

MEMBERS

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 Mini-Max
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
Kenneth Grubbs (
• Brian Gurley (404)874-2060 Challenger II
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
David Johnson
J. D. Jones (404)969-7399
Charles Kirtland (706)295-1974 Spitfire
Chuck Koukol (706)896-1032
Bob Leatherwood (404)445-7216 Fergie II
Bennett Liles (404)474-1241 Challenger II
Jerry London (404)786-8082 FP-404
Mike London
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
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
Dana Simmons
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 Warthen (404)339-6118 Mini-Max
Ken White (404)463-2214
Phil White (706)652-3115 Condor
John Wicker (404)992-2609
David Williams (404)987-4620 Weedhopper
Steve Yothment (404)339-8394 Firestar II
Mark Zupo (404)926-7077

OFFICERS

Ben Cole - President
Jeff Hatle - Vice President
Chuck Goodrum - Secretary
Ken Adams - Treasurer
Dan Munson - Safety Officer
Phil White - Editor

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In regards to the last issue of the SPORT FLYER:

It is my opinion and sure that others share that the articles concerning the USUA have no place in our newsletter. Argumentation should be reserved to a one on one discussion

and any letters to John Ballantyne should no represent the members of this club. I do not agree with everything that the USUA attempts either but without them you would now be either prohibited from flying or you would be having to acquire a private pilot's license. You would also have other added costs such as annuals, ELTs and airworthiness certificates as well as paying taxes on your aircraft.

One other item I would like to bring to the attention of the membership of this club. I do not wish to upset or anger anyone. The articles that were printed in previous editions of the newsletter concerning modifications to ultralights do not need to be printed unless there is a statement that clearly states that any modification to any aircraft should be approved by the designer before installation. Light aircraft are sensitive to any change or addition to the structure. I just feel that some people may get the impression that they can add anything to their aircraft without changing the flying characteristics which is asking for catastrophic disaster.

Sincerely,
Fred Murphy
Dear Fred,

When I spouted off about the USUA I was REALLY pissed (and still partly so) and should have clearly thought twice about the consequences of my comments. However, once printed I had no other recourse than to print the rebuttals of those that chose to write. To not have allowed others their say would have been the absolute insult. I'm truly sorry that you were offended and I'm attempting to

Prop Wash

allow the current controversy to run its course without continuing to fuel the fire (and that's not easy to do). I still stand by my opinion and there is a disclaimer carefully added to the end of the newsletter that states that the opinions con-

tained within ARE NOT the opinions of the membership.

The articles that are printed are checked as carefully as possible for authenticity and that they have been successfully done. It is absolutely true that one MUST be extremely careful when altering the design or flight characteristics of an ultralight. That is what this newsletter is all about - sharing experiences. If there is a particular article that you would like to question then write about it and we can discuss how to run it without hurting anyone's feelings. The power supply, however, was a gotcha. It works like it is, but works better with a couple of added components. It was another another attempt to get someone to write in. But nobody wrote. Seems like it only started gossip. More on this later in this issue.

Phil

Phil,

Thought I would drop you a line or two to let you know that I thoroughly enjoyed my visit to the Winder Field Fly-in. It was great to meet the members and take in the different aircraft, the activity and the "Aeroplane Talk".

May I take this time to compliment your memorial efforts in feeding us, etc. for two days. (I especially enjoyed the chicken supper and the pancake/egg and sausage breakfast).

I don't know how you have the time,

CONTINUED ON PAGE 4

Secretary's minutes of the August 13 and 14, 1994 meeting
at Dave Wheeler's private airfield.
Chuck Goodrum, Secretary

AUGUST MEETING REVISITED

Members assembled at a new meeting site - Dave Wheeler's private grass strip near Winder, GA. This was the longest meeting held to date. The activities began Saturday morning on the 13th of August and concluded at 4 pm on the 14th. It was promoted as Air Rally 94 and contained five planned flying competitions, over night camping, open flying, swimming, club sponsored meals, member and visitor aircraft displays, and plenty of friendship. The formal business meeting began at 11:00 am with 45 members, visitors, and friends present. Eighteen aircraft and ultralights were parked on the field at meeting time. Ben Cole opened by welcoming everyone and invited them to purchase the t-shirt designed specifically for this month's event which he was wearing. He then asked Chuck to continue while he made a last-minute phone call to the Port-A-Potty Company which had failed to arrive. Chuck turned to Jeff Hatle the Vice-President who asked for reading of the minutes from the previous meeting. Chuck stated that the minutes were not printed in the newsletter as he had prepared them and said he would therefore not call for corrections nor read the submitted versions due to the days planned events. He asked that in the future they be printed as prepared for the newsletter and be read by all members prior to meeting time. Jeff then asked Ken for a treasurer's report. He reported about \$450 on hand and discussed the availability of hats for sale. Jeff returned the meeting to Ben who described the weekend's flying events and stated that the entry fee would be \$5.00. He then asked if there were other matters to discuss. Chuck rose to say that information published in the recent newsletter was incorrect and misleading concerning the July club minutes and that the list of members and their aircraft (as approved

last meeting) was entirely missing. He asked for clarification from Phil. A discussion pursued about the newsletter and Phil's editorship. Mixed sentiments about the type of information and publishing priorities arose. The matter remained unresolved. Chuck Koukol asked about the speculation of proposed changes to the FAA Regulations 103. Phil and Ben went on to discuss insurance, aircraft registration, the FAA, USUA, pilot licensing, and medical exams. Ben ended the discussion and asked Phil to discuss the newsletter. He spoke of priorities and explained that he usually devotes eighty hours a month preparing the newsletter. He asked that articles be sent to him and that they would be used for in the September newsletter. Ben then asked for a motion to end the business meeting in order to proceed with the days planned flying events. The meeting was adjourned at 12:18 pm.

AIR RALLY RESULTS (greater than 10 points finals)

- 1st - Mike Prosser - 47 pts.
- 2nd - Dana Simmons - 29.5 pts.
- 3rd - Stan Sullivan - 26 pts.
- 4th - Chuck Goodrum - 20 pts.
- 5th - Ron Reese - 16 pts.
- 5th - Clay Harbin - 16 pts.
- 6th - Jeff Hatle - 11 pts.
- 6th - Jerry Lynch - 11 pts.

PROP WASH CONTINUED

energy and inclination to accomplish all you do Club wise and also have time for your private life.

Hope to attend the Sept. 10th fly-in at Lucky Smith's Field. Will I be able to sleep overnight in my vehicle there? It would be nice to save my drive back home for Sunday.

By the way, I enjoyed your August 1994 cover format on the Sport Flyer, That's what "it's" all about!

I've been enjoying the diversification of the Newsletter's articles. Keep up the good work. My compliments to all the authors and their articles also. Will you place an ad for me in the first issue if you can? It would read: Wanted; Kolb Firestar II or someone to build the kit for me. Chuck Koukol 706-896-1032.

Thank you for your time and consideration.

Chuck Koukol

Dear Chuck,

Don't forget the hard work that Ken Adams did to help feed everyone. I lost my first issue so I'll start your ad in this one. And I'm divorced and have no private life (no one will put up with me).

Phil

Phil,

The newsletter looks great! Keep up the good work. I hope to have some kind of article for you soon!

Thanks

Ken Adams

Hi Ken,

Glad you like it. It's kind of hard to straddle a line that will please everyone, but we're going to try - at least for a while longer. I really need a lot of people to write in with their opinions about how the newsletter is doing. If anyone doesn't want their letter printed then just say so. At least I'll have an idea how everyone feels. This job really isn't easy in a vacuum.

Phil

To: Those who were responsible!

Let me take a moment and state that I don't usually write editorials if this were to be considered an editorial!

But, I just wanted to say that the organized (?) function that was held at Wheeler Field was just in time. By that I mean I feel it was high time we did something as a club that was fun. Face it guys, there ain't much fun in sitting and listening to a bunch of elected people talk a lot of mumbo-jumbo, when I thought the club was about FLYING! Yes, I agree we need to know what's happening outside of our cockpits, but let's fly over and learn about it! I realize it's rare that a 2-cycle engine locks up from not being used, you know with all that oil we mix in the gas, but I just don't want to take any chances with mine, so I keep it running, at an idle at least, even when it's hangared and I ain't there. So I sure don't want to go to a meeting and turn it off! Enough said!

Hey, does anybody know the coordinates on that place up in Hillbilly, SC, where we are supposed to go in September? It sure would be nice to know, so I don't have to fly IFR [is that I Follow Roads, Ron? - phil].

Once again guys, thanks for the fun meeting and I feel that I speak for all of those who attended, you know, with the weather permitting and all the bad factors we had to deal with. I'm sure that's why there weren't more Flyers there.

Ron Reese

P.S. Soon to come - a South Side Squadron!

Dear Airsick in McDonough,

Glad you enjoyed yourself Ron. And I, too, wish we could have a big flying event each month, but you must remember there are a lot of people that don't fly and would be left staring skyward if we weren't there to entertain them and share our stories. It may be possible to have one more often if we kept close to the airport and did tasks in full view of the other

members.

And, yes, the coordinates of Greer are advertised on a separate page in this month's publication (I assume that's what your talking about). And maybe your Sqaudron can visit ours sometime (the Wingnuts).

Phil

Editorial cont'd from page 13

haven't really had any of those yet). If this stance is undesirable to the membership then the job is open (which it may be anyway - at the end of the year, of course). When I state an opinion it is mine and mine alone. I do not even pretend to speak for the rest of the membership nor do I intend to start. At some future date you may even see a small GSFA newsletter (with approved articles) accompanied by another that contains projects, tips, plans (for aircraft), and other miscellaneous items (stuff that I like) that some do not desire to see in the regular newsletter. We'll see what develops along this line.

From now to the end of the year the newsletter is going to be published and mailed at no cost to the membership. Ken Adams disagrees that I should do this (he knows how broke I am), but there simply is not going to be enough money left in the treasury to fill my projected budget AND do other activities that will occur throughout the rest of this year (done been spent). No, The GSFA is not broke. I'm just determined that we're going to finish the year in the black with a little money left. Don't applaud. This also means that I'm out of control and will probably do what I want. Then again, maybe not.

SAFETY

What have I been doing with all my spare time? Well, I took some of it and ran around to the various airports in the area and observed some of you flying (un-awares, of course). What I saw both shocked and pleased me. I was pleased that ultralighters (even the overweight birds) were behaving themselves nicely,

even to the point of using their 2-way radios to advise the general aviation traffic of their intentions and staying out of their way (yielding right-of-way). I was shocked to see various PRIVATE PILOTS in 'N' numbered aircraft do some really stupid and unsafe things: like flying through the pattern at 300 feet, and generally trashing the established procedures for an airport. Call me picky, but we should know better. Ultralighters should not only know part 103 but should be familiar with part 91 as well. Those who are private pilots are supposed to already know this junk. That's all I'm going to say. No names, no places, just do it right, okay?

That's all. Keep those articles coming. If yours didn't get in this issue then just hang tight. I'm not picking on anyone by not printing their stuff. I usually don't have the room to run it neatly without fragmentation if I get it late in the month. I start as early as I can with the typesetting and some things will just no longer neatly fit. It'll get in there, I promise.

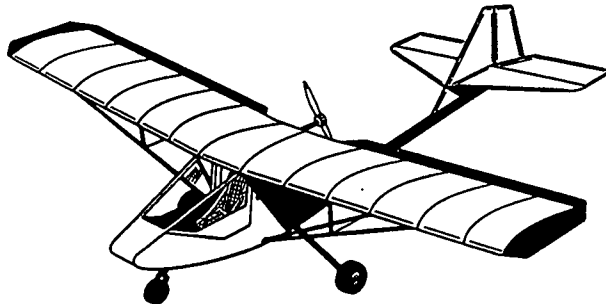
Phil "Wingnut" White

Construction Tips

Instead of buying expensive spring loaded clips to hold your project together while the glue dries, try using large binder clips found at office supply stores. These are only a couple of dollars for a dozen and can grip up to about an inch.

Small plastic, disposable, Solo or Dixie cups used in bathroom dispensers make great glue mixing cups. Bamboo skewers used for shish-kabob work well for the stirrers/applicators, too.

If you don't have room for a large table with a straight edge to align your project, try using the construction straight edges available at Home Depot or other construction supply houses. It even comes with its own C-clamps to hold it to the work.



MEMBERSHIP OUTING TO ALABAMA

by Rick Smith

On Saturday, August 27, several of us southside Ga. Sports Flyers flew down to a fly-in at Smiths, AL, to the Jones' Light Airstrip located just west of Phoenix City. I, Rick Smith, went in my Phantom along with Mike Carpenter in his two seat Kolb and his Dad, Mike Sr. in his single seat Kolb. Bob Page came along in his Pup and Ron Reese in His newly aquired Phantom. We flew down with the help of the GPS and went straight to our target (there called waypoints, Rick). We flew over the beautiful Pine Mountains and Chattahoochee River. When we arrived, we were not sure if we would know anyone besides Dennis Starling, (the guy we met at our Winder get-together). He invited us down and showed us where it was on the sectional and exchanged phone numbers. Well, anyway, who do you think was the first person we walked up on? Right, Ben Cole. He flew quite a bit farther than we did though. It took us

1 hour and 10 minutes to get there from Fayetteville. After we talked awhile, they fed us hamburgers and hotdogs (all free to pilots). Then later they had competition. They had a bomb drop, spot landing, and a little wooden ship in the runway and you had to fly down and try to knock it over with a softball (called torpedo run - phil). They gave away hats and T-shirts to the winners. I enjoyed it better than our Winder outing because everything was done right at the field and the spectators could enjoy it as well as the pilots. It was laid back and no pressure was felt trying to compute gas and time and flying off away from a strange airport and area we knew nothing about (Winder). I believe this is why they had so many to participate (about 14) and we had so few. By around 4:30 it was over and we had an uneventful flight back home. It was a good learning experience and I'm glad Ben was there to get some ideas. We're all still learning and eventually we'll come up with something that suits all. Thanks for lending an ear.

P.S. My sincere gratitude and thanks to Dennis Starling and all of his crew down there for their hospitality. That goes from all of our group that flew down.

Herschel Barker is making progress on the 447 powered Hurricane kit and is looking forward to taking flight instruction before he completes the assembly.

Ed Noble has completed his Fergie II. At this writing he has completed a crow hop and by press time should have put numerous hours on the plane. Congratulations, Ed.

As a precautionary measure, AMW has asked Bill Ferguson to return his AMW engine to the factory for a check-up. This follows the manufacturer's repair of Bob

Leatherwood's engine, which has already been shipped back to Bob.

Pierce Day is now flying his MAX - 103. He says that he has not yet tamed that short-coupled tail wheel, and that every landing is a thrill-a-second.

Howard Ray got tired of waiting on Pierce to start assembly on the Flightstar II, so picked up the pieces and started on it himself. When

last heard from, Howard was muttering something about missing parts...

Dave Morrison is one happy person with his rebuilt Zenoah engine and new Tennessee Propellers prop. Says that his Z-Max is 15 mph faster than before.

Phil White has purchased two (that's not a typo!) Jennys (3/4 scale single seat replicas) from Pappi Tate. One is still in kit form and one needs some re-work and covering. Lets see, now that's a Condor, a Mini Max under construction, and two Jennys. Wow! (covering has started - Phil) In April, in Chino, CA, Pilot Bob Martin's WW II vintage fighter plane developed engine trouble shortly after takeoff but managed to make a soft landing from which he walked away with only bruises.

The plane landed belly first in a nine-inch bed of manure at a dairy farm about half a mile from the runway. [Dayton Daily News-AP, 4-6-94]

Ed Noble Has had the rare privilege of being one of the few pilots to land at the Leatherwood-Noble International Emergency Airport (across the street from the Pierce Day International Emergency Airport). Right behind Ed was his very silent Hirth power plant. This happening after changing from what was working well to

the manufacturer's recommendations for prop pitch.

Bob Leatherwood is back in the air again after having his engine rebuilt. AMW has changed a few things with the cooling system and says the engine should run much better. The president of AMW even hand delivered the engines, promising that he would do whatever it took to make the engines run right (as advertised).

Bill Ferguson's engine was not rebuilt and promptly siezed within the first hour after it was returned. AMW has their work cut out for them. Of course, you can't get better service than what AMW is providing from anyone else in the industry. Kinda nice to have someone that will stand behind their product.

Dan Munson is now our Safety Officer. Welcome aboard Dan.

'Round the Patch

And the Winner is. . .

by Mike Prosser

I'm still trying to fully grasp the fact that I won the combined event - WOW! I have to

look at the trophy now and then to make sure that it wasn't just a fantasy come true. To sum it up, I had a ball! To tell the truth, the program was immense and gut wrenching during the various events - but very satisfying to have completed each individual event when it was over and the plane back in its parking spot. Then, in the crowd watching my friends do their best to score well, was lots of fun also. I didn't view the various contests as being contests against the other members, but rather against my own abilities and guesstimates for time, fuel burn, navigation, depth perception, and planning.

As I recall, I was the first contestant for the Pylon Race. Boy, did I have butterflies! Whew! That Phantom had one heck of a load - me and all those butterflies. I think most, if not all, of the club members would agree that finding the airfield during that first event was tough due to the thick woods, and downslope at the south end of the field, and also to the fact that we were not familiar with the local vicinity. But, that's all part of the game. For me the pylon race was the toughest because it was the (our) orientation to the local area in relationship to Wheeler field. The most fun event was the bomb drop. The spot landing after each event was always a welcomed task.

After Saturday's competition the short flight over to Paradise Falls (High Shoals) was great. There was weather moving in at that time. Ben Cole and I were the only ones that actually landed at Paradise Falls (not that others didn't try - the weather was really bad - ed.). However, others did drive in, and we all enjoyed the swimming. It took a while to get used to the water, though, because we were hot and that water was COLD! Once in up to your chin, you had it made. And, yes, there are actual falls in High Shoals, GA. There's even a rope in the water along the face of the falls that you can climb/

walk up the falls against the current. And, when you get to the top, you can actually slide down

the falls to the pool below. It was great fun.

For those who missed the evening camaraderie and bonfire really missed a treat. Fun was had by all and those who thought far enough ahead to bring and SHARE their liquid refreshments were more than generous - SALUTE!

Sunday morning revelry was our president - Mr. Ben Cole's "dawn patrol" up and down the runway. The last two events and the final spot landings were completed without incident. Was I glad to have it all behind me. I was proud that my Phantom performed flawlessly. After all, I still had that long return flight to Cartersville, GA, that would be solo. Stan Sullivan, Greg Elliott and Brian Gurly left earlier. There was NO WAY I was going to miss that award ceremony. Up until the end I didn't know exactly where I was in the standings, although I knew (hoped) that I would be in the top three. Those score keepers sure know how to keep a secret! WOW!

If anybody has got pictures please send me a copy or negative. I try to tell others (friends, co-workers, family, etc.) that I won, but I don't think that they really believe me - and that's real tough. So . . . Help!

In our club we really have some wonderful aircraft and so many good hearted pilots. So many kind words and deeds, even to the extent of helping to fix various mechanical problems on others aircraft.

I must say that the finest skill that I saw was Stan Sullivan's Bomb Drop and Spot Landing - he nailed it on both counts. WOW!

Many thanks to the Club Officers for their time and effort in putting this together, and the ground personnel for monitoring each event - well done! And, Phil, . . . Thanks for keeping us well fed. Ummm - good!

In closing I only have one complaint . . . what happened to the Porta-toilet? HA-HA.

Hi!

I heard that you need the guys to send in some articles so that you don't have to write everything yourself. Well, Mike can't write but he sure can talk so maybe you will accept an article from one of the ladies.

Let me introduce myself. My name is

Wylene, the best half of the Mike Carpenter, Sr. family. As you all know by now, I am married to a talker. Mike will talk to anybody, anywhere and at any time. Several years ago while he worked at Ryder Truck Lines they started calling him Radio.

They said the only problem was he didn't have a knob so they could turn him off. Sometimes Mike Jr. gets tired of his talking on the radio while flying and won't answer him, so when they land he tells him his batteries went dead.

I am really thankful for your Ultralight Club. The best thing you did was publish the names and phone numbers. When I see him get the list out and sit down by the telephone, I know that I am free for 2 or 3 hours. If he calls you and you are not home, he will talk to your wife or even your kids.

If your wives get tired of talking to him, just tell him "the bread is burning and you have to go." Today he got the

cordless phone, went into the bathroom, and called Page, who has the Pup, and sat there for 2 hours. It's a good thing we have 2 bathrooms.

Mike started flying about 45 years ago. His Dad bought a 1946 Cub in 1948 and even though his Dad died a few years ago, the Cub is still in the family. His sister

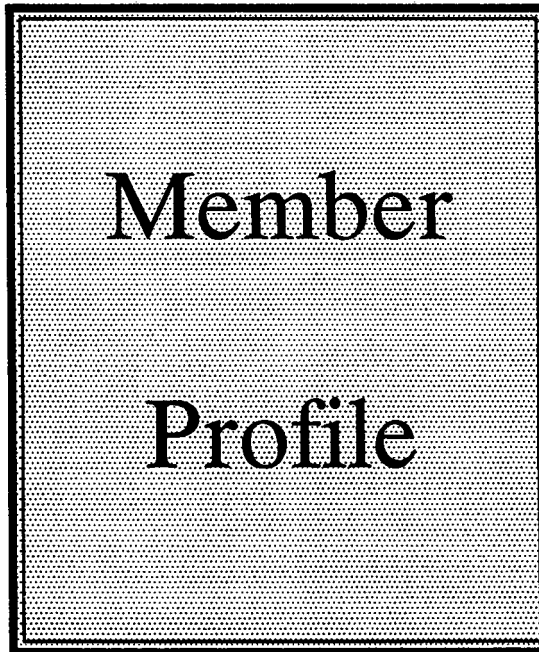
Janet, who is 65 years old, owns and flies it as well as the grandchildren and great grandchildren.

Mike is also very generous. He even offered Pam Martin, the Channel 2 News anchor, a sip of his Coke last Saturday.

Phil, I enjoy reading you magazine just to see what you guys get

into. When you get Mike, Jr., off to himself he can tell you some good ones on his Dad, like before he even flew his Firestar he got Bill Ferguson to make him some extra-heavy landing gear [legs] and also a better brake system.

Old Floppy Lips is probably your oldest member so all you guys look out and take care of him. I need my grass cutter and motorhome driver.



FLIGHT WORLD '94

Following their successful program last year, Team Atlanta and Team Aircraft, Inc. will sponsor seminars during John Stewart's 11th annual fly-in at Flight World in Greer, SC on September 17, 1994.

This year the seminars start at 9:00 AM and will include the following: Aircraft Covering and Finishing (Mac McGlothlin), Propeller Design (Eric Clampton), Rotax Engine Maintenance (Jerry Olenik), Wooden Aircraft Workshop (Team Aircraft) and perhaps one other seminar that has not yet been firmed up.

Of special interest will be an ARAC Committee / FAA update panel hosted by John Ballentine, John Stewart, and Scott Severen, all USUA ARAC Committee members. There will be a question and answer period following their presentation.

John Stewart and the Flight World group will put on a Spot Landing Contest in the morning and a Bomb Drop Contest in the afternoon.

Hamburgers, hot dogs, etc. will be available at 11:00AM and run until ?? The evening bonfire affair will begin around dark.

Some club members are planning on flying up on Friday, September 16, in order to be there early the next morning for the activities. Camping is permitted on the grounds. The closest hotels are in Duncan, SC and are: Comfort Inn, 1-800-221-2222, and Day's Inn, 1-800-325-2525.

BRS FALL SPECIAL (No pun intended) Until the end of September, BRS is giving its dealers an additional 10% discount. TEAM ATLANTA will pass this on, in addition to the 10% discount already offered. Deposit must be placed before October 1. (404) 591-7284

On The Horizon

September 10

Club Fly-in to Lucky Smith's field. This is a bring your own steak cookout/meeting. The meeting part will be at 1:00. Located 22 miles west of Atlanta off of I-20. Directions and map are located in the Strip Seach article in this month's newsletter.

September 17-18

Club trip to the Flight World Fly-in at Greer, SC. There was a large turn-out last year and this is usually a well attended event. John Ballantyne is scheduled to be there to talk about the FAA and planned U.L. regulations. See you there.

October 1-2

Marble Festival at Jasper, GA. An easy one to fly to. Try to plan to attend as a club group.

October 8

Regular club meeting date.

October 29-30

The Wingnuts first annual Halloween costume fly-in/party at Jackson Co. airport (NE). Drive-ins are welcome, too. Call Phil at (706)652-3115. RSVP requested.

November 12

Regular club meeting date.

FLIGHT WORLD, INC. 12TH ANNUAL FALL FLY-IN

SEPTEMBER 17, 1994
FLIGHT WORLD AIRPARK
GREER, S.C.



*FLYING EVENTS & AWARDS * PILOT
COMPETITIONS * SPECTATOR RIDES*

***SPECIAL FEATURE*
TEAM AIRCRAFT HOSTS THEIR
2ND ANNUAL SOUTHEASTERN FLY-IN
SEMINARS & WORKSHOPS**

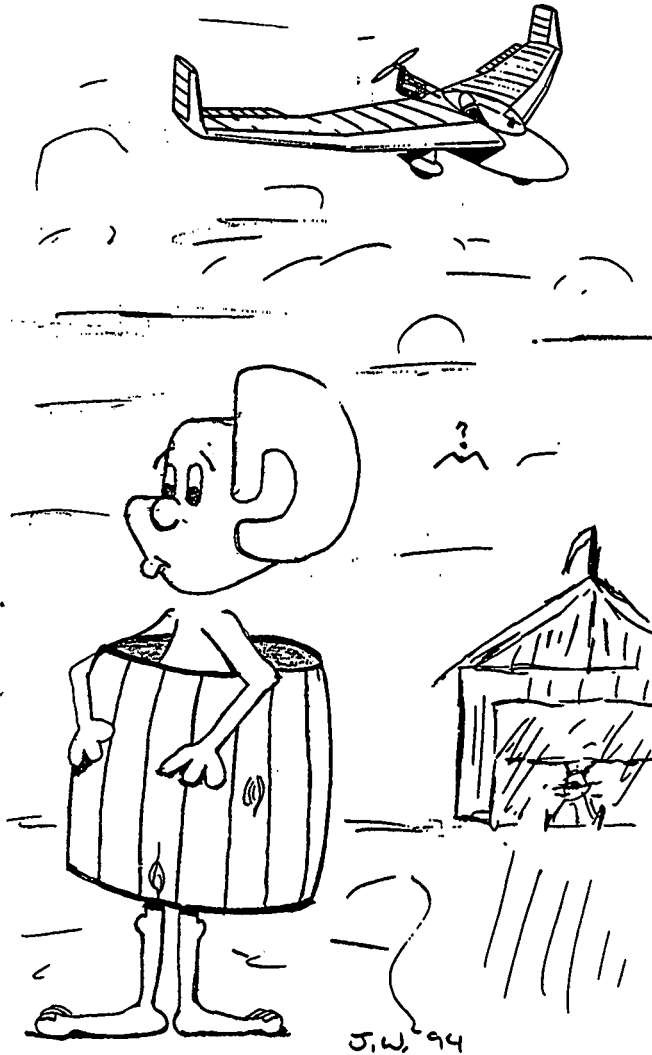
**FOOD & DRINKS SERVED ALL DAY
OVERNIGHT CAMPING. TIE-DOWNS
EVENING HANGAR PARTY. BON FIRE**

**ATLANTA SECTIONAL
LAT=34-49-22N LONG=82-08-54W
CONTACT GREER APPROACH
WEST 118.8 EAST 119.4
CAMPERS PLEASE R.S.V.P.**



*TAKE EXIT 60 FROM I-85 & GO 4 1/2 MILES SOUTH EAST
ON HWY 101 THEN RIGHT ON BROCKMAN AND LEFT ON
AIR PARK DRIVE. (803) 877-2126*

STRIP SEARCH



This month's strip search takes us to V. R. "Lucky" Smith's house in Temple, GA, which will host September's GSFA club meeting. The meeting is a bring-your-own-steak cookout affair with the official club meeting around 1:00. Lucky

If an east to west landing is necessary there is a slot in the trees over the lake next to the house.

May you always have calm winds and blue skies. - Lucky

(MAP ON Page 14)

has provided us with the following directions and map.

For those members that are driving take I-20 west to exit 5 and turn right (north) onto highway 61. Go to the 2nd red light and turn left onto highway 78. This highway will open to 3 lanes and you'll need to be in the left lane at the top of the hill. Turn left at the top of the hill onto Bar J Road (at the worm sign) and go 3/10 mile to 230 Bar J Road (another worm sign). Turn left into the driveway.

For those who will fly in the best landing is from the center turnaround to the house (west to east). This gives you 700 ft of runway to play with.

EDITORIAL COMMENT

by Phil White

Well, I'm going to be long winded again so many of you may want to read this part later. Basically I will talk about the elections coming up, the future of the Club, the newsletter, etc. There is a lot that needs to be said on many fronts. Hopefully I can do it without controversy. Remember, this is only MY opinion.

ELECTION OF OFFICERS

Many of you by now have pretty much figured out what the club is all about and where you could and want to fit in. With the elections coming at the end of the year there needs to be a way for the prospective officers to let the rest of the membership know that they would like to be considered for office and to state their platforms. SO, in the October issue of the newsletter we will run the platforms of those who would like to be considered for nomination to an office. All of the platforms will be run at the same time to prevent stealing of each others ideas. If any enterprising individual would like to be considered for the newsletter editor I will be happy to show you the mechanics of putting a publication together so you won't be tossed directly to the wolves. Anyway, get those platforms written. State who you are, how you would accomplish the job that you are running for, what you envision in the year to come, etc. Try to keep it to 1000 or so characters (key-strokes) long and get them into me as soon as possible. The rain date will be the November issue if we can't get all of them published in time.

POWER SUPPLIES, ETC.

Recently I wrote an article about how to build a power supply for a ROTAX lighting coil and included a schematic of the first unit that I built to run on the 377 installed on my CONDOR. The power supply was improved shortly after I installed it, but I ran the article with the old schematic anyway. This was done to generate mail to put in the newsletter. I was hoping that someone would see the improvements that were needed and write. Alas, that didn't happen. I did hear rumors that there was some bad mou-

thing and complaining going on, but no one said anything to me. Shame on you (whoever it was). The power supply does work as shown but will tend to produce oscillations when unloaded due to the low impedance of the shunt that keeps the voltage from rising too high. It doesn't hurt or shut down the engine or cause any other unsafe condition. My final version has a GE47 bulb in the collector of the shunt transistor and a large filter inductor on the plus side of the bridge. If you have a single GE47 bulb connected to the lighting coil directly then the voltage will stay low enough to allow the power supply to run without the shunt (a GE47 draws about 2.5 amps). With the flashing lights installed on the CONDOR I will be taking the shunt out of mine.

FLASHING AVOIDANCE LIGHTS

To get the avoidance lights to alternate back and forth you must use a type 237 or 537 three terminal flasher. This configuration is what we use to wig-wag our headlights at Jackson Co. Rescue when answering a call Code 3. It's real effective. Please don't try this at home. We are professionals.

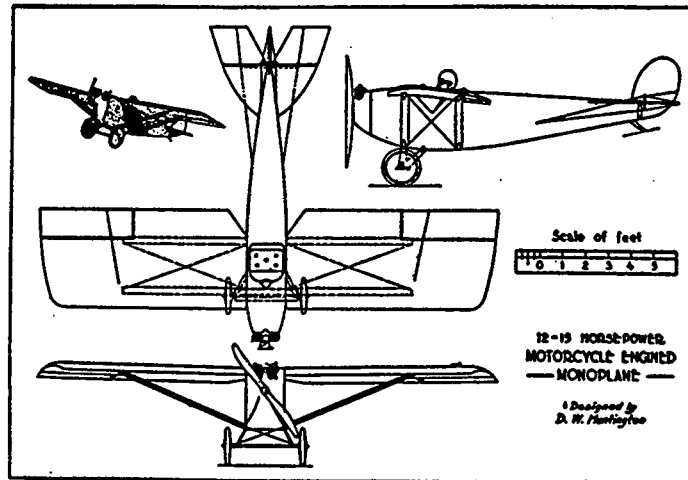
UH-OH

The Feds are at it again. Seems like they have invoked the never-before-used clause of the FAA rules that allows them to adjust their fees according to the cost of living index. Therefore, an airband radio license that used to cost \$35 is now going to cost \$115. So much for stimulating general aviation interests.

THE NEWSLETTER

Ah, yes. I'm going to catch flack for this one. Here's how I stand on this subject. If I'm going to be the editor of the newsletter then I reserve the freedom to choose what and how to print. After giving this a great deal of thought I have come to the conclusion that this is the only way that the newsletter can be effectively run. If you disagree then you are free to write in and say so. Thus far I have not refused to run any letter that is sent in to the newsletter, no matter how scathing (we

see Editorial on page 5



BLUEPRINTS. Our complete set of prints for building the H-12 comprises four large sheets—over forty square feet of detailed drawings showing exactly how all parts are made and assembled. By making the drawings large we were able to show all assemblies quarter size and the details for the most part, full size. The very best engineering practice has been followed and it is difficult to realize how the set could be made clearer. The prices of the complete set, which also includes any special data in the form of sketches or instructions concerning powerplant installation or upon any point not thoroly understood in the plans, is \$5 prepaid.

MATERIALS supplied by us are of the best quality obtainable and guaranteed. All spruce and veneer is selected stock. All bolts, nuts, tie rods and clevis pins are three and one-half per cent nickel steel, screws and nails are brass and tacks are copper. Let us quote on any materials you require.

PROPELLERS can be supplied at reasonable prices depending upon size. We shall be pleased to quote on your requirements.

BILL OF MATERIAL including woodwork roughed out, sheet steel for fittings, tanks, and all other materials used in the plane except engine and propeller—\$165.

(Above price subject to two per cent cash discount only.)

KNOCK DOWN PLANE including all finished parts in the following price list, all ready to assemble quickly from our blueprints, complete except engine and propeller. Special price subject to two per cent cash discount only—\$345.

PLANE built up ready to install engine and propeller, complete except those items—\$785.

(Above price subject to two per cent cash discount only.)

TERMS. On all orders less than \$50 cash with order. \$50 or over twenty-five per cent with order, balance on delivery. All prices are f. o. b. Hempstead and include packing. Where shipping charges are sent with order any excess will be promptly refunded.

DISCOUNT. A discount of ten per cent is allowed on all orders of \$20 and over. On all orders of \$50 and over a further discount of two per cent will be allowed for cash in full with order.

GUARANTEE. We guarantee all materials and parts we handle to be fully adequate for the uses for which they are intended. Any parts not found as represented will be replaced free of charge or money refunded, as preferred.

YOU may use this price list when ordering and save time by merely checking the items wanted and forwarding same together with your remittance. In that case we will gladly send you another copy of the price list.

PARTS AND ACCESSORIES

FUELAGE METAL PARTS			
164 Rudder hinge pins (2)	.42	256 Sta. 2 upper outer 12-12	1.50
170 Aluminium eye nuts		257 Sta. 1 upper inner 12-12	.50
212 Tail struts axle dip (2)	2.12	258 Sta. 1 lower outer 12-12	1.50
213 Oil tank straps (2)	.50	259 Sta. 1 lower inner 12-12	.50
216 Gas tank straps (2)	.48	260 Sta. 2 upper outer 12-12	1.25
218 Gas tank straps anchors (2)	.72	261 Sta. 2 upper inner 12-12	.50
222 Aluminium pulley fittings (2)	.45	262 Sta. 2 lower outer 12-12	1.75
		264 Sta. 2 lower inner 12-12	.50

Classified ads are available to members at no cost for their personal ads. Commercial ads are a nominal charge depending on the size (usually \$5-10). Send ads to the address on the cover or directly to me, your publisher. Ads will run for 2 months unless a notice of renewal is received before publication deadlines.

FOR SALE - 2 Kawasaki 440 engines, complete. One model A with cog belt drive, low hours, includes prop, carb, muffler, starter, etc. \$500. One model B with gear reduction, prop, carb, muffler, elec. starter, etc., \$1000. Call Mike Carpenter, Sr. @ (404)997-0702. [99409]

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 - Goldwing, brand new, no engine, primered ready to paint, \$1750. Call Lucky Smith at (404)562-4338. Temple, GA.

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

Phantom kingpost and wire set, priced right. Also wheel set for Kolb with axles, brakes, wheels, complete. Call Mike Carpenter, Sr. at (404)997-0702 Riverdale.

FOR SALE - Kohler 340 engine, 30 hp, reliable and in excellent running condition, complete with prop and redrive. removed from my trike and replaced with a larger hp engine. \$500. Chuck Goodrum (404)426-7294.

FOR SALE - Eipper MX, low time, many extras, A&P maintained, \$2700 obo. Scott McGowan (404)974-5130.

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

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

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

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

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

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 correspondance should be mailed to:

Georgia Sport Flyers Assoc.
P. O. Box 1034
Dallas, GA 30132

or contact any club officer.