

THE SPORT FLYER

*... Sweet and
clear, as Moonlight through
the pines ...*



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

November 94

MEMBERS

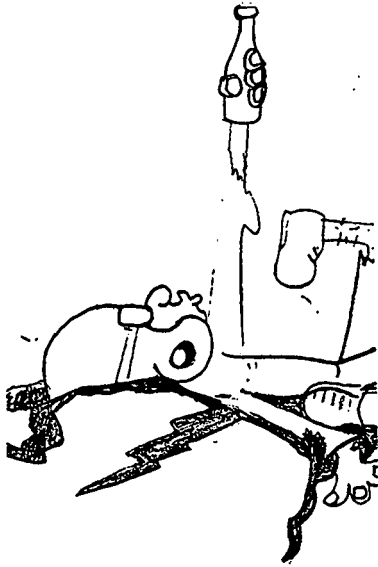
Admission
Ken Adams, Jr. (404)443-8792
Howard Banks (404)428-9825 Firestar II
Herschel Barker (404)443-1310 Hurricane
Jack Beebe (404)926-6699 MX II 503
Bo Benedict (404)967-6942 Sport II
George Boerner (706)216-3348 Phantom
Doug Boyle (404)371-9179 Pteradactyl
Mike Carpenter, Jr. (404)460-7566 Firestar
Mike Carpenter, Sr. (404)997-0702 Firestar
Ben Cole (404)476-1070 Talon SP
Greag Creager (404)487-7955 Mini-Max
Jack Day (706)234-3816 Tierra
Pierce Day (404)591-7284 Flightstar II
Frank Eck (404)953-2231
Greg Elliott (404)928-1004 Firestar
Randy Faulkenberg (404)604-9806
Bill Ferguson (404)443-2747 Fergie II
Frank Flessel (404)761-8667 Tri-Pacer
Elliot Fogle (404)957-4011 Phantom
Stuart Fuller (404)941-4644
Thomas Ray Gaddy (404)939-4732 Snoop
Chuck Goodrum (404)426-7294 Flt Dgn
Trike 340
Brian Gurley (404)874-2060 Challenger II
Home
John Haines (404)516-4976 Firestar-floats
Clay Harbin (404)961-4638 Zephyr II
Randall Harden (706)226-1807 Fisher FP101
Jeff Hatle (404)251-2080 Rans S-12
Andy Isburgh (404)972-8999 Mini-Max
J. D. Jones (404)969-7399
Charles Kirtland (706)295-1974 Spitfire
Chuck Koukol (706)896-1032
Home
Bob Leatherwood (404)445-7216 Fergie II
Bennett Liles (404)474-1241 Challenger II
Knee
Jerry London (404)786-8082 FP-404
Wes Luster (404)414-1449 Rotec Rally
Jerry Lynch (404)474-8211 Phantom
Cliff McDonald (404)995-0465 GT400
Phil McKeon (404)977-8364
Ken Miller (912)988-8245 Mini-Max
Dave Morrison (404)251-6091 Mini-Max
Marc Morrison
Mike London
Barney Mullins (404)787-2577

Dan Munson (404)426-4594 Phantom
James Murphree (404)253-1070 Kit Fox
Fred Murphy (404)445-3784 Rans S-12
Frank Nadolski (404)926-9752 Siemens
Schuckert D1
Ed Noble (404)457-9583 Fergie II
Robert Page (404)461-6611 N-3 Pup
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
Mike Prosser (404)443-1544 Phantom
Larry Ramsey (615)344-5954 Flt Dgn Trike
K440
Howard Ray (706)692-6500 Phantom
Ron Reese (404)957-6883 Starflite
Bob Richardson (404)287-9306 Paracender
Bill Rouse (404)917-9228 Challenger
David Shaw (404)974-0611
Simmer's
~~Rick Smith (404)968-0404 Phantom~~
V. R. (Lucky) Smith (404)562-4338 Pteradac-
tyl
Stan Sullivan (404)422-1318 Firestar
Ralph Sullivan (404)943-5986 Firestar
Dennis Thisius (404)467-9211
George Townsend (404)482-8118
Chuck Warthq (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
Steve Yothment (404)339-8394 Firestar II
Mark Zupo (404)926-7077

In This Issue

- ☆ In NJ.....2
- ☆ Great Expectations.....3
- ☆ Geographics.....3
- ☆ What if.....4
- ☆ 'Round the patch.....4
- ☆ Editorial5
- ☆ November Meeting6
- ☆ Classifieds6

Ben Cole - President
Jeff Hatle - Vice President
Chuck Goodrum - Secretary
Ken Adams - Treasurer
Fred Murphy - Safety Officer
Pierce Day - Activities Director
Phil White - Editor



by Mike Prosser

I'm on assignment in New Jersey on the Atlantic coast (Forked River) about 40 miles north of Atlantic City. So, by the time you get this letter I've missed the fly-in at Flight World, SC. Tell the club members that I send greetings from the "Garden State".

Luckily, a friend and fellow ultralight pilot, Mr. Henry Schmidt, is letting me share his home. Further, he just happens to be the President of USUA club #103 - Buzzards Row, Pearl Acres, NJ. Henry owns a Sorrell SN-8 Hyperlight and an Advanced Aviation sigle place Buccaneer. The Hyperlight is powered by a Mosler 35 horse 4 - stroke engine and the Buccaneer is equipped with a Rotax 503. Henry invited me to fly the Buccaneer as I wished, so I said that I would give it a try. Before long there I was - all alone, taxi testing an amphibian, not only an amphibian, but a pusher aircraft, and not only a pusher, but a TAIL DRAGON! (oops - tail dragger). Ha-ha. Wow, was this a totally different animal. I taxied it up and down the runway 4-5 times and managed to keep the shiny side up and out of the weeds. Well, thought I, time to take this thing back to the hangar. I was proud to have survived the taxi work unscathed - not really ready (I thought) for what comes after the tail comes up! Gets kind of squirrely, doesn't it? But, out taxied Henry and two other aircraft for takeoff. We were all on CB (channel 30) and the word

was Tally-ho! Off to Pemberton airport about 20 miles away. They took off and circled in the pattern and waited for me to takeoff and join them. Now, I won't say that I was thrown under the proverbial truck, but . . . I decided to launch. Wow, was I glad to be airborne and within no time I was flying with them, but the supprises weren't over - the airspeed indicator wasn't working well at all. The other guys flew locally for awhile while I did some air work (stalls, steep turns, simulated landing approaches at altitude, etc.). At cruise the ASI showed 75 mph - power off stall at 68 mph. Can you imagine?... that's only a 7 mph span. However, the ASI was very erratic between 72 and 68 mph and, thereby, unreliable. I had to fly this thing by the seat of my pants. What incredible luck. We four cruised uneventfully to Pemberton, NJ, passed McGuire Air Force Base (very busy - very heavy iron).

Upon arrival the other guys landed. Bummer! I was hoping that we would just do a fly-by and go home; but no luck. There were about 8 guys/aircraft there, plus Henry and the other pilots from Pearl Acres. Well, it didn't take long for everyone to gather to watch my first taildragger landing. Wow, was I nervous and I really wasn't wanting to do this but I was trapped! I had to land sooner or later, so after a little prayer, I turned final. And you know what? It was a rock solid landing, no bounce - and straight rollout. WOW!!! My legs were shaking so badly I had to relax momentarily before crawling out of the cockpit. Was I had to be on terra-firma! However, before long, it was time to take off and go back to Pearl Acres. All went well - even the landing at Pearls Acres.

After much congratulations and having put away the aircraft we went to dinner and celebrated with hot food and much liquid refreshment, on which we imbibed heartily. Ha-Ha!

About two weeks have elapsed now and I have about 10 hours in the Buccaneer and confidence is high. A squadron of 6 flew about 611 miles to Pottstown Limerick Airport in Pottstown, PA, for a fly-in breakfast. This was a large uncontrolled airfield and there were about 200 aircraft attending. We had a good time, except that upon leaving we back taxied across the runway to the FBO, but he wouldn't sell us fuel! We were totally astonished. We made alternate arrangements and left hoping never to return. Other than that, it was a great trip. And yes, I do enjoy the challenge of staying ahead of the taildragger - even though it increases the "pucker factor" exponentially (Ha - Ha)!

Give my best regards to all club members - hope to be home by Halloween.

Great Expectations

by Dan Munson

"Ultralight Aviation" has not brought us together. That is simply a broad term that embraces our many diverse interests that are centered around it. No, what has really drawn us together is our EXPECTATION that an ultralight club would fulfill our needs.

Most of us have not taken the time to understand the many facets of our need to participate in Ultralight Aviation. The fact that they are constantly changing doesn't help either. Though our needs can be categorized and grouped, they are not the same from one individual to another. Because they are diverse does not mean they are incompatible. Quite the contrary. For example, what of the ole shoes who have spent many a lonely hour in their cockpit seeing wonderous landscapes, breathtaking vistas, inspiring cloud formations, hazardous flying conditions, accidents, mechanical failures, hours of tedious construction, or waves of misunderstanding from their mate? People like this often have a need to share their experiences with others, both those of similar experiences and those yet to experience. That is their need - to express it. And what of those who only dream? They, too, need to hear the exploits of those who have gone beyond dreaming.

In our group we have people who are modelers who think they would like to fly. We have builders who build one ultralight right after another and spend little time flying. We have flyers who care little about how to build an airplane, they just want to fly. We have people who would love to have an airplane but can't afford it. We have people who want to learn how to build an airplane, but don't know to whom to turn. We have people who know how to teach others but don't know who wants help. And on and on it goes. Everyone needs something . . . and has something to give in return, but the club is not providing the necessary introductions. There is so much comraderie, friendship, education, and pure simple pleasure available to us if only we had a proper forum for it.

It begins with all of us understanding our expectations and our needs and being able to express them to everyone else. If we do not attempt to understand the many needs of you, the membership, and address them with fulfilling solutions, we will lose you to disinterest because we are not satisfying them. There is something here for everyone, but it is not someone else's responsibility to

identify and respond to it. It is EVERYONE's responsibility.

It is my suggestion that we all spend some time and really determine those things that fulfill us regarding Ultralights. For example, are you interested in: hangar flying . . . building . . . maintenance . . . modifications . . . flying slow, fast, around the patch, cross country, aerobatics . . . construction seminars on rag & tube, wood, or metal . . . teaching . . . learning . . . airplane partnerships . . . the list goes on and on. Where are you? How can you hope to be happy if you can't identify what you need? Write it down; talk it over with your friends and mate but know what turns you on, then share it with the membership.

Come to the next meeting prepared to discuss what you like, what you can give, and what you need. Let's have this the biggest turnout ever. Let's hear from all 85 members. You have all spent \$40 with an expectation of some sort - let's hear it. Let's introduce ourselves to one another - see how we can help one another - become friends.

If we can get everyone to contribute, we can exceed your GREATEST EXPECTATIONS. We can structure our club activities to satisfy everyone, not just a few.

Membership Geographics

by Dan Munson

We have membership rapidly approaching 100 people. Unfortunately we are scattered out around the periphery of Atlanta and if seen from the sky, we might resemble an oddly shaped donut with little of nothing in the middle but a gaping hole. This hole translates to extended travel time for our members and a resultant hesitation to attend our gatherings. When people have to travel an hour to an hour and a half to and from our meetings, the logistics begin to wear on the tolerance of our people.

The result will be a reluctance for people to "buddie up" if they know in advance that every time they want to fly or work with a "new" friend that they will have to travel a considerable distance. Out of convenience I believe we are seeing people making new friendships with those they recognize as living close to them. Additionally, people are going to tire of having to travel so far for meetings and will simply not attend.

This natural drop in attendance because of geographical differences will ultimately lead to lost members, and the formation of new groups that live closer together and the ultimate demise of our club.

We need to listen to the needs of the membership and accept the possibility that our geographical configuration is not

manageable as "one" entity. Looking at where we live, I ask that we consider a north and a south group.

With such an arrangement, people would find it easier to get to the meetings, feel more comfortable establishing friendships with other people who are close to them and easy to access on a moment to moment basis. Two smaller groups such as this would have more time to address the needs of the group since there would be fewer to address in the same allotted period of time for a gathering.

There would be nothing to prevent the two groups gathering together a couple of times a year for fly-ins or parties, or even friendly competitions.

It is important that we address this coming problem before it overcomes us and we don't have a ready and workable solution.

What if
by Dan Munson

What if . . . at our next club meeting we spent more time talking about airplanes and flying and less time discussing the minutes of a prior meeting, details of our club finances, or just general conversation about other things that are not necessarily related to aviation?

What if . . . we were to take a hand count and find out how many people were interested in breaking up into small groups to discuss such things as "how to choose the right airplane for their flying interests", "construction techniques for dope and fabric, rag and tube, wood, and welded tube", "engine choices", "airplane storage", etc., and set aside 45 minutes for these people to group together and share their mutual interests in these topics?

What if . . . we were to invite people to share an interesting experience with the membership, stand up before the group and speak for 3 to 5 minutes, and describe an interesting event in their past?

What if . . . we invited anyone in the group that has a building problem, to stand up and ask the membership for advise?

What if . . . we were to invite the attending members to describe what some of their expectations of the club and club meetings were and what kind of suggestions that they might offer that would include the broader interests of the membership?

What if . . . we were to address the problem of how to bring together the members of our club that can't afford an airplane and see if there is a way they would be willing to pool their resources to buy a used ultralight in the form of a partnership?

What if . . .

'Round the Patch

Trikes on Tour

(from Chuck Goodrum and Larry Ramsey)

How many trikes does it take to fly the southeast? Two. That's right! Chuck Goodrum and Larry Ramsey are touring GA and the adjoining states this summer as part of a pack to enjoy ultralighting. They both own Flight Design trikes which were designed in the mid-1980's and reflect the development of powered hanggliding. At this time they have visited Cartersville, Rome, Calhoun, Dalton, and LaFette in Georgia, Collegedale and Dayton in Tennessee, and Fort Payne, AL. Stay tuned for a future article about their adventures and keep an eye to the sky because this pair of trikes may be visiting your airport soon.

Chuck Wharten is leaving us and going out west to help his mother run the family ranch after the passing away of his father. We wish Chuck well with his trip and the tasks ahead of him.

After flying Larry Ramsey's trike and comparing the performance to his own this year, Chuck Goodrum has decided to upgrade his engine to a higher horsepower. He has gone from a Kohler 340 to a Rotax 447 to get the increased climb that Larry enjoys from his Kawasaki 440.

Andy Isburgh has completed the ribs, landing gear, and entire empennage on his Mini-Max and is starting on the fuselage. Andy is building to the new 1600R plans from TEAM.

Phil White has acquired a Garmin GPS 45 and as of this writing is enjoying it thoroughly.

Pierce Day has sold his Mini-Max to be delivered sometime in November. He is still feverishly working on his Flightstar and looking forward to the first flight.

Andy Isbergh has his ribs, landing gear, and empennage done on his Mini-Max and is now working on the fuselage. Andy is building to the new 1600 plans.

Editorial

by Phil White

Well, there it is. That's all of the newsletter that arrived in time to make the deadline. The minutes to last month's meeting arrived about a week after the deadline as well as a couple of articles that will all go into next month's publication. The deadline for the December newsletter is November 22. Earlier than that would be nice since there is a long holiday weekend immediately thereafter.

Elections

Seems that no one wants to run for office in any position in the club. Rumor had it that Ben would run for president again if no one else wanted the spot. Others have said they would run against Ben if he threw his hat into the ring. Me? I'm staying neutral and just reporting the rumors. There is no way, however, that I will be able to maintain the frantic pace of publishing the newsletter throughout the next year. It has become too hard to get cooperation out of the very people I feel are responsible to get articles and news of interest to the newsletter in a timely and consistent manner in order to publish them. I also live well outside the metro Atlanta area and my remote location tends to hamper a lot that I do. The distance that I live from everyone and the lack of time I have to dedicate to the club is also what keeps me from running for the presidency (popularity would probably play a big part of that, too). I feel the president of the club should be able to devote a sufficient amount of time and effort to keep everything running smoothly and efficiently, things planned well ahead of time, budgets and spending under control, etc. I will heavily support anyone that would like to take the responsibility of making sure that the newsletter is published and mailed every month. I can even supply the software that I use to format the articles and train someone how to use it (it's not that hard, really). The biggest chore is retyping everything that folks send in. And, NO, you can't do it using Compuserve. Services such as that are basically only good for sending mail back and forth. So much work has to be done to strip the undesired stuff from one of those files that it is easier to retype it. Anyone that would like to prove me wrong is free to try.

What do I feel the club should do? Well, first and most important we need to maintain the network of all the flyers, builders, dreamers, learners, etc. so there is always a method of contacting someone when we need

to ask questions or just need advice. We also still need a newsletter for general information distribution. Add \$10 to the dues for the yearly newsletter per member. Add five more for paperwork, I.D.'s, general printing and incorporation fees and that brings the total dues to \$15 per year. Everyone doesn't attend the fly-ins and picnics and therefore should not have to pay for them. These events should be on a pay-as-you-go basis. We also need everyone to submit yearly budget requests BEFORE the money is spent. We should be able to forecast what we are going to do (and when) at least a year in advance. The cost should be easy to forecast, too. There should be no money spent without a budget for the expenditure being approved ahead of time. That's the way I feel about it and that's the way I gonna say it. If we need more money then we can sell chocolate or something to raise the extra cash. There is no need for the members to have to pay for services and activities that they don't use. A club project would be nice also.

Safety has become a big issue of late. If someone doesn't like what I fly then keep quiet and don't go around ridiculing my choice of planes. If what I have is unsafe to fly then try to find a kind way to tell me, don't tell everyone else first. And last, but not least, surface rust, small fabric tears, untidy wires, a seat chopped down to fit, chipped paint, and wires that aren't tight enough to play music on are NOT the signs of an unsafe aircraft. These are merely situations that have a tendency to become unsafe if left unattended and unchecked. There are some among us that insist if you don't have two plugs per cylinder, a REAL engine, doped fabric, aircraft radios, full instrument panels, brakes, etc. then obviously we are unsafe denizens of the sky. Remember, paper airplanes will still fly even when we don't get all the lines perfectly straight. Same with the bigger stuff (within reason). Cosmetics are just that. Ugly stuff can fly, too. The next sneer that I get when I fly somewhere may very well get a very unchristianlike response that I'm sure I'll be sorry for. Real friends don't ridicule, truly concerned pilots don't berate, and for heavens sake please approach someone with kindness when offering unsolicited advice.

Have I said enough yet? I think we should form squadrons, meet locally for flying fun, have club meetings at night in meeting rooms for those interested in the business end of the club, keep the network of ultralighters together, have a newsletter for general info, have fly-to's for those that can, and sponsor a few self-supporting events each year. Dues should be no more than \$15 per year to

support those things that are of interest to everyone. Special trips, contests, fly-ins, etc. should be supported by those that benefit from these activities. Remember that everyone in this club isn't rich, especially me. Maybe we need to have a well-to-do squadron, also. Well?

November Meeting

The November meeting will be at Cartersville on November 12 at 2:00 pm. The time was chosen to allow those who want to eat to have time to do so. Remember that elections will take place at this meeting and all voting will be done by SECRET ballot (if I have anything to do with it, anyway). There are those among us that can be intimidated by others (me included) and a show of hands just doesn't get it. Everyone try to show up for this one so your opinion can be heard. We need to hone our direction a little (in my opinion) so the membership in general is better served. Bring your articles for the December issue to the meeting. If you can, put them on disk in ASCII format or at least tell me which word processor you used. See you there.

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.

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.

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

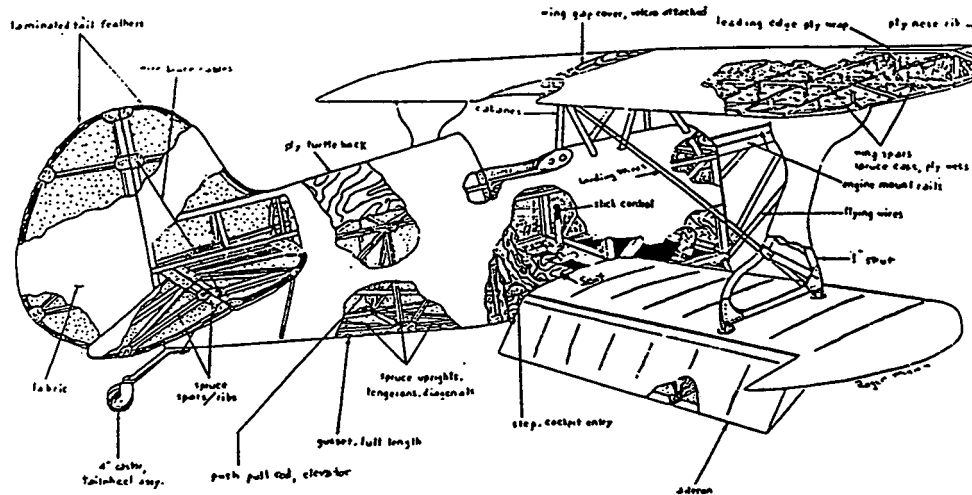
BRS Chute, 750 lb., new April 91, \$750. Rotax "C" gearbox, 4:1 ratio, \$150. Call Bill Ferguson at (404)443-2747 Cartersville.

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.

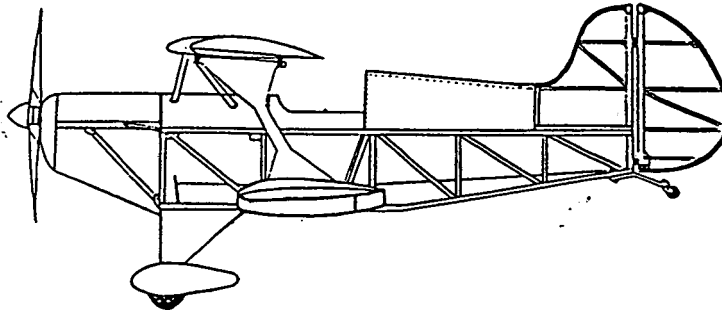
FOR SALE: Rotax 277 FA, 2.58:1 GB mounted down. 60-28 tractor prop. All brand new in original box. Complete package \$1750. or trade toward new Rotax 447. Andy Isburgh (404)972-8999.

RagWing SPECIAL



Take Off Roll	150'
Climb Speed	45 mph
Climb Rate	750 fpm
Cruise	60 mph at 5800 rpm
Max Speed	63 mph at 6000 rpm
VNE	90 mph
Stall Speed	26 mph
(depending on pilot weight and density Alt.)	
Approach Speed	45-50 mph
Landing Speed	35 mph
Landing Roll	250'
Range with 5 US gal.	1 1/2 hrs. - 90 miles
Roll Rate	45° to 45° in 1 second

RagWing Co.
312 Gilstrap Dr.
Liberty, SC 29657
(803) 843-9916



SPECIFICATIONS

Airfoil	NACA 2312 modified
Cord	42"
Wingspan	18'
Wing Area	120 sq. ft.
Wing Gap	36" average
Wing Loading	4.16 lbs. per sq. ft.
Aileron Area	14 sq. ft.
Tail Span	6' 8"
Top Wing	Bottom Wing
Dihedral 0°	Dihedral 3°
Incidence 3°	Incidence 0°
Sweep 5°	Sweep 0°
Washout 0°	Washout 0°

Length	14' 6"
Cockpit Width	24"
Height	5' 6"
Total Empty Weight	250 lbs.
Gross Weight	500 lbs.
Max Pilot Weight	230 lbs. - ultralight.

ENGINE: Kawasaki 340 or 440A (28 h.p. Min.), or its equ.
REDUCTION DRIVE: "K"-Drive, 4 Belt, 2.8 to 1 ratio.
PROP: 70"x 30 pitch, Right Hand
POWER LOADING: 14.28 lbs. per h.p.
BALLISTIC CHUTE: Second chance, soft pack, UL-500.
NOTE: Add 25 lbs. to all weights when chute is installed.

R a g W i n g S P E C I A L p r i c e s h e e t .

Plans Package: Includes all drawings and builders manual,
\$150 builders video and assembly photos.

Assy. kit "A", Complete wing kit: Contains Sub-assy. kits 1,2,&3.
\$800-U.L. \$875-EXP. Quick build add \$500. Crate charge \$40.

#1 Wing Rib Kit: Materials for 34 ribs. (Fig. 1 thru 4)
\$225 Quick build add \$275. Crate charge \$10.

#2 Spar Kit: Materials to assemble 4 spars. (Fig. 14,15,16,17)
\$325-U.L. \$375 EXP. Quick build add \$225. Crate charge \$20

#3 Wing Assy. Kit: Parts to complete wings. (Fig.20,21 &22)
\$250 U.L. \$275 EXP. Crate charge add \$20.

Assy. kit "B", Fuselage kit. Contains Sub-assy. kits 4,5 & 6.
\$925-U.L. \$975-EXP. Quick build add \$200. Crate charge \$40.

#4 Fuselage: Completes fuse. thru "boat" stage. (fig.6,7,8,9,10,11)
\$300-U.L. Quick build add \$200. Crate charge \$40.

#5 Landing Gear kit: Complete gear including tailwheel. (fig.12&26)
\$350-U.L. \$375-EXP. Packing charge \$5.

#6 Cabnanes & engine mount: Metal and hardware. (fig. 13,18,&19)
\$275-U.L. \$300-EXP. Crate charge add \$15.

Assy. kit "C", Finishing Kit: Contains Sub-kits 7,8,9,10,11,12.
\$1225-U.L. \$1275-EXP. Quick build add \$350. Crate charge \$40.

#7 Tail Feather kit: Includes all metal for tail. (fig. 24,25,26)
\$250-U.L. \$275-EXP. Quick build add \$300. Crate charge \$20.

#8 Guide system kit: Ail., Elev. & Rud. system. (fig. 27,28,29)
\$225 Packing charge \$5.

#9 "I" strut kit: Struts & flying/landing wires. (fig. 23,16)
\$150-U.L. \$175-EXP. Quick build add \$50. Crate charge \$10.

#10 Cowl & decking: Nose bowl, sheet & ply. (fig.26,30 & templates)
\$225 Crate charge \$20.

#11 Pilot restraint & fuel: Tank, gasolator, throttle & seatbelts
\$200 Packing charge \$5

#12 Fabric & glue: Polytack and 40 yards fabric.
\$ 175 Packing charge \$5.

Assy. kit "D", Engine package: Rubber shock mounts, engine plate,
\$1850 Kawasaki 340 (35 h.p.) 4-belt prop reduction unit (PRU)
2.8 to 1 ratio recommended but 2.3,2.5,2.6,2.9 also
available. Includes 70 X 30 Right hand wooden propeller.

*INTRODUCTORY PRICE \$2950 Complete kit. Limited Time Only.

COMPLETE AIRFRAME KIT: ^{MINUS KIT "D"} Contains all materials to complete one
airframe minus varnish, engine,
instruments and paint.

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.