
The Sport Flyer

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

July 2008

Sport Flyers Fly Gliders



Is That a Landing or What????????????????

State of the Union

By mule

July is here and in addition to celebrating the birth of our country, it is getting hot and humid out there. Some of you might say, "So What? It's always hot in July." Well we are coming out of winter when 700' msl is 700' msl and the temperature and humidity of July will make 700' msl have the same aerodynamic characteristics as 3000' msl. So let's be careful about our gross weights, climb attitudes and understand our engine does not have the power we were used to in the winter.

May and June have been busy and we have had many club members putting more than a few hours on their birds. "JJ" has been particularly busy putting some 50 hours on his bird. He probably is going broke as gasoline prices continue to climb. Dr. Jackie being without hangar had her bird sitting with the wings off put them on and got some flying in but then had to pull the wings again to protect her bird from the weather.

Ben is as busy as ever but has removed his fancy doors to get a bit more air conditioning. More students are soloing so at VPC sport flying is alive and well.



Look out below, "Mikey's Airborne"

Remember this is your newsletter so articles and pictures are not only accepted but necessary !!!!!

Safety Quote for July

"Aviation in itself is not inherently dangerous. But to an even greater degree than the sea, it is terribly unforgiving of any carelessness, incapacity or neglect."

Don Maskell & Co., Pier 35, San Francisco

I have been looking for this quote for a couple of years actually. I knew the content, but not the exact words and as I remember it, I had seen it many times in various aviation publications. However, I couldn't put my finger on it. I knew that sooner or later, I would stumble across it. Sure enough, there it was!

Yep... I was in Mike Bertolami's hanger one day and viola!!! There it was - framed and hanging on the wall in his hanger. I would like to share it with you. To me, it defines aviation safety and/or the hazards thereof...

GfSA Safety Officer

Michael "Budman" Prosser



Steve's Dish of the Month



For all you SALMON lovers, here's a very simple dish:

Ingredients

- 1 Salmon fillet 6-8oz (or 2 Salmon Fillets 3-4oz)
- 1 Zucchini
- 1-2 Yellow Squash
- 1 Eggplant (Optional)
- 2 Tbsp of Dijon or Spicy Brown Mustard
- 2 Tbsp of Worcestershire sauce
- 1 lemon
- HEAVY DUTY aluminum

Pre-set the oven for 350 degrees. Slice veggies at an angle about ½ inch thick. Cut a piece of Aluminum (about 1 ½ feet long) and place it on a Cookie Sheet & place the salmon in the middle of the aluminum. Circle the salmon, closely, with the veggies, altering them. In a small bowl, mix the juices of the lemon with the other 2 liquid ingredients & pour it over the salmon & veggies. Cover the food with another piece of aluminum & fold the edges tightly (at least 3 TIGHT folds are good). Cook for 20 mins.

Watch yourself when you cut this open – STEAM CAN BE VERY HOT!!!!

This is your Friendly Flight Club Chef, Steve Ahouse, saying "Cooking is not a JOB - it's an ADVENTURE"

Best Flight Yet

By Jim "JJ" Jones



I soloed on April 22 and the very next day (with some encouragement from my friends) I hopped into a single seat Flightstar and taxied to 19 butterflies in tow.

The winds were calm, the thermals were gone and the plane was perfect. Still I was very nervous. After all, this was a little different from what I had trained in and it was daringly lent to me by Dr. Jackie. Remember I had just soloed!

I'm at the runway hold mark intensely fearing what this "new" plane is about to throw at me. Ben's voice echoes through the headset, "That airplane has a lot of power for its size. Don't be afraid to pull power back a little if you get too much speed on take-off."

Nerves getting worse, I make the call and point the nose strut straight down 19. Kim's voice comes back from past instruction, "Climb as high as you can as safe as you can, watch out for the dragon on the way back in."

Throttle up the wheels lift up! A calm comes over the cockpit ... all the voices are gone... except for one, that of the airplane (who knew), "Don't worry bout a thang buddy (airplane has a southern accent), we're gonna have a great flight!"

Lots of airspeed, climbing fast, I pull the throttle comes back a little. Now completely at ease and grinning from ear to ear, I make my calls.

Turning base the airplane speaks again, "Don't land yet pal, we've got a lot of flyin' to do!" I do as I am told and make the call. "Flightstar 60E departing the pattern to the West."

It dawns on me that this is my first time out of the pattern by myself! I marvel at the inspiring beauty of the sunset. I am reminded of all the encouragement, guidance and general help I've received from **all** my new friends.

There is no place in the world you could find another Ben Methvin, Ken Adams, Jackie Williamson, Wayne Evans, Kim Arrowood, Mikey Bertø, Berta, (whatever) or any combination of people who make VPC such a special place!

I owe every second of this glorious experience to you "guys".

Airplane speaks up again, "Dry your eyes drama boy, it's time to land!"
Thank you all so much!



JJ, Sammy, Sandie & Adam Eatin' Good!!!!!!

ATC Humor

*Courtesy of David J. Livingston
Colorado Springs, Colorado*

Heard on Denver approach frequency:

Approach:

"Great Lakes One Twenty Three, traffic six o'clock, two miles, 1000 feet above you, a 737."

Great Lakes:

"Approach, Great Lakes One Twenty Three, if I told you I could see him, I'd be lying."

Approach:

"If you told me you could see him, you'd be my mother — 'cause you'd have eyes in the back of your head."

(And here I thought All mothers are Born with Eyes in the back of her head – KFC)

"Where is this?"



"Budman" a bio
By mule

The "Budman" otherwise known as Mike Prosser has said and I quote – "I fly for fun and I fly for food." Mike is a "Charter Member" of GSFA and one of 2 remaining original members that first formed the Club. He has 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, he serves as the GSFA Club Safety Officer.

Mike's first experience in flight was when he was in Boy Scouts and was in one of those machines that beat the air to death. (A Helicopter for those unaware of what a helicopter really does) Why that made him ever want to fly is beyond me. Maybe it was his time on the USS Ranger watching those Naval Aviators?

While working in the nuclear power plant maintenance field and traveling he picked up a "Flying Magazine". In that magazine were ads for private pilot training giving him pause to think that he might become a pilot. He made a pack with himself, The deal was, that he would study and

take the dreaded FAA written examination for the Private Pilot rating - if he passed it, then he would continue with flight training – if he failed it, then it would be over. Well, he passed the test and the rest is history! After a lot of hard dedicated work & training, he had his Private Pilot license.



"Budman" and his new acquisition!!!!

Since becoming a certificated private pilot (Airplane, single engine land) in October of 1979 he has gained experience in the following category & types: fixed wing - single engine, multi-engine, tractor & pusher engine configurations, tri-gear & tail-dragger in a Buccaneer-1 amphibian. He also has experience in trikes.

Mike is a member of EAA and has owned a '84 Phantom X-1, a Challenger-1 and two JetWing trikes. He has built and licensed three "Experimental" aircraft, an Adams-Wilson Helicopter, a Mono-fly and a Hummelbird. He has built two custom trikes. The last trike had the very same 37 hp VW engine that now powers his Hummelbird airplane.

Mike is a great asset to our club and we all are privileged to have him as our friend.



The "Budmobile"

The History of the Georgia Sport Flyers

By Mike "Budman" Prosser

Keeping our history alive. Most people (members) don't know how we have become the Club that we are or who played important roles in service to this organization. This is our story - pass it on.

It was October 4, 1982 that a new regulation effective to allow "ultralights" to legally exist and fly. Further, no pilot certificate or training was required; this was both a blessing and a curse. We as pilots and as an organization had to police ourselves. This is our story.

The history of **The Georgia Sport Flyers Association** dates back to the fall of 1993, when ultralights & ultralight pilots were still relatively new and a novelty of the aviation community. As time passed and individuals recognized how much fun this was, we quickly became more numerous in the greater Atlanta area. We operated our ultralights in accordance with FAA (FAR) Part 103 and with guidance from FAA Advisory Circular #AC 103-07. 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. We found out that we had more fun and safety increased, with a greater number of participants. These 2-cycle engines and accessories were a marvel of engineering and most of us had a lot to learn. Please remember that flying ultralights, at that time, was considered by many to be very, very dangerous endeavor and was unaccepted by the majority of general aviation; including most airport managers and their personnel.



Crusader on Final -- Watch out "LI"

Mr. 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 Mr. 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 Mr. 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, but he made a successful landing on the airport runway. 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. Pierce 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.



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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_rese