

THE SPORT FLYER

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

July 94

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The GSFA is a non-profit organization devoted to the promotion of ultralight aviation. The articles presented in this publication do not necessarily represent the views of the officers or members of the club. Each individual must insure that the information herein is correct and pertinent to his or her application. Membership to the GSFA is \$20 per year (prorated) and includes the newsletter. Meetings are on the second Saturday of each month at 1300 hrs at a predesignated location. To apply for membership contact Chuck Goodrum or write to this publication. Articles for publication are solicited but cannot be returned unless accompanied by a self-addressed stamped envelope.

EDITORIAL

I've had it! I've had it! I've Had it! That's all I can stand, I can't stand anymore. You're going to get an editorial so just bear with me a while.

I've been reading in almost every issue of UF! on how pilot registration and aircraft registration are necessary and how the USUA is the only 'proper' agency with which to do this and ad nauseum. The FAA seems to have written a letter prior to releasing FAR Part 103 that said that self regulation is what they (the FAA) was shooting for with Part 103. The USUA took this as a mandate (and a requirement, judging from their attitude) to insist that all Pt.103 pilots receive 'proper' (read that USUA) training and have 'proper' registration (read that USUA) and belong to the 'proper' organization (read that USUA, too). I'm sick of it. Nothing, and I mean NOTHING, in Part 103 requires that pilots OR aircraft have any type of registration of licensing in order to fly true ultralights. The letter preceding Part 103 merely states the direction that the FAA would like to see the ultralight movement take. THE LETTER IS NOT WHAT THE LAW IS, Part 103 is the law. Now the

USUA 'requirements' have permeated the rest of the industry.

Look at the back cover of the June 94 issue of UF! and you'll see an ad from AVEMCO. Seems like now you can buy insurance if you and your vehicle are "registered in an FAA recognized vehicle and pilot registration program". Read the requirements for participating in the World Championships (FAI) and you and your plane must have "proper registration" in order to compete. To get into Sun'N Fun as an ultralight pilot the ticket sellers were demanding to to see my 'registration' card before I could get the pilots pass. By this point I'm getting pretty well ticked off, that is until I read USUA's little disclaimer (page 4 in the bottom right corner, June 94 issue).

To quote "The United States Ultralight Association is a voluntary membership organization of the participants and supporters of ultralight aviation. USUA, AS A PRIVATE, NON - REGULATORY ORGANIZATION WHICH HAS NO LEGAL AUTHORITY TO REGULATE OR CONTROL INDIVIDUALS OR CORPORATIONS, CANNOT BE HELD LIABLE FOR ANY FLIGHT OPERATIONS

THAT RESULT IN INJURY OR DEATH TO ANY PARTY. All references by USUA to self-regulation refer to each individual person regulating or being responsible for him or herself.

Did you catch that part about regulating yourself? That is a long cry from being registered with the USUA in order to comply with the USUA's definition of being 'legal'. So, Ballantyne, eat my grits. AVEMCO can eat the once through, recycled grits. And I have an idea.

I suggest that everyone 'self-regulate' and put their own tail numbers on their planes. The format would be like this:

- 1) Start with a capital U (instead of an 'N').
- 2) Reserve a space for an alpha-numeric character in the next spot (I'll explain in a minute).
- 3) Put in the first three numbers of your ZIP code (for me it will be 305).
- 4) Next put your first and last initial or two initials that will adequately identify you (FW for me - stands for the Flying W).

So far my number is U 305FW. You can readily identify what

area of the country I am from and roughly what my name or what I'm known by will be. So what if I have more than one airplane? That's where the reserved character comes in. For my first plane I can use the number as-is or add a zero in the spot to give me U0305FW. My second plane will be U1305FW. Letters will work just as well. My two airplanes could just as well be UA305FW and UB305FW. It is entirely possible for two people to have the same tail numbers so to keep things straight I am offering to keep a record of your name, address, aircraft type and self-assigned tail number (for free). If you would like you may enclose a dollar or so for the effort but you certainly don't have to. If you want a response then you must enclose an SASE for a reply. Maybe later, for a nominal fee to cover expenses, we can have laminated cards for identification.

What do you think? Self-regulation means just that. And, if you think that the USUA is some large organization, remember they only have THREE full time employees (and two part-timers). As always, your comment is welcome whether you agree or disagree. -Phil-

Last Month

by Chuck Goodrum

The membership assembled at Tara Field on Saturday under a heavily overcast sky. President Ben Cole opened the meeting at 10:55 a.m. since many aircraft had to delay their arrival because of the marginal weather. There were 12 aircraft and 26 people present. Ben announced that the next meeting would be at South Fulton airport. Treasurer Ken Adams made corrections to the minutes of the last meeting. He emphasized that the costs of the two cook-outs were \$193 at Jasper and \$179 at Cartersville. Lucky Smith offered to host a meeting at his home in Temple, GA. Everyone would supply their favorite steak to be cooked onsite and invited to fly into his home airstrip. Ben and Ken announced that the t-shirts and hats described last meeting were available for \$15 and \$10 respectively. Chuck Goodrum asked that five new members introduce themselves. Afterwards, they were unanimously voted into the association. Activities Officer Pierce Day announced that he had FCC [radio station] applications forms for anyone interested and walk-me signs for use at the AIR fly-in planned afterwards. Ben adjourned the business meeting at 11:12 a.m. and directed all pilots planning to fly into the Atlanta International Raceway to attend the pilot's briefing to be held immediately. Jeff Hatle, the AIR flight activity coordinator, opened the briefing. At the conclusion of the briefing the pilots lined up their aircraft and took off for the raceway just prior to

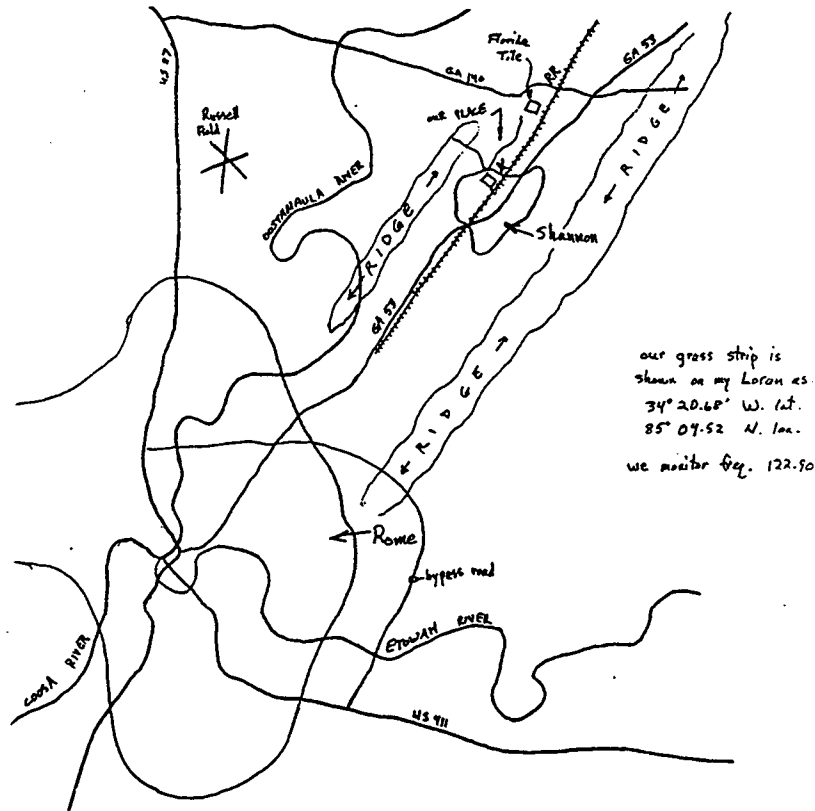
12 noon. Connie Liles (Bennett's spouse) coordinated ground crew activities inside the raceway. She carried non-flyable supplies into the raceway and took videos of the landing craft. The meeting concluded at 4:10 when all the aircraft and pilots departed the raceway either for Tara Field or their home base.

!!! NEWS FLASH !!!

Have you ever been tempted, in a real emergency only, to pull that handle that will deploy the 'chute that will safely bring you back to earth unscathed only to rethink your tactics because of the cost of repacking that beast? Stan Sullivan would like to come to your rescue.

If, during the course of your adventures, ever need to deploy your ballistic parachute in an emergency, Stan will pay the \$400 - \$500 to have it repacked for you. Seems like our good-natured Stan doesn't want you to risk trying to safely plop yourself in the top of a tree instead of relying on the 'chute you got for safety in the first place. Softly landing in the top of trees doesn't work anyway. More than likely you will fall through the branches like a bullet, snapping off pieces of the plane, and maybe of yourself, on the way down. Please, try to make sure you have an emergency and don't take undue advantage of Stan's offer. I'm sure he doesn't have tons of money to throw away on those who want to practice having emergencies instead of those situations that cannot be safely flown out of. Stan just doesn't want the cost of repacking to stop you from using your 'chute when you really need to. No need to chance a treetop landing.

Strip Search

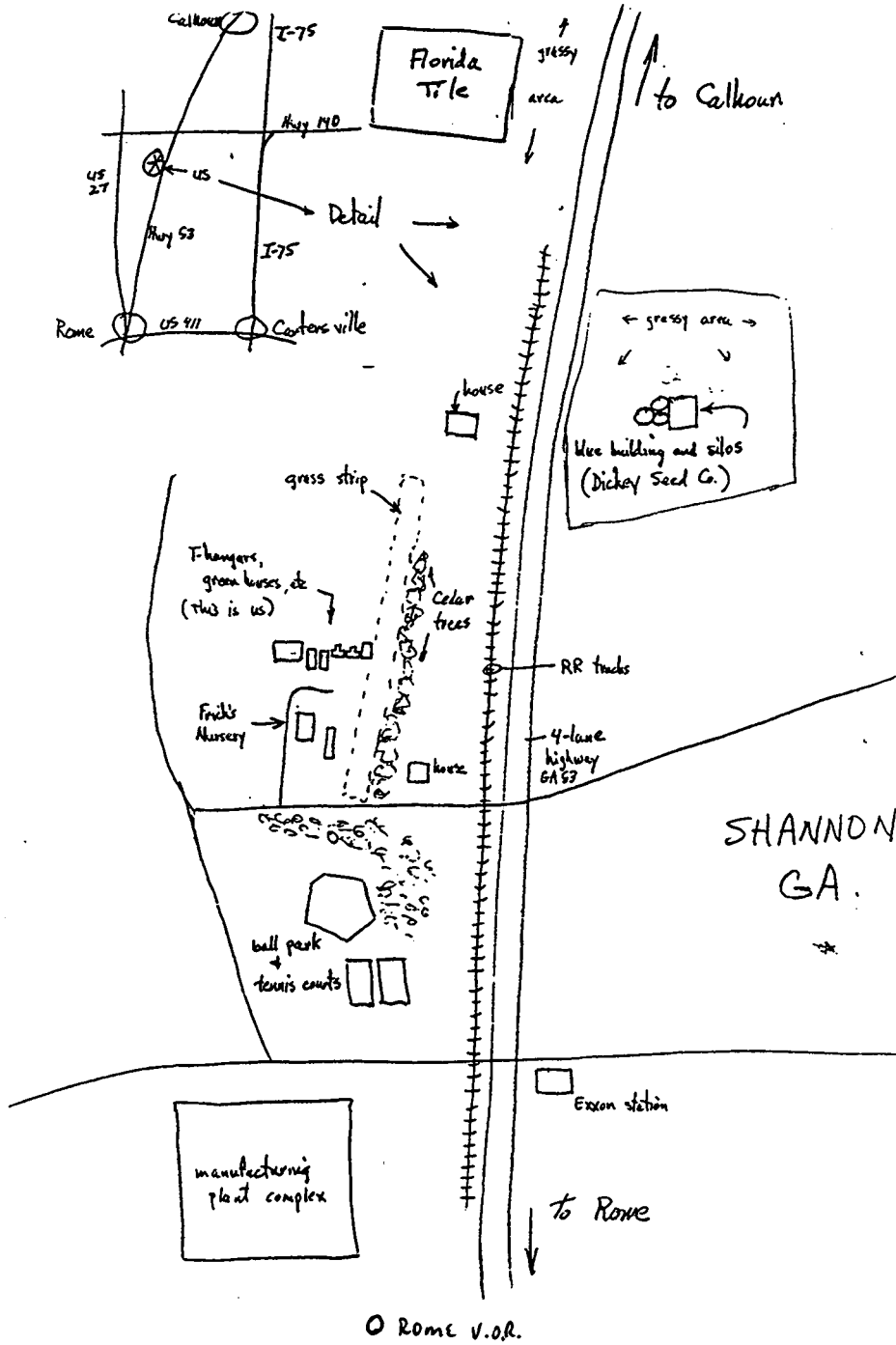


by Phil White

Interest has been expressed in having the newsletter highlight the private runways of some of our members. This month's strip search will do just that with Charlie Kirtland's strip in Shannon (or Rome), GA. I haven't been to this strip so all I can do is try to show you where it is and wish you the best in finding it when you fly up there. Do Charlie a favor and call to let him know that

you're coming. Let's be gracious and proper guests when traveling to someone else's airport.

These maps show large area features and close-up views of the area of the airport. Remember to give those ridges plenty of altitude clearance in case there is a lot of wind turbulence. Good flying.



POP QUIZ

1. In a properly trimmed airplane (pictured below), you encounter an updraft. The nose of the plane will:
 - a. pitch up.
 - b. pitch down.
 - c. remain level and the plane will rise.
 - d. remain level and the plane will drop.
 2. (true or false) If London, England, is on Z (Zulu) time then Los Angeles is on U (Uniform) time.
 3. Two identical airplanes are climbing at the same density altitudes, except one is in a high pressure area and the other is in a low pressure area. Which airplane will climb faster (best performance)?
 4. (true or false) A pilot with a private license in a single engine plane is allowed to fly 50 feet over the ocean, without flotation gear, and carry passengers when he is beyond safe gliding distance of land.
 5. If an airplane takes off with a clogged fuel vent, the pilot can expect to experience:
 - a. fuel contamination
 - b. fuel exhaustion
 - c. fuel starvation
 - d. increased fuel flow
 6. (true or false) An airplane may not be flown in IFR conditions unless the pitot-static system has been checked in the last 24 calendar months.
 7. In a properly trimmed aircraft, reducing the power while straight and level will:
 - a. decrease altitude and airspeed.
 - b. decrease airspeed and maintain the same altitude.
 - c. maintain the same airspeed and decrease altitude.
 - d. maintain the same airspeed and altitude.
 8. What is the maximum allowable airspeed in class 'A' space overlying Washington, D.C.?
 9. If while on final for a landing you notice that your airspeed is low, what action should you take to increase your airspeed?
 - a. Raise the nose.
 - b. Lower the nose.
 - c. Increase the throttle.
 - d. Decrease the throttle.
- Answers on page 10)

Tech Tips

POWER - Part 2

You have your plane. The weather is great. Visibility is forever. And your radio batteries are ... dead. If only you had a lighting coil output on your four stroke engine. Well, all hope is not lost. There is a way to add power to your bird. It's even relatively inexpensive.

Forget about looking for small alternators. They don't exist, at least not inexpensively. Adding a magneto is prohibitive. You want something lightweight but with 7 to 10 amps of power. Enter the lowly electric radiator fan. Yes, the same one used on automobiles for cooling the radiators in heavy traffic. They are permanent magnet motors that will produce sizeable amounts of 12 volts DC current when driven backwards (or forwards, but the polarity will be reversed). Once you have your motor/generator in hand (be sure it is the kind with a magnet) the only obstacle is to determine how you want to drive the little beast.

Solution one ... go to the hobby store and buy a large model airplane propeller and mount it to the shaft (glue, bolt, etc.) and then mount the assembly onto a tube (or whatever) in the slipstream. When the plane

moves through the air the small propeller will turn the motor and voila, electricity. You can use the blade that comes with the fan motor but it may create too much drag. If it is a metal fan you can bend the blades somewhat to obtain the desired drive on the generator. To charge some nicad batteries for use when the plane is on the ground you must put a diode (high current) in series with the generator to keep the batteries from discharging into the motor. You can also mount it directly behind the prop wash so it will turn anytime the engine is running. This is how they used to do it so this setup will add that nostalgic look to your bird.

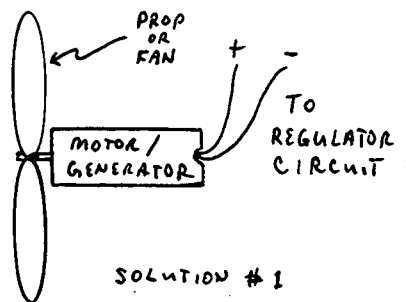
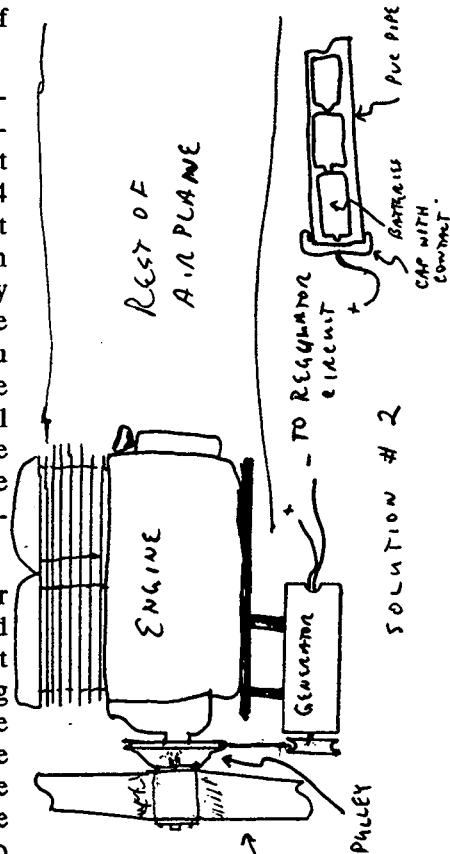
Solution number two ... Go to the auto store or speed shop and get a recessed fan belt pulley that will fit over your prop hub. Redrill it so it can be placed between the prop and the hub with the groove extending toward the engine (away from the prop). Mount the motor/generator on the engine, fit it with a pulley and attach to the prop pulley with an appropriate length belt. When your engine is running you will have power to drive your accessories. You will even have plenty of

POWER - Part 2 (cont'd)

power to drive the standard or electronic ignition instead of having to use a magneto.

The radiator fan from the standard Subaru radiator will produce 8 amps at 12 volts at cruise RPM and weighs about 4 pounds. Since it is a permanent magnet device, however, when it is lightly loaded electrically the voltage will tend to rise above an acceptable level. You must, therefore, use some type of regulator or load to control the voltage to a reasonable level (see the previous article about the lighting coil regulator).

There you have it. For power all the time try sliding nicad batteries down some short lengths of PVC pipe and taping them together. Wire positive from the generator to positive on the batteries, etc. and use that series diode to keep the nicads from discharging into the generator/motor.



Scott Perkins has purchased a Weedhopper and is in the process of restoring it.

Pierce Day has finished filling and painting his MiniMax and will be joining the ranks of the flyers soon. His new baby weighs in at 252.5 pounds with instruments, brakes, steel rims, and everything. Now if he can just figure out a way to keep the plane from getting dirty.

C. J. Mathis had a throttle cable break on his Cessna 150 and had to put it down on soft dirt. The plane flipped and is destroyed but C. J. and his passenger are okay. I've since heard many a veteran pilot say if they had to go down they would rather it be with C. J. at the controls. I think that says alot about how others think of a pilots skills. Good job C. J.

Mosler Motors is now no more. This is what happens when you price your products out of reach of the average person. The company was bought out

and the new company plans to re-release the product line.

Clay Harbin is reported to have his BFI finally. Congratulations Clay.

The Bartow County Benefit Fly-in, June 4 at Cartersville, was a success with over \$2000 collected for the Boys and Girls Club of Bartow County. A good

mix of classic and experimental homebuilt aircraft flew in. EAA Chapter 268 put on a Young Eagle effort that provided approximately 40 youngsters with their first plane

ride. Stan Sullivan flew the only ultralight to the event and was followed a few minutes later by Bill Ferguson and Bob Leatherwood in their Fergie II's. Stan qualified for a trophy for the Best Ultralight In It's Class, Ultralight Flown the Greatest Distance, Only Ultralight to Show, etc., etc., but didn't stay around long enough to have these awards presented.

Round the Patch

Answers to quiz (no peeking)

Answers:

1. (B) It will pitch down. Remember that an airplane is like a large weather vane and will try to point into the relative wind (except a canard, which will pitch up).

2. True, all of the time zones have letter designators which is why Greenwich Mean Time is referred to as Z (or Zulu) time. The Eastern, Central, Mountain, and Pacific time zones are labeled R,S,T, and U respectively.

3. The airplane climbing in the low pressure area will have the best climb performance because air sinks (subsides) in a high pressure area and rises in a low pressure area. A plane climbs better in rising air than in sinking air. 'Same density altitude' means the humidity, pressure and temperature are the same. (OR EQUIVALENT - P_h)

4. True, which proves that what is legal is not always what is safe.

5. (C) The engine will suffer fuel starvation because air cannot enter the fuel tank to replace the fuel that has gone out eventually preventing any more fuel from leaving the tank. Fuel exhaustion is when the fuel has run out. Starvation

occurs when you have fuel left but can't get it to the engine (in case you confused the terms).

6. False, again proving what is legal is not always safe.

7. (C) If the aircraft is trimmed with the CG within the specs then you will maintain your speed while losing altitude. If you increase the throttle instead then you will climb while maintaining the same airspeed.

8. It's the same as anywhere else in the U.S., Mach 1 (this was a trick question).

9. (b) Lowering the nose is the correct way to increase the airspeed. If you increase the throttle with no change in pitch then you'll climb (decrease your rate of descent, which may make your landing too long). See question 7. If you answered (a) or (d) then get more life insurance.

So how did you do? If you missed 0 - 1 then pat yourself on the back. 2-4 and you are close to being average. Don't feel bad, though. Most veteran pilots have trouble with most of these questions. If you missed more than 4 than you might want to bone up on flight theory and rules. I hope this gave you a little enjoyment.

by Phil
White

Ultralight Rodeo Time

It's time to start practicing what we know how to do. September is not that far away and that means Greer, SC, and Flight World and the fly-in and lots of contest type things that we're supposed to be good at. But you can't get good if you don't practice, practice, practice. Here are some of the things that will not only be fun but will make you a better pilot in the process.

BOMB DROP

Pilots a long time ago would drop notes (appropriately weighted) to farmers below to ask permission to land in their fields. Seems that the building of local airports hadn't caught on just yet. The object was to drop the note close enough to the farmer so he wouldn't have to travel far to pick it up without dropping it so close that he had to dodge it. Some sort of precision was needed.

Today we draw a target of some sort on the field and make a pass at a specific altitude (500' AGL or so) and attempt to be

the closest to the target. For

variation the number of drops per participant can be limited to three and the average of all three drops count as the score (prevents the 'lucky' drop win). Practice with different types of objects being dropped. Flight World likes to us empty plastic bottles that have no ballistic qualities (reverting back to 'closest guess wins').

PRECISION LANDING

Not all of the fields in days of old were long and level requiring the skilled pilot to set the plane in a specific spot to land. Many times this was with the engine 'off'. Today we face that same scenario. Unless we practice precision landings when the conditions are good then when we really need to put down with an engine out we won't be able to.

A line is drawn on the runway. Each pilot climbs to 1000' AGL and reduces to engine to idle. With 'S' turns and 360's the pilot that lands closest to the line without touching down before it, wins. Touchdown is

when the main gear touches and stays down (point of last bounce). For variation, try shutting the engine (switch off) at midpoint on the downwind leg, do a 360 turn, and land with the engine off (dead stick, propeller not turning, loud silence...you get the idea). It's not as easy as it sounds. For me, a simple landing on the runway is a challenge.

ECONOMY NAVIGATION

Do you really know how far you can get on the fuel you have left? Do you have enough to get to that airport in the next leg of your cross country? Practicing navigation economy will teach you how much fuel you burn and how much time it takes to traverse known distances.

Start with a sectional of the area in which you intend to fly. Lay out a short triangular course with well known landmarks as the turning points. Plot your course, lay out the headings, and then estimate the time and fuel required to complete the course (wheels off to wheels on). Some hints on the first few times that you try this one: pick a course with lots of

emergency landing spots, carry some extra fuel in case your estimates are way off, fly a known area so you KNOW where the airport is and how to get back, and pick a calm day for the first try. Wind really complicates things. Allowable navigation instruments are an ASI, compass, RPM gauge, altimeter and watch. For the practice runs you can use a GPS or LORAN (so you don't get lost) but they are not allowed in competition.

That should be enough for starters. Other things that are fun are toilet paper cutting, fox and hounds, poker runs, out and backs, short-shorts, and torpedo runs. If there is enough interest in doing airplane rodeo stuff then we can cover these in a later article. Practice, practice, practice.

On the Horizon

July 4

Fly-in at Rens, GA. 15 miles west (?) of Augusta. For more information contact Dave Burkhalter. He is moving and will have a new phone number. When we know it we will tell you.

July 9 (date change/correction)

Club meeting at South Fulton Airport at 1:00. This is a good one to fly to. South Fulton is where the first meeting (more or less) was held. They have been inviting us back for awhile so a large turnout would be nice.

July 28 - August 3

42nd Oskosh Fly-in. Held at Wittman Regional Airport, Oshkosh, WI. Call (414)426-4800 for more information.

August 13

Fly-in/Meeting at Wheeler Field, Winder, GA. There will be camping overnight for those interested. This will be GSFA's first Air Rally. Events will be on Saturday and Sunday.

September 10

Club fly-in to Lucky Smith's field. This is a bring you 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.

September 30 - October 2

Third Annual Mountain City Gyrocopter Meeting at Mountain City, TN. Flying, camping, food, fly market. For more info contact: Hardee Fly-in, 3832 Alderwood Drive, Kingsport, TN 37664 or call (615) 246-2710 7-9 p.m. EST only.

October ??

Marble Festival at Jasper, GA

Construction Corner

by Charlie Kirtland

Since we ultralighters at Shannon fly off grass, and it's sometimes wet grass, I got fed up with having the wetness and other stuff coming into my pod. I figured that a fender for the front tire would reduce it some. My plan was to find something usable with the same curvature as my tire and mount it to the nosewheel forks. Simple, huh?

I found quite quickly that "something usable with the same curvature" was not a common item in nature. All of the "same curvature" stuff was too flimsy and making it rigid was tough. Other "same curvature" stuff would rust, corrode, break, or otherwise deteriorate before I would feel like replacing it. I finally stumbled on a plastic drywall joint compound bucket which looked like it may be the answer. The upper edges have ribbed reinforcing mold in and it was the right curvature. After cutting, gluing, and adding simple mounts I had a fender that works fine. Attached are the sketches which should show you how I made it.

There are several plastic 5-gallon paols out there that can be used. There's nothing complicated about the construction of the fender:

1. Measure the width between the nosewheel forks. Subtract the thickness of the mount interference and you have the width of the fender.
2. Determine the amount of tire which needs to be covered and you have the length of the fender.
3. Mark these dimensions on the pail

side and start sawing the sections needed.

4. Clean up the edges and glue the two pieces together.

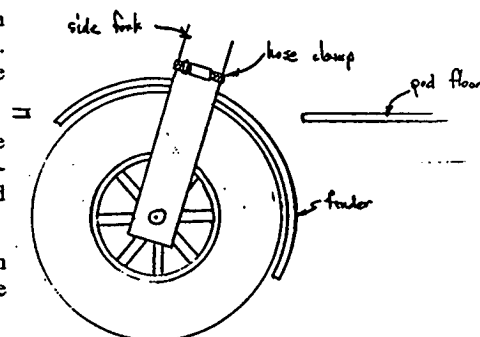
5. Cut two pieces of angle to fit the width of the forks and pop rivet them to the opposite edges of the fender.

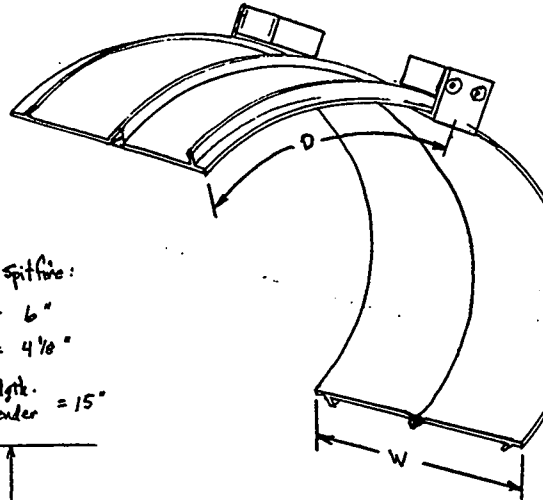
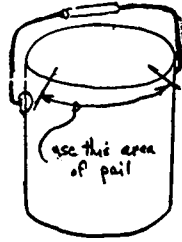
6. Cut a spacer to fit inside the angles. The spacer may be of wood or any other material which can be reasonably attached to the angles. It is needed because the hose clamps will not wrap around the fork and angle tight enough to hold the fender.

7. Slide the fender between the forks and add the hose clamps.

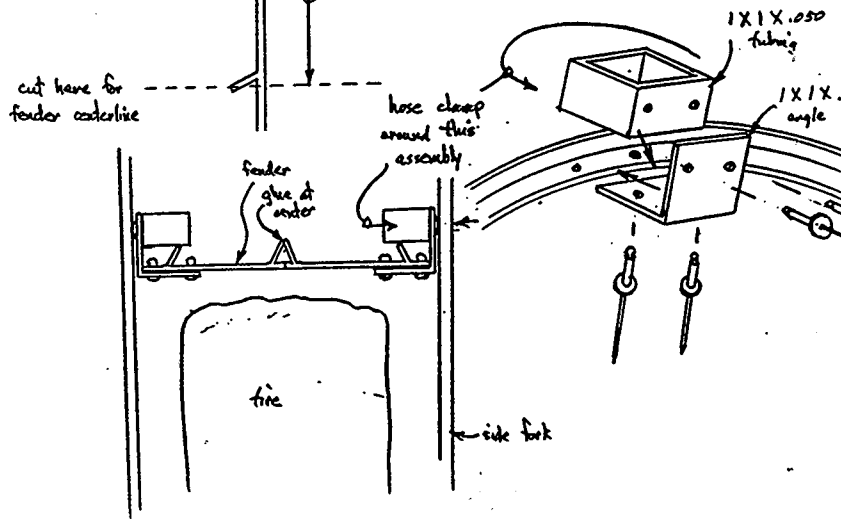
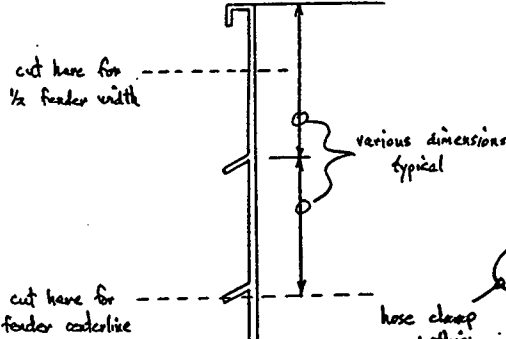
The fender has made my trash-receiving take-offs and landings about 90% more pleasant, but the nosegear hole still lets a tiny bit of stuff into my pod. Also, it does nothing to stop the winter air from greeting me from the ankle upwards. Later - a boot for the nosewheel fork.

Editors note: I have notice that the unprotected buckets in my yard have become brittle with age. I would suggest painting or otherwise protecting the plastic from the harmful effects of the sun (plus it would look better than plain plastic).





for my Spitfire:
D = 6"
W = 4 1/8"
fit. lgth. of fender = 15"



CLASSIFIEDS

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, etc. \$500. One model B with gear reduction, prop, carb, muffler, etc., \$1000. Call Mike Carpenter, Sr. @ (404)997-0702.

Morey Hummel 1/2 VW 37 HP engine. Never flown. Complete w/carb. \$2000. Pierce Day @ (404)591-7284.

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. Mita.

FLOATS - One pair O'Briencraft 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. Excellent 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. ROTEC Rally Sport, Aerobatic, 503 w/8 TTSN, \$2500. Maxair Hummer, single place, 23hp Zenoah engine, \$1250. Goldwing, Brand new, no engine, primered ready to paint, \$1750. Call Lucky Smith at (404)562-4338. Temple, GA.

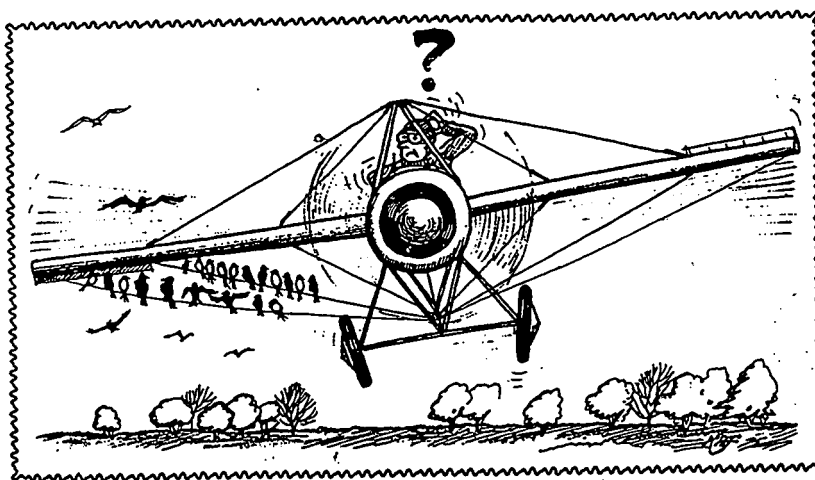
FOR SALE - Flight design trike, 175 Deamon ing - black, red, and yellow, 440 Kawasaki, with trailer, \$2850. Larry (615)344-5954

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 Much Power (promised this month)

Strip Search - Wheeler Field, Winder

Possum Tails

and More . . .