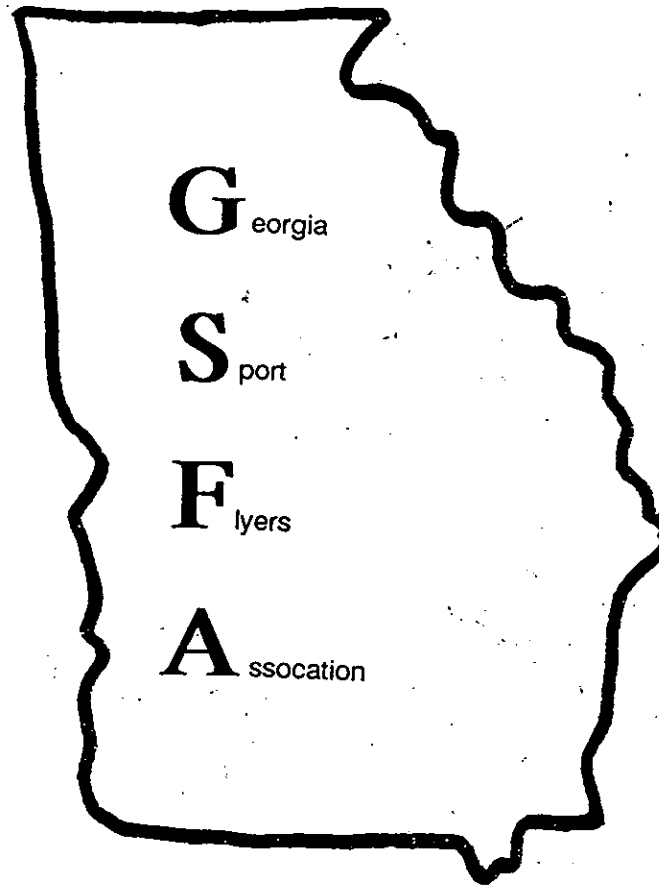


THE SPORT FLYER



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

MAY 1994

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In This Issue

- ◆ Prop Wash 2
Letters to the editor
- ◆ Strip Search 4
For Those Cross Country Buffs
- ◆ Club Trip 6
To Sun 'n Fun and Back
- ◆ On the Horizon 9
Schedule of Events
- ◆ Tech Tips 10
Determine your CG
- ◆ Classifieds 12
- ◆ 'Round the Patch 12
Whos Doin' What

Prop Wash

Letters to the Editor

Well... you didn't write so you'll just have to put up with my opinion a little while longer. Actually we (the leadership) need to hear your opinions on the activities, plans, direction, etc. of the GSFA to know if you like what's happening, don't like it, real pissed off, real happy, real apathetic.... It's a little difficult operating in a vacuum and unless we hear from you the member the we spend most of our time guessing at what we should be doing. So WRITE.

I've been speaking with some of the membership about doing Air Search and Rescue using ultralights. Up here in Jackson County ALL fire and rescue personnel are volunteers. Occasionally we need air search capability and to this point have been using the state helicopter out of Atlanta (at a high hourly cost). Ultralights, because of their low speed and altitude capabilities, are perfect for this type of work. If you would be interested in being contacted when the need arises (usually in the Fall of the year) then send your name and aircraft model in to me. You will need a CB radio to communicate with the ground rescue con-

trol personnel. There is no pay and you'll probably have to provide all of your operating costs.

Other than that the Sun' n Fun trip was great, although demanding. You'll get to read about what happened in the months to come. The trip also prompted the creation of a new column called Possum Tails; a little excerpt that may or may not be believable. The name of the column may change, but the stories promise to be hilarious. If you have such a story then send it in.

Due to space problems you won't get the list of activities for ultralights in this issue (promised in last months issue), however, practice your bomb drops, precision landings and navigation skills. I would like for us to make the fourth Saturday or Sunday of the month Ultralight Rodeo Day. Let me know what you think. -- Phil

This publication does not necessarily represent the views of the officers or membership of the GSFA. All articles are carefully screened for accuracy but are not presented here as undisputable fact. It is the responsibility of the reader to determine the accuracy of any article for his or her intended purpose. 'Nuff said.

May Meeting

Sorry for the late notice... Mays meeting will be held at the Cartersville airport on the fourteenth of the month. Lunch (hamburgers and hot-dogs) will be served at noon with the club meeting starting at 1 o'clock. Fly in if you can. If you do fly use caution - Lear jets and warbirds make direct approaches with no warning. At this meeting there will be a CG measurement presentation by Phil (that's me) and a safety presentation by Fred Murphy (I'm pretty sure). If you are planning to attend please RSVP to Pierce Day (404)591-7284 so he can get a rough estimate of the number of burgers to bring.

For those flying the coordinates are 34-07-27N, 84-50-55W. Field elevation is 760 feet, unicom - 123.0. Use a pattern altitude of 1550 MSL and watch for the straight in traffic.

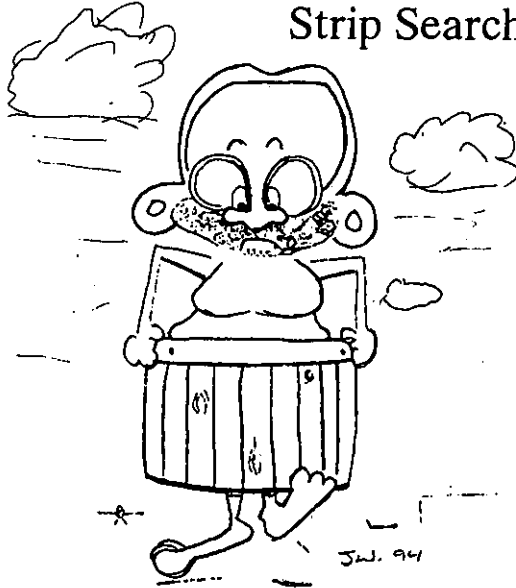
For those that go IFR (I follow roads) take I-75 to exit 122 (Emerson-Allatoona) and turn left. Go one mile and cross under Old US41. Turn left on

the first road to the left (45 degree turn). This is Old Alabama Road. The sign is bent and hard to read. Go about 6 miles on Old Alabama to the dead end and turn right to the airport. Turn in at the hanger entrance one drive past Etowah Flight Service. The meeting will be in the second open air hanger on the left (north side).

Last Month

Well, last month's meeting was rather sparsely attended (to early for ya'll, huh?), however, for those that attended there was interesting conversation and observance of the late arriving Possums from the Cartersville area. The day wasn't the best for flying (low clouds, etc.) but it could be done. Those that did show up proved to be real enthusiasts about ultralight activities and will undoubtedly be instrumental in forming future events. The Airgroupe departed for Sun' n Fun, albeit late, and the meeting broke up. Hope to see you at the May meeting in Cartersville.

Strip Search



This month's Strip Search takes us out of Georgia to a little airpark near Lake City, Florida. Actually this wasn't going to be the location of our next airport highlight, but the cordiality of the residents at this airpark was beyond belief.

Everyone who goes to Florida by way of I-75 has probably notice the blue jet fighter on a stick facing away from the highway on the left (as you go south). This is the location of Cannon Creek Airpark, a private airfield with a grass AND a paved runway. The grass runway goes east and west while the paved strip goes north and south. Private residential housing surrounds the strip nad you will quickly discover that these people are extremely friendly. While going

to Sun 'n Fun we stopped here in order to avoid having to land at Lake City and face possible confrontation with unfriendly airport managers and it turned out to be a very good decision.

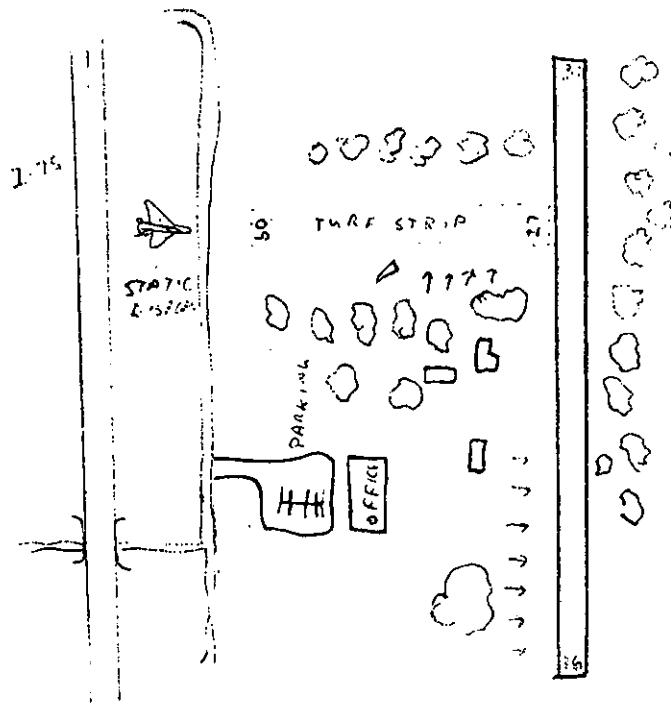
Upon landing (under very windy conditions) we

were met by the gracious residents of Cannon Creek and provided tiedowns and transportation to the local hotels. They offered to help us transport gas to the planes and transportation back to the field in the morning. The other ground crew vehicle was due in later (from picking Jeff up at Tifton) and their assistance wasn't required, but we thanked them for their offer.

For a private strip, the runways at Cannon Creek are rather wide. Upon landing you'll find a lot of aviation buffs and many will be glad to swap stories and show their planes. There is no fuel at the strip (there used to be) but the residents will be glad to help you get some. An information office is open during the day and if you'd like to

take up permanent residency I believe there are some houses and lots available (expensive, though).

Next time you fly down south to Florida stop by and say 'Hi'. It's next to I-75 so you can't miss it. Just look for the blue jet.



To Sun 'N Fun and Back

The club trip to Sun 'n Fun Was aggressive and demanding. After 1567.4 road miles I pulled back in my driveway in Maysville and collapsed. There are many stories about the trip and they will be presented in parts in succeeding newsletters. The following is by Ben Cole.

"Mayport Tower this is Possum Leader, over,"

I called into my headset mike trying to reach the Navy air controller as we neared the Jacksonville navy yard... We were on our return trip from Sun'n Fun, following the beaches northward, five ultralights in single file, five miles south of the Mayport naval base.

Four hours before, after getting seperated upon departing the ultralight field at Lakeland, the five planes had managed to get back together a Deland, our first scheduled fuel stop. Topped off with avgas and greasy cheeseburgers, we headed northeast and hit the coast at Flagler Beach just north of Daytona.

"Possum Leader, Mayport" came a clear reply from a navy controller. My radio is actually working! I mentally shouted. An admitted electronic frustratee, my radios

never seem to work, but before this trip I tried fixing them one more time. I knew I would need it here, so I brought it along. I didn't fancy flying to sea halfway to Bermuda to skirt this active military airspace. "request permission to transition your airspace below 400 feet, northbound in five minutes with a flight of five ultralight type aircraft." I impressed myself with how good that had sounded, but my growing ego quickly deflated when he responded, "Remain outside of Mayport Airspace, Possum Leader".

Disappointed, but not defeated, I turned to check on the position of the group behind me as my mind formed plan B. No one was there, My Talon was slightly faster than the other planes and it was not uncommon to get ahead and go back and join the group from time to time. But you could usually see them right away. A mile down the beach I saw them. They had landed on the beach and were huddled around the engine on Bob's [Leatherwood] two-place Fergie. After a quick low level downwind and a notch of flaps, I put it on the beach and taxied over to them. Bob was sure it was

the same problem that had plagued the AMW engine on the trip down.

After discussing our plight with some people who live along the beach, they told us that navy choppers run out of oil or fuel and land on this beach regularly, but they have never had ultralights land here. I almost told them the truth, that it had almost become routine for us also. In a few minutes Bob bravely took off and spiraled up to get some altitude and wagged his wings telling us it was a go.

Back in the air heading north, I decided to give one last radio call before going to plan B. "Mayport Tower, Possum Leader", I stated with as much authority as I could muster. "Possum Leader, Mayport". "Request permission to transition you airspace with a flight of five slowmovers on the deck". Maybe it was the inflection in my voice (the old Gyrene sergeant barking out a command to a lowly swab-bie) or was it my subconscious revealing my desperation of having to lead four ultralights (one with a sick engine) out to sea to satisfy some controller's whim. Possibly he had a change of heart because he was beginning to feel sorry for us... or maybe he reasoned correctly, that all of

us did not have radios and if he allowed us to go by as we requested, he would at least know where we were. At any rate the golden words beamed out like an electronic smile as he said, "Transition approved Possum Leader, remain below four hundred feet". I smartly responded, "Roger, Possum Leader."

Proudly our formation straightened up as we held our course hugging the beach. To the left several gray warships stood out sharply against the shoreline. Moments later Navy fighters taxied for takeoff as we passed the airbase. On our right, a navy chopper paralleled our course surely monitoring our progress. In the controller tower and on the radar screens we were the center of activity. We looked good, I could feel it.

This small triumph was in many ways like our entire trip, a late start because of fog, and eight hours of buffeting headwinds, spring thermals, and one plane down because of engine problems. But, as with the trip, the first day ended well.

A turf cross runway at a small field near Lake City was our final destination that first day. After we landed we were immediately welcomed and

adopted by a runway resident who allowed us to tie down in his backyard and gave us a ride to a motel downtown. A club cap and a handshake was all he would accept in return. While Ralph Sullivan was retrieving Jeff Hattle's 582 to take to the motor gurus in Lakeland, the rest of us celebrated cheating gravity that day in the motel parking lot by smoking cigars and imbibing various liquid refreshments.

Bright and early the next morning we got back to the field and into the air. That is, most of us did. The old AMW song, second verse, slowed our departure a few minutes, carburetor problems of some sort, but Bob got his bird up to speed and in a few minutes we were heading south in the bright sunshine and the cool morning air. The goal was to get to Lakeland before the field was closed for the 2:30 airshow. Next stop was Ocala, where after a long and drawn out re-fueling process was eating into our time, a twin Beech bellied in with his gear up and closed the airport. After persuading the officials that we were able to safely depart on another runway we finally got back into the sky, after having to taxi halfway back to Gainesville it seemed.

Zepherhills was next and Greg

Elliot, an old Possum and a new club recruit, created our next diversion. The rivets holding his windshield came apart in midair and caused a forced landing. Our ground crew was waiting for him and he was back in the air in short order *[eight minutes - ed.]*.

Everyone got to Zepherhills and, after fueling, departed for the last twenty minute flight to Paradise City, or the Sun'n Fun ultralight field. We made it with ten minutes to spare.

After a day or two of seeing some new aircraft, old friends faces, and showing off our new t-shirts and hats we decided to head home. The beaches beckoned and it was decided to follow the east coast of Florida to Jekyll Island and then turn inland and northward. The coast flying would be the fun that we deserved after the price we paid in headwind and bumps on the trip down. And it was great.

It is almost metaphysical, floating in the ground effect above the breaking swells with wide beaches on one side and open ocean on the other. It would be easy just to keep going until fuel or daylight ran out.

But at Jekyll the pleasure and beauty of the coast turned to

the Mr. Hyde of cross country flying over thick pine forests and few fields. The weather channel in the airport office showed the future. A mass of clouds and thunderstorms were moving into a blocking position for our next leg.

For the next four days individually and in groups of two we managed to get back home. Those adventures are too numerous to mention here. Tune in next month for the final episode.

Dear Friend,

This chain letter was started in hope of bringing happiness to an ultralight pilot. Unlike most chain letters this one doesn't require money. Simply send a copy of this letter to 5 ultralight friends, then bundle up your wife and send her to the fellow whose name heads the list. When your name reaches the top of the list you will receive 16,268 women, and some should be dandies. Have faith ... don't break the chain. One man broke it and got his wife back.

Your buddy,

On the Horizon

May 14

Monthly club meeting at Cartersville airport. Lunch served at 12 noon with meeting at 1:00. See you there.

May 14

State Line Ultralport Fly-in at Gaffney, SC. Members are invited. This is a big event and well attended.

May 28 - 29

EAA fly-in at Toccoa, GA. This year the emphasis is on antique aircraft with some older warbirds expected to attend.

June 4

Bartow County Benefit Fly-in at Cartersville airport.

June 10 - 12

Club fly-in #2 (SW) for the Atlanta Auto Show. Club meeting will be in conjunction with the fly-in at a time to be announced later. Staging will take place at Tara Field/Henry Co. airport.

July 16

Club meeting at South Fulton Airport at 1:00. This is a good one to fly to.

Aug ??

Club fly-in #3 possibly to Jackson County Airport (NE)

Tech Tips

MEASURING YOUR CENTER OF GRAVITY

by Phil White

Sooner or later, like it or not, you're going to have to determine your center of gravity (CG) on your airplane. Maybe you added a new fuel tank, stuffed in an extra tent and sleeping bag, added those few extra tools for that long cross country, ... who knows what else. Now, however, the CG has changed and you need to know just where it is to be on the safe side.

Imagine, if you will, a ten pound weight on the end of a one foot lever (fig. 1). This will give you ten foot/pounds (lbs/ft) of torque. To balance this you can add an opposite lever that is five feet long with two pounds on the end of it (fig. 2) and provide ten foot/pounds in the opposite torque direction (5 feet times 2 lbs = 10 lbs/ft). If you were to weigh the endpoints of figure 2 you would have 10 lbs. at point 'A' and 2 lbs. at point 'B' or a total of 12 lbs. total weight. The total length of the example is six feet between the points. The CG is already known to be one foot to the rear of point 'A'. This is great until you know the weights at

point 'A' and 'B' but need to find the CG point (where they balance). Using figure 2 to come up with the answer that we already know (sounds stupid, but stay with me on this), let's derive the equation needed to determine the CG from the weights at points 'A' and 'B' and the length between them.

Add the total weight of our example (12 lbs.) and call it Wt (for Weight-total). Label the total length (6 ft.) Dt (for Distance-total). The front 'A' point we'll label Wf and rear 'B' point is Wr. The equation (there are actually two of them) is as follows:

$$Wt/Dt = Wf/CG$$

-or-

$$CG = (Dt \times Wf) / Wt$$

Plug in the numbers that we know and we get:

$$CG = (6 \times 10) / 12 = 5 \text{ feet}$$

Five feet is how far from the REAR point that the CG will be. If you use Wr instead of Wf then the measurement obtained is from the FRONT point of measurement.

Let's do the same thing with some real numbers (fig. 3).



$W_f = 250 \text{ lbs}$
 $W_r = 140 \text{ lbs}$
 $D_t = 8 \text{ ft}$
 $CG = (8 \times 140) / 390 =$
 $\sim 2.87 \text{ feet}$

Or (in other words) 2 feet and 10 inches from the FRONT weigh point.

Some points to remember:

-Always place the aircraft in flight position (eg. tail up, etc.)

-If you're using only one scale for all the measurements then use spacer blocks that are the same height as the scale to keep the plane level.

-Load the plane with everything that it will have during flight, including yourself. This probably means you'll need help reading the scales.

Hope this article helps. Feedback is always welcome.

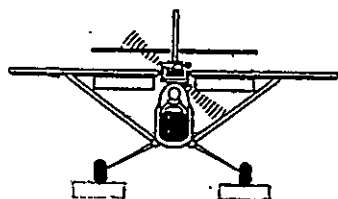
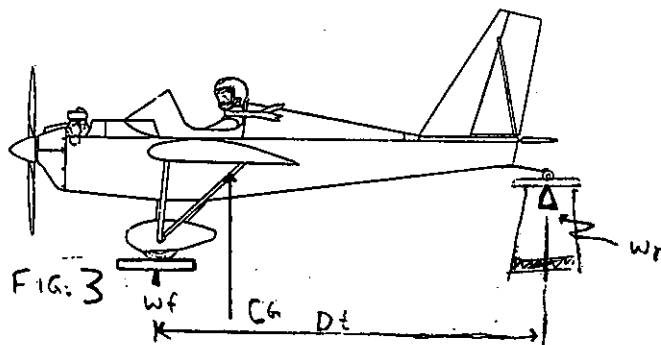
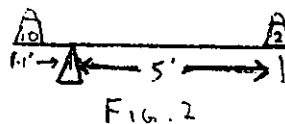
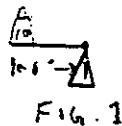
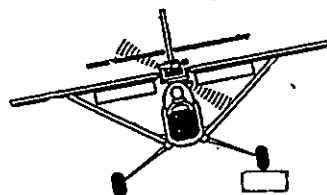


FIG 4



CLASSIFIED ADS

This page is available for the personal ads of club members at no charge. Commercial ads, however, will cost \$5 and up. Contact any club officer for details.

WANTED - Anyone with older (antique?) and slower ultralights and parts that would like to be rid of them for very reasonable prices. Will remove ultralight junk for free. Call Phil @ (706)652-3115.

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

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

Round the Patch

Fred Murphy is now our safety officer replacing Stuart Fuller who moved to Florida. Fred brings 10 years of experience and has had 6 different types of ultralights. He is currently completing an S-12.

Pierce Day is covering (finally) and is acquiring a great deal of experience (what you get when you didn't get what you wanted).

Ken White has ordered a plans set for a TEAM HiMax and will soon start building

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. One model A with 4 belt K-drive, low hours, includes prop, \$500. One model B with Gear reduction, Prop, carb, muffler, etc., \$1000. Call Mike Carpenter, Sr. @ (404)997-0702.

*for sale
right i38
left stepson/traffic 314
1st Drive on Right
big White Home*

from scratch.

Cliff McDonald of Lawrenceville has traded his recently acquired Phantom for a GT400. Is this a move towards G. A. respectability?

Rumors are that Stuart is now back in town. Seems he might have forgotten how hot Florida really was.

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

We are looking for your articles and events. If your local group has or is doing something of interest then drop us a line so we may share it with the membership.

Stan Sullivan will be looking for a group to participate in paintball games (on the ground). Details in the next newsletter.