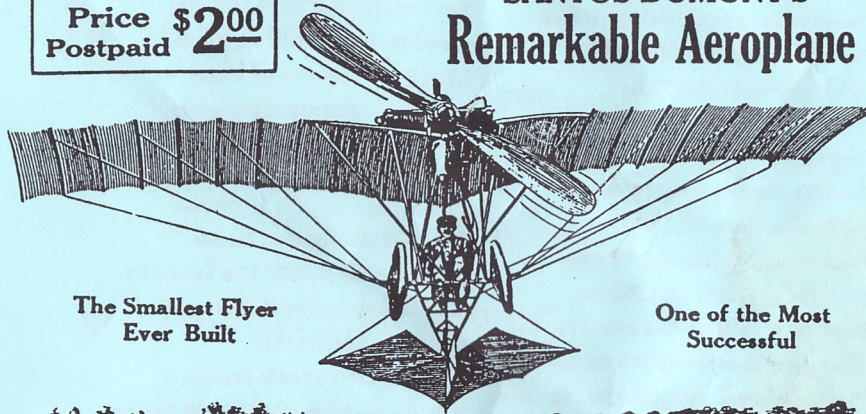


# THE SPORT FLYER

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The official newsletter of the Georgia Sport  
Flyers Association, Inc.

August 94

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## Last Month

*(Due to the volume of mail received and already inserted in this issue and the length of Chuck's minutes of last month's meeting, Chuck's minutes will not be printed as submitted due to lack of space. Hopefully all of the highlights will fit in the space that is available. Anyone wishing to read the entire minutes of last month's meeting will have the chance at next month's meeting or may obtain a copy by sending a self-addressed stamped envelope.)*

Despite the potential bad weather and past flooding, seven pilots flew to South Fulton for a total of 26 people in attendance. The meeting opened a 1:10 p.m. in the FBO meeting room which was relatively dry considering it had been under two inches of water the previous week. Ben had everyone introduce themselves and Ken gave the treasurers report stating the club had \$1126.82 on hand. The club also had only two t-shirts and several hats were still available for sale. Several members stated that they had not received their newsletter and their names were taken to assure they would receive one. Phil then commented on the editorial in the July issue about aircraft registration and discussion followed. Articles for the newsletter were solicited and requested to be in by the 25th of the month.

Ben commented on the fatal crash at Flightworld in Greer, SC, and about the importance of density altitude. Others reinforced his comments. The outline of the August meeting was revealed and a fee of \$10 per person and an extra \$5 for family for food at the August fly-in was established. Phil rose and described the hats that Ron and Howard were wearing and how to have Ron custom make hats for the individual members. Ron also donated hats to the club for the club to sell for profit. Jeff announced that Atlanta Raceway officials were extremely pleased with GSFA and we were invited back next year. Ken showed materials received from USUA and recommended purchase of materials for the club. He further shared an invitation by the USUA to travel to the Phillipines. Ben adjourned the meeting at 2:31 p.m. and everyone moved outside to the ramp area where the aircraft that flew in were. Present on the ramp with their aircraft were Pete Pettis and his Mini-Max, Bob Page with an N-3 Pup, Howard and his classic Piper PA-12, Bob Leatherwood and his Fergie II, Jeff with his Rans S-12, and Mike and Rick with their Phantoms (wasn't one of them orange or something?). The N-3 seemed to be the hit and everyone soon departed.

**Planning Ahead**  
(an open letter  
to the club from  
Pierce Day)

With club elections coming up this fall, its time for members to reflect on the club's short history and consider the direction that each would like to see it take.

In less than six months we have grown from 30 to over 70 members. We have had meetings and fly-in/meetings at different locations around Atlanta. At each meeting it was either too far for some to attend because they lived on the opposite side of town, or the weather was too bad for flying.

If we are to continue to grow, and if we expect to keep those members that we now have, we must develop an organization in which all members can become active participants. Towards that goal, I would like to propose that the membership consider the following changes:

1. Modify the association by-laws to allow the creation of a group of community clubs that operate under the rules and guidelines of the Georgia Sport Flyers Association. These clubs could be called "wings", or "squadrons", or simply "clubs". A minimum of (?) members should be required to form a club, and a club should be

## Prop Wash

Letters to the Editor

disbanded if their membership drops to a minimum level. The activities of these clubs

would generally be in their own part of town therefore attending club gatherings would not be a burden due to weather, time, and distance. These clubs will become the foundation of the association. They would have their own scheduled meetings and activities. Members would continue to pay dues to the association as they do now, and would create their own name and logo to be used in conjunction with that of the Georgia Sport Flyers Association. Members would be able to join a club of their choice, regardless of location, but would not be required to affiliate with any particular club.

2. Each of these clubs would elect a representative from their membership to the association board of directors.

3. Require the board of directors to meet monthly to plan meetings and recreational events that will promote flying safety and education.

4. Have indoor evening meetings once a month (or every six weeks) (or every two months) during the week that can be attended by all association members regardless of weather.

Continued on page 5

## V - Speeds by Fred Murphy

### Critical Airspeeds

V Speeds - There are about 30 of them. Only a few will relate to the type aircraft we fly. We will use indicated airspeeds in miles per hour. General aviation uses knots.

### Vs - Stall Speed

This should be marked on everyone's airspeed indicator. Below this speed you are no longer flying. You need to know this speed at full power and no power with and without flaps. An aircraft will stall at any speed.

### Vr - Rotation Speed

This is the speed you must attain before attempting to raise the nose or rotate during takeoff.

### Vx - Best Angle of Climb

This speed corresponds to the angle of attack that your plane produces its minimum sinking speed. This speed is a bit slow with a high nose-up attitude and is not safe during takeoff. However it is the speed that best allows you to clear a barrier.

### Vy - Best Rate of Climb

This is the speed that allows you to climb the highest in a given amount of time. Although you are climbing faster than at best angle of climb

you are also moving faster horizontally so you cover more ground and are climbing less steeply but your wings are at their most efficient angle.

### Va - Best Maneuvering Speed

This speed is most important to reduce any stress related damage to your airframe. At Va it becomes impossible to break your plane with full abrupt control deflections. Sudden gusts can increase your angle of attack and the velocity of the relative wind. This can stall you or overload your plane to the point of damage or both. Too slow and you could stall, too fast and the G-loads could be too high. Va is 1.5 times your stall speed. If you stall at 30 then your Va is 45.

### Vn - Normal Operating or Cruise Speed

This is the maximum speed for which your airplane was designed.

### Vne - Never Exceed Speed

This is the true maximum speed above which you risk flutter, loss of control or structural failure even without control inputs. Try this only when you wish to discover the color of your chute and you're ready to repair or replace your aircraft.

**THERE ARE A FEW MORE... (continued page 5)**

(V - speeds cont'd)

Vf - Maximum Speed with Full Flaps

Vfe - Maximum Flap Extension Speed

MAINTAIN THINE  
AIRSPEED LEST THE  
GROUND RISE UP AND  
SMITE THEE.

*(Well said, Fred - Ed.)*

---

Letters to Editor (cont'd)

attended by all association members regardless of weather. A permanent location is necessary. These meetings should be used for technical and safety presentations, and for general discussions in which each member could be heard.

5. Continue to have fly-ins and fly-to club events (perhaps hosted by the different clubs) to which all members can attempt to attend. These fly-ins would be for recreation only and not for club business meetings.

I feel that the club needs these changes, or some sort of change to accommodate the growing membership. Comments and suggestions are needed from all members. Lets hear them at the next meeting.

Pierce Day

*Good ideas, Pierce. I'd like to hear the opinions of the membership. Everyone remember the upcoming elections. - Phil*

#### VOLUNTEERS NEEDED

Wanted: Five good men to volunteer for manning the phone lines in an emergency. These men would each call five persons, who in turn would agree to contact another three or four persons.

This system would allow the club to get the word quickly to other members in the event of a weather related cancellation of a meeting, or a change in the location due to unforeseen events.

Call pierce Day at 591-7284. He will provide the list of numbers to call in your area.

*This would be good for community service disasters and sudden changes in club plans in which everyone must be quickly notified. Sounds like a perfect job for our activities officer. I like it Pierce. - Phil*

The Prez Sez

What if next year when the green flag was raised at Paradise City, the ultralight area at Sun'n Fun, no one wanted to fly? That happened a couple of years ago. It seems that the word got around at the morning briefing that the FAA was watching and anyone flying anything other than an FAA defined ultralight would get their immediate attention. The

continued on page 6

deafening silence of that beautiful morning showed what can happen if the Feds were to strickly regulate our sport.

The guys that didn't fly that morning exercised a form of self regulation. They knew the unwritten rules: recognize and respect (the) FAA official's position and don't make their job any harder. The Fed's didn't want to make a case that morning, they just wanted to show that they could. After an hour or so, the Feds left and the skies over the ultralight city filled with "light aircraft". And everybody was happy.

They made their point and turned it back over to the USUA to continue running the show. They felt confident enough to allow these people whom are mostly unpaid volunteers, to keep their members aircraft in the right place at the right time as they had done so well for many years.

What if the USUA had not been there? If a bunch of ultralights had shown up with zip codes painted on their tails would they have been allowed to fly anywhere near the Sun'n Fun? Even if they professed to be "self regulated"? Would you have wanted to be flying a big fast plane in the area if they were there?

Not many people like the due paying part of any activity, but

most of the guys that have been around the sport long enough know that it is money well spent. Not so many years ago soon after the infamous 20/20 episode of the mid 1980's, ultralight aviation was in real danger of dying. Both the EAA and the AOPA eager to be part of the early growth, changed their attitudes on ultralights during that period. When an untrained newsman put a Pteradactyl into the ground on Prime Time, public opinion forced the fed to take a hard look at us.

The AOPA who at first sought profits from business with ultralight pilots cancelled their entire program. The EAA quickly turned cool and only recently warmed to our movement.

During this tough period the USUA was the ultralight movement's only strong and unwavering voice. It was the one unifying organization that could answer the Fed's need for "self regulation". When it combined with ULTRALIGHT FLYING MAGAZINE, it gained an avenue to more effectively communicate. This combination created more interest, and communication and ultimately benefited the ultralight pilot. As one result of this the number of USUA members has grown tremendously in the last five years and has given us



more of a voice.

As with many organizations, our club not excluded, there are differences of opinions about the way things should be done. It is healthy and will help us grow strong.

It is also the American and especially the Southern way to resent too much government control. That has not happened here. There has not been a great deal of restrictions placed upon ultralight aircraft, if so then you would have heard the screaming. We are restricted far less than boaters on federally controlled lakes and automobiles on federal highways. Most of the restrictions placed on ultralights are common sense based on mutual safety considerations. Who wants to fly into controlled airspace anyway? In order to maintain this amount of freedom, being a member of the USUA is a bargain.

Ben Cole

*Ben, I typed your letter in as accurately as I could only correcting the obvious typo's (like I never made one (ha)) and I want to answer some of your points one by one.*

*1) The only rational reason someone wouldn't fly an ultralight with the fed watching is because they weren't legally an ultralight, in which case they*

*shouldn't be flying at all.*

*2) The USUA doesn't control Sun'n fun. The show belongs to the EAA and they run it. Keeping illegal ultralights on the ground while the Fed is watching seems to be self defeating to our "safety program".*

*3) Everyone shows up with NOTHING on their tails now. What has led you to think that having some self-identifying mark on the tail of an ultralight would prevent it from being allowed at Sun'n Fun? I was even asked what identifying mark was on my aircraft tail (number or whatever).*

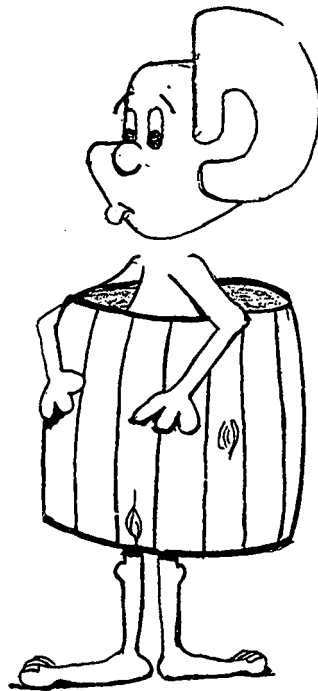
*4) "Big" planes fly in a separate area with a separate pattern and do not interact with the ultralight area on a normal basis. Those light planes that do land in the U.L. area are required to fly as ultralights at ultralight speeds. Whenever there is a conflict of airspace the ultralight is required to yield the right of way.*

*5) The 20/20 episode was with an untrained pilot that was NOT WEARING SAFETY RESTRAINTS and was violently moving the control stick about on the aircraft. It is no wonder that he fell to his death. 20/20 set up the circumstances for the disaster that occurred.*

*6) I don't mind paying dues. I*

(continued next page)

## Strip Search



(API) by Phil White

Wheeler Field (a.k.a. Risky Aviation)

Home of Dave Wheeler, this quaint gently rolling grass strip is nestled amid the pines near Winder, GA. If you thought Mathis Field was a trick then you really ought to see this one.

The runway at Wheeler Field is on two levels with the northern most end higher than the southern end and a cute dip in the middle. There are good approaches at each end but if you are not expecting the dip then it'll surprise you. There are four hangars on the property

that resemble the open type hangars at Mathis. Open parking is available along the sides of the runway.

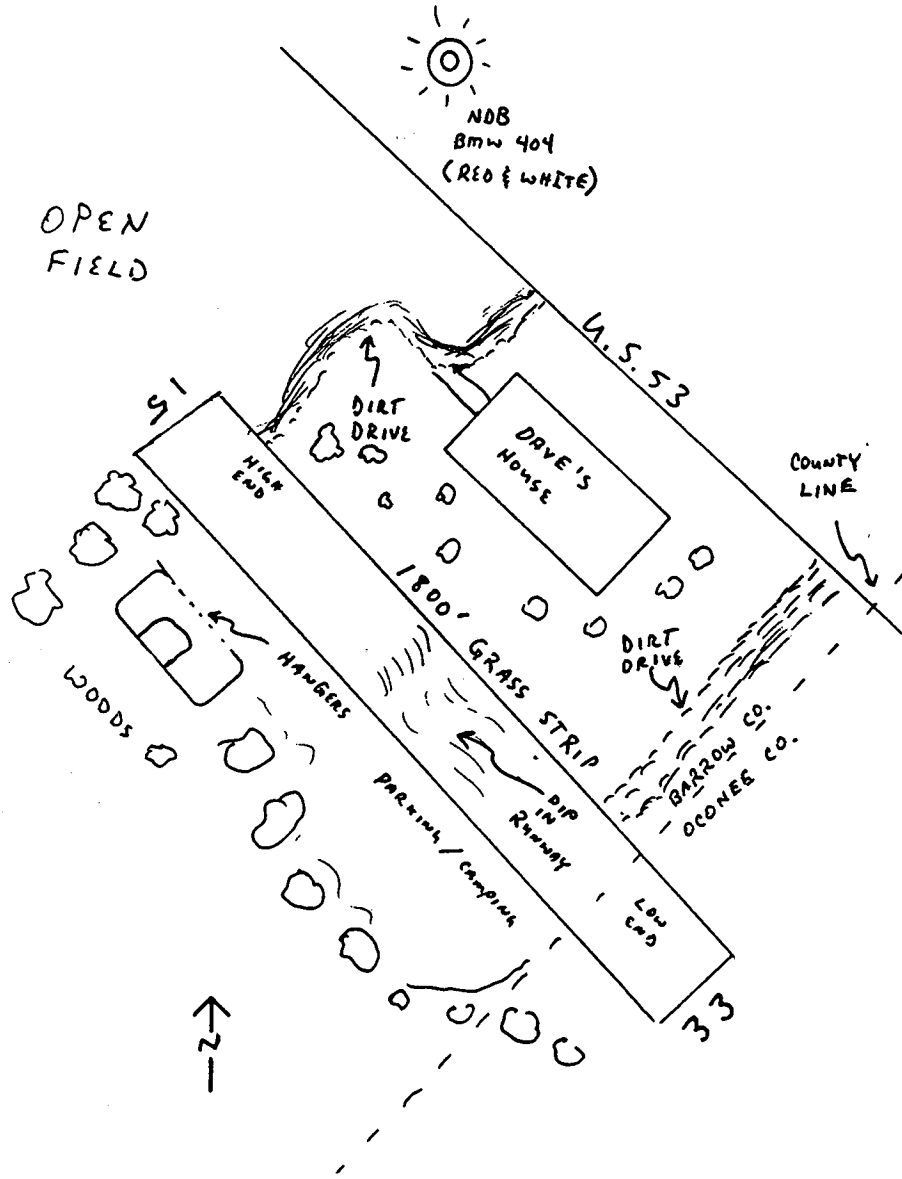
Dave's house is next to the airport. He has available 87 octane at \$1.50/gal (\$1.00/gal for the air rally). Loran coordinates are 33N55.19, 83W36.68 but the easiest way to find the place is to look for the Barrow Co. NDB (404 BMW) at Winder and go south about 1500

J.W. 94

yards (it's that close, really). If you're driving then take I-85 north from I-285 for 10 miles to hwy 316. Go north on 316 for 27 miles to US Hwy 53 and turn right. Go 3.2 miles to the Oconee Co. sign and turn right into the dirt driveway. You're there. If you take US 53 out of Winder then start marking mileage as you cross 316.

From the south take US 78 toward Athens until you cross US 53. Turn left on 53 and go 3.0 miles to the Barrow Co. sign and turn left into the driveway.

WHEELER'S FIELD  
LAT. N 33°55.14'  
LONG. W 83°36.68'



**SIGNIFICANCE OF AERO-DYNAMIC STREAMLINING ON DISTANCE OF GLIDE AND REQUIRED POWER FOR LEVEL FLIGHT - By Scott Perkins (404)973-3860**

Sometimes the most obvious things are the things that we lose sight of first. Recently while brushing up on some materials some old text revealed and clarified the direct relationships of Lift-Drag calculations, Glide ratios, Gross weights, Best glide speed and clean aerodynamics, etc.

Since  $L/D = \text{Glide Ratio}$  and  $\text{Thrust must} = \text{Drag}$ , at 500 lbs and 5 to 1 glide ratio, level flight will require 100 lbs thrust. (500 / 5)

Below are some universal factors applied to some of the more familiar aircraft in the ultralight industry. Values used are generally accepted estimates and are used for illustration

Remember, the best angle of glide speed is virtually identical to the maximum L/D speed (slight difference due to engine off propeller drag). The benefits of the reduction of aerodynamic drag which improves the glide ratio are very apparent and obvious to everyone. However, the impact on required power is rarely discussed. Note that the required thrust to maintain level flight in a single seat Quicksilver is twice as much as that required of an advanced

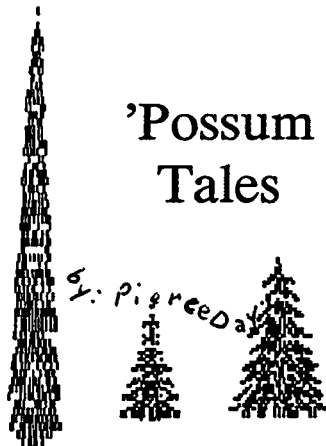
	best angle of glide <u>approx ?</u>	horiz. <u>ft/min</u>	glide <u>ratio</u>	optimum ft/min <u>sink</u>	vert <u>rate</u>	Descent Time per <u>1000 ft</u>	Distance per 1000 <u>ft altitude</u>
A.	30mph= 5280/2	2640	/ 4	660 /88	7.5mph	1.5 min	.8 mi
B.	30mph= 5280/2	2640	/ 5	528 /88	6 mph	1.9 min	1.0 mi
C.	30mph= 5280/2	2640	/ 6	440 /88	5 mph	2.3 min	1.2 mi
D.	40mph= 5280*40/60	3516	/ 7	502 /88	5 mph	2 min	1.4 mi
E.	50mph= 5280*50/60	4400	/ 8	550 /88	6.2mph	1.8 min	1.6 mi
F.	55mph= 5280*55/60	4840	/ 11	440 /88	5 mph	2.3 min	2.2 mi
G.	50mph= 5280*50/60	4400	/ 14	314 /88	3.6mph	3.2 min	2.6 mi
H.	60mph= 5280*1	5280	/ 25	211 /88	2.4mph	4.7 min	4.7 mi
I.	30mph= 5280/2	2640	/ 4	660 /88	7.5mph	1.5 min	.8 mi

motorglider which is two and a half times heavier and flying twice as fast! I flew the MotorVia (from Checkoslovakia) at Sun & Fun and the effect of turning the motor off, feathering the prop and closing the cowl intake was almost non-existent.

After cruising at 55 knots, the only required action was to lower the nose 3 or 4 degrees. No loss of speed resulted! Steady at 55 knots and total quiet! Incidentally, the plane has a fifty ft wing span, seats two side by side, is all metal, uses an in line 4 auto conver-

sion of 65 hp, max fuel of 16 gal and a gross of 1,600 lbs. Range varies by 400% depending on whether you cruise direct or porpoise! ie. Power up & Glide down over and over. Amazing. (By the way I had never flown a stick control plane but had proclaimed that I was a high? time pilot.) When the pilot said OK you take it, I gulped and then found out it was just like the joystick on my P.C. with Microsoft Flight Simulator. Highly recommended. My version has an ultralight in it.

Pounds of Thrust to sustain level flight at best angle of glide (max L/D) speed per 500 lbs of weight. (500 / LD)	Gross Wt. For Calc.	L/D	Required Thrust For Level Flight at Given Weight
125 lb A. heavy powered parachute (Parascender)	500 lb	/ 4	125 lb
100 lb B. Quicksilver single surface wing 1-seat	550 lb	/ 5	110 lb
83 lb C. Quicksilver double surf wing 2-seat	750 lb	/ 6	124 lb
72 lb D. Phantom/Flightstar w/ Pods etc. 1-seat	500 lb	/ 7	108 lb
62 lb E. Challenger/Rans Etc. 2-seat	850 lb	/ 8	105 lb
46 lb F. Cessna 172	1400 lb	/ 11	128 lb
36 lb G. Thundergull / Titan 2-seat	850 lb	/ 14	61 lb
20 lb H. Motor Glider ( Motorvia \$75,000 )	1400 lb	/ 25	56 lb
125 lb I. Backpack Powered Parachute	330 lb	/ 4	82 lb



## 'Possum Tales

### CLOSE ENCOUNTER WITH THE GEORGIA PINE

"And there I was, just barely enough power to get me off the ground, but not really enough to keep me from setting back down on the runway. So I held the nose down until I picked up enough speed to lift it off ground effect, but when I tried to climb, it just wouldn't climb after it got out of ground effect. So I was trying to turn it real gentle so that it wouldn't stall when I saw that I wasn't going to clear those pine tree tops."

Sound familiar? Wes and the pine trees in the middle of the Mathis runway? Nope. Hang on guys, this just happened July 2 at Dalton. Seems these Georgia pines just grow too fast and in the wrong places!

According to Randal Harden, the worst part of the entire episode was the interview with

the local TV cameraman holding that big lens right in front of his nose while the reporter asked all those silly questions such as "How did you manage to park that airplane up in those pine tree tops and then get down without a scratch on you?" "Well I couldn't have done it without the help of the fire and rescue squad who came out in their truck with the l-o-o-n-g ladder on it and helped me get down", said Randal. The nosey reporter then wanted to know: "Just how do you plan on getting that airplane down from the tree tops? The crowd around us estimate it to be between 75 and 80 feet high?" "Well", replied Randal (who always plans ahead for ALL unforeseen emergencies) "I just called a heavy equipment company and they sent that crane over there to pick it up off the tree tops. Best part is, they say they'll only charge me three hundred dollars for doing the job."

The best part of the story is that Randal really wasn't scratched at all, the Fisher suffered only minor wing leading edge and strut damage, and the crane lifted the ultralight down to the ground without doing any further damage. It's now parked in Randal's workshop again, with the repairs already started. Atta Boy, Randal!!

Cliff McDonald has succumbed to the lusts of the power mongers and has replaced the 447 on his GT400 with a 503. Now he can run with the big dogs (me, I stay on the porch and bark).

Chuck Goodrum took Cliff's 447 and replaced his Cuyuna on his trike. Now he has to go to a shorter prop because of clearance problems which probably means 3 blades instead of 2, higher costs, different muffler, etc.

Herschel Barker has ordered a Hurricane and has had a chance to preview his video that they sent. If the Hurricane goes together as fast and as well as everyone says then Herschel will be in the air in no time. This will be one of the first Hurricanes in the area. Proud of you, Herschel. You made a good choice of planes.

We are saddened to learn that an ultralight pilot in Greer, SC, has passed away. Seems that he had outfitted his GT-400 with floats and took off from mid-field on a hot and humid day.

His plane exhibited poor climb performance and he struck the power lines at the end of the field receiving fatal injuries during the crash. Our sympathy and support are extended to his family and friends. Exact cause of the crash has yet to be determined.

## 'Round the patch

Ken White does indeed have his plans in hand for a Hi-Max and is closely studying them as he readies for the task of construction.

Ken Adams also has plans for a Mini-Max

but is really eyeing the Ragwing Special. I have a set of those plans that he'll get an opportunity to inspect before he takes the plunge.

There are now several good engines for sale at reasonable prices. My suggestion to all those that plan to build is to buy the engine FIRST. Construction goes a lot easier and faster when the power plant has been selected.

## Construction Corner

### EXTRA FUEL

by Charlie Kirtland

It is sometimes difficult to find just the right fuel tanks at the right price which can be added. Most of the additional fuel which I've seen added in the past has been via replacement seat tanks, expensive add-on tanks, or some marginal quality homemade tank. I finally found a reasonable volume fuel tank which could be added in the wing without much effort or expense.

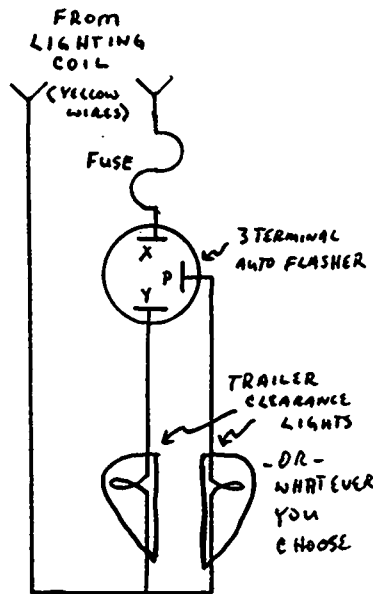
The "Blitz" combination fuel container and tool box from Walmart fills the bill. Each tank has a capacity of two gallons and dimensionally fits within most ultralight airfoils. Of course, you must have access to the root area of the airfoil for this installation as most ultralights do. The mounting structure can be made of aluminum angle hose clamped to the root tube at the CG, and the tanks added and held in place with a webb strap. The usual rubber grommet and angle drain fittings can be added with appropriate fuel tubing for feed and vent to the original seat tank. You have two useful tool caddy boxes left over for use around your hangar.

### AVOIDANCE LIGHTS

The easy way

by Phil White

Sometimes just a simple flashing light on the top and bottom of our ultralights will suffice in preventing a near miss or collision in the air. Below is the schematic of how to assemble one that will run straight off of the lighting coil of the Rotax engine. If, at high RPM's, you notice the bulbs burn too brightly (or blow) then change to a higher wattage bulb or add more lights.





# Safety Corner

## DENSITY ALTITUDE

by Phil White

Since we are now in the middle of summer and the temperature has risen to the mostly uncomfortable level, now would probably be a good time to look at the effects of temperature and humidity on the performance of our aircraft.

When the temperature changes so does the density of the air: the higher the temperature goes, the thinner (or less dense) the air becomes. This is called density altitude. If the air pressure, temperature and humidity combine in the correct proportions then the density altitude can seriously affect the climb performance of an aircraft.

To calculate density altitude one must first find the pressure altitude. The easiest way to accomplish this is to turn your altimeter to a setting of 29.92 inches of mercury. The reading on the altimeter is your pressure altitude. If you don't have an altimeter or yours doesn't have a Kollsman window then for every inch of mercury of deviation from 29.92 the altitude will deviate about 1000 feet. If the pressure is greater than 29.92 then the pressure altitude will be lower than the indicated altitude and will be higher than indicated if the pressure is lower. For example, the barometer is 30.12. That is .20 difference from 29.92. Therefore, .20 times 1000 feet = 200 feet. Your pressure altitude is 200 feet LOWER than your actual altitude. If we started at 2200 feet altitude then our pressure altitude would be 2000 feet.

The next step is to calculate the standard temperature for your pressure altitude. The standard temperature gradient is 3.5 degrees Fahrenheit for every 1000 feet above sea level. If you are at 2000 feet pressure altitude then the temperature gradient is 7 degrees. Standard sea level temperature is 59 degrees (15 celsius). Subtracting 7 degrees from 59 degrees gives us 52 standard degrees for a pressure altitude of 2000 feet.

Thus far we have calculated our pressure altitude and standard temperature for that altitude. If the air temperature is 82 degrees (not unusual for a summer evening) then there is a 30 degree difference in ambient temperature and standard temperature. For every 15 degrees difference in temperature there is a difference of 1000 feet altitude. For our example we would have a 2000 foot difference in what we now call density altitude, or 4000 feet. In other words, our airplane will now perform as if we were flying at an altitude of 4000 feet above sea level at standard temperature. We may think that we are at 2200 feet but the aircraft KNOWS that it is at 4000 feet and will behave accordingly.

How does humidity figure in to all of this? Simple, the higher the humidity then the less dense the air will be. The formula for figuring humidity at altitude is rather complex. Most manuals simply advise adding 3 percent to the density altitude for very humid days. This would be a worst case figure and most of the time your performance will be better. It is better to be safe than sorry. For a very humid day our density altitude would be 4120 feet.

Remember, first find the pressure altitude, then the standard temperature for that altitude, and finally the density altitude for the temperature difference from the standard temperature. And don't forget the 3 percent for very humid days. The higher the density altitude the longer the takeoff and slower the climb-out. If the density altitude is close to the service ceiling of your aircraft then you will not be able to climb out of ground effect.

### MORE LATE BREAKING NEWS...

Bill Rouse has received the fuselage to his challenger and is starting to cover it. The wings and tail surfaces are already completed and covered so Bill should be in the air in no time at all.

Pierce Day has started his taxi tests on his Mini-Max and has noticed how quickly that sucker can maneuver. He has also had some problems with starting the 277 when it is cold. He'll probably try an injection primer pump since the choke doesn't appear to work properly. Anybody have any solutions to the cold start problems on a 277?

Phil White and Cliff McDonald are still waiting for a hangar at Jackson county airport. Hopefully they will be in one in August. Phil can go no further with the construction of his Mini-Max until he can spread out a little (lot) more.

There have been a great many incidences lately of near misses between ultralights and general aviation aircraft within OUR club alone. While not pointing a finger at either group, I would like to remind everyone of a few simple rules to part 103.

a) Ultralights are required to yield right of way to ALL other forms of aviation traffic unless there is a life threatening emergency.

2) It is not cool to fly in weather that is not conducive to safe flight and in NO circumstances should an ultralight climb above the weather. We are to fly with visual reference to the ground at all times. Descending through the clouds can provide unusual surprises when emerging through the bottom.

d) DON'T hang around the pattern of an airport once you've taken off unless you intend to land (in which case see rule 'a'). Even if you have a radio and can listen to the traffic, it doesn't mean that the other aircraft in the area have to advise you of their position at an uncontrolled airport. Leave the pattern and do your thing in a safe area away from other traffic. This will go a long way towards public relations with those in the air around us as well as those observers on the ground.

I am not picking on any one individual as there have been more than one incident each of the above infractions (in some cases, many). Let's each do our part in making this a safe sport for all.

And last, but not least, Ben Cole is in Florida on vacation taking lots of video with his plane of the area. Perhaps we can get him to share his adventure with us when he gets back.

# On the Horizon

July 28 - August 3

Annual EAA fly-in/convention at Oshkosh, WI.

August 13

Fly-in/Air Rally to be held at Wheeler's field in Winder. Regular club meeting will be at 11:00 on Saturday and pilot briefing at noon. There is camping overnight and club furnished supper on Saturday and breakfast on Sunday. Competition includes precision navigation and ground search with precision landings both days. See Strip Search in this issue for directions. Since the plans and schedule of events have changed frequently prior to press the schedule of events will not be published in this edition. It is advisable to arrive early and obtain the final schedule at the rally.

September 10

Club fly-in to Lucky Smith's field. This is a bring your own steak cook-out/meeting. Located 22 miles west of Atlanta off of I-20. Directions and maps will be published in the newsletter prior to the event.

September 17

Club trip to Flight World Fly-in in Greer, SC. There was a large turn-out last year. This year the same events are planned: bomb drop, precision landing, poker run, etc. Camping, shuttles to nearby motels, food concessions will be available. See you there. (Actually, I won't be able to make it due to schedule conflicts. Ya'll take notes and tell me what it was like.)

October 1 - 2

Marble Festival at Jasper, GA. We may have a fly to gathering here for the festival.

October 8

Regular club meeting at 1 p.m. at a location to be determined at a later date.

November 12

Regular club meeting. Site to be announced.

December 10

Could be the GSFA's first Christmas party. Possible chinese auction (real fun). Bring a dish dinner also a possibility. New officers will need to be selected for next year.

## Classified Ads

Classified ads are available to members at no cost for their personal ads. Commercial ads are a nominal charge depending on the size (usually \$5-10). Send ads to the address on the cover or directly to me, your publisher.

**WANTED** - Instruction manual/specs for a Rotec Rally 2B. Call Wes Luster @ (404)414-1449.

**FOR SALE** - 2 Kawasaki 440 engines, complete. One model A with cog belt drive, low hours, includes prop, carb, muffler, starter, etc. \$500. One model B with gear reduction, prop, carb, muffler, elec. starter, etc., \$1000. Call Mike Carpenter, Sr. @ (404)997-0702.

**WANTED** - Information and ideas regarding design, best type and source of fabric, and technique to make an ultralight airplane cover suitable for an outside tiedown. Scott Perkins (404)973-3860. Mtt.

**FLOATS** - One pair O'Brien-craft fiberglass floats, 12 ft, good condition, suitable for single-place ultralight, \$500. C. Kirtland (706)295-1974 Rome

**INTERCOM** - Comptronics Ultra-Pro intercom complete with two headsets, intercom box with volume controls, and interconnecting cables. Excel-

lent condition. Cost new \$420+, sell at \$250. C. Kirtland (706)295-1974 Rome

**FOR SALE** - ROTEC Rally Big Lifter, 2 seater, brand new 503, \$2250. Maxair Hummer, single place, 23hp Zenoah engine, \$1250. Goldwing, brand new, no engine, primed ready to paint, \$1750. Call Lucky Smith at (404)562-4338. Temple, GA.

BRS Chute, 750 lb., new April 91, \$750. Rotax "C" gearbox, 4:1 ratio, \$150. Call Bill Ferguson at (404)443-2747 Cartersville.

Phantom kingpost and wire set, priced right. Also wheel set for Kolb with axles, brakes, wheels, complete. Call Mike Carpenter, Sr. at (404)997-0702 Riverdale.

**FOR SALE** - Kohler 340 engine, 30 hp, reliable and in excellent running condition, complete with prop and redrive. removed from my trike and replaced with a larger hp engine. \$500. Chuck Goodrum (404)426-7294.

**FOR SALE** - Eipper MX, low time, many extras, A&P maintained, \$2700 obo. Scott McGowan (404)974-5130.

**WANTED** - Challenger. call Jason Garrard at (706)790-5641

For Sale - Ray Jefferson PL-99 handheld LORAN. Complete with mounting bracket and antenna coupler/amplifier. Over \$270 invested, you can have it for \$179. Call Pierce Day at (404)591-7284 - Woodstock.

Starlite - Beautifully restored. Rotax 447, new sails, new paint, tires and BRS. No corners cut. Rare Machine. 55 cruise? \$6000. Call Ron Reese at day(404)957-0138 or nite(404)957-6883 - Atlanta

Quicksilver - Weight shift, 100cc Honda. \$500. Ron Reese day(404)957-0138, nite(404)957-6883 - Atlanta

Dacron Fabric - 2.7 ounce, 48 inches wide, \$2.50 per yard. Takes about 25 yards for a Mini-Max type aircraft. Phil White (706)652-3115 - Maysville (NE)

The Georgia Sport Flyers Association is a non-profit organization devoted to the promotion, education and safety of ultralight flight but encourages and accepts members from all walks of aviation. Membership, at this time, is \$40 per year for a voting member and \$20 per year for associate membership, prorated, and includes the newsletter.

Meetings are normally on the second Saturday of the month at various locations around the metro Atlanta area.

The Sport Flyer is the official newsletter of the GSFA and is published on a monthly basis. The articles and opinions stated in this newsletter are not necessarily the opinions of all members. It is the responsibility of each individual to make sure that the articles meet his or her needs and applications.

Articles from the membership and general public are encouraged and solicited. No material can be returned unless accompanied by sufficient return postage. To submit articles or questions about membership write to:

Georgia Sport Flyers

P. O. Box 1034

Dallas, GA 30132

or to

Phil White, Editor

c/o the Flying W Air Ranch

760 Freeman Street

Maysville, GA 30558

or contact any club officer.

Ben Cole - President - (404)476-1070

Jeff Hatle - Vice President - (404)251-2080

Ken Adams - Treasurer - (404)443-8792

Chuck Goodrum - Secretary - (404)426-7294

Fred Murphy - Safety - (404)445-3784

Phil White - Editor - (706)652-3115