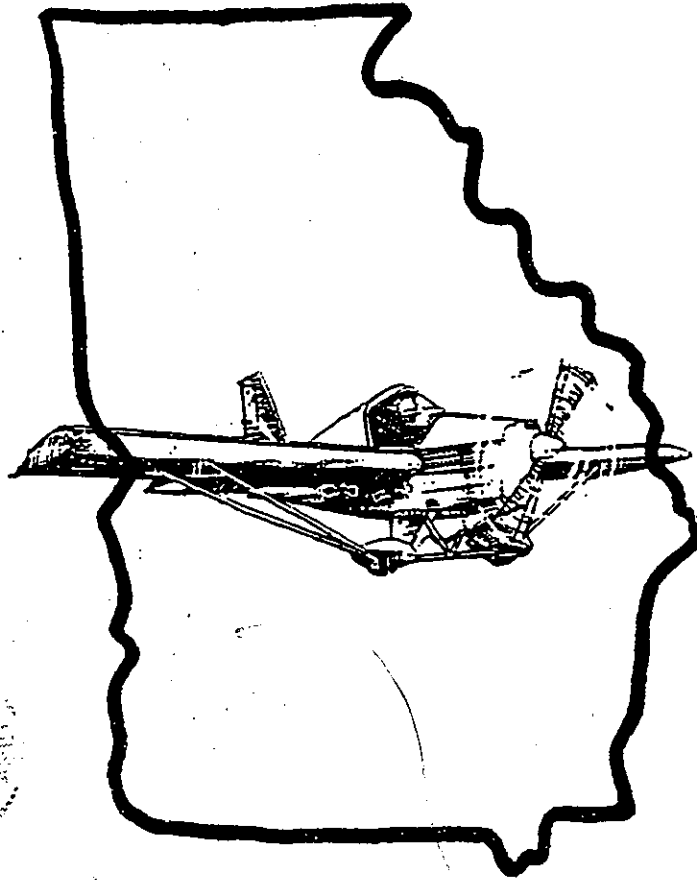


THE SPORT FLYER



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

JUNE 94

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Prop Wash

Letters to the Editor

I actually got mail in my mailbox. I almost couldn't believe it. In reality the mail here represents only a small portion of all the talking that I do with most of you on the phone (which, by the way, has got to slow down. I can't afford the long distant bill anymore). During all of those conversations I have gotten some really good ideas. Also, I've gotten an idea of what most of you are looking for in the way of articles.

The results of the survey are in and again it is evident that by large most of the membership prefers not to do surveys, but of those that did you prefer mostly U.L. airport reviews with U.L. friendly G.A. airports thrown in; you like the current format of the newsletter; don't mind if we publish your phone number (almost preferring it); and like lots of technical AND human interest stories. We will do our best to get all of it in. For those that submitted articles don't feel left out if they didn't make this issue. ALL articles that I have recieved are good and will make it into the newsletter.

'Nuff said. Here's the letters and extracts thereof:

Dear Phil,

I'm one of your newest members (joined at the April meeting) although I've attended most of the GSFA meetings since the Bylaws "debates" of several months ago. I fly out of Shannon, GA, with another GSFA member, Jack Day. I also have flown with, been associated with, and partied with the "Possums from Hell" group, but please don't hold that against me. Our Shannon group has kept at least six feet away from the Possums while

in public. I have past issues of the "Sport Flyer" and think that you and the past editor have the right humorous attitude toward publishing the newsletter. I've also noted requests for inputs to the newsletter and will try to help. I can appreciate what it takes to put together a club bulletin since some time back I published the one for the Rome Sailing Club for about six years. Gathering pertinent info, presenting it in a readable and sometimes humorous vein, and simply doing the mechanics of getting the thing mailed can be challenging, to say the least. Member contributions can sometimes be of great help.

A couple of items that I would like to see available for the membership, particularly for new members as they join, is a current membership list, a membership card for the GSFA, and a copy of the bylaws and any club rules. I understand that we're still getting things organized, but a membership handout should be appropriate for new members...

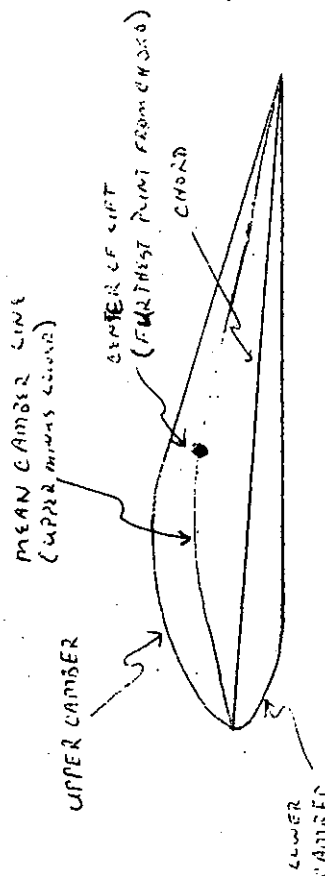
Charlie Kirtland, Rome

Good to hear from you Charlie. A current membership list with phone numbers, etc. will be available soon as well as a copy of the bylaws for each member (as soon as we get them back from the lawyer). We have been discussing a membership card for some time now and as soon as a decision is made we'll let the membership know. There will probably be more than one type of card since we have both flyers and non-flyers as members. I have your articles that you submitted and I like them. I'll put them in as space permits. -Phil

By the way, now that I've found my CG, how do I find my center of lift? Is it exactly mid-chord or closer to the highest point of the arc on top of the wing (assuming the wings are not swept forward or backward)? Anyone know a rule of thumb? Of course the CG must be ahead of Center of Lift ... How much?

Scott Perkins, Marietta

Well, Scott, your CG doesn't HAVE to be forward of the center of lift. It does absolutely have to be forward of the center of aerodynamics (where the surface area is equal forward and aft of this point) or when you stall the plane will fall flat, pitching neither forward or rearward. If your CG is AT your center of lift (CL) then your tail isn't required to provide lift or pitch. A little forward of the CL and the flight characteristics of the plane tend to get more stable, requiring more input from the controls to turn or climb (as well as a little back pressure to keep the nose up). A little aft of the CL and the aircraft becomes quicker to maneuver and the tail provides some of the lift giving slightly better fuel efficiency. Too far aft and the plane will become "twitchy" and be difficult to control due to the tail having to provide more lift than for what it was designed (requiring lots of control to just maintain straight and level). The best thing to do is follow the manufacturers recommendations or just set it equal to the CL. The CL is located at the peak of the "mean" camber of a double surface wing as illustrated. -Phil



Chaplain's Corner

Some of us fly by skill and a few of us by the pure grace of God. Let's all remember to try to be tolerant of our fellow man 'less, someday, the ground should rise up and smite thee and we need mankind's compassion.

Sun'n Fun

what really happened

by Phil White

This was my second trip to Sun 'n Fun. My first with a group of any kind, so I guess that still makes me a rookie. The Condor that I usually fly only goes about 30 mph so I'm not going to fly down. My part is relegated to being ground crew, a job to which I anxiously look forward. My bags and tools are packed; extra oil, plugs, hardware, etc. and I leave Maysville before the sun is up to begin the trip to SNF94.

First I have to stop at Ben's place to pick up stuff that he can't carry in his plane. Anyone who hasn't seen Ben first thing in the morning is missing a real experience. Of course, I don't look so hot myself. But, everything is packed away and I'm on my way to Tara Field where everyone is meeting. Ben is going to try to wait a little to see if the high fog/low clouds are going to lift.

I guess I should have read my own directions that I printed in the newsletter 'cause now I'm lost and nowhere near the airport. After a stop at a convenience store and rummaging through the trunk of the car to find the newsletter I'm on my way again (forgot to turn south on 19/41). The skies really don't look good at all and I'm beginning to wonder if anyone will even attempt the flight, but, I hear Ben on the radio and I guess if he can make it then surely the others can.

The turnout at Tara isn't good (actually it stinks). A lot of members probably figured the weather was too bad and nobody was going to be there (or they are like me and think that morning comes to early in the day). Big and Little Mike are there as well as a few others. Finally, close to midday the Possums show up and the show gets on the road.

The first stop is Perry/Fort Valley. This is my first encounter with parachutists

(in this decade) and now I've found something else that looks really fun (like I need another hobby). I've also discovered that CB radio really carries a long way in the air (20 miles or so) and airband transceivers die about 5 miles away. I was impressed at how well the CB's did. Stan, Greg, Bill, and Bob all had CB radios. Ben and Jeff had VHF airbands. We had no way of knowing but this was to be significant later in the journey.

After refueling I leave right away. Getting to airports is great if you're going VFR. Me, I'm IFR (I follow roads) and some of these airports are tough to find. The next stop is Adel (Cook Co.) and by now I can recognize who is transmitting by the sounds of their radio and voice, unfortunately, so can the truckers (who can see the airplanes over the highway) and channel 31 has suddenly become crowded.

"On the road again, I just can't wait to get on the road again . . .". Now, we haven't heard from Jeff in a while. Of course, the VHF radios don't carry well, so I don't think much about it. Meanwhile, I'm at Adel waiting for the planes to show up and a call comes through to the FBO office. Jeff has gone down near Tifton. With all the other planes now there we get a bite to eat and discuss what to do. We decide to send the Jeep and trailer back for Jeff and his now dead 582 and I will follow the remainder of the group to Lake City (Actually to Cannon Creek Airport). Refueled (with 100LL, something I always thought was a No-No), we take off for the last stop of the day.

I get to Cannon Creek (after getting lost again) and notice the wind has

REALLY picked up. The residents come out to meet me and I tell them of the planes that are due in, is it okay, etc. and get the warmest greeting that I've ever had. Once the group is within radio range (it's close to dark and 'skip' is really bad) I inform them of the wind and direction and then stand on the turf runway with a strobe just in case. The landings were bumpy alright but we're safe and all tied down (in some nice persons backyard) and in the hotel. The other vehicle with Jeff doesn't show up till around midnight so we sit (stand) around and tell war stories. This is where 'Possum Tails' (the column) originates. You wouldn't believe some of the stories, but, we've got to get up with the sun tomorrow if we're going to make Lakeland before the red flag goes up.

About Jeff and his misfortune, seems like his engine had quit for some unknown reason and while picking out an emergency landing spot he got it restarted only to have it quit again. Jeff got down in a field (mostly unscathed) and looked over the engine without finding anything obvious that would cause his problem. The engine re-cranked OK and Jeff climbed to altitude only to have another engine out. This time he had enough altitude to make the airport at Tifton and, with the generosity of the folks there, got his sick bird in a hangar. When the ground crew got there they removed the engine to take to Lakeland for troubleshooting and headed for Lake City.

Bright and early, up and at 'em, planes refueled with auto premium fuel and I'm going to fly the next leg with Bob Leatherwood in his AMW powered Fergie II. Full throttle and we're up. Well, almost. I feel the engine surging a little and look to see it turning about 6500 RPM so I'm not worried. A quick look to Bob, though, and I

noticed that he's not real happy. We keep slowly climbing and, as the engine heats up, everything gets better. I do, however, notice that the EGT is running only 900 degrees or so. We certainly won't overheat at that rate. Frank Eck had gone up with Bill yesterday and had thought it was real bumpy. Today was bumpy, too, but I didn't think it was that bad. I've been caught in worse. Time for a few pictures and try to figure out where we are by looking at the sectional. I notice that these guys also fly near the deck (500 AGL or so - except Ben who tries to count the peanut plants from 3 feet up). I don't mind even though I'm used to 1500 AGL. This is real fun. With the wind still quite brisk we land at Ocala (with a crosswind) and while Bob wasn't pleased with the landing I found it to be satisfactory. Seems like I had 2 or 3 Cokes and a cup of coffee before departure and if we didn't land when we did I was going to have to start hanging various body parts over the edge of the cockpit.

I'm okay (eventually) and get to watch the others land with the crosswind. Stan actually got tilted a little as one wing refused to stay down. Shortly afterwards a twin Beech with the gear not locked got pushed over on landing and, sure enough, the down wind gear collapses sending it skidding down the runway, closing the airport. Everyone shifts to the other runway and we're off to Zepherhills with me back on the ground driving.

Everything settles down right about the time that I hear Greg radio that his windshield rivets have come loose on one side and he is making an emergency landing. Lo and behold, I actually see him and where he is going to land and pull off the highway next to the field. Out of the car, tools in hand, over the ditch, through the

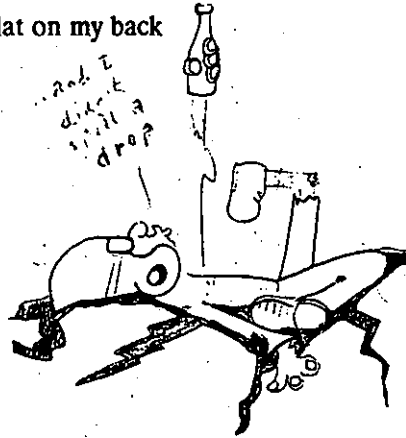
(see SNF on page 9)

'Possum tails

there I was...flat on my back

BE CAREFUL WHAT YOU SAY - by Richard Smith

Hi! I'm Rick Smith and I fly a Phantom. I keep my plane along with two Kolbs at the Carpenter International Airport in Fayetteville, GA, otherwise known as Big Mike's Pasture. We have about six or seven hundred feet of runway with trees on both ends and, boy, is it fun stryng to land with a 25 mph crosswind. We all decided to go airport hopping the other day so we left the cow pasture and went to South Expressway airport. We stopped there and washed off our planes then went to Tara Field (A.K.A. Henry Co. Airport), landed there, and got out for a brief tour of the hangars to see what might be new around there. When we got tired of snooping around there we left there and flew to Peachtree City's airport called Falcon Field. We toured their hangars and facilities for awhile when we noticed the wind was really starting to pick up. The wind sock was sticking straight out so we decided to head home knowing we were going to have to land in a direct crosswind of about 20-25 mph. Little Mike was joking with his dad about landing his fairly new single seat Kolb there and told him to let me and him land first so we could help him get his plane off the runway. Well, Big Mike got to the runway first and decided to land first. Little Mike kidded with him again about letting us land first so he wouldn't have the runway all blocked when he wiped out upon landing, but Big Mike went on in first anyway and, under the circumstances, did a fabulous landing with room to spare at the end of the runway. Little Mike was lined up and about to go in second. He got all the way to the ground when the wind raised him up about ten feet



and, as fast as it raised him up, it pushed him back down for a hard landing. As soon as his wheels hit the ground he saw the right wheel running out through the pasture. At that time he made the decision to go ahead and put it down since he was already on the ground, so he rode it out with full left aileron until the wing went down. The steel part of the landing gear was still on the plane but the part that was welded to it broke and fell off. When the wing came down the steel part of the landing gear dug in the ground and dragged for about ten feet and the plane nosed over with no wing damage and very little damage anywhere else. Little Mike did an exceptional job landing without tearing anything up, but WHO was spawled out on the runway with me circling the field and waiting to land. Well, Big Mike got out of his plane and ran down to help move the disabled plane off the runway and I finally got to land. We all picked up Little Mike's plane and rolled it to the hangar when I reminded Him of what he had joked about earlier. He said from now on he was going to watch what he said. Everything turned out OK and, with a few minor repairs, we'll all be back in the air again soon.

('Possum tails cont'd)

Just in time for Christmas

Possum Rum Cookies

Ummmm Good!

by Greg Elliott

*The next time you're grounded because of bad weather, head for the kitchen to make a batch of rum cookies. The following recipe is guaranteed to bring joy to all who try it.

1 or 2 quarts of rum

1 cup butter

1 tsp sugar

2 large eggs

1 cup dried fruit

1 tsp baking powder

1 tsp soda

1 tsp lemon juice

brown sugar

nuts

Before you start, sample rum to check quality. Now go to it. Select a large mixing bowl, measuring cup, etc. Check the rum again -- it must be just right. To be sure the rum is of highest quality, pour one level cup into a glass and drink it quickly. Repeat. With an electric mixer, beat one cup of butter in a large, fluffy bowl. Add one seaspoon of thugar and beat again. Meanwhile, make sure the rum is of the finest quality. Drink another

glass. Let stand 10 minutes; repeat. Open second quart if necessary. Add 2 arge leggs, 2 cups fried druit, and beat till high. If druit get stuck in beaters, just pry it loose with a drewscraver. Sample rum to check for tonsicistricy. Next, sift 3 cups of salt or pepper (it doesssn't really matter), sampling the rum as you work. Sift pint of lemmon juice as you fold in chopped butter and strained nuts. Add 1 babblespoon of brown sugar, or whatever color you can find. Mix well. Grease oven and turn shookie ceet to 307 gredees. Now, pour the whole mess in the stoven till thoroughly brownish. Check rum again and go to bed.

*(Stolen from the Albuquerque Ultralight Association by the Possums from Hell)

Reminds me of the story when, after a long day of flying, the wife of a Possum came out to see her husband fly in his new toy (having never seen one before). Not remembering that, after flying, one must refuel, the Possum feller jumped in his airplane and proceeded to take off and do a steep climb-out (to impress the fairer sex, you understand). Being low on fuel the engine promptly leaned out and quit with a loud bang. Onlooking Possums on the ground never even flinched. When the wife turned and asked if that was supposed to happen everybody nodded and said "of course, he's just demonstrating what would happen if the engine quit." With barely enough altitude, a successful landing was made. I still don't think she knows the real story.

Cliff McDonald has now made at least 2 solo flights over the mountains of north Georgia in his GT400.

Pierce Day has finish covering his Mini-Max and should be filling and painting soon.

Wes Luster is out of his cast and hopping around again. He is looking forward to getting his ROTEC Rally going and could use someone's help with manuals, experience, etc.

Murph, the FBO at Jasper/Pickens Co. airport, has been reported to have had a stroke. The

best of our wishes go out to him for a speedy and complete recovery.

Phil has purchased plans for the Ragwing Special and will make that his next project after the Mini-Max.

Scott Perkins has contributed to the club the following materials to be checked out by members and urges others to make available their personal collection towards club library

use as well as suggest highly desired materials that the club might purchase for the library.

1. Second Chance ballistic chute video.
2. Earthstar/Thunder Gull flight and assembly video.
3. Paramotor - Backpack powered paraglider demo video.
4. Pajojet - Backpack powered paraglider demo video.

Scott is also coordinating a survey for Mike Stratman of C.P.S. who is an authority on Rotax engines and the

'Round the Patch

H.A.C. (high altitude compensating) Bing carburetors designed for Rotax engines. The survey is to determine the interest level and feasibility of holding an eight hour seminar on Rotax assembly, repair, and self maintenance in Atlanta. The cost would be \$100 per attendee. Mike expects to draw from the Carolinas, Tennessee, Alabama, and Georgia. If interested call Scott at (404)973-3860 in Marietta.

SNF - from page 5

weeds, under the barbwire (ouch), over the fence, and we (Frank and I) are waiting for him as he touches the turf. What does he do? He taxis all the way to the end of the field next to a billboard (doesn't even see us). Over the fence, under the wire (ouch), over the ditch . . . we finally drive down to where he is and . . . out of the car, over the ditch, etc. Greg is back in the air in 8 to 10 minutes (yes, we had rivets and rivet gun) and we're (over the wire, under the ditch, in the weeds...) back in the car (right as the second ground vehicle shows up) and off again.

I get to Zepherhills right as the planes enter the pattern (lots of skydivers here, too) and call the pattern the guys are flying to the other traffic in the area. Bill gets to the ramp and, after parking, can't get his engine to shut off on his Fergie (out of the car, tools in hand ...). We find the wires to his switch have vibrated enough to break and replace the connector with 1/4 inch spade lugs (just happened to have some and a crimp tool). Quick refuel (relatively speaking) and we head to SNF.

I found Sun'n Fun to not be quite as good as last year. There didn't seem to be as many ultralight manufacturers or flyers, but what was there was certainly worth seeing. Ragwing was there with the Ultrapiet and the Special. There was the Micro Mong but I couldn't tell if it was an ultralight and there was no info about it (looked real nice though). Someone had a Loehle Parasol skeleton for show and TEAM had their new AirBike show model (no way that one would fly). The working AirBike was still undergoing flight testing and wasn't there. Titan was supposed to have one of their models on scales to prove they could build a

legal ultralight, but didn't. And to top it all off, a Questair blows THROUGH the ultralight pattern at 300 mph and misses a GT400 by about 30 feet. I listened to an FAA guy talk nasty about ultralights, sat through the pilots briefing, did a little shopping, and, after two days, had had enough. Off to Jekyll Island and then home.

The ground trip to Jekyll was uneventful. Ben has told you what happened in the air. Bob had to put down on the beach with his AMW running a little rough. Seems like running the rich mixture for breakin had fouled the plugs somewhat. Bill had a similar problem leaving SNF. In both cases a change of plugs fixed the problem. Bill and Bob leaned out their mixtures a half turn or so and the AMW engines purred reliably thereafter. I had to leave the crew at Jekyll in order to be at work the next day so it's up to them to tell you the rest of the stories that happened. I had fun and would encourage everyone to participate in an adventure like this at least once, whether you fly it or not.

ABOUT CB RADIOS:

CB's are inexpensive, mount easily, can tolerate a wide (relatively) variation in voltage, and transmit a long way. Most ultralight groups use specific channels for all their activity. Channel 31 is real popular in GA (and with the Possums). Channel 7 is used alot in Alabama and 14 in the Florida panhandle (and southern GA). If you know of a CB channel used extensively by other groups then write and let us know. - Phil

Tech Tips

Power for your bird

By Phil White

So, now you want to add a few accessories to your bird only to find that you'll need somewhere around 12 volts DC. The trouble is that the two-stroke engine's lighting coil produces AC and it doesn't stay near 12 volts with a varying load or RPM. That means adding electronics to rectify, stabilize and filter the voltage so it is suitable for use. Hey, don't they make products just for that? A quick look at most any catalog will show you why many people make a living building products to do this. They (the products) are expensive. Just look...this unit will rectify but requires a one amp load or a seven pound battery, and this one regulates but doesn't filter. Here's one that does it all, but would you look at that price tag. All you want to do is run a radio or LORAN. There is a simpler way at a much lower cost if you supply the labor. All you need is a little understanding of what is occurring in the lighting coil and what is required to harness that energy.

Magnetos and lighting coils work on a principle of wires moving through a magnetic field. In this case the wires are stationary and the magnetic

field is moving past them (figure 1). The moving magnetic field induces current flow in the wires due to the moving lines of magnetic flux. Stop the movement and there is no longer any current flow. The faster the moving magnetic field the higher the current and voltage potential. The coil of wire ALWAYS produces current (electron) flow within the moving magnetic field. If there is no load on the coil (something to use the energy) the voltage will rise to a potential needed to find a discharge path somewhere - even to thousands of volts. Most often there is a dielectric breakdown in the wire coil (arcing) or an ionized air discharge (real pretty arcing) eventually causing shorts in the coil and failure. For this reason most lighting coils have a built in dampening circuit or coupler to limit the voltage to a couple of hundred volts when a no-load condition exists. The more load there is on the lighting coil the lower the voltage will be (thus the one amp minimum on straight rectifier circuits). The problem is when you want more of that energy you still have to drive the one amp load causing your voltage to drop further. What would be practical is a varying load that only activates when needed...

and maybe a regulator to keep the voltage constant and filtered.

In figure 2 we have a schematic of a full wave bridge rectifier and a voltage limiting shunt. The rectifier changes the AC from the lighting coil to a pulsating DC voltage. Capacitor C1 smooths this voltage out and removes magneto noise. If left at this point with no limiter the voltage will rise to the maximum reverse voltage limit of the diodes in the bridge rectifier causing them to break down and fail. The shunt circuit senses when the voltage rises above D1's zener breakover voltage (12 volts for the 1N4742) and turns on the transistor Q1 enough to pass some of the current to ground. As the transistor 'bleeds' some of the energy off the voltage will drop until a balance is reached and the voltage stabilizes.

The voltage output of this circuit will stay within 1 or 2 volts (12V-14V) depending upon the load and will suffice for most applications. If further regulation is needed (for DELCOM handhelds) then add the regulator circuit shown in figure 3. Since this regulator requires an input of at least 2 volts more than the output voltage then D1 in figure 2 must be changed. A 15 volt zener (1N4744) for D2 will work just fine here.

Since both transistors have the potential for passing a lot of current they must have adequate heat sinks installed. The finned variety sold by Radio Shack will work well. Don't be alarmed if these transistors get quite warm with heavy loads, this is normal ... and don't forget to isolate the case of the transistor from the metal heat sink with an insulator kit. Sometimes they come with the transistor but won't cost much if purchased separately.

That's it. Don't omit the fuse. You can always add ON/OFF switches and 'pilot' lights if you like. Terminal strips make it easy to attach wires, etc. Next time we'll discuss what to do if you don't have a lighting coil to tap (MOSLER, VW, etc.). Adding 12 volts power to these is almost as easy.

Parts list:

BR1-Bridge diode 10A, 50PIV
Q1,2 - 2N3055 NPN 15A Ic
D1 - 1N4744 15V zener diode
D2 - 1N4742 12.5V zener diode
R1,2 - 2K ohm, 1/4 watt resistor
C1,2 - 100uF, 100 volt electrolytic
C3 - 1uF ceramic capacitor

All parts are available at Radio Shack. I will be glad to help anyone building one of these if they have any trouble.

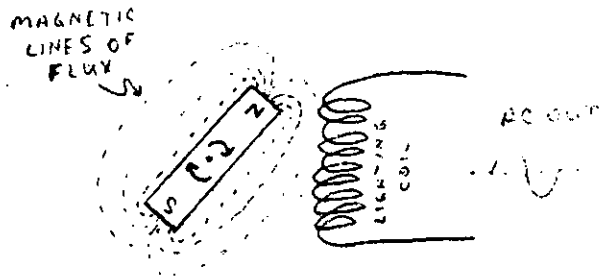


Figure 1

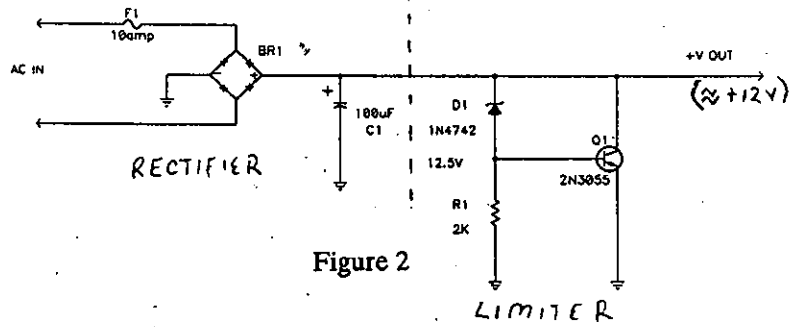


Figure 2

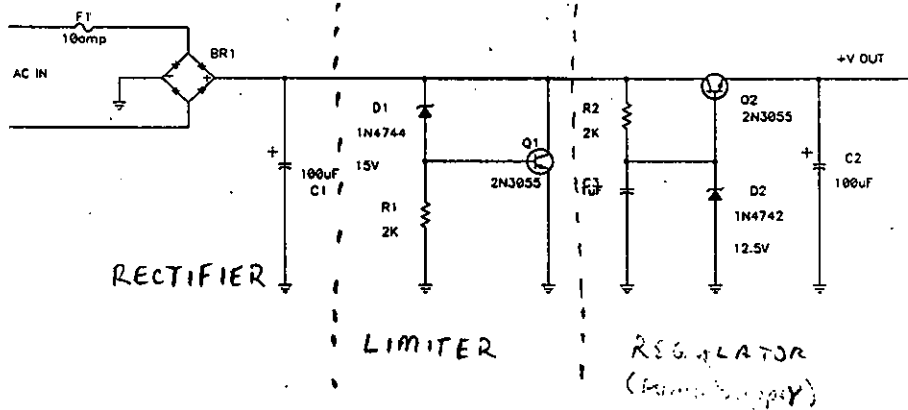


Figure 3

On the Horizon

June 4

Bartow County Benefit Fly-in at Cartersville airport. Members have been invited to fly in and participate in this event.

June 6

Cartersville Airport - The Cartersville Pilots Association (CPA) will be meeting with county officials at the Quality Inn at 7 p.m. to discuss future improvements to the Cartersville Airport. All those interested or who have dealings with this airport are encouraged to attend. Mayor Alex Dent, Commissioner Brown, and airport official Wayne Self will attend.

June 10 - 12

Club fly-in #2 (SW) for the Atlanta Auto Show. Club meeting will be in conjunction with the fly-in at 10:00 a.m. Staging will take place at Tara Field/Henry Co. airport immediately after the meeting. All those flying over to the race track must attend the briefing after the meeting.

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.

August 13

Club fly-in #3 possibly to Jackson County Airport (NE). Club meeting at 1:00 p.m. This location and time is subject to change

September ??

Club trip to Flight World Fly-in in Greer, SC. There was a large turn-out last year. Good to fly into. Try not to miss this one.

October ??

Marble Festival at Jasper, GA

November 12

(Who Knows?)

December ??

Possibly the club's first Christmas party. Think of ideas.

FLA 17th MAR JOHN STEWART

MAY MEETING REVISITED

by Chuck Goodrum

It began at Cartersville's airport with a hamburger/hot dog picnic coordinated by Pierce Day. Forty-Five people were present. These included members, six new members, and several family members. Also present were a Kolb, a Talon, two trikes, a Phantom, and an MX II aircraft. The aircraft were either already at the airport or were trailered or flown in.

President Ben Cole opened the meeting by discussing the association's logo. The membership approved the airplane and lettering printed on front of the Sun'n Fun shirts and hat. He then praised Phil White, the newsletter editor, and asked him to talk. Phil outlined his plans for the newsletter and asked for articles. Scott Perkins asked Ben for recognition to speak about several matters. He talked about the software he had distributed in earlier meetings and stated that he had compiled 250 names in it. He would make this available to anybody. He distributed a newsletter from an Augusta ultralight club and talked about the club. He ended by asking if the membership would like for him to arrange to have a Rotax specialist visit Atlanta for a workshop. And, if they would attend. Many confirmed they would. Ben explained that the shirts with the Possum squadron emblem, which he brought to the launching of the Sun'n Fun flight trip were commemorative of that event. He added that they were purchased and paid for by him emphasizing that the club did not fund them. Today he said that he brought some new hats that he proposed be purchased with GSFA

money for sale to the general membership and asked Treasurer Ken Adams to talk about them. Ken showed them and asked if they were acceptable. Many agreed and Ken invited purchase. Ben explained that the Board of Officers had discussed that next year the membership be \$20 and that those members paying \$40 this year would not have to pay in January when renewing. Comments from the general membership were favorable. Ben asked for a treasurer's report. Ken Adams reported that the newsletter costs approximately \$80 per month, the Jasper cookout was \$93 [sic], and that the on hand funds were \$1191.35. He clarified that the Sun'n Fun hats were \$7 and that the new hats (demonstrated today) were \$10 while the new T-shirt with collar (which Ben was wearing) would be \$15. Ben said that he would have the shirts available next meeting. A general discussion about ways to raise additional funds began. Later, someone asked about liability insurance. Ben and Ken commented that none was purchased and that none was available from USUA. Another member asked about incorporation. Ben and Ken both insured him that the association was incorporated. Ben turned to Chuck Goodrum, the Secretary, who rose to address the membership. Chuck asked six potential members to introduce themselves. He asked for a vote of acceptance from the membership. There were no dissenting votes. He declared them official members and directed them to pay the membership fee and complete an application which he provided. Ben then asked everyone to move to his plane for a demonstration on how to perform a pre-flight. Fred Murphy, the new safety officer, conducted the

demo. Afterward, Phil White presented a second demonstration about calculating the center of gravity and weighing of an aircraft. The time and place for the next meeting was discussed and set for 10 a.m. at Tara Field prior to the AIR fly-in to be held on June 11, 1994. Ben adjourned the business meeting. Afterwards, even though the air was turbulent, several members flew their aircraft in the airport's traffic pattern and then departed for home. This ended the day's events. The food, educational demonstrations, flying, families and friends presence, and much shared conversation, appeared to satisfy everyone.

DID YOU KNOW?...

Two cycle engines will run, and run well, on 100LL aviation gasoline. There is nothing intrinsic to the two stroke engine that will not tolerate the lead additive. Many people attest that the lead will foul the plugs, but with 12.5 hour inspections and 25 hour replacement of the plugs the lead will cause no problems. What has occurred in some cases is that some individuals have been leaving their plugs in past the recommended (by the manufacturer) 25 hour changeout period and have had the plugs to short and not fire. This is not caused by the lead

in the gasoline but is inherent to two cycle combustion and the oil additive in the fuel and cannot be avoided. The trip to Sun'n Fun was done almost entirely on AVGAS (100LL) with no ill effects. This should allow you to fly most anywhere now and be able to refuel without having to find an auto gas station (of course, you get to pay \$2.00/gal for 100LL).

The reason most pilots turn their propellers horizontally dates back to the vintage days when all props were made of wood. If left vertically the moisture in the prop would settle to one end and cause the prop to become unbalanced. With today's metal and composite props this practice is no longer necessary. If you still swing a wood prop then orienting the blade with the horizon is probably still a good idea.

CORRECTIONS:

Ken White may not have yet ordered his MiniMax plans as reported (then again he might have). Let us know Ken so we can let everyone know.

Classifieds

WANTED - Wheel for MX. contact Cliff McDonald @ (404)995-0465.

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 - Old and slow antique ultralight deathtraps (thats what Ben calls them) and plans. Also parts and engines. Will also be glad to help you with your project (for free). Phil - (706)652-3115.

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.

WANTED - To buy a good, safe ultralight at a reasonable price. Scott Perkins (404)973-3860 Mtt.

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: C-Model Weedhopper, single place, 277 rotax, large tires, wheelpants, multicolored sails, 3-blade ultraprop, legal ultralight. \$2000 firm. (404)887-1844.

FOR SALE: Flight design trike, 175 Deamon wing - 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 does it take to stay up?

Power without a lighting coil.

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