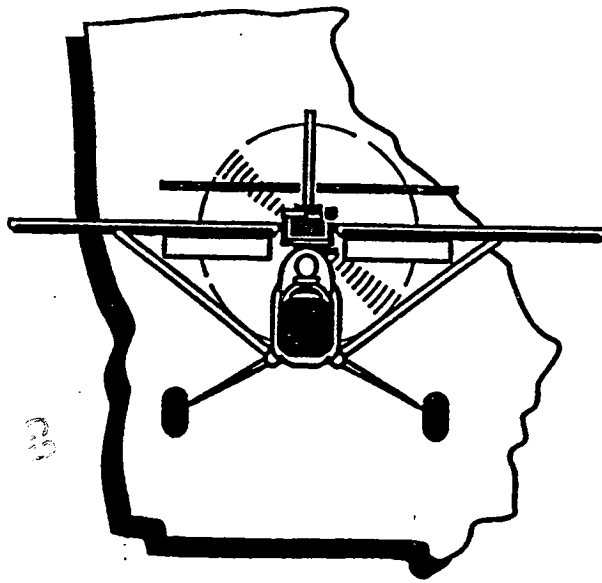


THE SPORT FLYER



**The official newsletter of
The Georgia Sport Flyers Association**

April 1995

MEMBERS

(If any information on this page is wrong, please contact Ken Adams.)

Kenneth Adams, Jr.	404-443-8792	Dallas, GA	
Howard G. Banks	404-428-9825	Marietta, GA	Firestar II
Norman H. Bethke	404-267-5126	Monroe, GA	Super Weedhopper
George C. Boerner	807-216-3348	Dawsonville, GA	Phantom
Mike Carpenter, Jr.	404-460-7566	Fayette, GA	Kolb
Mike Carpenter, Sr.	404-997-0702	Riverdale, GA	Kolb
Ben C. Cole	404-476-1070	Suwanee, GA	Talon SP
Roy Daniell	404-436-5674	Smyrna, GA	
Jack Day	706-234-3816	Rome, GA	Fergie II
Pierce Day (BFI)	404-591-7284	Woodstock, GA	Mini-Max
Kem Dunnebacke	404-993-4526	Mountain Park, GA	Z-Max
Frank Eck	404-953-2231	Marietta, GA	
Frank Flessel	404-761-8667	East Point, GA	Mini-Max
Stuart Fuller (AFI)	404-443-0911	Dallas, GA	Zephyr II
Bill Ferguson	404-443-2747	Dallas, GA	Fergie II
Thomas Ray Gaddy	404-947-0478	Winston, GA	Snoop, MX-2
Chuck Goodrum	404-426-7294	Kennesaw, GA	Flt Dgn Trike R447
Jeffery Hatle	404-251-2080	Sharpsburg, GA	Rans S-12
John Haines	404-516-4976	Woodstock, GA	
Lee Hockman	404-934-1160	Doraville, GA	
Andy Isburgh	404-972-8999	Snellville, GA	
J. D. Jones	404-969-9399	Fayetteville, GA	Hi-Max 1400Z
Charles Kirtland	706-295-1974	Rome, GA	Spitfire
William (Bill) Knecht	404-886-9108	Cumming, GA	
Chuck Koukol	706-896-1032	Young Harris, GA	
Robert Leatherwood	404-445-7216	Dallas, GA	Ferguson II
Don Loehle	404-306-1335	Palmetto, GA	Challenger I
Jerry London	404-786-8082	Oxford, GA	Fisher 404
Bennett Liles	404-474-1241	Stockbridge, GA	Challenger II
Jerry Lynch	404-474-8211	Stockbridge, GA	Phantom
Wes Luster	404-414-1449	Tucker, GA	
Cliff McDonald	404-995-0465	Lawrenceville, GA	Quicksilver GT400
Phil McKeon	404-977-8364	Marietta, GA	
Ben Methvin	404-509-6753	Marietta, GA	
Dave Morrison	404-251-6091	Newnan, GA	Mini-Max
Dan Munson	404-426-4594	Marietta, GA	Phantom
Frank Nadolski	404-926-9752	Kennesaw, GA	Siemens Schuckert D1
Ed Noble	404-457-9583	Chamblee, GA	Fergie II
Robert Page	404-461-6611	Jonesboro, GA	N-3 Pup
Scott Parker	404-477-5403	Jonesboro, GA	Weedhopper C
Norman R. Perry	404-253-4305	Newnan, GA	Mini-Max
Loren K.(Pete) Pettis	706-647-6654	Thomaston, GA	Mini-Max
Michael Prosser	404-443-1544	Dallas, GA	Phantom
Larry Ramsey	615-344-5954	Chattanooga, TN	Phantom
Howard Ray (BFI)	706-692-3131	Jasper, GA	Phantom, Weedhopper
Robert Reese	404-476-9449	Duluth, GA	
Ron Reese	404-957-6883	McDonough, GA	Challenger II
Bill Rouse	404-917-9228	Acworth, GA	Challenger
David Shaw, Jr.	404-974-0611	Acworth, GA	
Wayne Shelley	404-749-0465	Cedartown, GA	
Dana Simmons	404-579-9091	Marietta, GA	J3 Kitten
Rick Smith	404-968-0404	Rex, GA	Phantom
"Lucky" V. R. Smith	404-562-4338	Temple, GA	Phantom
Ralph Sullivan	404-943-5986	Powder Springs, GA	Kolb Firestar
Dennis Thisius	404-467-9211	Locus Grove, GA	
John E. Wicker	404-992-2609	Roswell, GA	
Virgil C. Williams	404-979-5523	Lawrenceville, GA	Team Airbike
Steve Yohtment	404-339-8394	Lawrenceville, GA	Kolb Firestar II

Our new members this month: Roy Daniell Ben Methvin
John Haines Wayne Shelley

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Members of the 1995 Board:

Chuck Goodrum - President
Mike Carpenter, Jr. - Vice President
Ken Adams - Secretary/Treasurer
Dan Munson - ~~Safety Officer~~
Steve Yothment - Newsletter Editor
Cliff McDonald - ~~Education Officer~~
Rick Smith - Flight Operations Officer
Bill Rouse - Librarian

From The President's Cockpit

by Chuck Goodrum

Hanging out with each other and flying our machines are adrenaline highs. The risk is great, the rewards enormous, the fun is pure play, and the responsibility is ever present.

As an association of flyers, we made a very public contract with each other. We put it in simple language and called it our Code of Conduct.

As a community of sport flyers, we have the common sense to know that integrating such a code into our flying promotes a sense of pride in ourselves and our machines. It demonstrates wisdom. It reminds us of the responsibility that comes with flying. It fosters safety for everyone, on the ground and in the air. It guides our recreation. It is our flying ethic.

As the arrival of spring opens the ultra-airways, I am reminded of this commitment to each other. And, I invite everyone to ensure that it is at the top of their pre-flight checklist. Most of all, may we keep it in the forefront of our flying.

Respectfully, I post it for our review.

Our Code of Conduct

1. I will operate my aircraft in such a manner that will not endanger life or property.
2. I will offer assistance to others who require guidance and knowledge about recreational aviation.
3. I will construct and maintain my aircraft in the highest quality that is practical.
4. I will thoroughly inspect my aircraft before every flight.
5. I will operate my aircraft using the safest possible methods that are available to me.
6. I will not operate any aircraft without first receiving appropriate instruction and training.
7. I understand and will strive to adhere to all current and applicable regulations concerning the operation of aircraft.

To my most honored sport flyers, let's have fun and fly safely this season. May I see you in the sky throughout the season.

The March Meeting

by Ken Adams, Jr., Secretary/Treasurer

The membership had an exciting meeting at the South Expressway Airport. There was plenty of fun and a good turn out for the "swap meet". Aircraft--ultralights were plentiful, there were nine presents. Several members made this their first fly to meeting in their new ultralights. Pierce Day flew in his new Flightstar, Lucky Smith flew in his new Phantom and Ben Methvin flew in his new Max 103. Congratulations' guys and thanks to all for flying in and adding some variety to the airport.

Chuck opened the meeting at 12:50 PM with introductions of guests and new members. He also took this time to

congratulate Bill Rouse on the completion of his Challenger II. He mentioned that Bill was not present due to the need of taking advantage of the nice day to move his plane to the airport.

Chuck reminded the members of the club that member Larry Ramsey had started in Chattanooga. The club is called the Chattanooga Sport Flyers Association, it has been modeled after our very own GSFA. He then asked the members if it would be all right if we would run classified ads for them in our newsletter in return for them doing the same for us. The vote was taken and no one was against, the vote passed.

The March Meeting (continued)

Chuck reminded us that Lucky's ultralight airport has been approved; he will be listed in the next airport publication. The airport is located in Temple, near Villa Rica, GA.

Chuck then asked the members if they still wanted to do the "Circle Atlanta" event this year in May. He asked for any opposition, no one opposed. Chuck then asked for help in coordinating the event, no one volunteered. He told the members that if they were interested to come see him about planning the event.

Chuck mentioned that on May 20th the EAA Ultralight Chapter will be holding a meeting. A barbecue lunch will be available. Contact Pierce Day for further information. Chuck asked for comments from the members. Pete Petis said that on April 1st & 2nd in Thomaston, GA the OPN airport will be having an open house. GSFA members have been invited to attend. Bob Page will coordinate the flight.

Chuck then asked Ken Adams for a membership and financial report. Ken stated that at that time we had 55 members and \$1855.85 in the bank.

On the question of affiliation Chuck told the members that the Board of Officers had voted to remain with USUA. He then asked for a vote of the membership. The vote was overwhelmingly for USUA affiliation. Ken Adams was the only no vote counted. Chuck asked why he objected. Ken stated for reasons of club and Board Member liability. Ken also stated that he felt that EAA was a much better organization than the USUA.

Chuck mentioned that our next meeting is to be held at Bella Field. Jerry Lynch gave directions to get to Bella Field. There was discussion of having a picnic. Bob Page suggested that we brown bag it for the picnic. Club will provide drinks and ice.

Chuck then turned to Pierce. Pierce will be coordinating the Sun & Fun fly out. He asked people to talk to him after the meeting.

At this point Chuck introduced Harry Edmonson. Chuck also let us know that Harry was not an FAA official walking around with his clipboard trying to catch illegal aircraft. Harry is a long time pilot and is currently affiliated with Flight Technical Service. He investigates airplane accidents. Harry was prepared to discuss the crash of an ultralight in Florida, but due to on going litigation was unable to comment on that case at this time. Harry investigates approximately 40 to 50 cases a year. Eighty percent of his cases are settled during investigation while only seven percent go on to trial. Harry went on to explain many ways in which he can determine the cause us accidents. At the end he thanked us for having him and hoped to see us again soon, but not in an accident of course.

Chuck asked for ~~any new business~~ to discuss. Bob Page said that there will be a fly in at the Williamson Peach State Airport on 7-22-95. Steve Yothment asked for someone to help as a reporter, to think about it and give him a call. Lucky mentioned Randy Falkenburg's accident at Mathis. Chuck asked the members to call and give Randy their support. Chuck has coordinates for Shannon Field. Stan Sullivan is planning a trip to Jeckle Island the week of Sun & Fun. Rick Smith reminded the members of the book that is provided through the DOT.

Chuck closed the meeting at 1:49 PM. The members then returned to the flight line to view the aircraft that were present and enjoy the nice day.

Swain
meet

The April Membership Meeting -- Bellah Field

April 22nd at 12:00 pm Host: Jerry Lynch

Co-ordinates to Field: N33°33.21 W084°09.98

By Ground: I75 South to Exit 75 (hwy 138),

Turn left and go until it deadends at light,

Then turn right and follow Hwy 138 east

for 6 miles, when you see a white picket fence

on your right, turn to the right just past it onto

Hemphill Road, then turn onto your first paved

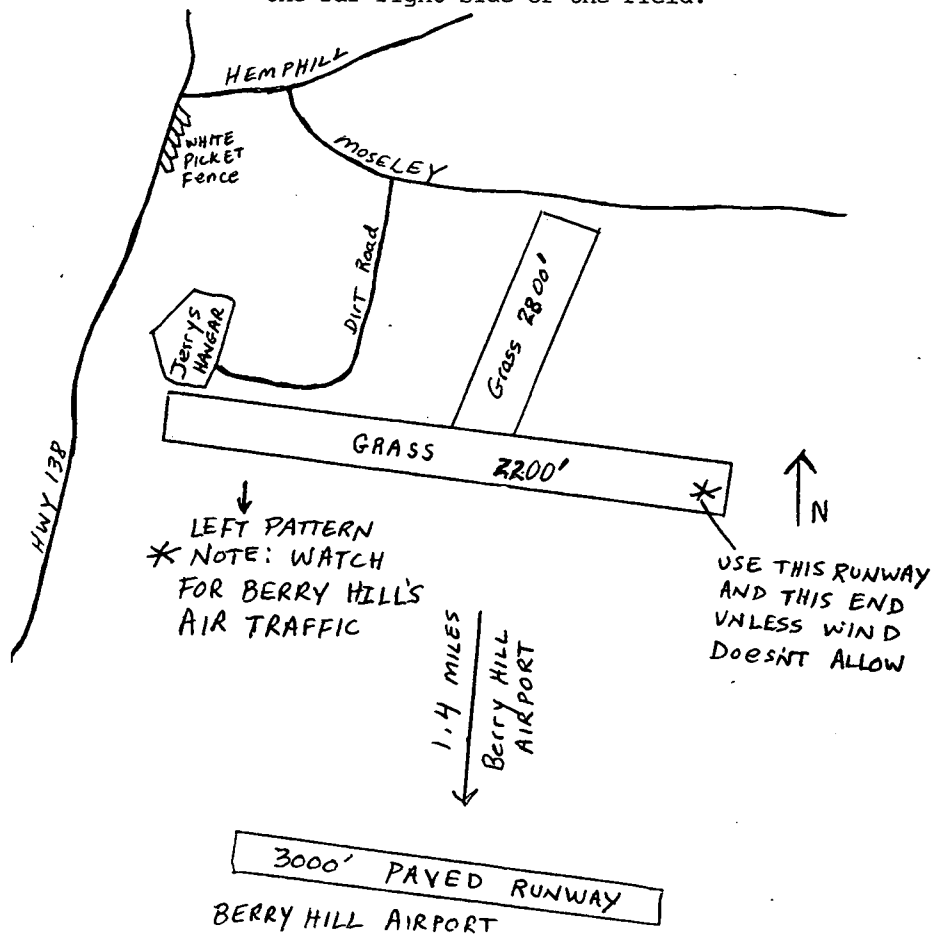
street to the right (Moseley) and start looking

for the entrance to the field on your right,

It will be a dirt road with a gate, the gate will be open

so just follow the dirt road all the way back to

the far right side of the field.



Pilot Profile

This Month: Stuart Fuller

by Stuart Fuller

Aviation was part of my world as far back as I can remember. My father was a pilot with the Army Air Corps when I was born in Texas City, Texas. My first flight was with my dad when I was 3 months old, in May of 1945. I started flight instruction in 1963 but joined the Air Force before I completed training. I started again in 1978 in South Lake Tahoe, CA, and accrued 36 hours, but again had to quit when I returned to Florida to be with my mother until she passed on.

In 1985, my father's health declined and I moved him from Florida to North Carolina to live with me. One day, my dad asked if I still wanted to fly and when I said yes, he told me he'd pay for my training. I started the next day and soloed in 6 hours. I was hooked forever.

I bought my first ultralight type aircraft the day after I soloed for \$2500. It was a Rotax Rally III. I went to my first Sun 'N Fun in 1985 and my first Oshkosh in 1986. In 1987, I became a dealer for Quicksilver Aircraft and a USUA Basic Flight Instructor. Over the years, I've owned and flown some 20+ aircraft; weight shift, 3 axis, land and sea.

I've built, rebuilt and flown over 50 different types of aircraft, both general aviation and ultralights. I've set up 3

different ultralight airparks and one ultralight seaplane base.

I received my advanced instructor rating in 1992. With over 3500 hours since 1986 in a variety of aircraft, in locations from Monterey, NY to Ft. Meyers, FL and Raleigh NC to Tahoe, CA, I feel I am an experienced pilot and instructor.

I have just completed a new Zephyr II with a 582 Rotax which is now registered with the USUA for training. I keep it at a private 1800 foot strip in Powder Springs and can give instruction at several locations surrounding Atlanta. I have received approval from the Polk County Commissioners to set up a training operation and ultralight dealership at Cornelius Moor Airport (near Rockmart, GA) and will locate there when new hangers are completed this spring or summer!

I am recently married to Theresa Harris and we have just moved to Dallas, GA where I have a nice shop set up for building ultralights and maintenance. The name of the new company is Aerolympics and the business number is 404-443-5262. My home number is 404-443-0911 and you can call anytime up until 10:30 PM.

Tailwinds to you.

Watch That Pollen Count!

Thomas Ray Gaddy had an unusual thing happen to him last weekend. He was flying his ultralight when all of a sudden, the engine started sounding rough and almost quit! He landed the aircraft and did an inspection. To his surprise, the air filter was full of pollen! Apparently, the pollen clogged the air filter enough to affect operation of the engine. As you may know, the pollen count in the Atlanta area has reached record levels recently. So, it may be very wise to inspect your air filter!

GSFA 1995 Activity Calendar

The calendar is provided as a convenience to the membership. GSFA's monthly meetings are scheduled for the dates and times indicated. GSFA does not assume any liability for flight activities listed. Individual members of GSFA have liability for their personal sport and recreational flying activities.

MONTH DAY/TIME	COORDINATOR	SITE	ACTIVITY
APRIL 1 8 8am 9-14 15 22 12pm 29	Pete Pettis Pierce Day Lakeland EAA Jerry Lynch	Thomaston Williamson Lakeland, FL Bellah Field	Open Invitational SUN-N-FUN Fly-out EAA's SUN N FUN Membership Meeting, Brown Bag Lunch
MAY 6 13 10am 12-14 27 20 1130 27	Dennis Sterling Ron Reece Sharkey Summey Pierce Day	Smith Airfield, AL Cole Field State Line Ultraport Cartersville Airport	Jones Light Airfield Open Invitational Membership Meeting, GSFA Circle Atlanta'95 Spring Fun Fly-In, Gaffney, SC EAA UL Phoenix Pheatherweight Flyers Barbeque
JUNE 3 10 - 17 24	Jeff Hatle Lucky Smith	Henry Co. Airport + Lucky's UL Airpark	Membership Meeting, Atlanta Raceway fly-in Fly-in Invitational
JULY 1 8 12pm 15 22 (4pm) 29	Bill Ferguson Mike Carpenter Jr	Ferguson Field Griffin Lighthouse Buffet Airstrip	Membership Meeting Dinner Fly-In at Williamson Airport
AUGUST 5 12 9am 19 26	Ben Cole	Dave Wheeler Field	Membership Meeting, GSFA Air Rally 95
SEPTEMBER 2 9 11am 16 8am 23 30	Lucky Smith John Stuart	Lucky's UL Airpark Flight World, S.C.	Membership Meeting, Bring your Steak Fly-in Annual Invitational

GSFA 1995 Activities Calendar (continued):

MONTH DAY/TIME	COORDINATOR	SITE	ACTIVITY
OCTOBER 7 9am 14 21 28	Howard Ray	Jasper Airport	Membership Meeting, Officer Nominations Marble Mtn Festival
NOVEMBER 4 11 18 25	President		Membership Meeting, Officer Elections
DECEMBER 2 9 16 23 30	President		Membership Meeting, Annual Party

Notes:

- There is a conflict on May 13th between the GSFA Circle Atlanta Rally and the Spring Fun Fly-In at State Line Ultraport. Let's discuss this at the next meeting. Should we move the date for the Circle Atlanta Rally?
- Charlie Kirtland indicates that the EAA 709 club at Russell Field has invited us to their field any time. Russell Field has a campsite, toilets, refreshments and Avgas. Maybe later in the year? (TBD)

Did you know.....

You can call 404-651-9201 to the Georgia Department of Transportation and ask for a Georgia Airport Directory? They will send it to you for free! It is filled with great information on ~~110~~ airports in Georgia. It has the coordinates, elevation, fuel info, runway numbers with length and width and a picture of the runway with all necessary information (hangars, restrooms, fuel pumps, etc.). Get yours today!

Builder's Corner

by Bill Rouse

It is Sunday night and as I sit here contemplating my first engine runup which was a great success (thanks to Pierce Day and Dave Shaw who lent their expertise as well as moral support) I think back on the past 2 years building my first aircraft. Several things stand out which I would highly recommend for a first time builder like myself.

First of all, when I received my builder's manual, I noticed right off that the pictures in the manual had been copied so many times that the detail was not there. So I took care of the problem on my next trip to Sun 'N Fun. While I was there, I made my way to the Challenger section and began taking pictures of every little detail as well as every idea that other builders had come up with on their own. I have referred back to those pictures many many times and would say it was probably the most important thing I did in the building process.

Another thing that was recommended to me was to get several size clekos. They have been very handy keeping things lined up while all the holes were drilled and can also serve as an extra hand.

Another idea to pass on is to get a set of Black and Decker bullet drill bits. These bits have a special tip that eliminate the need to center-punch a hole on tubing to keep the drill bit from moving. I have never had a drill bit to creep even the slightest amount using these bits.

I guess the last thing I can recommend would be the anti-chafe tape that I found at Alexander Aeroplane Company. I started out using surgical tape that I bought at Walmart which was OK, but the tape that Alexander sells sticks better and is a lot easier to work with. Speaking of Alexander, I must put in a plug for them.. Talk about fast service, nobody can compare with them. On every occasion when I called in an order before 12:00, the order was at my doorstep the next day. Their service and willingness to get you what you need is unmatched by any other parts supplier.

I hope these suggestions will help a prospective builder make his task easier. I would gladly offer any assistance that I can. I would also like to thank Pierce Day and Ken Adams for their support in helping me when I needed it most. Now for the fun part....

Congratulations to.....

Bill Rouse, who has received FAA airworthiness certification for his newly built Challenger II! He has also had his first flight, and really enjoys the airplane!

Mike Prosser, who had his picture on the cover of the March/April issue of Phantom Driver magazine, showing him as victor in the Georgia Sport Flyers Air Rally.

Norm Bethke, who wrote articles that were printed in Phantom Driver, namely, "Amoco Clear Gas; An Update", "Ultralight Sail Protection Products" and "A Few More Tips".

Charlie Kirtland, who wrote articles that were printed in Phantom Driver, namely, "Home Built Strobe Lights" and "Another Nice Panel".

Ben Cole, who is now the regional representative to the USUA for us.

Chuck Goodrum, who has completed and printed the first issue of a new newsletter, called "Trikes R Us".

.... The Georgia Sport Flyers are Ultra-active!

IMAGINE YOURSELF IN THE GREAT CIRCLE ATLANTA NAVIGATION AND ENDURANCE RALLY

by Chuck Goodrum, Rally Captain

After arriving at Cole Field, resting a bit, pre-flighting yourself and plane, and taxiing to the start line, you see the referee lower the flag. As your wheels roll across the line and the referee records your departure time, you and your craft begin the 156 statute (or 136 nautical) mile circumnavigation of The Atlanta International Airport. With your left wing pointing towards Atlanta, you head for Stone Mountain Airport. There, you roll up along-side another referee who tells you your check-in time. You compare that to your own estimate and turn towards the runway to head for Mathis Airport. As you arrive there, you recall that you don't have to land if you don't want to. Instead, the referee will record your touch-and-go and wave you on to Cherokee County Airport, your most northern checkpoint. Once again after landing, and checking your fuel, you taxi to the referee to receive your checkpoint time. Insuring you have enough fuel you head eastward, again with your craft's left wing reaching towards Atlanta.Your next checkpoint is Cartersville and you feel safer knowing that you will be topping-off the fuel tank. There, you land, check-in with the referee, fuel-up, maybe give your seat cushion a rest, chat with the on lookers long enough to climb back in and head out on your journey. As you lift off, you steer southward, watching for Ferguson's field to your right and the city

of Dallas ahead of you. From Dallas you continue south to Stockmar Airport on the horizon where you land to check in with the referee. Comparing times, you get airborne again, perhaps tuning the GPS for South Fulton Airport as you fly southeast. Reaching the airport boundary, you enter the pattern and make your approach for a touch-and-go. Lifting skyward, you and your machine again continue eastward to the South Expressway Airport. Arriving at the southern most point along your route, you make a touch-and-go for the referee at the Expressway and head northeast turn onto the last leg back to Cole Field and cheering picnic crowd waiting for you. Remembering to remain outside of and under Atlanta International's class B airspace, you see Cole Field and set up for the approach. You are confident and happy that you made the flight as you check your watch to see how close to your estimate you will be. Your wheels touch the grass and your craft rolls across the start-finish line. You stop the engine and are greeted by friends and guests who may or may not have flown the course. You accept the participant's souvenir t-shirt and move to the picnic area, perhaps tired, hungry, yet elated that you flew the course! You begin to exchange tales of your journey. For you and your trusty machine have completed the club's first Great Circle Atlanta Navigation and Endurance Rally.

Trikes Uber Alles !

This article was written by Dominic Cardy, a trike flyer from Halifax, Nova Scotia, Canada. It was originally posted on the Internet on the Hempy-Ultralights mailing list. It is reprinted here for your enjoyment.

If you're interested in ultralight/microlight aircraft then you want to fly a trike. They unquestionably have the most rational choice of control system for aircraft which must have a low launch weight yet be strong and transportable. Of course there are some disadvantages to trikes, which I'll get out of the way to begin with.

THE BAD THINGS:

They have open-cockpits, which makes them darn uncomfortable to fly if you live in the more northerly parts of the world. Of course this is not really a problem inherent in trikes but, rather, a problem inherent in we stupid people who insist on living in regions more suited to polar bears than humans. If we were sensible we would live in the South where we could A. be warm and B. fly trikes all year without turning blue and burdening our health-care system with hypothermia cases. (Try moving to Georgia! -Editor)

They are also weird looking, which is not a problem anywhere in the world except North America. Again, this is not a problem of the trikes so much as a problem of North Americans: the Europeans have Picasso, we have Norman Rockwell. The "that don't look like art" idea is translated into "that don't look like an airplane." So there we are, the two disadvantages to trikes are in fact problems which we can solve with the help of a travel agent and an art history course. Now, on to the Many Splendored Thing that is the trike.

THE EXTREMELY WONDERFUL THINGS:

Trikes are the most modern form of aircraft, invented in the late 50's by a Dr. Rogallo in the employ of NASA. The 3 axis aircraft was invented by bicycle repairmen, the trike by rocket scientists. Need I say more? He (Rogallo) envisioned a primitive hang glider which would be used as a recovery system for space craft. NASA toyed with the idea but abandoned it as being too advanced, returning instead to conventional parachute recovery systems.

The original Rogallo wings were basically kites, but they quickly evolved to include king posts, luff lines, free-floating cross booms, double surfaxing, multi-layered battens and other interesting things which are not worth going into here unless anyone really cares. Those words are important, though, because they chart the evolution of the Rogallo of the 50's into the hang glider of the 60's and 70's into the flexwing trike of the 80's and 90's. This is the only area of general aviation which has seen this level of rapid evolution (with the possible exception of very small helicopters). The technology that goes into a modern flexwing (NOT weightshift) aircraft has only been around for fifteen or so years and it continues to develop as time goes on.

Flexwings evolved practically rather than theoretically. This is interesting in that people still argue about why the bloody things fly. Perhaps there's an aeronautical engineer out there who can assist?? Most of us, however, can get by without worrying about theory. So, on with practical stuff.

If you want a minimal aircraft you want to avoid waste in any area. So you start with the minimum: an engine, a seat and a wing. There you have a trike. No need for control surfaces, pulleys, fuselages, tails, joysticks, flaps. You can concentrate on optimizing the strength and performance of the three things you need. Because you don't have to worry about all the weight of a tail assembly etc. you can put extra sleeving on the wing, add those nice disk brakes, composite suspension, extra large engine, after mufflers, comfy seat... and still end up weighing in at a lower weight than some of the uncomfortable, noisy and ugly 3 axis machines which creak their way across the sky. So, there is nothing unnecessary on a trike. It is the perfect expression of aerodynamic form and function combined.

Sure, I wouldn't want to put a flexwing on a large passenger aircraft, but then again I don't think ferries should be designed around jetskis and I'm quite fond of jetski's...

Flexwings are the ideal type of aircraft for those of us who want to travel up to 100mph in small, light aircraft with a couple of seats. If you want to go faster, get a Lancair or a Mooney. At the low and slow end of the spectrum, trikes rule supreme.

Any trike can be assembled/dissassembled and trailered in under an hour (usually under half an hour) by one person with a car and a small motorcycle trailer. You need no tools of any sort and there are few parts to get lost. You have a bag of battens (the ribs you slide into the wing) and that's usually it: on my machine all the bolts are attached to the machine with no chance of anything coming loose. Sure, you do have to check your machine carefully for loose nuts etc. but that's true for any aircraft. In my experience a trike takes ten minutes to pre-flight thoroughly, in comparison to 20-30 minutes for a Quicksilver Sport or Sprint. Plus, I can have my machine ready to go home in twenty minutes whereas the only you'll get most ultralights ready for the road is through the application of a chain-saw...

So you have transportability, what about performance? Once again trikes come out on top if you're looking for an aircraft in the under-100mph category. You can find trikes which have speed ranges of 35-100mph (the Pegasus Bandit), or ones which fly at basically one speed (the Pegasus XL likes 43mph but will go 55 if you're nice). Some, like the Raven, Q, Quasar and most modern two seaters, have very light pitch control so you can take advantage of their high speeds for long cross-country flights. The Quasar even has a trim system which consists of a dial on the control bar which adjusts the tension of the luff lines on top of the wing. This enables you to change your hand-off cruise speed from about 45 to 65mph!

One of my sweetest flying memories was flying a Bandit in Texas at about 40mph, watching an Aeronca Champ come up alongside and then pulling the bar in to 95mph and leaving the Champ behind. If only they weren't carrying the weight of all

those cables and tails and things perhaps they'd have been able to catch up...

Trikes are also superior at low speeds. Three axis machines are very dangerous in that they are prone to going out of control and spinning. Fortunately, this is impossible in a trike: they are aerodynamically incapable of spinning. My own machine has a top speed of 75mph and a stall speed of 26mph at the maximum all-up weight. In fact, it won't stall at all if you slowly push the bar forward- you end up in a slow level attitude descent.

Crosswind landings in a modern trike are not difficult once you have some experience. I usually fly crab on final and then twitch the bar a foot or so before touchdown to line up with the numbers, not particularly difficult once you get used to it. If the crosswind is really strong you can just land diagonally or across the runway. Trikes actually have some advantages in a crosswind because they present less side surface to be pushed around in the wind. I've noticed a difference between flying my Quasar, which has both a large keel pocket on the wing and a hefty trike unit, and more minimalist trikes with no 'cockpit' and no keel pockets on the wing- I was pushed around much more in the former than the latter.

Still, crosswinds aren't the great horror which people make them out to be. I've certainly never had a problem flying with three axis machines in nasty conditions.

So, that's my "rant" on trikes. If anyone has any other points then let me know. I've got a few weeks to go before the ice thaws away from the hanger doors and I can roll my trike out for another summer humiliating you old-fashioned stick pullers (a translation of a French triker's insult which has several meanings...).

- Dominic Cardy
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Classified Ads

Classified ads are available to members at no cost for their personal ads. Commercial ads may be placed by members for \$1 per line and by non-members at \$2 per line.

Send ads to the address on the cover or directly to the newsletter editor. Ads will run for 2 months unless a notice of renewal is received before the publication deadline.

FOR SALE - Phantom, needs nothing, absolutely gorgeous. Low time Rotax 447 with free air cowl, Hegar hydraulic disk brakes, cockpit adjustable trim tab, customized pod with extended windscreen, large tank, power supply, strobe, etc. Won 1st Annual GSFA Air Rally Championship. \$5,995 firm - Fly it away. Call Mike Prosser at 404-443-1544.

FOR SALE - Super Challenger II with upright engine, 64" Ivo with spare blade, Rotax B gear drive, meticulous logbooks, enclosed cockpit, airband & CB radios, helmets w radio & intercom, castering tail wheel, strobe, Stitts fuselage & tail, loads of unused spare parts, tools, 54" 3-blade IVO, pampered, \$12,000 for all. Call Bennett Liles at 404-474-1241.

FOR SALE - Starflite, 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 night 404-957-6883.

FOR SALE - Challenger Kit, 2-seat, clipwing with 503DCDI, reduction drive and prop. Still in factory crates. Call Pierce Day, 404-591-7284.

FOR SALE - Snoop single seater, 430-R, new sails, TT 60 hrs, \$2500. Call Thomas Gaddy at 404-942-0478, Winston GA.

FOR SALE - Quicksilver, weight shift, 100cc Honda. \$500. Call Ron Reese, day 404-957-0138 or night 404-957-6883.

FOR SALE - Snoop single seater, 430-R, new sails, TT 60 hrs, \$2500. Call Thomas Gaddy at 404-947-0478, Winston GA.

FOR SALE - Rotax 277 FA, 2.58:1 mounted down, 60-28 tractor prop. All brand new in original box. Complete package \$1500 or will trade toward new Rotax 447. Andy Isburgh, 404-972-8999.

FOR SALE - Kawasaki 440B engine, complete with gear reduction, prop, carb, muffler, elec. starter, etc., \$1000. Call Mike Carpenter, Sr., 404-997-0702.

FOR SALE - Brakes for Kolb. Cost \$250 new, complete with wheels, hubs, etc. Call Mike Carpenter, Sr. at 404-997-0702.

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

WANTED - Kolb Firestar II, or someone to build the kit for me. Chuck Koukol, 706-896-1032.

TRADE - Will consider trading my A-10 Mitchell Wing for a Flight Star w/flaps, brakes, 502 engine, good panel and sails. Call Norm at 404-267-5126 anytime.

FLIGHT INSTRUCTION

Stuart Fuller, USUA AFI, is available to give flight instruction for those interested. Instruction is in his new Zephyr II with a Rotax 582 which is now completed. Stuart can instruct pilots through to instructor ratings. He has 3000+ hours of flight time and a perfect safety record. Stuart also does introductory flights and is a dealer for Keauthan Aircraft. His phone number is 404-443-5262.

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 is \$30.00 per year and includes subscription to the newsletter. Membership applications with payment should be brought to a membership meeting or mailed to:

Ken Adams, Secretary/Treasurer
Georgia Sport Flyers Association
P. O. Box 1034
Dallas, GA 30132

Ken can also supply membership applications.

The newsletter (only) is available to non-members for \$20.00 per year.

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 OF THE 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 highly encouraged and solicited. No material can be returned unless accompanied by sufficient return postage. To submit articles to the newsletter, send to:

Steve Yothment
612 Steeplechase Drive
Lawrenceville, GA 30244

Articles on floppy disk are preferred, but any form is acceptable. If you have a computer and modem, you can send articles to Steve at PC Plus BBS, 404-944-2470, or via Internet at address SteveYoth@aol.com.

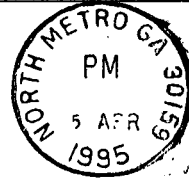
Articles for the May newsletter should be submitted by April 26th.

All other correspondence should be mailed to:

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

or contact any club officer.

Georgia Sport Flyers Association
P. O. Box 1034
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"A rather unique training method, eh?"

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