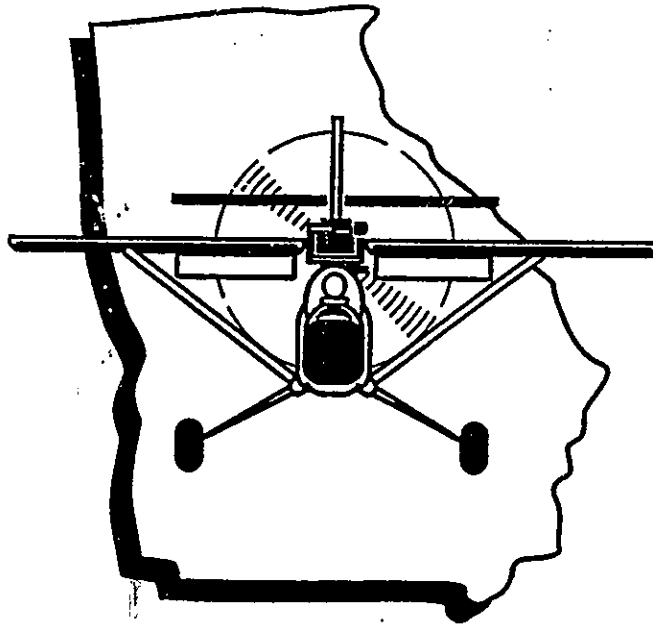


THE SPORT FLYER



APRIL 1994
EDITION

MEMBERS

Kenneth L. Adams Jr.	Barney Mullins
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Ben C. Cole	Loren K. Pete Pettis
Michael Collier	Harold Platt
Charlie Cooper	David L. Posey
Rentfro Greag Creager	Michael Prosser
Pierce Day	Howard Ray
Jack W. Day	Ron Reese
Frank Eck	Bob Richardson
Frank Flessel	Bill Rouse
Elliot Fogle	Stan Sullivan
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Wes Luster	
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Cliff McDonald	
Phil McKeon	
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William (Dave) Morrison	

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Ben Cole - President

Jeff Hatle - Vice President

Chuck Goodrum - Secretary

Ken Adams - Treasurer

Stuart Fuller - Safety Officer

Pierce Day - Activities Director

Phil White - Editor (acting)

From the editor:

Hi.

My name is Phil White and I'm going to be the acting editor until a better arrangement can be made. Seems like turning out a newsletter can be a tremendous undertaking, especially for one person, so I have filled in the gap to help keep the masses informed. Anyway I think the newsletter is neat and I didn't want to see it gone.

While we're on the subject of how large of a task it is, let me urge you to write, write, write to your editor. I can use articles, letters to the editor, notes on members' projects, want ads, etc. This publication is for your enjoyment and we need your input. Just send your contribution to the P.O. Box address found elsewhere in this edition (no, I don't know where. You'll have to look for it). I'll try to print and answer all letters until I run out of room. I also reserve the right to edit as required (for those of us that are long-winded).

Also send in any corrections to articles that you see. We do make mistakes when typing and can edit

out important information unintentionally. When we catch these errors we'll print the correction in the next newsletter. If you disagree with anything that you read then write about that, too. With this large of a group we all won't agree all the time. To help save time with the articles and to make sure there are no errors you can send a disk with your article saved in ASCII format along with a printed copy in case something goes wrong. Use double carriage returns for new paragraphs. If you can't do that then just send a handwritten copy in. I can type it for you (only one of the useful things I learned in high school).

I can also use help with the newsletter. If you would like to write for one of the regular articles (like Strip Search), then by all means do. If you don't, then you're going to get an all north of Atlanta publication. I personally want to know what goes on all over. I hope you do, too.

So let's have it: articles, letters, ads, ideas, news, problems,....

I'll try to put it all in. ---
paw

Correction:

Delete the word 'stall' from the first line in Pierce's article in the March issue.

Last Month

(with input
from Pierce
Day)

Last month's meeting was in conjunction with a club fly-in/cook-out at Jasper/Pickens Co. airport located NE of the Atlanta area at the foothills of the picturesque North Georgia mountains. There was a fairly good turnout of members despite the remote location. Around 60 hamburgers were consumed as well as copious amounts of beans, potato salad, and soft drinks. If you went away hungry it was your own fault.

Among the pilots flying to Jasper were Phil White in his Condor (it's amazing what will fly, isn't it?), Mike Prosser in his Phantom (he GREASED his last landing for those that missed seeing it), Ben Cole in his Talon, Frank (Frog) Flessel with a Tri-pacer, Wiley (from Mathis) in a Piper Colt, and Howard Ray rolled out his Phantom for all to see. The crosswind was quite brisk so a frozen Phil flew in three times. He landed in about 20 feet, but picking which 20 feet seemed to be a real trick (the Condor is

basically a two-axis machine and not good in crosswinds).

All turned out well and Phil had to fly back a week later when the winds were calmer. A parascender was trailered up and all were treated to a demonstration of its slow flying capabilities (looks easy doesn't it).

A small highlight that most everyone probably missed is a Georgia National Gaurd CAPTAIN asking ultralighters for airport and sectional information (don't you feel real safe at night knowing this). Seems like he was partially lost or lost the airport and frequency information or something like this. Of course the well informed ultralighters had more information than he needed and he was well on his way.

We got some new members at this meeting and we welcome them all. Maybe the next fly-in won't be as windy and we will have more flyers. Until then, remember, it's your * (asterisk), so fly safely. ---paw

Strip Search

by Phil White

Mathis airport...

It's narrow, short, nearly always has a crosswind, sometimes hard to find, and is legendary (well... almost). As the saying goes, "If you can fly at Mathis, you can fly anywhere".

Mathis really is not hard to find if you know where to look. The easiest way I know (and what works for me) is to find Lake Lanier and Buford dam. Fly SSW to the rock quarry and then fly due south to Mathis. Mathis is located between two quarries. One directly to the north and one directly to the south. If you miss the airport and get to the other quarry turn around and look again. There are four chicken houses on the north side of the airport that may aid in locating the airport, but there are a lot of chicken houses in the area so that may not be of any help. Most of the general aviation aircraft turn from base to final over these chicken houses so at least make note of them.

The runway slopes uphill from the north end (21) to the south end (3) and regardless of the

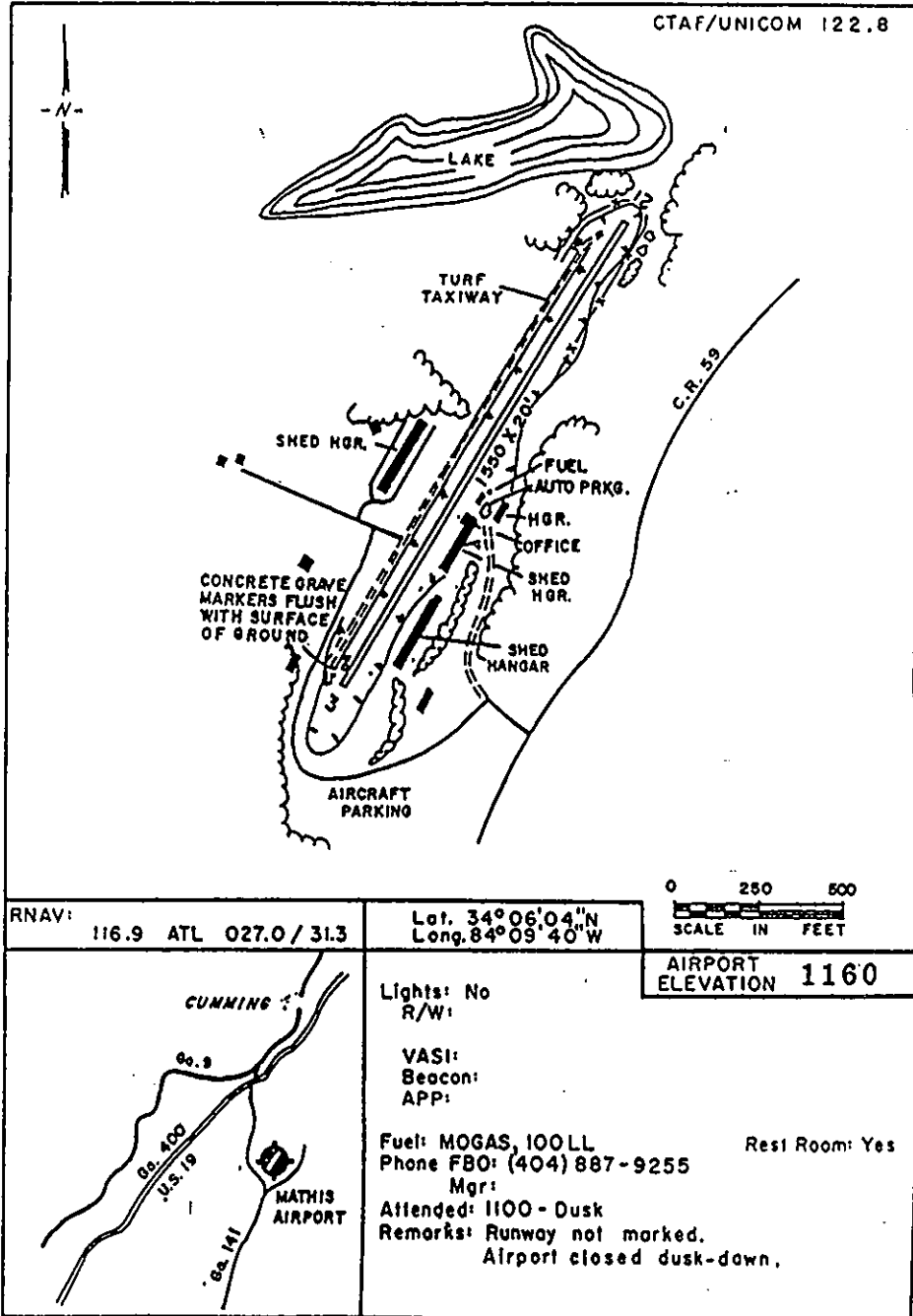
wind most pilots will land on runway 21 and takeoff on runway 3. General aviation aircraft use a left hand pattern staying on the east side of the airport and ultralights use a right hand pattern staying on the west side. While you're in the pattern take a look to the east side of the runway and notice the real nice houses on the hill. This is Aberdeen. Don't fly over Aberdeen. Some of these people have been known to complain louder than an untuned two-stroke.

Pattern altitude is 1000' AGL. It's a little different than what you're used to, but stick to it. There are a lot of thoroughbred horse farms all around.

Once you're on the ground say hi to C. J. (the FBO). You'll find that he almost always has an opinion and he's usually worth listening to. C. J. has 87 octane and 100 LL available at the pumps and a few snacks and drinks inside. A couple of miles down the road is a CITGO station and convenience store for those needing more than this. That's about it. Come by and say hello. There's usually a crowd and they are fascinated by ultralights.

(84A) Mathis

CUMMING



ON THE HORIZON

Apr 9-16	Club Trip To SUN-N-FUN (send-off at Henry Co. Arpt @ 9:30 APR 9)	Henry Co. Arpt. Hampton, GA
May 14	State Line Ultraport Fly-in Members invited to attend	Gaffney, SC
Jun 4	Bartow Co. Benefit Fly-in Members encouraged to attend	Cartersville, GA
Jun 10-12	Club Fly-in #2 (SW) (Atlanta Auto Show)	Hampton, GA Henry Co./Bear Creek Airport
Jul 16	Club meeting	?
Aug 27	Club Fly-in #3	?
Sep	Club Trip To Flight World	Greer, SC
Oct	Club Trip to Marble Festival	Jasper, Ga

Cartersville Benefit Fly-in

The organizers of the Benefit have decided that the May 21 date would interfere with the Armed Forces Day activities at Dobbins AFB and therefore have changed the date to June 4. The Georgia Sport Flyer officers have decided NOT to participate officially in this event. All members are invited to fly or drive on their own if they can. If there is enough interest we may have the May meeting at the May 14 State Line Ultraport Fly-in. Notify your nearest Club Officer with your opinion.

MAY CLUB MEETING to be determined and announced early in the May newsletter.

'Round the Patch

by Ben Cole...

Pierce Day has become the local Flightstar dealer and has a new Flightstar II on order. He says it will be flying in two months.

Jeff Hatle has the 582 on his RANS S-12 back together after some misadventures with it's wrist pin bearings.

Ben Cole finally had gotten his carburetors' problems solved on his Talon's Rotax 503, only to have the rear main seal to give up and give his empennage a new color. Ben has named this new aviation design color...Burnt Premix.

Chuck Goodrum is going to leave for SUN-N-FUN early. He is goin to make the Benson Days rotorcraft fly-in earlier in the week.

Phil White is still building on his Mini-Max and the living quarters are starting to get a little cramped.

If you have an interesting story or information about your plane or a flying related event that you would like to share with the club, please send it to us or call. This is a club publication and we want you to be a part of it.

April Meeting

The April meeting for the club is scheduled for April 9, 1994 at the Henry Co. Airport at 9:30 a.m. Henry Co., Morris Field, or Bear Creek (as this field is known) is near the Atlanta Raceway near highway 19/41 west of Hampton, GA. To get there from the Atlanta area, go south on Interstate 75, exit at the Farmer's Market and follow highway 19/41 south to the raceway and follow the signs.

This meeting will coincide with the departure of club members going to SUN-N-FUN, who will depart at the end of the meeting.

Anyone wishing to make this trip with the "POSSUM AIR-GROUPE SNF94" should contact Stan Sullivan at (404)422-1318 or Ben Cole at (404)476-1070.

CLASSIFIED ADS

This page is available for the personal ads of club members at no charge. Sorry, but commercial ads will cost you \$10. Contact any officer for details.

WANTED - Anyone having older and slower ultralights (antiques) and parts that would like to be rid of them for reasonable prices (or free). Contact Phil White @ (706)652-3115.

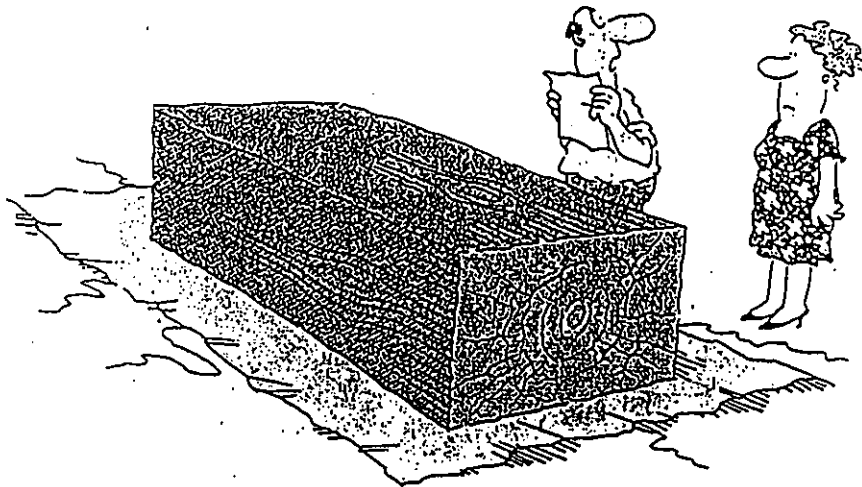
WANTED - Fiberglass work needed. Wind fairing for Challenger to build. Anyone got the stuff and expertise? Bennett Liles (404)474-1241

Rotax timing guage, probe extenders, various adapters. Bennett Liles (404)474-1241

Hegar hydraulic brake system, almost new. Will Occasionally stop plane, handyman special. Ben Cole (404)476-1070.

Morey Hummel 37 HP 1/2 VW engine. Never flown. Reduced from \$2500. Call (404)591-7284

WANTED - Some one to share a hanger at Jackson Co. Arpt. call Phil @ (706)652-3115.



It's the low-cost ultralight assembly kit that we ordered.

If you would like to contribute to the newsletter, please send your input to the address below.

Georgia Sport Flyers Association
P. O. Box 1034
Dallas, Georgia 30132

-OR- send it directly to me @

The Flying W
Phil White
760 Freeman Street
Maysville, GA 30558

COMING NEXT MONTH

How to measure and calculate your center on gravity.
Strip Search - Is there a perfect ultralight port
Activities coming up - get your bird ready for fun