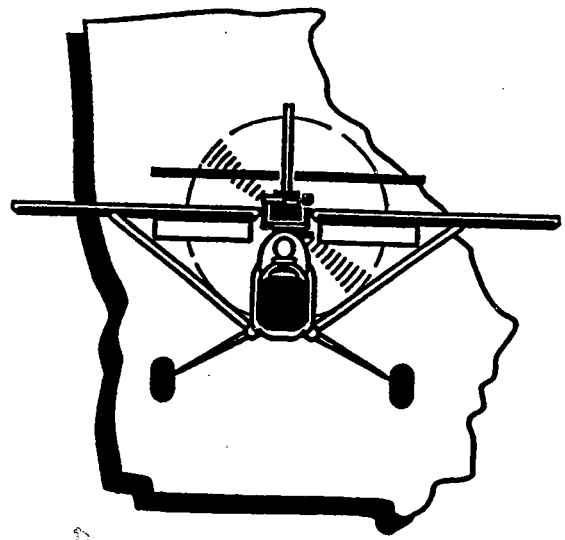


# The Sport Flyer



The official newsletter of  
The Georgia Sport Flyers Association

August 1995

## MEMBERS

(If any information here is wrong, contact Ken Adams.)

Kenneth Adams, Jr.	770-443-8792	Dallas, GA	
Norman H. Bethke	770-267-5126	Monroe, GA	Super Weedhopper
George C. Boerner	807-216-3348	Dawsonville, GA	Phantom
Mike Carpenter, Jr.	770-460-7566	Fayette, GA	Kolb
Mike Carpenter, Sr.	770-997-0702	Riverdale, GA	Kolb
Ben C. Cole	770-476-1070	Suwanee, GA	Talon XP
Roy Daniell	770-436-5674	Smyrna, GA	
Jack Day	706-234-3816	Rome, GA	Tierra
Pierce Day (BFI)	770-591-7284	Woodstock, GA	Mini-Max, Flight Star
Kem Dunnebacke	770-993-4526	Mountain Park, GA	Z-Max
Frank Eck	770-953-2231	Marietta, GA	
Randy Falkenberg	404-604-9806	Atlanta, GA	
Frank Flessel	404-761-8667	East Point, GA	Mini-Max
Stuart Fuller (AFI)	770-443-0911	Dallas, GA	Zephyr II
Bill Ferguson	770-443-2747	Dallas, GA	Ferguson F-II
Elliott Fogle	770-957-4011	McDonough, GA	
Thomas Ray Gaddy	770-947-0478	Winston, GA	Snoop, MX-2
Chuck Goodrum	770-426-7294	Kennesaw, GA	Flt Dgn Trike R447
Steve Green	770-977-5572	Kennesaw, GA	CGS Hawk
Jeffery Hatle	770-251-2080	Sharpsburg, GA	Rans S-12
John Haines	770-516-4976	Woodstock, GA	
Elmer Hanners	706-845-7918	LaGrange, GA	Paraplane
Lee Hockman	404-934-1160	Doraville, GA	
Andy Isburgh	770-972-8999	Snellville, GA	
J. D. Jones	770-969-9399	Fayetteville, GA	Hi-Max 1400Z
Charles Kirtland	706-295-1974	Rome, GA	Spitfire
William (Bill) Knecht	770-886-9108	Cumming, GA	Talon XP
Chuck Koukol	706-896-1032	Young Harris, GA	
Robert Leatherwood	770-445-7216	Dallas, GA	Ferguson F-II
Don Loehle	770-306-1335	Palmetto, GA	Challenger I
Jerry London	770-786-8082	Oxford, GA	Fisher 404
Bennett Liles	770-474-1241	Stockbridge, GA	Challenger II
Jerry Lynch	770-474-8211	Stockbridge, GA	Phantom
Wes Luster	770-414-1449	Tucker, GA	
Cliff McDonald	770-963-2939	Lawrenceville, GA	Quicksilver GT400
Phil McKeon	770-977-8364	Marietta, GA	
Ben Methvin	770-509-6753	Marietta, GA	Mini-Max
Dave Morrison	770-251-6091	Newnan, GA	Mini-Max
Dan Munson	770-426-4594	Marietta, GA	Phantom
Frank Nadolski	770-926-9752	Kennesaw, GA	Siemens Schuckert D1
Ed Noble	404-457-9583	Chamblee, GA	Ferguson F-II
Robert Page	770-461-6611	Jonesboro, GA	N-3 Pup
Scott Parker	770-477-5403	Jonesboro, GA	Weedhopper C
Scott Perkins	770-973-3860	Marietta, GA	Weedhopper
Norman R. Perry	770-253-4305	Newnan, GA	Mini-Max
Loren K.(Pete) Pettis	706-647-6654	Thomaston, GA	Mini-Max
Harold Platt	770-536-2009	Gainsville, GA	
Michael Prosser	770-443-1544	Dallas, GA	Phantom
Larry Ramsey	615-344-5954	Chattanooga, TN	Phantom, Mnt 503 Trike
Howard Ray (BFI)	706-692-3131	Jasper, GA	Phantom, Weedhopper
Robert Reese	770-476-9449	Duluth, GA	
Ron Reese	770-957-6883	McDonough, GA	Challenger II
Bill Rouse	770-917-9228	Acworth, GA	Challenger
David Shaw, Jr.	770-974-0611	Acworth, GA	
Wayne Shelley	770-749-0465	Cedartown, GA	
Dana Simmons	770-579-9091	Marietta, GA	J3 Kitten

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### Members of the 1995 Board:

President: **Chuck Goodrum**  
 Vice President: **Mike Carpenter, Jr.**  
 Secretary/Treasurer: **Ken Adams**  
 Safety Officer:  
 Newsletter Editor: **Steve Yothment**  
 Education Officer:  
 Flight Operations Officer: **Rick Smith**  
 Librarian: **Bill Rouse**

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### Members (continued)

Rick Smith	770-968-0404	Rex, GA	
"Lucky" V. R. Smith	770-562-4338	Temple, GA	Phantom
Ralph Sullivan	770-943-5986	Powder Springs, GA	Kolb Firestar
Dennis Thisius	770-467-9211	Locus Grove, GA	
John E. Wicker	770-992-2609	Roswell, GA	
Virgil C. Williams	770-979-5523	Lawrenceville, GA	Team Airbike
Steve Yothment	770-339-8394	Lawrenceville, GA	Kolb Firestar II

## The President's Corner

Summer has certainly arrived. What a scorcher. Hope that everyone has been keeping cool. Reminds me when ultralighting meant flying in the early mornings or late afternoons to avoid the intense heat of the day as well as the more windy conditions.

The turnout at Bill Ferguson's was ideal. Nineteen planes and several potential members joined the regulars. Thanks, Bill, for hosting the July meeting and for a tour of your Fergy II factory.

I personally learned more about wings. Thanks to Stan and Ralph for setting up the food factory. The dogs, burgers, Bar-B-Q, chips, and drinks were perfect. The possums can do lunch! It was one fine day and I didn't even have my trike. That gave me the opportunity to take my 920 Yamaha Virago out for a spin. Everyone will be glad to know that Bill has offered to host another fly-in meeting at the Fergy factory again next year!

Missed the Lighthouse Restaurant trip hosted by the southern boys. Mike reported that the threat of rain and windy conditions even kept him from flying. He did make it to the restaurant along with about forty people (including family). They had a feast.

Made the USUA Region 3 meet in Murfreesboro on July 15 and carried greetings from our club to the Middle Tennessee Ultralight Group. President Keith Roberts and members put on a great flying event. The Mini Max's and Weedhoppers were out in force. The Mini Max's made a grand fly-by entrance. The competition was held at the best grass strip I have ever seen or landed on in many years. Invited them to AIR RALLY 95.

Larry Ramsey, Dictator of the Chattanooga Sport Flyers and still a member of our club, extended GSFA an open fly-in invitation to their newly leased space at a private strip near Ringgold, North Georgia. He really wants us to show-up on August 26 and

has listed it on our calendar. Check August 26.

In preparations for that visit and potential quests from Tennessee, let's turn out for AIR RALLY 95 at David Wheeler's field near Winder. Volunteers can still find jobs and Ben will certainly accept offers. Come on out! It is a camping, picnicking, story-telling, and ultralighting great weekend. Just a wonderful way to celebrate the ending of summer and the beginning of fall.

Got the newly rebuilt 447 back on my trike. And given that all runs-out well with the fine tuning, I will be at Dave's where I recall last year I had just mounted the newly acquired "used" 447. It has given me some great rides in the meantime. I expect it to do so again at Dave's.

Howard Banks, in his final flight, was discovered in his Kolb the following day in a 65 foot tree. His Kolb was in surprisingly good shape. Received more damage when removed from the 65 foot tree top. He died as a result of a previous heart condition and associated medical difficulties and not from the crash. I contacted his widow and offered GSFA's sympathy. He was buried on a family farm in north Georgia.

Meanwhile, Glen Horne crashed his recently acquired Fisher bi-plane near Cobb-McCullum Airport. He suffered a broken rib and a head laceration while his daughter who was flying with him suffered a sprained ankle and minor bruises. Glen anticipates telling all about the engine out at the next meeting he attends.

Pete Pettis landed long at the Sullivan strip in Fayetteville. He is unhurt, but his Mini-Max suffered severe wing and fuselage damage. With spirit still intact, he is rebuilding.

Lucky has been notified by Carroll County's Board of Commissions that he is the only one allowed to fly from his ultralight park. This comes after his

## The President's Corner (continued)

immediate neighbors signed a petition that the local ultralights were a nuisance. One neighbor even threatened to shoot at the aircraft. But the story is not over. Since the field has been approved by the FAA as an ultralight airpark, he is challenging the decision. Lucky will keep us abreast of developments. Let's stand by him. In the face of all of this, the county Sheriff has added Lucky and GSFA to a list of aircraft available for aerial search and rescue and potential drug surveillance!

While the sun keeps temperatures sweltering, Stewart and Pierce tend to their heavy summer instructing chores, Steve nears completion of his Kolb, Bob and Bill keep negotiating with AMW, Steve and Mike have finally fine tuned and transformed the GCS Hawk, Cliff is

about to test fly his GT 400, Bill remains thrilled with his Challenger, Dana is back boring holes in the sky, and I am sure others are doing equally important ultralighting.

Let's keep the aircraft flying and let's all take them to AIR RALLY 95 on the 12th. Besides having a good time together, we can ask Howard about his Alaskan trip, Mike and Steve about their cross county jaunt to Murphy-Andrews Airport in North Carolina, Steve about his new Kolb, and Glen about the accident. Someone will become the 1995 AIR RALLY Champion. Mike Prosser took it last year. Are we gonna let him have it again? See you at Dave Wheeler's!

Ain't flying great! So glad we started GSFA!

- Triker Chuck.

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## Ultralight Fun

By Mike Prosser

On July 11th, while flying a short cross-country flight with Steve Green for pilotage/navigation training, we made an intermediate stop at Air Acres. To our surprise, an individual drove out to meet us in a golf cart and point blank informed us that this was a restricted airstrip and that "ultralights" were not allowed. Needless to say, this snub was very unkind and unwarranted; we were on our very best behavior.

Therefore, I consider Air Acres to be a hostile airstrip. GSFA members should be aware that this airstrip is NOT friendly. I would suggest that you not go there. Its just not worth the chance of being embarrassed by the Unwelcoming Committee!

On the brighter side, we continued to Mathis. Mr. C. J. Mathis was as warm and friendly as ever. This is a nice place to visit. And guess who we met there? It was our very own Region 4 Representative, Mr. Ben Cole. Ben invited us to see where his very own "Bent Tube Airport" was. We were quickly running out of daylight, but I just had to try to land there.

Whew! It was tight! I made it, but it took me about six attempts. There's a very special approach course required to do it safely, and to do it well. Needless to say, I did it the conventional way, which is the hard way. If you ever try to land there, get a good briefing from Ben before you try it. Ben just makes it look easy!

## Cross-Country Flying

By Mike Prosser

Saturday, July 15th, was a glorious day for a cross-country flight. It started out at the Cartersville Air Acres Museum, where the EAA #268 Chapter put on a fly-in pancake breakfast (yum-yum). Steve Green, flying his CGS Hawk, and I in my Phantom made a cross-country flight to the Andrews-Murphy Airport in Murphy, NC.

While enroute, we were treated to a rare site: an F4U Corsair and a P-51 Mustang in close formation in front of us several miles. Since we were headed NE and they were headed SW, we had a real good look from the time they passed our 12:00 to as they were going away. Hmm, maybe they had the treat after all! How often do they have the opportunity to see a CGS Hawk and a Phantom ultralight cross their 12:00, in close formation! Ha-ha. (Not!)

We made an interim stop at Blairsville, then went direct to Andrews-Murphy. Both of these airports are ultralight friendly.

While at the pancake breakfast (before departure), Ed Noble told us that he'd known the airport manager there for many years, and that we should ask for him - Mr. Richard Parker. Well, Lady Luck was with us that day. Upon entering the FBO to pay for our fuel, we

enquired if Mr. Parker was there. Sure enough, there he was, and a real nice guy, too. He was genuinely pleased to have us GSFA members visit, especially when a mutual friend was involved. Thanks, Ed!

It was about lunch time, so we started talking about getting something to eat. Mr. Parker graciously loaned us the airport courtesy car to go into Murphy for lunch. Steve fueled up the car to say thank you to Mr. Parker and Andrews-Murphy.

We took a slightly different route home, and made an interim stop at Gilmer County (Ellijay). At first, it didn't appear to be very busy, but upon entering their modest FBO, we found it to be teeming with activity. Individuals of both sexes, young adults and mature adults, were busy packing and rigging parachutes, while others were discussing or practicing techniques. It was quite a surprise. Before long, a group of tandem jumpers prepared to go up, so we quickly mounted up and took off for home.

We arrived home without incident. I recommend this trip, especially for the fall of the year, during the change of the season. The terrain should be ablaze with color. But, be careful! There is serious mountainous terrain out there!

## Cedar Creek Park

By Mike Prosser

While flying this past Saturday (July 29th), Steve Green and I flew over to Cave Springs, GA, for some pilotage and compass navigation practice. He nailed it dead on, and after noticing how scenic it was we wanted to land and celebrate Steve's good navigation work with a Coke. However, we dared not land without prior permission. So I found a nearby hay field and we landed - prepared to walk the 1/4 mile back to Cedar Creek Park.

As we exited the aircraft, a pickup truck drove up... Uh oh.... But, to our surprise, it was Mr. Craig Gunter, proprietor of the park, who invited us to fly back and land on his finely groomed (grass) driving range! So, we did, and he bought us a Coke!

We discovered that this is a really nice recreation area: It has a driving range, RV park, camping, 5-mile canoe trips,

canoe rentals, fishing and swimming, tube rentals, bicycle rentals, etc. Mr. Gunter even offered to let us hold a fly-in/meeting if we rented a Pavillion. He said that he would even furnish a BBQ grill at no charge.

Cedar Creek Park is approximately 2 miles north of Cave Springs, GA, on Hwy 411. It is just south of Rome, GA.

The next time I go back, I'm taking my fishing pole and my swim suit. And the best part is that for those of us that are in the northwest quadrant, it's close, too! I have some Cedar Creek Park literature and a price list for anyone who is interested. (Editor's Note: See the Cedar Creek Park info on page 11 of this newsletter.)

And, by the way, there is an Arts & Crafts Festival there on September 23rd and 24th, which should be great fun for the whole family.

12th Annual

# BIG CEDAR

Arts and Crafts Festival '95

in Cave Spring, Georgia

<b>Saturday</b> Sept. 23 10 a.m. - 5 p.m.	<b>Sunday</b> Sept. 24 12 - 5 p.m.	<b>Admission</b> \$4 Adults under 12 free
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Why not be there for an OLD FASHIONED DAY in the country?

## BRING THE KIDS

On the banks of Big Cedar Creek, Cave Spring, Georgia (take Hwy 411 S from Rome, follow signs)

## 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
AUGUST 5 12 9am 19 26	Ben Cole <i>Dwight Ranscy</i>	Dave Wheeler Field <i>wilsonfield</i>	Membership Meeting, GSFA Air Rally 95 <i>GSFA competition Camp &amp; Fly-N</i>
SEPTEMBER 2 9 11am 16 8am 23 30	Lucky Smith <del>Bill Rous</del>	Lucky's UL Airpark <i>Etowah</i> Flight World, S.C. <del>Happy Valley</del> <i>Happy Valley S.C.</i>	<del>Membership Meeting, Bring your Steak Fly-in Annual Invitational</del>
OCTOBER 7 9am 14 21 28	Howard Ray	Jasper Airport	Membership Meeting, Officer Nominations Marble Mtn Festival
NOVEMBER 4 11 18 25	Chuck Goodrum	Cartersville Airport, Host: EAA #68	Membership Meeting, Officer Elections
DECEMBER 2 9 16	President		Membership Meeting, Annual Party



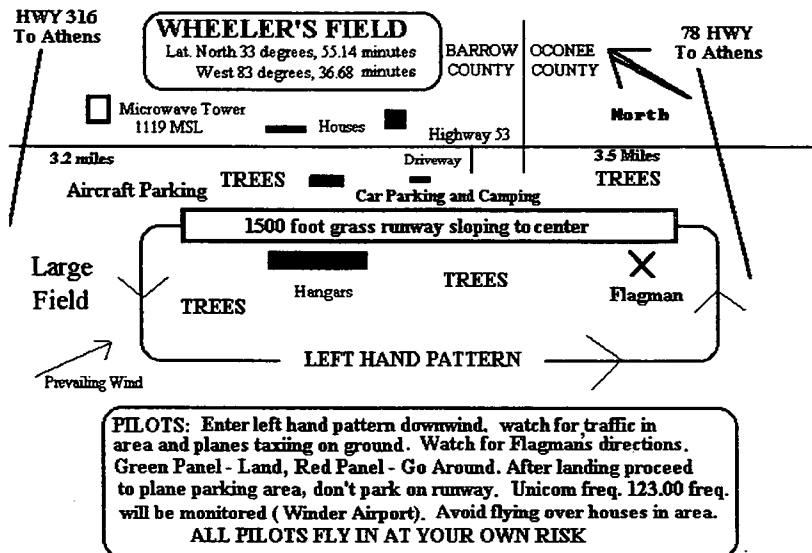
## Air Rally 1995

This annual Georgia Sport Flyers Association Ultralight fly-in and competition will start officially at 11 A.M. on Saturday the 12th, and it's last official event will end by noon on Sunday. The first day's events will include bomb drops, spot landing and a short cross-country event. Camping sites and food will be available. There will be much time for free flying and a swim trip to nearby Paradise Falls on Saturday afternoon. Saturday night will feature a bonfire and cookout.

After a couple of special events on Sunday morning, the new Georgia State Ultralight Champion will be determined, leaving Sunday afternoon open for fun flying. There will be introductory ultralight flights available.

Commemorative T-shirts will be sold, and the first 12 pilots that sign up for the competition will receive a special competition shirt.

For more information, call Ben at 476-1070 or Chuck at 426-7294.



## Building and Flying Tips

By Dennis Souder, Pres., Kolb Aircraft

*This article is composed of excerpts from a newsletter to all Kolb aircraft builders, written and distributed by Kolb Aircraft, dated July 1, 1995.*

It is always surprising (and alarming) to see how quick some builders are to make major modifications to their aircraft, many times with no thought of asking those who designed the aircraft.

At Oshkosh last year, a sad faced flyer of an amphibian aircraft (not a Kolb) was toting around the remnants of a broken propeller. He was telling his tale of woe to whomever would take the time to listen. The prop flew apart and he crashed his aircraft. Of course, the "Ivo prop was to blame".

I was surprised because I had not recognized that the prop he was holding was an Ivo. The 1/2 blade he had left may have started out life as an Ivo, but the prop he was displaying was very definitely not an Ivo prop. Most of the blade had been built up to the point where the chord of the blade was about twice the original chord of an Ivo. There was a steel leading edge attached to the blade. The 2 mounting bolt holes had been drilled out to a larger diameter. AND MY, WAS IT EVER HEAVY! Plus, it was installed on a direct drive Subaru and spun who knows how fast - certainly well over 3000 RPM.

Recently, I received a bulk mailing from the same individual who was telling his story in print to presumably the entire ultralight community. Again, he told his tale of woe of his Ivo prop coming apart and losing his aircraft as a result. I kept reading, wanting to see how he described the modifications to this prop that came apart. He did not mention anywhere the fact that it was an extensively modified propeller!!! I could not believe it! To anyone reading his account - who had not seen the propeller, they would certainly be left with the

impression that a perfectly stock Ivo propeller, operated within the manufacturer's guidelines, had just flown apart.

At Oshkosh, I told the "gentleman" that he may well have a gripe with someone about his prop coming apart, but it certainly was not Ivo.

I can talk about modifications to propellers more objectively than I can about people who modify our own designs; hopefully, you will appreciate the analogy.

If you want to make any changes to a Kolb aircraft, please let us know. Sometimes, we really do agree - many times we point out problems that the builder would never have anticipated.

### BUYER BEWARE

I received a call from a "FireStar" owner who just purchased his used aircraft, and it had a major weight and balance problem. I could not begin to explain why he needed about 50 lb. in the nose of his aircraft to make it balance properly.

Finally, in desperation, I asked him to send some pictures of his aircraft. The answer was apparent almost immediately. The pilot's seat had been moved back about 12 to 14 inches from where we place the seat.

Also, upon closer inspection, it was obvious that it was a homemade cage. Someone had an UltraStar kit and he wanted a FireStar; he had a friend with a FireStar, so he "duplicated" the cage and all the other parts needed. This aircraft then changed hands several times, with each successive owner probably paying the higher resale price that FireStars typically receive. And each owner

## Building and Flying Tips (continued)

probably was very disappointed with the performance and "engineering" in the Kolb design.

### BUILDER BEWARE

One more similar story, but with a tragic ending. A tall builder had a friend help him build (and modify) a FireStar. They moved the seat back about 7 inches to accommodate the owner's long legs.

The project was completed and it was time to test fly the aircraft. They came to the airport and realized they had forgotten the scales for doing the weight and balance. The builder, anxious to test hop the aircraft said he would do some taxi testing and crow hops while the owner went to get the scales.

The builder did a very short flight. He accelerated and lifted off. He started climbing at a very steep angle and at the same time was heard to add full power. The aircraft essentially went straight up, and then straight down, presumably after a stall. The pilot was killed on impact. The very probable cause: an aircraft with a C.G. well aft of the rear limit, rendering it very difficult to control, if not uncontrollable. Had he waited until after the C.G. was determined, the accident would probably not have occurred.

### ANNUAL INSPECTIONS

All aircraft need annual inspections. Experimentals are required by law to have them; ultralights are required by the law of common sense to have them. Experimentals and ultralights need annual inspections more than certified aircraft, because experimentals are just that - experimental! This means that less testing and much less certification have been performed on the designs. So all the more need to keep close tabs on all aspects of the structure.

Also, the more you fly your aircraft, the more you need to inspect your aircraft.

### GAS LINES

Replace the gas lines, gas filter, squeeze bulb and pulse line yearly. This may be more often than really necessary, but these items are not very expensive and it keeps one vital system in good condition.

One owner reported having an engine quit (twice) before he discovered the cause: a crack in the pulse line.

One reasonable tip we came across is to install a bypass line around the squeeze bulb. In case one of the check valves gets stuck, the bypass line allows the fuel to keep flowing. You pinch the bypass line shut with your fingers when you squeeze the bulb. All you need is two fuel line T's and some gas line clamps and a short piece of gas line.

### GAS TANKS

Periodically empty your gas tanks and look into the top and see what might be lying in the bottom of the tank. If necessary, remove the tank(s) and clean as required.

### HELMETS

We heartily recommend the use of helmets when flying. They may be a nuisance and inconvenient to use, but they may one day save your life. In addition, they are great for reducing the noise level, although you should still use earplugs. Quite a few states require that motorcyclists wear helmets; how much more appropriate is it for an ultralight flyer to wear one? I feel undressed when not wearing one.

### SHOULDER STRAPS

We strongly recommend the use of shoulder straps. The upper body restraint is very important in case of a crash or even a hard landing.

### YAW STRING

One of the most helpful and least expensive instruments is a yaw string.

## Building and Flying Tips (continued)

Simply tape a short piece of yarn to the center of your windshield. Then, if you are not flying straight through the air, the string will show it immediately.

### MARKING INSTRUMENTS

Place thin strips of appropriately colored tape on the face of your instruments, marking the critical speeds and numbers.

Most crucial would be a red strip on your airspeed indicator showing the stall speed. Do a stall at at least 1000 AGL, determine the exact stall speed, and mark the instrument. Then, if you want to land at a short strip and you are attempting to have as low an approach speed as possible, your instrument has a marking that tells you the absolute minimum approach speed.

(Editors Note: Fly your approach at a speed significantly above stall speed! Wind gusts can reduce your approach speed to below stall speed faster than you might expect!)

### INSTINCTIVE REACTIONS

Recently, a FireStar was circling at low altitude over the desert. The engine quit and the aircraft stalled and spun in. The pilot was experienced. He should have been able to lower the nose and establish a glide. Possibly, he was disoriented and did not realize how low he was. This happens over water or over large flat areas that have no surface cues for judging altitude.

Very probably, when the engine quit, the pilot was distracted from his flying and allowed the FireStar to stall. Being that close to the ground, there is that one all-powerful and very instinctive reaction: pull back on the stick. It's the wrong thing to do, for sure, but even very experienced pilots do it regularly.

When you hear the engine speed going down, your instinctive reaction should be to push the stick forward. Practice this and try to make this reaction automatic.

### LOW AND SLOW FLYING

People love flying ultralights for many reasons. One of the reasons is that the slow flying and landing speeds allows for flying lower than one would feel comfortable with a faster airplane. Flying at 5000 to 10,000 feet is not really fun flying. Low and slow flying is probably as close to being a bird as you can get. It can be exhilarating to have a tree-top view of the world below, wind-in-your-face, fresh air, etc. etc. But flying low and slow can be dangerous and deadly.

When you are low and slow, your aircraft has little potential energy or kinetic energy; you typically don't have any excess speed to convert into altitude and you have little altitude that you can convert into speed. If your engine quits, you will probably have few if any choices for landing sites.

When you are low and slow, you are particularly vulnerable to being fooled about your airspeed. If you are flying with a bit of a tailwind and are attending more to your track over the ground, you are a prime candidate for a low altitude stall and possible spin. This is particularly true when you are circling someone on the ground (a very common ultralight activity), because you'll be doing some downwind flying with each circuit you make.

When you are low and slow, you are probably engrossed in the view below and not attending to watching your flying of the airplane; and you are very easily distracted by what may be happening on the ground.

When you are low and slow, you are more subject to surface induced wind turbulence.

If you are low and slow and inadvertently stall, you have precious little time to make a correction. If your stall results in a spin, the situation is even more severe.

I suspect that if all the accidents and fatalities resulting from low and slow

## Building and Flying Tips (continued)

flying were eliminated, a significant proportion of the total accidents would be eliminated.

Altitude is your friend. When something goes wrong at altitude, you have so much more time to sort things out.

If you are like many ultralight pilots, no amount of warning will keep you from occasionally going low and slow, but at least be forewarned and hopefully more alert to the real dangers of such flying.

### CEDAR CREEK PARK

offers:

#### CAMPING ... TENT & RV SITES

with access to:

- Rest/bath house with warm showers
- Hook up for water & electricity
- Dump station

EVERY SITE JOINS THE CREEK!



#### PAVILIONS & PICNIC TABLES

Whether you're planning a private party, picnic or family reunion, etc., we have the perfect creekside accommodations with water, electricity and BBQ grill!

#### DRIVING RANGE

Perfecting your drive?

Ask Craig about a money-saving ticket for frequent guests!

Just want to try it?

Use our clubs at no extra cost!



#### CANOE & TUBE RENTAL & SALES

Life-jacket and paddles included.

We supply one-way transportation for you & your equipment.

#### BICYCLE RENTALS:

Men's and lady's bicycles available at hourly, daily or weekly rates;

Great fun & exercise for the whole family!



#### FISHING!... BOAT LAUNCH!

Catch Trout, Bass, Bream, Catfish, Stripes, Drum... in the park or boat on down to the Coosa River.

#### SPACE!

Plenty of open space for parking, volleyball, soft ball, etc. or just running, playing and having fun!!



If none of this suits your fancy.

Suggest something...

WE'LL TRY TO ACCOMMODATE YOU!!

SCENIC!

TRANQUIL!

SECURE!

CONVENIENT!

Like escaping to another world of  
YEAR-ROUND FUN!!!

#### SOMETHING FOR EVERYONE!

(See details on back.)

Park Manager  
Craig Gunter  
Hwy. 411, 2 miles north of  
**CAVE SPRING, GEORGIA**  
P.O. Box 345, Cave Spring, Georgia 30124  
Phone (706) 777-3030 or (706) 232-3239

## 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 - Fisher FP-202 with Rotax 277, electric start, flaps, factory built by Mike Fisher, \$4900. Call Andy Isburgh, 770-972-8999.

FOR SALE - Pteradactyl, 1980 version, very well kept. \$3900. Call Ken Lamarca at beeper 404-722-8787 or work 404-331-6905.

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 770-957-0138 or night 770-957-6883.

FOR SALE - Challenger Kit, 2-seat, clipwing with 503DCDI, reduction drive and prop. Still in factory crates. Call Pierce Day, 770-591-7284.

FOR SALE - Quicksilver, weight shift, 100cc Honda. \$500. Call Ron Reese, day 770-957-0138 or night 770-957-6883.

FOR SALE - Snoop single seater, 430-R, new sails, TT 60 hrs, \$2500. Call Thomas Gaddy at 770-947-0478, Winston GA.

FOR SALE - Rotax 277 FA, with 2.58:1 gearbox. All brand new, \$1,250. Call Andy Isburgh, 770-972-8999.

FOR SALE - Kawasaki 440B engine, complete with gear reduction, prop, carb, muffler, elec. starter, etc., \$1000. Call Mike Carpenter, Sr., 770-997-0702.

FOR SALE - Brakes for Kolb. Cost \$250 new, complete with wheels, hubs, etc. Call Mike Carpenter, Sr. at 770-997-0702.

FOR SALE - Phantom kingpost and wire set, priced right. Also, wheel set for Kolb with axles, brakes, wheels, complete. Call Mike Carpenter, Sr., 770-997-0702.

FOR SALE - 4 blade Ultraprop, less than 3 hours, with spinner and pitch blocks for 12, 13, 14 degrees. Cost was \$300, will sell for \$200, obo. Call Howard Ray, 706-692-3131.

### 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 770-443-0911.

## Classified Ads (continued)

FOR SALE - Sky Sports Altimeter (\$189 new), \$150 OBO, Sky Sports Instrument Pod with custom cut cover for two 3" and two 2" instruments - wired for quick release fittings for engine instruments. \$100 OBO. Both nearly new. Call Randy Falkenberg at 404-604-9806.

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

FOR SALE - Custom cooling shroud for 447 engine. Made of .040 aluminum, all one piece. Copper rivets throughout; reinforced. \$54. Call Norm Bethke, 770-267-5126.

TRADE - Will consider trading my A-10 Mitchell Wing for a Rans S-5 Tri-gear with flaps and brakes or a Flight Star w/flaps, brakes, 502 engine, good panel and sails. Call Norm Bethke, 770-267-5126.

## GSFA Information...

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, 770-944-2470, or via Internet at address SteveYoth@aol.com.

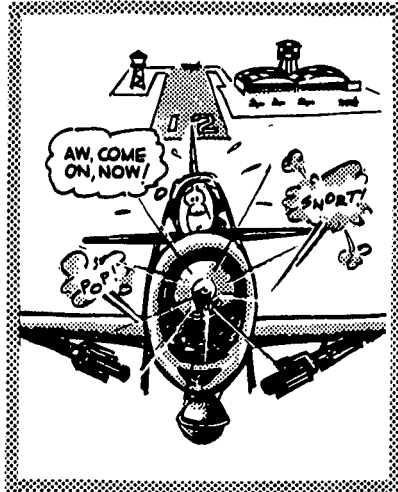
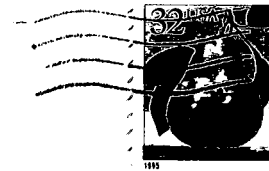
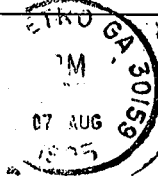
Articles for the September newsletter should be submitted by August 30th.

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**  
**Dallas, Georgia 30132**



**Chuck Goodrum            1/96**  
**2009 Jebb Court**  
**Kennesaw, GA 30144**