics

In keeping with the principal of basic maintenance, let's look at our battery. When was the last time that you paid it any attention? Was it the last time that it wouldn't start your engine? No... say that it isn't so. When on the ground, a slow turnover of the engine can also indicate a battery problem. Basic maintenance may prevent you from becoming stranded sometime, due to an engine that won't start or even save you money in the long term. This is the season for the cold weather to weed out the weak batteries and kill them dead! It seems that "survival of the fittest" in the animal kingdom, also reaches to battery problems also...ha ha. In extreme low temperature conditions, batteries can freeze if they are discharged. Please dispose of batteries properly. They must be recycled; otherwise they create hazardous mixed waste.

You have one of two battery types installed in your UL or aircraft; a lead acid or a sealed battery. Lead acid batteries require more maintenance than sealed batteries, due to the battery acid/fluid that it contains (electrolyte - sulfuric acid) and the affects of battery acid/vapors. Lead acid batteries are more susceptible to internal damage/breakage from vibration, than sealed batteries, which can result in a "dead cell". This will cause the battery to not be able to hold a charge. Also, vapor leakage at the terminals causes battery terminal corrosion and may cause bad conductivity/connection. Inspect the battery cables/wiring for corrosion or damage/breakage; vibration can slipstream forces can cause the wiring to break or pull out of connection. Look for any evidence or over-heating that may be a result of over-charging. Sealed batteries are commonly called "maintenance free" batteries and more or less they are; yep, no leaky or corrosive electrolyte/acid to deal with. They are great in that they can be mounted in virtually any position too!

Both have a positive (+) and negative (-) post/terminal and associated bolting, that secures the battery cable/terminal in place. Further, there is a battery mount & hold-down assembly to firmly hold the battery in place. Your battery may also be mounted within a "battery box". The battery box usually has two pieces; a bottom (box) and a removable top/cover. Ensure that these items are in good condition; discard, remove and/or replace, as required. Also, when used with a lead acid battery, you should have an over-flow line/vent tube that will allow vapor/acid to vent overboard. Usually, problems with this type of battery are related to its normal service life (nothing lasts forever) or damage. Damage usually results from "pulling or pushing" the terminals, resulting in breakage-internally or externally and/or improper tightening of the terminal bolting. Terminal bolting should be adequately tight. Vibration damage can occur if the battery isn't properly secured to the battery mount. Insulating the battery mount from vibration is also a good idea. Use an elastomer, such as rubber; this is also a good electrical insulator. Ensure that all cables/wiring is properly secured & supported. Also, corrosion can occur at the terminal connections. Clean the terminals & bolting as necessary. This is no different than typical cleaning of the battery terminals on your car or boat. Cleaning and maintenance tools & chemicals are readily available from any automotive supply store. The battery wiring should be of size and rating suggested by the manufacturer. The battery should be equivalent to the battery recommended by your engine manufacturer, for voltage and amps. Don't forget that all batteries are not created equal in regard to AMP rating/cold cranking amps, physical size/dimensions and position of the battery terminals/posts. It is a good idea to incorporate terminal boots to encapsulate the battery terminals/posts. This is a safety feature that helps insulate them and protects them from the natural

elements and from a possible electrical shocking or short-out hazard. When performing electrical maintenance, it is recommended that you disconnect the negative battery cable from its terminal/post. You do have a properly sized fuse or fuse link in-line with that positive battery cable/circuit, don't you?

A battery needs to be re-charged routinely, either by the running of the engine or use of a battery charger or battery tender, during long periods without use. If you have an Ammeter, it can tell you the normalcy of the battery operation. This instrument can also indicate problems such as an over-charge or a discharge situation. Now, do the preflight and or post flight inspection to determine airworthiness every time you fly or at least at regular intervals.

Primer Facts

I know that I have talked about this topic before, but it has reared its ugly head again and I need to address it again for you. It hit real close to home for me this time. The placement of the Primer in the fuel supply is critical - this is where the error usually occurs. Usually, the primary fuel line is used to supply the Primer with fuel to prime the carburetor/engine assembly, usually to enhance starting, when the engine is cold.

Does anyone know the difference between the primers used on *certificated aircraft, such as Piper, Cessna, etc. and those used on our **former heavy UL type E-LSA's (Phantoms, Flightstars, Hurricanes, etc.)? Certificated aircraft use a Primer that has a pin on the plunger shaft that engages a slot in the body that enables the plunger to be locked when use of the primer is complete. This is usually a "push and twist lock method". This locking method closes the fuel supply at the primer. It still works on the "righty tighty and lefty loosey" scenario.

For our UL's and E-LSA's, we have a less sophisticated Primer that is commonly used. This one does not have the "push and twist lock method". The Primer plunger is only closed when the plunger is pushed it all the way to its seat and it stays there. If the plunger is not fully seated, then the primer circuit is open!!! Also, the plunger is sensitive to fuel pressure; it's simply a matter concerning the principal of hydraulics. I won't bore you with those details, but please understand that in hydraulics, liquids can't be compressed; so, there is a direct reaction of the fuel system components, to the pressure applied in that system. Therefore, if the Primer fuel supply is located in the wrong place, fuel pressure will defeat the piston/plunger in the closed position and *push* the primer open and the engine will draw fuel directly from the Primer. This will cause the engine to run rich and may even load-up the engine with fuel enough that it may quit!!!!!! Yep, the engine may flood big time. Therefore placement of the fuel pickup is critical!

Okay... Where should the Primer pickup be located on our former heavy UL type E-LSA's? It should be located before the fuel pump and/or squeeze bulb. Usually, people like to install the Primer pickup/supply "T" as close to the Primer as possible, because it's easy and it looks good. ***Wrong@!*** Please be sure to check your installation and don't forget to "peer check" your friends vehicle also.

Be safe out there.

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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: www.faa.gov/education_research/