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# *The Sport Flyer*

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

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**May 2009 – Spring Edition**

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GSFA Visits Warner Robins Museum of Aviation

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

# GSFA Members visit Warner Robins Museum of Aviation

By Martha Johnston



On 18 April 2009 two couples (Mike and Jo Prosser and Richard and Martha Johnston) journeyed south of Macon to tour The Museum of Aviation at Robins Air Force Base, Warner Robins, Georgia. The museum houses many interesting exhibits (in four buildings) and has a large number of static displays of many different types of military aircraft including small airplanes, helicopters, transport planes and fighter jets. There is something here for everyone from the early days of aviation to a “Transporter” (motion simulator that

transports visitors to virtual locations such as a World War II mission from an aircraft carrier (Iwo Jima), a Desert Storm fighter jet strike mission, the first moon walk, plus 9 other experiences). We flew a mission from an aircraft carrier. Plan to spend the day, bring your family as the museum admission is free, there is a picnic area to enjoy and relax as well as a sandwich shop inside.

We did a self-guided tour however paid guided tours are offered and there are numerous exhibits to see in all of the buildings. Upon entering the “Eagle Building” (main building) at the museum you are first greeted by knowledgeable volunteers who offer maps and friendly advice. In the rotunda of the Eagle Building there is a static display of an F-15 aircraft, which has just been replaced with one of the retired Thunderbird jets – unfortunately added after our visit. After looking at this exhibit for a few minutes we headed for the C-130 “Hercules” airplane where we boarded an actual C-130 and watched a film of how paratroopers and equipment are airlifted and dropped from the aircraft.

After sharing this experience with a troop of Cub Scouts we slowly made our way around the other exhibits (i.e. 483<sup>rd</sup> Bombardment Group, Women and the Corp, The Korean War, Robert L. Scott, Jr. Story and “Ferocious Frankie” a real cool P-51 Mustang) discussing the differences between the aircrafts. The picture of the four of us is taken in the Korean War exhibit.

In “Hangar 1” there are exhibits honoring the Tuskegee Airmen and the soldiers of the Vietnam War era. We did not spend much time in the “Century of Flight” building as they

were preparing it for a special event. The Georgia Aviation Hall of Fame exhibit is now located on the 2<sup>nd</sup> floor mezzanine of this building. This exhibit honors both men and women who have made outstanding and lasting contributions to the advancement of aviation or manned space flight. Here I found my favorite ...a "Blackbird" SR-71A however Richard would not let me bring it home. Lastly we visited the "World War II Hangar". This building houses the new "D-Day Exhibit" honoring the 507<sup>th</sup> Parachute Infantry Regiment (formed at Fort Benning, GA), a regiment of the 82<sup>nd</sup> Airborne Division of the United States Army and their contribution in three operations during the war: D-Day, The Battle of the Bulge and Operation Varsity.

Although we saw many interesting aircraft displays what I found most inspiring to me is the POW/MIA Memorial, which opened on 07 October 2008. It is located behind the Eagle Building as you walk the path to the Century of Flight Building. The Memorial features a granite base ringed with the insignias of all military services and is topped with a bronze eagle full wing-span, holding a chain in his talon, above the United States flag and is dedicated to all Prisoners of War and those Missing in Action.

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### [FAA FINDS SELF-CERTIFICATION PROCESS EFFECTIVE FOR LSA](#)

When the light sport aircraft industry launched, less than five years ago, with an FAA mandate that would allow manufacturers to essentially self-certify their airplanes, there was some concern about whether buyers or even insurers would consider such a process adequate. But now, the FAA has completed 23 of a planned 29 assessments of LSA manufacturers, and so far has been pleased with the results. "The FAA is confident that LSA manufacturer's compliance can match that of the commercial aviation manufacturers," John Colomy, acting manager of FAA's Small Aircraft Directorate, recently told LSA industry officials. "This will be a major accomplishment since using consensus standards and compliance self-declarations is a new way of doing business for the LSA industry." Dan Johnson, chairman of the Light Aircraft Manufacturers Association, points out that self-certification is not really new for the LSA industry, since that's how it's been done from the start -- however, it's new for the FAA. "And congratulations to this federal agency for stepping back from their normal regulatory control," Johnson said. The FAA added that it found some areas where improvements could be made, and the manufacturers are sure to hear more about that soon. Johnson said that's to be expected. "How could it be otherwise? We have an industry barely four years old while Cessna, for example, has had 80-plus years to get it all right"

( Article thanks to AOPA) – Wayne Evans

# The Aircraft Personal Proper Tax Return

## You just can't run from it!

Just a reminder...

I received my **2009 Aircraft Personal Proper Tax Return, from the Bartow County Assessors Office (ref Ad-Valorem tax)** in the mail recently, did you????????????????  
Submission of this disclosure was due on 4-1-09. Note: this is not a tax bill!!! Your tax notice (bill) will be sent to you later on, after the tax has been assessed.

If you didn't receive your personal property tax return, please contact the Tax Assessors Office in your county to keep from getting into trouble and/or having to pay a 10% penalty (or worse). The tax notice (bill) is typically due in November. If they have your national registration number (N number), then they know where you live...ha ha.

This is an Ad-Valorem Tax for any vehicle used for air navigation, based on fair market value and is payable to the county in which the vehicle is based or primarily operated from (hanger, tied down or from which flights normally originate). Other luxuries or recreational vehicles, boats and jet skies and the like, are required to be licensed or taxed; so even ultralights/LSA's can't escape the taxman.

This is a small price to pay for the privilege of operating out of a municipal/county airport with many nice amenities and services, such as VPC. Since other certificated aircraft are taxed in the same manner, we E-LSA pilots shouldn't feel bad; don't we want to be treated as fairly as other pilots at our home field? Haven't we fought to have equal rights at our airports? It goes both ways; even taxes. This is also a way for us to demonstrate that we are paying our fair share.

It wasn't very long ago when we had to justify our right to operate out of Cartersville (VPC) and we, then ultralights & fat ultralights, were accused of not paying our share of the tax burden and we were accused of being "freeloaders". I trust that each of you will do the right thing, regardless of the county/municipal airport where you are home based.

Contact information: Bartow Co. Board of Assessors  
135 W. Cherokee Ave, Ste. 243B  
Cartersville, Ga. 30120  
(770) 387-5090

Or the County Tax Assessors Office for your county, if other than Bartow County.

Michael "**Budman**" Prosser

## The Emergency 180 Degree Turn, Back to the Runway

Have you thought about it? Is it really a 180 degree turn? Could you make it back to the runway *on takeoff*, if your engine quit? Are you ready for it? As pilots, we need to be. There is an old saying: **“In an emergency, your brain will not ascend to the challenge, but will descend to your level of training”**. This is this month’s Safety Quote, by the way.

This emergency should be practiced, at a safe altitude, should this emergency event ever happen to you. How much altitude will it take for your aircraft??? This type of landing, with an inoperative engine, is called a “dead stick landing”. If this happens to you, you will be extremely busy and you have to get that nose down “now”, to best glide speed. Announce an emergency so that others on the ground or in the pattern know that you need /will take priority landing status. Also, people will be on their way to help you. Remember - you may not have enough altitude to make it back to the runway. *Your best option may be to land straight ahead -which is the norm for a low altitude engine failure.* My recommendation is not to turn back to the runway if you don’t have enough altitude to do it safely. Practice, practice, practice...know your aircraft and your skill level. Regardless of anything else at that critical moment, **“fly the airplane”**.

You have to know your aircraft and know its sink rate. Typically, with two cycle engines/gearboxes in general and aircraft at our slow speeds- the prop will stop. This is a good thing if the engine quits on take-off. Why you say? Several reasons: #1, you are committed to a landing and #2, a wind-milling prop creates tremendous drag, so - hopefully our glide will be better with the prop stopped. Further, if that prop is stopped and there isn’t any time for diagnosis & restart, then turn off the Mag Switch and Master Switch. Why (again you ask)? Turn off the Mag Switch so that the engine doesn’t come roaring back to life at the worst possible time and screw up your dead stick landing. Many have met an awful end due to this type of last second occurrence. Turn off the Master switch to prevent a fire, should you break the airplane and have a fuel spill. Also, unlatch the cockpit doors and block them open, if you can, to make sure that they don’t get jammed closed (unable to open) due to a possible hard landing or crash. Therefore, you have increased your level of safety during cabin evacuation.

What about that wind-milling prop at idle when practicing (engine is running & at idle for practice)? You can compensate by adding approximately 25% power in the glide. Practice the 180 degree turn and & maintain airspeed. Resist the urge to pull back on the stick, as the ground comes up to you; at least that’s what it looks like - you feel that you don’t want that to happen. You want to fly; you want to save yourself; so the natural tendency is to pull back or “clutch” the stick when the engine quits. Therefore, save yourself by making the best darn “committed” dead stick landing that you’ve ever made, regardless of where that happens to be. **Remember - you may not have enough altitude to make it back to the runway. Your best option may be to land straight ahead, which is the norm for a low altitude engine failure. Also remember that a controlled emergency landing is better than an uncontrolled stall spin crash, from several hundred feet into the ground - anytime!**

A 180 degree turn is a 180 degree turn, no question there. This is my question to you - How many degrees are required to make it back to the departure runway centerline? *I will answer this in the next newsletter.*

Be safe out there. Michael **“Budman”** Prosser

# Keeping our GSFA history alive - Parts 1 & 2.

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

**Budman**

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## The History of GSFA; Part 1

**Updated by Mike Prosser: March '09**

It was October 4, 1982 that a new regulation effective to allow "ultralights" to legally exist and fly; this was FAA Part 103. 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. Now, as of January 31st, 2008, we are Experimental Light Sport Aircraft, flown & operated by certificated Sport Pilots...wow! What will our future be and what will our future history tell... I guess that it is up to us. 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 (Federal Aviation Regulations) Part 103 and with guidance from FAA Advisory Circular #AC 103-07. Ultralight flyers crossed paths enough times, in our local areas, that there became interest in forming an Ultralight Club. This 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 airport personnel.

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 Marietta Chapter #268, based at McCollum Airport, in Marietta, Georgia. 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 the Cartersville airport and had a throttle failure while in the pattern. Fortunately, 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 4<sup>th</sup>, 1993 at the Masters Inn on Fulton Industrial Blvd, the Bylaws were approved and slates of officers were nominated for the 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 and sport aviation. Through growth and circumstance, the 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 the Cartersville airport, due to alleged 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, concerned pilot/airport users and Mr. Hite (also a member of the Cartersville Airport Authority) for resolution of this conflict. All participants that the GSFA members met with were very professional & fair. At the January 8<sup>th</sup>, 2001 1st quarterly meeting of the Airport Authority, all attending parties agreed to permit "ultralights" to continue to operate at Cartersville. Mike Prosser drafted & submitted the Cartersville Pattern and Procedures document, pattern diagrams and the GSFA Safety Committee list to Mr. Don McMillan-Airport Authority Chairman, at that time. 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 January 9, 2001 and became effective on January 22, 2001. Please remember these rules and regulations (\*) & be ever vigilant to protect our privilege to operate our aircraft 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.

## **Part 2 of 2: 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, superseded 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, V. President & Rally Master. Brad set-up GSFA’s 1<sup>st</sup> 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  
John Euchner, Secretary/Treasurer  
Richard Johnston, Vice President  
Wayne Evans, Newsletter Editor  
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  
Richard Johnston, Newsletter & Website Officer  
Michael Prosser, Safety Officer  
Kim Arrowood, Activities Coordinator

2008 Phil Jouanet, President  
Ben Methvin, Vice President  
Kim Arrowood, Secretary Treasurer & Activities coordinator  
Ken Adams, Newsletter Editor  
Michael Prosser, Safety Officer  
Richard Johnston, Website Officer  
Steve Ahouse, Club Chef

2009 Jim Madeley, President  
Wayne Evans, Vice President  
Kim Arrowood, Secretary Treasurer & Activities Coordinator  
Richard Johnston, Newsletter Editor & Website Officer  
Michael Prosser, Safety Officer  
Richard Johnston, Website Officer  
Steve Ahouse, Club Chef

**Question... How will the History of GSFA remember you???**

Submitted by: Michael “**Budman**” Prosser

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**This Month’s Safety Quote: From the Safety Officer**

**“In an emergency, your brain will not *ascend to the challenge*, but will *descend to your level of training*”.** Credit given to the EAA SPORT PILOT magazine.

Practice, practice, practice - be safe, be ready, be skilled.

Michael “**Budman**” Prosser

# Aviation Funny Pages

## Communications Oops! - submitted by Wayne Evans

*This comes from a search-and-rescue pilot at Canadian Forces Base, Bagotville, Québec. It allegedly happened late one night during bad weather, as heard over the tower radio:*

**First Voice** (*helicopter pilot*):

"Roger, I'm holding at 3,000 over the beacon."

**Second Voice** (*panicky*):

"No, you can't be doing that — *I'm* holding at 3,000 over that beacon!"

[*Brief pause.*]

**First Voice** (*again*):

"You idiot — you're my co-pilot."

**Jerry Blalock**

*Carmichael, California*

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## Driver Safety Humor: A Proven Solution to "Are We There Yet?" Driver Distraction.

From Grandpa Wayne



# How To ... Not Sell an Airplane

## When warning bells ring

John P. Moyle, EAA 4260

[John@ContactMagazine.com](mailto:John@ContactMagazine.com)

*Submitted by Brad Kerce*

Some time back I had a nice little aircraft to sell, a RANS S-4 Coyote. This nifty single-seat ultralight-type experimental looks vaguely similar to a compact version of the famed Piper Cub. Powered by the air-cooled twin-cylinder two-stroke Rotax 447 and featuring a pull start (like your lawn mower), the S-4 is the simplest of flying machines. I advertised this low-cost jewel on an Internet service and had many interested parties contact me. Eventually one earnest young fellow (who we will call Eugene) agreed to purchase my aircraft once he had completed a satisfactory inspection.

He inquired about flying it home, but I persuaded him that the 800 mile cross-country might be a little extreme considering this is a 60 mph aircraft that typically burns 4 gallons per hour, with only a 5-gallon fuel capacity. Never mind that the route home would require crossing a mountain range and many miles of inhospitable, dense forest or that the plane does not have an N number.

I should have had the alarm flags flying at this point, but I had only fielded one semi-absurd question, which I allowed to pass. He then decided that he would procure a trailer to haul it home and borrow his father-in-law's pickup truck for this mission. Days later Eugene phoned from a freeway location 90 minutes from our airport to announce he'd had a spot of trouble with his equipment but would be along soon. I invited him to meet my hangar-mate Pat and me at my favorite restaurant for dinner since we would be losing sunlight by the time he arrived.

The story of misadventure he provided over dinner that evening was so humorous that I somehow failed to grasp the seriousness of the problem until the next day. Here's the tale we were told as we dined:

Having lined up a truck for the trip, Eugene bought a boat trailer that he had been eyeing. Apparently, his intention was to modify the trailer at our airport as needed once he had a closer look at the airplane. Before he could depart his home he needed to change the ball on his hitch to a larger size. During the replacement procedure he was interrupted and failed to properly tighten the nut on the ball - 700 miles later, after crossing the mountains and much of the vast length of Interstate 5 in California, Eugene glanced in his mirror to discover something was missing - the trailer!

Pulling over Eugene found the naked hitch bar, sans connector ball, chains, or trailer. He advanced to the next available turnaround and headed back, finding his trailer sitting miraculously parked on the shoulder, unharmed. The ball was still clamped securely within the trailer's latch, the lower threads badly ground down from high-speed contact with the

road surface. Once the inadequately secured nut had vibrated loose and fallen off, it was just a matter of time until a bump in the road caused the ball to hop off the draw bar.

When asked if the safety chains failed too, Eugene responded that he hadn't used them since "the trailer was empty, so I didn't need them." Glad that no one was harmed, and that the equipment was undamaged, I was content to laugh off my new friend's minor misfortune and again did not realize the problem that was forming before me, even after he told us that to continue the trip without a nut for the ball, the safety chains were used to "tie" the assembly from disconnecting again.

After a great meal and a good night's rest we met at my airport to check out the Coyote. I was taken aback when I saw Eugene's trailer; it was an ancient-looking thing with huge truck wheels, designed to haul a river drift boat. The chassis was heavy duty, to say the least, and made from large curved tubular steel sections. During an early phone conversation Eugene had told me about buying the trailer, so I was happy that my advice about not flying had been taken, but I failed to get specific information about his boat trailer, presuming that it would be a common trailer with removable components that usually support hulls. I could not imagine how this beast could be made to carry the fuselage and wings of the Coyote, but I let these thoughts pass while I gave our young friend the guided tour of my aircraft.



**"Eugene" in the cockpit with author John Moyle, removing the tie-down chains.**

During the course of our early phone conversations, Eugene told me that he was a private pilot with no tailwheel endorsement, training, or experience. He felt that since the plane is an "ultralight," he should be able to train himself. I objected to his line of thinking and advised him to get proper experience with an instructor. He promised to do so. After a thorough look at my plane he wanted (naturally) to fire it up, so we walked it over to the fuel island for fresh gasoline since I had drained the old gas off after the last time it was run. We pumped only 2 gallons of 100LL since I had only 5 ounces of the appropriate two-stroke oil on hand.

Plenty for a run-up and some gentle taxi testing - it was also, at that time, reiterated that the plane was *not* to be flown.



**“Eugene”, filled with the wonderment of his new purchase and good news from home, elected to taxi the little plane for a few moments.**

About this time Pat showed up, and the two of them spent a little time finishing up their conversation from the night before on the non-intuitive nature of tailwheel aircraft and the differences from tricycle gear ground handling. Pat was doing his best to reinforce the necessity of proper training.

During the fueling exercise a brief rainstorm blew into the area, and while waiting for the wetness to cease Eugene stepped inside the fixed base operator (FBO) to call his wife. He received excellent news regarding his employment situation and returned to the plane in an obviously jubilant state. He handed me the full purchase price of the Coyote, climbed aboard the craft, and strapped in. A tug on the recoil starter brought the engine to life, and after a bit of warm-up, Eugene idled away from the fueling area. I was only moderately concerned when he failed to execute the proper turn to taxi to the other end of the airport, where the run-up area is. Instead, to my horror and disbelief, he rolled straight across the taxiway onto the active runway.



**Much to the dismay of Pat and John, “Eugene” decided to taxi on to the wrong runway and make a downwind departure and illegal right-hand pattern for Runway 14.**

The change in weather brought about a reversal in the well-noted wind direction, so the ensuing unauthorized takeoff was made downwind and against traffic flow! Yes, he drove it right out onto the runway, mid-field, and pushed the throttle against the forward limit. I stood there astonished, clutching his wad of cash in my hand, suddenly realizing that he had “closed the deal” in his mind and no longer required my approval of his actions.

The takeoff was hard for us to watch as we knew it would not end well, and each second of his uncontrolled roll drove that thought home. But after nearly striking each wingtip on the ground in succession, Eugene was flying safely away from the ground.

We helplessly observed as he made an illegal right-hand circuit of the field, and as we feared, he attempted to make a landing with a gusty quartering tail wind. Pat ran over to a departing aircraft and warned the pilot that an ultralight without a radio was making a right-hand circuit and would be landing downwind on Runway 14.

The downwind landing attempt resulted in barely avoided disaster, saved only by a last minute go-around following the horrible sight of him (again) nearly putting each wingtip into the runway surface before realizing he was in trouble. I could only hold my breath while he flew the pattern a second time and lined up for another try - with the same result. On the third circuit he finally noticed that other aircraft were holding at the opposite end of the runway and that the windsock had shifted. On his final attempt, this time landing into the wind at last, Eugene stuck it on, but drifted off the runway into the infield grass and ground-looped harmlessly to a stop.

Pat was so shaken by observing the multiple near-death attempts that he had to excuse himself. I met the shaken pilot with my pickup truck, and he climbed onto my tailgate with the Coyote’s tail wheel in his grip. We slowly motored back to the hangar area, he with his thoughts and I with mine. Once the aircraft was secured I sternly looked him straight in the eye and handed his money back to him.

He seemed rather stunned when I told him he wouldn't be taking this plane home with him, though maybe he was relieved; it was hard to tell for sure. I know that he really wasn't ready, and we only nearly avoided a disaster.

In retrospect, I feel completely responsible. When originally speaking to this young man I failed to get enough information about his previous flight experience. Had I known that he was a new private pilot with less than 50 hours logged, I'd have discouraged him from this purchase. The RANS S-4 Coyote is one of the tamest mounts available, but given his limited flight time and total lack of taildragger training, I should have steered him away - but his eagerness and charming demeanor got the best of me. When I heard the tale of the trailer coming disconnected on the freeway I should not have been laughing; I should have been concerned. When he showed up with the weird trailer, I should have realized he had little grasp of the task at hand, and I should have been alert to the fact that he was ill-prepared to say the least. When Eugene came out of the FBO with the wonderful news related by his wife, I should have taken stock of his obvious "pumped up" emotional state, but I failed there as well.

Admittedly, we never planned or even discussed a test flight. No form of a preflight inspection had ever been conducted on this plane since it was reassembled after I purchased it and trucked it home. A post-flight inspection revealed that we never got to the point of adding safety wire to anything, including the prop bolts - of which two had backed out more than an inch during Eugene's flight. I only agreed to allow some taxi time once I had his money in my hands (lest he damage my plane) - but all the signs were there had I been conscious of them.

He was an inexperienced young fellow, far from home, somewhat out of his element, and on the verge of making a life-altering purchase. He already showed some lack of understanding on several points and later was seriously jazzed about his personal situation. Looking back at it today, when I see the photos and videos taken that day, I am shocked and dismayed by my own ignorance of what happened then, and grateful that I was able to send him away alive, if disappointed.

I know I made the correct moral choice and learned a valuable lesson in the process. There were many warning signs, even loud alarms ringing that I failed to heed. My bad. Eventually a pilot ideally suited to this aircraft was found, and the plane was sold to him. I sleep well at night, but occasionally rethink what almost happened.

# Stuff 'bout Airplanes

*Submitted by Phil Jouanet*

- The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline baggage
- An old pilot is one who can remember when flying was dangerous and sex was safe
- Both optimists and pessimists contribute to the society. The optimist invents the airplane, the pessimist the parachute.
- Airlines have really changed, now a flight attendant can get a pilot pregnant.
- If helicopters are so safe, how come there is no vintage/classic helicopter fly-ins
- Death is just nature's way of telling you to watch your airspeed or rotor RPM
- Real planes use only a single stick to fly. This is why bulldozers & helicopters -- in that order -- need two.'
- There are only three things the copilot should ever say:
  1. Nice landing, Sir.
  2. I'll buy the first round.
  3. I'll take the ugly one.
- As a pilot, only two bad things can happen to you and one of them will.
  - a. One day you will walk out to the aircraft knowing that it is your last flight.
  - b. One day you will walk out to the aircraft not knowing that it is your last flight.
- There are Rules and there are Laws. The Rules are made by men who think that they know how to fly your airplane better than you.
- Laws (of Physics) are made by the Great One. You can, and sometimes should, suspend the Rules but you can never suspend the Laws.
- About Rules:
  - a. The rules are a good place to hide if you don't have a better idea and the talent to execute it.
  - b. If you deviate from a rule, it must be a flawless performance. (e.g., If you fly under a bridge, don't hit the bridge).
- The ideal pilot is the perfect blend of discipline and aggressiveness.
- To become a jet pilot, one must be an egomaniac with low self esteem.
- The medical profession is the natural enemy of the aviation profession.

- Ever notice that the only experts who decree that the age of the pilot is over are people who have never flown anything? Also, in spite of the intensity of their feelings that the pilot's day is over I know of no expert who has volunteered to be a passenger in a non-piloted aircraft.
- Before each flight, make sure that your bladder is empty and your fuel tanks are full!
- He who demands everything that his aircraft can give him is a pilot; he that demands one iota more is a fool.
- There are certain aircraft sounds that can only be heard at night.
- The aircraft limits are only there in case there is another flight by that particular aircraft. If subsequent flights do not appear likely, there are no limits.
- Flying is a great way of life for men who want to feel like boys, but not for those who still are.
- Flying is a hard way to earn an easy living.
- Forget all that stuff about lift, gravity, thrust and drag. An airplane flies because of money. If God had meant man to fly, He'd have given him more money.
- If black boxes survive air crashes -- why don't they make the whole plane out of that stuff?
- 'If the Wright brothers were alive today Wilbur would have to fire Orville to reduce costs.' President DELTA Airlines
- In the Alaska bush I'd rather have a two hour bladder and three hours of gas than vice versa.
- It's not that all airplane pilots are good-looking. Its Just that good-looking people seem more capable of flying airplanes. Or so seasoned observers contend. A matter of self-confidence? No doubt, no doubt.
- I've flown in both pilot seats, can someone tell me why the other one is always occupied by an idiot?
- Son, you're going to have to make up your mind about growing up and becoming a pilot. You can't do both.
- There are only two types of aircraft -- fighters and targets.

- You define a good flight by negatives: you didn't get hijacked, you didn't crash, you didn't throw up, you weren't late, and you weren't nauseated by the food. So you're grateful.
- New FAA Motto: We're not happy, till you're not happy.
- For airlines pilots I would add a rule of my own: You must believe in God and seniority.
- You might survive by not believing in God, but you cannot survive by not believing in seniority.

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## WHY I WANT TO BE A PILOT

Submitted by Phil Jouanet

*The following composition was written by Tommy Tyler of the Fifth Grade in Jefferson School, Beaufort, S.C. It was published in the "South Carolina Aviation News".*

WHEN I GROW UP: I want to be a pilot because it's a fun job and easy to do. That's why there are so many pilots flying around these days.

Pilots don't need much school; they just learn to read numbers so they can read their instruments. I guess they should be able to read road maps too, so they can find their way if they get lost.

Pilots should be brave so they won't get scared if it's foggy and they can't see, or if a wing or a motor falls off they should stay calm so they'll know what to do.

Pilots have to have good eyes so that they can see through clouds, and they can't be afraid of thunder or lightning because they are so much closer to them than we are.

The salary pilots make is another thing I like. They make more money than they know what to do with. This is because most people think that plane flying is dangerous, except pilots don't because they know how easy it is.

I hope I don't get air-sick because I got car-sick and if I get air-sick I couldn't be a pilot, and then I'd have to go to work.

# GSFA Calendar of Events

Rev. 5-1-09

*Editors Note: Most up-to-date version of the calendar can be found on the GSFA forum at <http://www.georgiasportflyers.com/phpBB3/viewforum.php?f=11>*

**5/9: Club Meeting**

**5/16 Fly-out to Callaway Gardens, Pine Mountain Airport (PIM).** We will have lunch there - bring money (smile). Wheels up at 8:30 AM sharp; meet at Ben's hanger. ***I suggest the "Country Kitchen Restaurant". There is a gift shop there and great views from the dining room windows. On Hwy 27.***

**5/23: CHANGE: Fly-out to AYERSOUTH (OGA3), north of Temple, GA & I-20.** Burgers & dogs and such fare; from 10AM - 3PM. Wheels up at 9:30; pilot briefing at 9am, at Ben's hanger.

**6/13: Club Meeting**

**6/20: Fly-out to Chilhowee Glider Port (92A); Benton, Tn.** - Wheels up at 8:30 AM sharp; meet at Ben's hanger. This is a picnic event - please bring your own food & drink.

**7/11: Club meeting**

**7-25: Fly-out to Eddie & Debra Spain's field (Spirit Field), just East of Lake Guntersville, Al.** Additional information is to be announced later.

**7/27-8/2: EAA AirVenture Oshkosh, Wisconsin.** Go and have fun. If you go, we would like to hear your trip report at the next meeting.

**8/8: Club Meeting**

**8/22-23: Suches, Ga. Fly-out and sleep-over:** camping or Chalets. Details are to be announced. Individuals are responsible for their own accommodations & meals. There is the "Two Wheel In" for burgers & such fare. This is a haven for motorcyclists.

**9/12: Club Meeting**

**9/25-28: Fly-out to St Mary's, Ga.** Our longest Club fly-out of the year. Fly the South Georgia & North Florida coast and barrier islands; Jekyll Island, St. Simmons, Cumberland Island and Florida's Fernandina Beach. Details are to be announced later.

**10/10: Club Officer/Election Nominations.** This is important, please be there. Haven't served yet? Now is your time to shine. Our Club, after all, is what we make it.

(Cont'd)

**11/14: Club Elections.** We need you; please be there. How will GSFA remember you? **Serve...**

**12/12: GSFA Christmas Party!!!** Food, fun and door prizes...yea! Further details are to be announced later. *Note: this date is tentative and will be confirmed later.*

Other items that are on our agenda to work in or are under consideration:

- Annual Calhoun fly-in/airshow (CZL); Tom B. David Field
- Flying "M" (Wyatt's) catfish fly-in (fly for food-smile). Typically, this is held in Sept. or Oct. each year.
- Lafayette (9A5) - they don't have anything scheduled as of 4-20-09. However, they may have something the last weekend of Oct.
- Moontown Fly-out (3M5); outside of Huntsville, Al.
- Moton Field (06A); Tuskegee, Alabama fly-out. Home of the Tuskegee Airmen of WWII.
- Peachtree City, Falcon Field (FFC), fly-out
- Southeast Regional Fly-in; Middleton Field (GZH), Evergreen, Alabama: Oct. 23-25, 2009
- West Georgia Regional (CTJ); Carrollton fly-out. EAA fly Young Eagles and OV Gray 103rd Birthday: 5-9
- Winder-Barrow (WDR); Winder, Ga. Fly-out for lunch at the "Spitfire Grill". It's good, I've been there.
- Wineman/Tellus Museum

Submitted/written by: Michael "**Budman**" Prosser

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## **Your Flight Instructors:**

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Training Field - Cartersville (KVPC)

**Kim Arrowood** – Sport Pilot CFI  
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