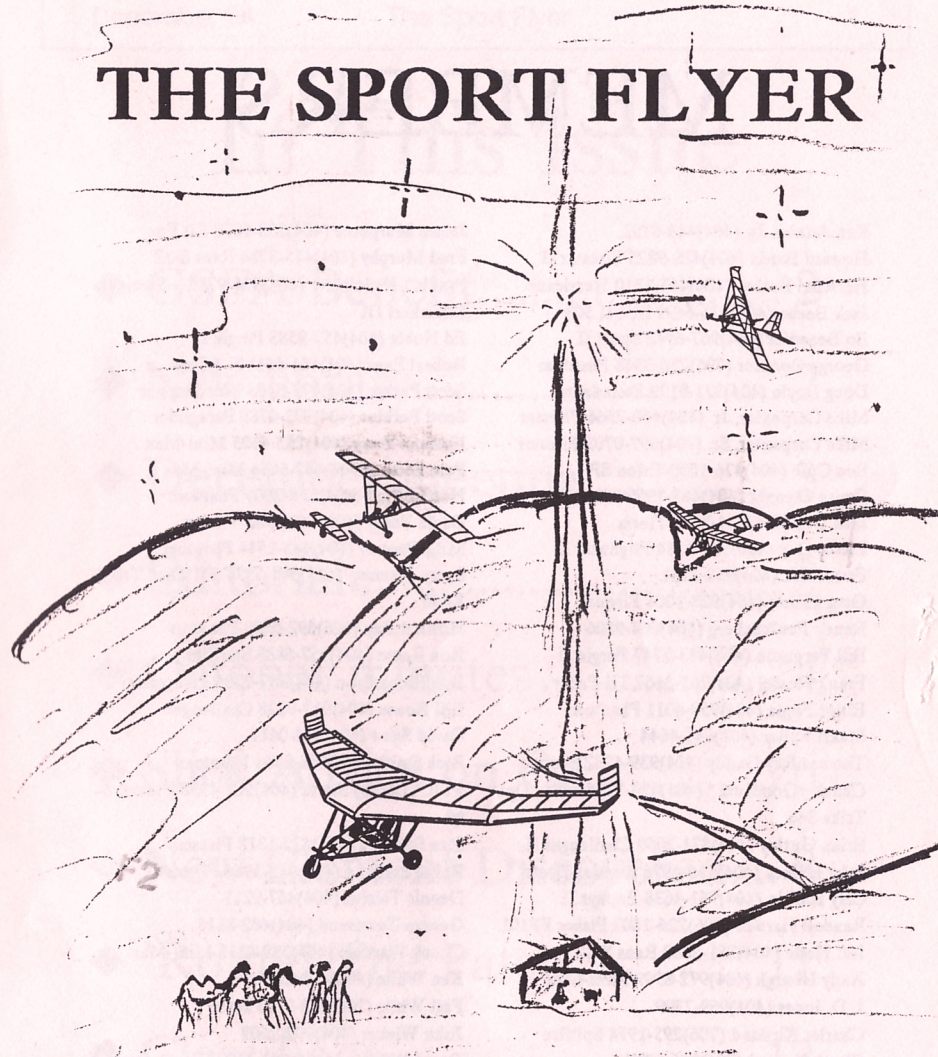


THE SPORT FLYER



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

HAPPY HOLIDAYS ^{LM}
December 94 Phil

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Scott Parker (404)477-5403 Weedhopper
Scott Perkins (404)973-6789 Paraglider
Norman Perry (404)253-4305 Mini-Max
Pete Pettis (4706)647-6654 Mini-Max
Harold Platt (404)536-2009 Phantom
David Posey (404)442-0988 V-Max
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Larry Ramsey (615)344-5954 Flt Dgn Trike
K440
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Bob Richardson (404)287-9306 Paracender
Bill Rouse (404)917-9228 Challenger
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tyl
Stan Sullivan (404)422-1318 Firestar
Ralph Sullivan (404)943-5986 Firestar
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George Townsend (404)482-8118
Chuck Warthen (404)339-6118 Mini-Max
Ken White (404)463-2214
Phil White (706)652-3115 Jenny
John Wicker (404)992-2609
David Williams (404)987-4620 Weedhopper
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Mark Zupo (404)926-7077

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Ben Cole - President

Jeff Hatle - Vice President

Chuck Goodrum - Secretary

Ken Adams - Treasurer

Dan Munson - Safety Officer

Phil White - Editor

GSFA Yearly Benefit

This year (our first) we will be donating Christmas Gifts/Toys to the Atlanta Children's Shelter. After a call to the shelter I have discovered that there are usually more boys than girls on any general day and the youngest that we should buy for will be a 10 week old infant. The 2 to 4 year range is still the majority of the children. The gifts that they would like vary and include the following:

Power Rangers

Balls

Barbie Dolls

Books

Black Dolls

Puzzles

Watches

Ninja Turtles

Candy

Trucks (push-around kind)

To aid the workers in the center they have asked that we wrap the toys and place a tag on the package that tells the sex preference of the gift and age range as well as what the gift is (see-n-say, truck, etc.) so they won't have to peek into the package. They

will be distributing the gifts on 14 December and all club members should bring their gift to the December meeting or give it to Jeff Hatle as soon as possible before this date. The number of children varies daily in the center but hovers around the forty mark. Let's all try to do our part in making this a merry holiday season for these children.

NEW CLUB LIBRARY

Steve Yothment has agreed to bring a cardboard box and some 3 by 5 cards to the next meeting to be used in our new club library. What are they for, you ask? Well, everyone coming to the December meeting is asked to bring any books, magazines or video tapes that they would like to share with club members. These items will be kept by a custodian in the box. Each item will have a 3 by 5 card attached. If you would like to check out an item, just put your name and date on the card, leaving the card in the box. You can then enjoy the item until the next meeting. This is your chance to share your books and video tapes with your fellow club members! Don't forget to bring contributed material to the meeting. Also, we need a volunteer to be the custodian for these items.

December Meeting

The December meeting will be held in the evening at the Cobb EMC community room on 10 December at 7:00 p.m. This will be the GSFA Christmas gathering and is a Potluck Bring-a-Dish dinner. The club will be furnishing the meat and drinks and I've been asked to remind everyone of the no alcohol policy at the EMC complex, so please don't bring any. The community center is at 100 EMC Pkwy in Marietta and is easy to get to if you use the following directions:

Take I-75 to exit 114B. Follow the signs to US41 north and turn right (north). Take the first left (at the traffic light) onto EMC Pkwy and the second right into Gate 2. Stop at the barrier arm and inform the guard that you're with the GSFA and he will direct you to the community room.

See you there and don't forget to bring your gift(s) for the Atlanta Children's Shelter.

...Behold I bring tidings of great joy, for unto you, in the city of David, a saviour is born ... and his name shall be called Wonderful, Counselor, Prince of Peace, Almighty God....

From The Editor

By Phil White

Well, it has been a full year of the GSFA stuff now and we've come a long way. We have an impressive list of ultralighters and enthusiasts networked and the beginnings of our own information highway. We've suffered along the way from the downfalls of the politics and meetings that are unfortunately very necessary for an organization of this size to function, but we've managed to avoid outright brawls (so far, anyway). Many new friendships have evolved and many other old friendships have been strengthened. We've learned to live with our differences with each other and have grown to better in the process. And most of all we've learned that we are not alone out there. We now have a group that we can turn to with questions and problems. That in itself is a long way from last year.

Take time to look at the inserts in this issue. One will be the list of members that are current as of 11 November 94 (provided by Chuck Goodrum) and the other is the ballot for the elections in case you would like to vote an absentee ballot. The list of

Continued on page 9

(see editorial)

October Meeting Revisited

by Chuck Goodrum

Thirty-three people assembled at the Stone Mountain Airport. Eight were visitors of which one was Joe Ackerman from Cummings who joined the club. Eight aircraft were either flown-in or trailered. Frog, one of the flyers, offered his mint colored GCS Hawk for sale.

The membership and visitors moved from the runway to the EAA club house where the business meeting was held. Ben opened the meeting at 2:03 pm by asking for announcements. Jeff began and announced that in two Saturdays there would be an EAA fly-in at Laurenceville-Gwinnett County airport and said that the EAA club had invited us. Howard suggested that Gilmer County would be a good Hang Glider Haven in northeast Georgia and described the facility, its history, and the hang glider activity. Pierce announced that Phil would not make the meeting and that he would take any newsletter articles and pass them to Phil. Brian described a film project for the Atlanta Convention Bureau and Olympics on October 22nd. He will further coordinate with those interested. Ron displayed a map of property in Butts County,

southeast of Atlanta, that had originally been designed as an airport/residential community. He suggested that the club consider purchasing it for a permanent site. It seemed a good idea with a 3800 foot sod strip. The asking price is 350,000 dollars. Ben and Ron described how financing might be obtained. No purchasing decisions were made. Ron went on to invite everyone to Cole Field on Saturday the twenty-second where the EAA chapter was holding a fly-in.

Ben then asked everyone to introduce themselves. Afterwards, he asked Ken for the financial report who reported \$754.24 on hand. Ken stated that additional t-shirts had been ordered and offered them for sale. He added that as a result of the Air Rally 94 the club now owned a fire extinguisher, target bombs, tables and miscellaneous items.

Ben asked Jeff about a charitable event. Jeff suggested that perhaps something could be arranged with the Georgia Baptist Children's Home. Brian suggested that perhaps something with the Humane Society would be workable. While dialogue continued, no plan was accepted. Jeff would check further into options.

Ken announced that he had

received several items of interest in the mail. One was a flyer from Sun-n-Fun about an event on November the 5th. Marketing materials from Hurricane Aircraft and Grand Strang (custom aircraft cover maker) were on hand for review. This started a short discussion about building a club library.

Ben introduced Dan Munson the new safety officer who continued the introduction by describing his experiences with ultralights. This served as a lead-in to his safety talk entitled "operating one's aircraft and oneself within a window of safety." He emphasized the importance of caring for one's life while flying aircraft. A general discussion pursued and such matters as head on avoidance, wing-tip vortex, pre-flight and stall/spins were elaborated on.

Chuck then addressed membership by showing the new membership brochure and application he had designed. He addressed the steps in the November nominations of officers for next year and asked everyone to be ready to vote in December. A discussion about membership fees for next year began. Various suggestions were offered. Some of them were a one time \$20 initiation fee with a \$20 annual membership fee, a flat \$20

annual fee, a \$20 to \$30 fee with adding a family fee option. Ken stated that the newsletter cost was eighty cents per monthly mailing. No consensus was reached.

Ben asked if there were additional items before closing the meeting. Ken and Pierce addressed the proposed library. Dan addressed the buddy system as a way to help each other both as flyers and builders. Ben challenged everyone to consider taking an active leadership role. Chuck asked for a meeting site next month. Pierce offered to do a pancake breakfast at Cartersville. Ben stated that final arrangements would be outlined in the next newsletter. Prior to closing the meeting, there was an announcement that the Stone Mountain EAA club would hold an open house and breakfast next weekend and the club was invited. The meeting ended at 4:15 pm.

Members and guests moved to the parked aircraft. After some informal conversations among everyone and talk with sightseers interested in the ultralight, flyers took to the skies and the day ended. Chuck and Frog who remained in the traffic pattern were the last to leave the airport.

Slick Advice on Oil

by Ron Reese

I've taken the route to investigate a subject that really keeps me "up in the air." No pun intended. Let's discuss what I have learned about two cycle oil and gasoline. I'll start with the fact that I have learned that the biggest reason we can't seem to get any concrete facts on these subjects comes from "liability." No one wants to be "quoted" or "painted" into a corner and I assure you it will not be done here either. I have met with an individual who has been in the oil and fuel business since 1938 and was allowed to sit comfortably with him in his office and ask numerous questions about these topics. He was very helpful, but was careful not to mislead me into any conclusions and in doing so was able to back up his knowledge with written facts from other sources which you will have the opportunity to read further into this writing.

It has been my concern over the years as to how you choose the proper two cycle oil for the application intended, and how do you know if what you choose is a quality product which can and will do the job intended? I have

heard so many opinions, theories, calculated guesses, etc. on this subject and realized a long time ago that either no one really knew the answer or if they did, were very reluctant to share it for the fear of liability.

I will try to sum up our discussion briefly and put it in layman's terms.

The equipment manufacturer determines what lubrication qualities and necessities that are needed in their equipment and turn to the lubrication companies in search of this product. Through research and development a product is designed and in a lot of instances that product may end up being bottled for marketing and most likely wear the manufacturing companies' "logo" or market name in hopes of supplying the consumer with a useable application that is successful. (If you didn't follow all that, let me make it simple) -- that's where all the different brand names have come from.

Now, here is where it gets touchy. How many brands are on the market with exactly the same concoctions in the bottle? Who knows? Who cares? Now enter the TCW logo on the product.

This is a group that have pulled all the needs,

demands, calculations together and have set standards in which we all can judge by. In doing so they can assure us that the product will perform as expected because now the supplier has a set of guidelines to operate within. This is why a manufacturer of equipment, when suggesting you use a certain type of oil – Joë Blow 2 cycle for air cooled engines, for example, and then they say OR equivalent, are telling you to use only a quality product and follow directions. Here is where the TCW logo comes into play. On the market today there are products wearing TCW 2 and TCW 3. The TCW 3 is the very most updated on the line; not saying there is anything wrong with TCW 2, but it indicates a change needed and in doing so, now it wears the “3.” You must know what application you need in order to determine what product to use and that information can be had from your equipment manufacturer. If your equipment calls for a TCW 2 or 3 and you aren't using a product with this logo, and believe me there are some that aren't TCW approved, then you are not within the specs!

Summary: If you are using a well known brand, and it has

the TCW logo on it, in the range you need to operate in, then you can breathe easy because these well known companies aren't going to liable their name just to sell you something. Enough said...

I hope you are all aware of the Clean Air Act. If you aren't, then you must be living in the Twilight Zone. If you live in the Zone, please don't land at my field. The Clean Air Act is making the world safe for us! That's why they're adding oxygenates into gasoline and as of January 1, 1995, the blending percentage will be required to be 15% and in one year 30%. Well you ask, what are oxygenates? It's just Iso-propyl Alcohol, or Ethanol or any of the alcohols they decide upon. are we aware of what alcohol does in gasoline? Well, I suggest you get educated by contacting your equipment manufacturer and ask them about running alcohol through your engines and also ask them how to get the WATER out first! Keep in mind, the manufacturer isn't the cause of this, so be nice and you may get the information.

With further reading I hope you will come to understand more of what is going on and will let me know what you learn.

New Element Discovered

The heaviest element known to science was recently discovered by university physicists. The element, tentatively named "ADMINISTRATIUM" has no protons or electrons and thus has an atomic weight of zero. However, it does have one neutron, 70 vice neutrons, and 161 assistant vice neutrons. This gives it an atomic mass of 232. These 232 particles are held together in a nucleus by a force that involves the continuous exchange of meson-like particles called morons.

Since it has no electron, Administratium is inert. However, it can be detected chemically, as it impedes every reaction it comes in contact with. According to researchers, a minute amount of Administratium, added to one reaction, caused it to take four days to complete. Without Administratium the reaction ordinarily occurred in less than one second.

Administratium has a normal half-life of approximately three years, at which time it does not actually decay but instead undergoes a reorganization in which assistant neutrons, vice neutrons, and assistant vice

neutrons exchange places. Studies seem to show the atomic number actually increasing after each reorganization.

Research indicates that Administratium occurs naturally in the atmosphere. It tends to concentrate in certain locations such as government agencies, large corporations, and universities. It can usually be found in the newest, best-appointed, and best-maintained buildings.

Scientists warn that Administratium is known to be toxic, and recommend plenty of fluids and bed rest after even low levels of exposure.

NEW ARTICLES

Articles for the January newsletter should be submitted by December 28th. Articles can be sent by mail to:

Steve Yothment

612 Steeplechase Drive
Lawrenceville, GA 30244

If you have a computer and modem, you can send articles to Steve at Shareware South BBS at 404-370-0736.

Steve can also receive articles via Internet at address SteveYoth@aol.com.

(editorial cont'd)

names should provide you with addresses and locations (as well as phone numbers) of other club members so you can see those in your vicinity and elsewhere. The ballot is self explanatory. There is controversy about allowing for write-in votes (the blank spots) as the by-laws of the club do not allow for them. The by-laws also do not specifically disallow write-in votes so they have been included on the ballot for your convenience. This will allow those members that are unable to come to meetings due to work, schedules, etc. to write in those people that would have been nominated if they had been able to come. We have some members (as I have discovered) that are unable to attend any of the meetings and must rely on the newsletter for their information exchange. These people are also important and deserve an equal voice in the club. For this reason I have asked Steve to include the write-in slot on the ballot. I have discovered that this has upset some people and I assume the responsibility for my actions. I did not choose those actions to intentionally upset anyone, however. So my apologies to those so offended.

While I explaining things there is one more thing that must be understood: I do not have a FAX machine. Sorry, but I received a FAX at work from Dan once when it was available. IF I am at work and IF the FAX is available then I can receive FAXes. Call me ahead of time and I can always work out how to receive a FAX at some time during the day, but last minute stuff will almost never work out. Dan got fortunate when he called me and was really an exception. Sorry if there was some confusion.

There is some confusion also about whether I am still the editor or not. At the November meeting I said that if I didn't get help then I would not be able to continue to be the editor, not that I was resigning. Ben has since called and said that he was going to give Steve Yothment the job full time and I would just like to say that it is not totally necessary. Steve has offered to type articles, etc. but if he wants to try being editor full-time then we can try it. In that vein, starting with the January issue, send articles to Steve at the address shown elsewhere in this issue. Don't worry, though. There is no way that I'm going to allow the quality of the newsletter to be compromised (not that Steve would compromise it). I feel, personally, that we have one

of the best newsletters that there is. I fully intend to see that that tradition is carried forward (see what you started, Bennett). So, keep those cards and letters coming. We also need some sharp reporters out there to keep everyone informed on the latest. Your editor can't be everywhere.

For those that can't make the meetings (and because I had no way of receiving Chuck's minutes in time) a quick memo about things that are going on:

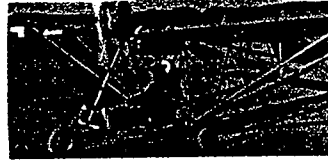
The bylaws are being streamlined to allow for elections of the top 3 or 4 offices with the remaining offices being appointed by the elected officials.

Activities are going to be planned further in advance next year to allow for advanced planning (seems logical).

Squadrons are being looked into as a means of better serving the membership (I think).

I can't think of much else that happened. Your letters to the editor can help in your opinion being heard.

What else??? oh, yeah -
 * & \$ ^ & ^ % # # @ @ \$ # % ! ! ! \$ %
 % & (extra punctuation provided by Frank (frog) Flessel. Season to taste).



Quiet Bird

c/o Flight Shack, Box 61252
 Lakeport, NH 03247
 603/279-3480

Top Speed, mph	60
Cruise, mph	40
Range, s.m.	200
Rate of Climb, fpm	300
Takeoff Distance, ft.	200
Landing Distance, ft.	150
Service Ceiling, ft.	10,000
Engine Used	Briggs & Stratton
HP/HP Range	570 cc
Fuel Capacity, gal.	.5
Empty Weight, lb.	240
Gross Weight, lb.	495
Height, ft.	—
Length, ft.	—
Wing Span	34.0
Wing Area	170.0
No. of Seats	1
Landing Gear	trigear
Bldg. Materials	T.F
Bldg. Time, man hours	25-40
No. Completed/Flown	1
Info Package/Video	\$.7
Plans Cost	none
Kit Cost	\$.4995

Kit contains everything needed to fly except fuel. New FAR Part 103 ultralight design resembles Wright Flyer in hangar. B T B (back to basics) flying machine.

Dennis Thisius has purchased a Firestar and brought it back from out west.

Jeff Hatle sold his S-12 and has ordered a replacement.

Clay Harbin has now upgraded his Zephyr to the Rotax 618 engine.

Ron Reese is the proud new owner of a 2 seat Challenger that he bought from Brian Gurley.

Lucky Smith has now transitioned from a Pteradactyl and has gotten a Phantom.

Mike Prosser has been helping Steve Green get his CGS Hawk in shape and checked out.

Bill Rouse is in the process of painting his Challenger Bahama Blue and yellow. Phil White has now come to the conclusion that he won't be the only one to be flying an airplane that's painted Bahama Blue (what were the chances...?).

There is a new engine out called the Lapps 35. It's a 428cc, fan cooled, CDI, twin that weighs in at 65 pounds without the reduction drive (12 more pounds). It also sports a lighting coil and comes in assembled or kit form. Call (815)633-0138 for more info.

Flightstar now offers an open cockpit 2-seater version of its aircraft similar to the Phantom and has added the folding wing option as standard equipment.

Pierce Day is still getting the wrong engine from the manufacturer but will be airborne shortly after the correct engine gets in.

Quiet Flight has brought back "Back-to-Basics" flying with the new Quiet Bird ultralight.

Powered by a 20 hp Briggs and Stratton 4 cycle engine this 34 foot wingspan bird will cruise at 45 with a 200 mile range. Available in kit form only at \$4995 this

package includes everything except the gas. For more info contact Quiet Flight, c/o Flight Shack, Box 61252, Lakeport, NH 03247 (603)279-3480. Info pack is \$7.

Bill Ferguson is offering a \$500 discount to club members on the Fergy, II till March. Having flown in Bob Leatherwoods Fergy I can attest that it is a superb little performer.

Kitplanes has come out with 509 aircraft (including ultralights) you can build in their December issue. If you can, it is well worth getting a copy of your own.

Round the Patch

Classifieds

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. Ads will run for 2 months unless a notice of renewal is received before publication deadlines.

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. [99409]

INTERCOM - Comptronics Ultra-Pro intercom complete with two headsets, intercom box with volume controls, and interconnecting cables. Excellent condition. Cost new \$420+, sell at \$250. C. Kirtland (706)295-1974 Rome

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 - Kolb Firestar II or someone to build the kit for me. Chuck Koukol (706)896-1032. [99409]

Wanted - Challenger. Call Jason Garrard (706)790-5641. [99408]

For Sale - Ray Jefferson PL-99 LORAN. Complete with mounting bracket and antenna coupler/amplifier. Over \$270 invested. Yours for \$179. Call Pierce Day (404)591-7284 Woodstock [99408]

Starflite - Beautifully restored. Rotax 447, new sails, new paint, tires and BRS. No corners cut. Rare Machine. 55 cruise? \$6000. Call Ron Reese day(404)957-0138 or nite (404)957-6883 Atlanta [99408]

Quicksilver, Weight shift, 100cc Honda. \$500. Ron Reese day (404)957-0138 or nite (404)957-6883 [99408]

CONDOR ULTRALIGHTS - 1 single-seat Condor in good condition, low-time Rotax 477, BRS chute, instruments, pod:

1 "wide seat" Condor disassembled in fair condition, 2 Kawasaki engines. Both for \$5000. Call Jim in Shannon, GA at (706)295-2159.

Ultralights - Rotec Panther, Rotax 477, some instruments; in flying condition; asking \$2000. Call William at (706)625-4075.

For Sale: Rotax 277 FA, 2.58:1 mounted down, 60-28 tractor prop. All brand new in original box. Complete package \$1750 or will trade toward new Rotax 447. Andy Isburgh (404)972-8999.

For Sale - Snoop single seater, 430-R, new sails, TT 60 hrs, \$2500. Call Thomas Gaddy at (404)942-0478, Winston, GA.

Brakes for Kolb. Cost \$250 new, complete with wheels, hubs, etc. Call Mike Carpenter, Sr. at (404)997-0702.

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 to the newsletter send to:

Phil White, Editor

c/o The Flying W Air Ranch

760 Freeman Street

Maysville, GA 30558

All other correspondence should be mailed to:

Georgia Sport Flyers Assoc.

P. O. Box 1034

Dallas, GA 30132

or contact any club officer.