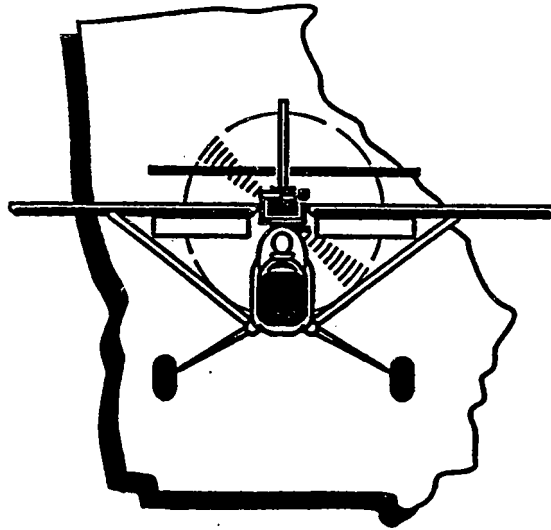


The Sport Flyer



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

December 1995

MEMBERS

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

Kenneth Adams, Jr.	770-443-8792	Dallas, GA	
Herschel W. Barker	770-443-1310	Hiram, GA	Hurricane
Woody Bell	770-476-2303	Duluth, GA	Talon
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
Charlie Carter	706-216-6652	Dawsonville, GA	
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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, Phantom
Kem Dunnebacke	770-993-4526	Mountain Park, GA	Z-Max
Frank Eck	770-953-2231	Marietta, GA	
Randy Falkenberg	770-604-9806	Atlanta, GA	
Frank Flessel	404-761-8667	East Point, GA	Team 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	770-934-1160	Doraville, GA	
Glen Horne	770-518-7231	Marietta, GA	Ferguson F-II
Andy Isburgh	770-483-6646	Conyers, GA	Team Mini-Max
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	
Jim Lanier (A&P)	770-945-2095	Buford, 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	
Larry Maynard	770-667-9638	Alpharetta, GA	Titan Tornado
Cliff McDonald	770-963-2939	Lawrenceville, GA	Quicksilver GT400
Phil McKeon	770-977-8364	Marietta, GA	
Ben Methvin	770-509-6753	Marietta, GA	Team Mini-Max
Dave Morrison	770-251-6091	Newnan, GA	Team Mini-Max
Dan Munson	770-426-4594	Marietta, GA	Phantom
Frank Nadolski	770-926-9752	Kennesaw, GA	Siemens Schuckert D1
Ed Noble (BFI)	770-457-9583	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	Team Mini-Max
Loren K. (Pete) Pettis	706-647-6654	Thomaston, GA	Team 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

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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**

Members (continued)

Robert Reese	770-476-9449	Duluth, GA	
Ron Reese	770-957-6883	McDonough, GA	Challenger II
John Russel	706-802-0321	Rome, GA	Firestar 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
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
Stan Sullivan	770-422-1318	Kennessaw, GA	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

From The President's Hangar

December marks the completion of our second year as a club. With the election of our 1996 officers this month, we step into a third year together as light aircraft flyers and enthusiasts. It represents commitment to the future for the general membership.

Plan to renew your membership during your anniversary month. For a great deal of us, that is January. (Editor's Note: Your renewal month is indicated on the newsletter mailing label.) Let's have even more fun together in 1996.

The blowing wind and rain caused cancellation of the November meeting. So, the scheduled November elections will be held at the December meeting/party. There is a ballot in this issue for those not planning to attend. I hope that number will be few, if any.

To entice more members to attend, aviation door prizes will be given. And to put another twist to our gathering, we will hold a joint party with the Marietta experimental aircraft club chapter 268. Everyone is requested to bring a dish of food and your family

members. Drinks will be provided cooperatively by the clubs.

Check button two (2) on GSFA's phone answering and message system for directions to the party meeting.

Along with closing out the year with a party, we are committed to offer assistance to a charity. This year, I ask that everyone bring a gift for a child - toys or clothing. Do not wrap it. Both club's will donate these gifts to children less fortunate than our own.

You may have noticed this year that we have gained several new aircraft. They are from proud owners who add variety and quality to our club. Both the planes and pilots serve as positive examples for those members not flying. May we as a club continue to share our fondness for the sport. May we all continue to support each other. And, may we continue to assertively establish our presence in the aviation community.

Thanks again for your friendship and for the opportunity you gave me to serve as your President. See you at the party! Bring a new member!

The Ruling On Lucky's Airpark

By Steve Yothment

On November 28th, a judge for Carroll County finally made a ruling regarding the complaint against Lucky's Airpark. The ruling was highly in favor of Lucky! With just a few modifications to the airfield, Lucky's Airpark will be back in business!

The judge ruled that, among other things, Lucky's Airfield must be registered with the Georgia DOT. (This is no problem. The airpark is already registered.) The main runway must also be moved over a bit so that one end of the runway is farther away from the neighbors. Lucky has agreed to do this, which may take about half a day of bulldozer work.

The other restrictions are explained in the newsletter insert on the following pages. Mostly, issues like noise abatement and safety are addressed. For example, take-offs are to be no earlier than 7:30 AM on weekdays, 8:30 AM on Saturdays and 9:00 AM on Sundays. One exception to this is for Saturdays when there is a GSFA meeting! On those days,

the 8:30 AM restriction does not apply.

Another ruling was that pattern flying and flying near the airpark should be at 800 feet AGL minimum, rather than the customary 500 feet. This was apparently for noise abatement.

All in all, this was a great success for Lucky, who has been "laying low" since the complaint was filed. Lucky now has another legal OK to have an airpark.

Lucky says that a very special Thank You goes to Stuart Fuller, who helped Lucky tremendously through all of the legal proceedings. Stuart was instrumental in helping to do paperwork needed for the legal proceedings, providing expert advice and providing moral support. Thanks, Stuart! (And Thanks to Lucky, for hanging in there all these months!)

Although Lucky's Airpark is not ready for ultralighters yet, it will be reopening soon. Certainly by this coming spring, flyers will be legally able to utilize Lucky's facility for more ultralight enjoyment. There is justice after all!

Official GSFA Ballot

(See other side.)

RULES AND OPERATING GUIDELINES FOR LUCKY'S AIRPARK

Operational Procedures

- 1. ALL FLIGHTS INTO OR OUT OF "LUCKY'S AIRPARK" SHALL BE FLOWN IN ACCORDANCE TO ALL APPLICABLE FEDERAL AVIATION REGULATIONS.**
- 2. PATTERN ALTITUDE FOR LUCKY'S AIRPARK IS 800 FEET AGL. AVOID FLYING OVER ANY HOMES OR CONGESTED AREAS WHILE MAINTAINING 500 FEET MINIMUM SEPARATION HORIZONTALLY AND VERTICALLY FROM ANY STRUCTURES, TOWERS, ETC. BASE LEG OF PATTERN WILL BE LOWER THAN 800 FEET, AS WILL FINAL APPROACH, BUT HIGH PATTERN ALTITUDE ALLOWS FOR LONG, QUIET GLIDES ON BASE AND FINAL, AS WELL AS ABILITY TO GLIDE TO THE RUNWAY IN THE EVENT OF A POWER FAILURE.**
- 3. AIRCRAFT LANDING ON THE RUNWAY HAVE THE RIGHT OF WAY OVER AIRCRAFT IN THE PATTERN.**
- 4. AT ALL TIMES, SEE AND AVOID OTHER AIRCRAFT, WHETHER ON THE GROUND OR IN FLIGHT. THIS IS THE RESPONSIBILITY OF EVERY PILOT.**
- 5. BEFORE FLIGHT, CHECK FOR POSTED BULLETINS REGARDING RUNWAY OPERATION, TURN DIRECTION, CB AND/OR UNICOM RADIO OPERATING PROCEDURES OR LIMITATIONS.**
- 6. THE PROPERTY OWNER OF LUCKY'S AIRPARK HAS THE RIGHT TO GROUND ANY ULTRALIGHT FOR ANY CONDITION THAT IS CONSIDERED UNSAFE! WHEN PROPER REPAIRS ARE DONE AND INSPECTED, FLIGHTS MAY BE RESUMED.**
- 7. NO ENGINE RUNUPS ON THE WEST END OF THE RUNWAY! DO ALL RUNUPS AT THE EAST END OF THE TAXI AREA. THEN TAXI WEST TO TAKE OFF TO THE EAST AS WIND DIRECTION DETERMINES.**
- 8. TRY TO TAKE OFF AND LAND TO THE WEST AS MUCH AS WIND DIRECTION PERMITS.**
- 9. A HELMET MUST BE WORN! NO HELMET MEANS NO TAXIING AND NO FLYING!**
- 10. NO TWO-PLACE OPERATION WITHOUT PROPER AIRCRAFT REGISTRATION AND INSTRUCTOR/STUDENT CERTIFICATES.**
- 11. ALWAYS DO A COMPLETE PREFLIGHT INSPECTION ON YOUR AIRCRAFT! SEE THE PREFLIGHT AND ENGINE STARTING RULES.**
- 12. ABSOLUTELY NO ALCOHOL AND NO DRUGS AT ANY TIME DURING OPERATIONS.**
- 13. TOUCH & GO'S ARE NOT PERMITTED.**
- 14. NO TRAINING (CROW HOPPING) AT THE FIELD.**
- 15. ALL ULTRALIGHTS ARE TO BE MAINTAINED TO AIRWORTHY CONDITION. ALL PARTS ARE TO BE AIRCRAFT GRADE. NO HARDWARE STORE BOLTS, ETC. FOLLOW THE MANUFACTURER'S RECOMMENDED MAINTENANCE SCHEDULE.**
- 16. NO ENGINE IS ALLOWED TO BE STARTED OR RUN IN A HANGAR.**
- 17. ALL FUEL IS TO BE STORED IN PROPER FUEL CONTAINERS.**

Operational Procedures (continued)

18. EVERY PILOT, STUDENT OR PASSENGER MUST SIGN A WAIVER AND/OR RELEASE.
19. FLY AT YOUR OWN RISK. YOU ARE RESPONSIBLE FOR YOUR OWN ACTIONS AND YOU WILL BE HELD RESPONSIBLE! FAILURE TO ABIDE BY ALL RULES AND REGULATIONS COULD MEAN YOU ARE TERMINATED FROM USING THE ULTRALIGHT PARK.
20. AS WE ARE LISTED ON THE CARROLL COUNTY SHERIFF'S DEPT. LIST FOR VOLUNTARY AERIAL SEARCH AND RESCUE AND UNARMED CRIMINAL SEARCH, WE ASK ALL PILOTS TO VOLUNTEER AS TIME AND FINANCES PERMIT. SEE LUCKY SMITH FOR DETAILS.

**PREFLIGHT SAFETY RULES
FOR ULTRALIGHT AIRCRAFT**

1. INSPECT ALL SAFETIED WING NUTS.
2. CHECK TENSION ON ALL CABLES.
3. CHECK ALL CABLE ATTACH POINTS.
4. CHECK ALL CONTROL CABLES, PUSH RODS AND THEIR ATTACH POINTS.
5. CHECK THAT ALL WING RIBS ARE FULLY PUSHED INTO WING MATERIAL CHANNELS.
6. CHECK ALL LANDING GEAR ATTACH POINTS, WHEELS AND SHOCK ABSORBING DEVICES.
7. CHECK THE PROP FOR SPLITTING, PEELING, ETC. CHECK THAT PROP BOLTS ARE IN PLACE AND SECURED WITH PROPER NUTS AND SAFETY WIRE.
8. CHECK REDUCTION DRIVE BELT(S) FOR TENSION, WEAR, TEAR, STRETCHING, CURLING AND SMALL HOLES. A SLIPPING DRIVE BELT CAN CAUSE POWER LOSS TO THE PROP RESULTING IN AN EMERGENCY LANDING AT LOW ALTITUDE ON TAKEOFF! ON TAKEOFF, GAIN AS MUCH ALTITUDE AS QUICKLY AS POSSIBLE. BEFORE TAKEOFF, CONSIDER AND IDENTIFY WHERE TO LAND IN CASE OF A POWER FAILURE. TURN TOWARD EMERGENCY LANDING AREAS DURING CLIMB; YOU ARE THEN READY FOR A SAFER EMERGENCY LANDING IF IT IS NECESSARY.
9. CHECK FUEL TANKS AND FILL OR BE AWARE OF FUEL LEVEL. PLAN YOUR FLIGHT ACCORDINGLY. WATCH FOR AND TAKE STEPS TO PREVENT WATER IN THE FUEL AND FUEL LINES BY ADDING DRY GAS TO EVERY 6TH TANK OF FUEL.
10. CHECK ALL CONTROL FLIGHT SURFACES, HINGES, ATTACH POINTS AND SAFETIES.
11. CHECK ALL ENGINE MOTOR MOUNTS, BOLTS, SHOCKS OR VIBRATION ABSORBERS, TUBES, ATTACH POINTS AND SAFETIES.
12. IF ANY OF THE ABOVE NEEDS REPAIR, DO NOT FLY THE AIRCRAFT UNTIL ALL REPAIRS ARE PROPERLY MADE. SAFETY FIRST! REMEMBER THAT ULTRALIGHTS ARE FUN TO FLY, BUT THEY ARE NOT TO BE TREATED AS PLAYTOYS. ULTRALIGHT AIRCRAFT CAN INFLICT SERIOUS DAMAGE TO YOUR BODY AND LIFE!

**KEEP UP THY AIRSPEED AND ALTITUDE
LEST THE EARTH RISE UP AND SMITE THEE!**

ENGINE STARTING SAFETY RULES

- 1. MAKE SURE ALL CHILDREN, ADULTS AND ANIMALS ARE CLEAR OF THE PROPELLER BEFORE YOU START YOUR ENGINE.**
- 2. BEFORE YOU START THE ENGINE, YELL "CLEAR THE PROP!" WITH ENOUGH VOLUME THAT YOU ARE CLEARLY HEARD.**
- 3. LOOK AROUND AGAIN TO BE SURE THAT NO ONE IS APPROACHING THE ULTRALIGHT AIRCRAFT. BE SPECIFICALLY AWARE OF SMALL CHILDREN PLAYING, ETC.**
- 4. START THE ENGINE.**
- 5. NEVER WALK AWAY FROM AN ULTRALIGHT WHILE LEAVING THE ENGINE RUNNING. THE ULTRALIGHT AIRCRAFT MAY START TO CREEP, PICK UP SPEED AND CAUSE INJURY, PROPERTY DAMAGE AND/OR COSTLY AIRCRAFT DAMAGE.**
- 6. NEVER APPROACH THE AREA OF A TURNING PROPELLER. YOU COULD TRIP OR STUMBLE AND FALL INTO THE PROPELLER.**
- 7. IF ANY ENGINE ADJUSTMENTS MUST BE MADE, SHUT THE ENGINE DOWN OR ADJUST WITH THE UTMOST CAUTION. STAY AWAY FROM A TURNING PROPELLER!**
- 8. REMEMBER THAT A TURNING PROPELLER IS DANGEROUS! THINK OF A TURNING PROP AS A THREE POUND HIGH SPEED MEAT CLEAVER THAT CAN KILL AND MAIM. A TURNING PROP CAN CHOP YOU INTO SO MANY PIECES THAT THE DOCTOR WILL NOT BE ABLE TO SEW ALL THE PIECES BACK TOGETHER. A TURNING PROP CAN GIVE YOU AN INSTANT NICKNAME SUCH AS SHORTY, STUMPY, THREE FINGERS OR PEG LEG. ENOUGH SAID!**

ALWAYS THINK "SAFETY FIRST".

SAFE OPERATION AND NUISANCE ABATEMENT PROCEDURES FOR LUCKY'S ULTRALIGHT PARK

Purpose: To insure the safety of all persons and property, and to promote communications and good relations between the airpark, club, pilots, friends and all neighbors of the airpark.

Foreword: Ultralight pilots need to exercise heightened awareness around the ultralight park. They need to self police their actions because their safety, and the safety of others, depends on it. The longevity of ultralight flying privileges may depend on it.

Ultralights operate under Part 103 of the Federal Aviation Regulations. As a pilot, or even a student pilot, you must know all of Part 103. Under Part 103, you are required to know airspace restrictions, VFR flight rules and minimums, legal definitions of an ultralight and much more. Yet, Part 103 does not require flight training, ground school, aircraft registration or airworthiness inspections. It is the intent of FAR Part 103 that the individual ultralight pilot self regulate! In other words, be responsible!

Responsible for what? You are responsible to obtain proper training and to keep your aircraft airworthy. Your safety and the safety of others (both on the ground and in the air) depends on it! We also encourage you to be courteous, use common sense and help to educate other pilots.

There are a number of organizations dedicated to the sport of ultralight aviation. Most notable is the United States Ultralight Association, known as the USUA. The USUA offers two-place ultralight flight instruction, an accident/incident reporting system and much more information pertaining to every facet of the sport. Contact the USUA at P.O. Box 667, Frederick, MD. 21705. Their phone number is 301-695-9100.

Ask your club president or USUA certified flight instructor for the names of other sources of information, such as the Experimental Aircraft Association, or EAA.

The secret to being a successful pilot, a successful club or airpark is pretty much the same as being successful at anything else; be responsible!

Read and learn the Rules and Operating Guidelines established for Lucky's Airpark. Remember: You, as a pilot, are responsible for knowing them and acting accordingly. Remember too that each of us can have a big impact on how our sport is seen by the public.

- A. Be considerate of others participating in or exposed to ultralight aviation.
- B. Pay attention to details. Respect other people's property, privacy, equipment and livestock.
- C. Strive to reduce the impact of your actions on others.

The cumulative effect of these simple rules can improve the safety and the social aspects of our flying and just may help to preserve the unique freedom we enjoy as pilots!

**CONDITIONS OF THE AGREEMENT BETWEEN ALL PARTIES
AS TO THE NUISANCE ABATEMENT
AT LUCKY'S ULTRALIGHT PARK**

1. **RUNWAY WILL BE MOVED BY 100 TO 150 FEET AWAY FROM MR. AND MRS. SHERRIF'S HOUSE.**
2. **TAKEOFFS WILL NOT OCCUR BEFORE 7:30 AM ON WEEKDAYS, 8:30 AM ON SATURDAYS (EXCEPT SATURDAYS ON WHICH A GSFA MEETING OCCURS) AND BEFORE 9:00 AM ON SUNDAYS.**
3. **ANY VIOLATION OF RULES, REGULATIONS, ETC, ARE TO BE REPORTED TO LUCKY OR RACHELL SMITH (770-562-4338). IDENTIFY ULTRALIGHTS BY COLOR.**
4. **ALL RULES AND REGULATIONS ARE TO BE PUBLISHED IN THE GEORGIA SPORT FLYERS ASSOCIATION NEWSLETTER.**
5. **ALL RULES AND REGULATIONS ARE TO BE READ AND SIGNED BY PILOTS AND ULTRALIGHT OWNERS.**

I/WE HAVE READ ALL RULES AND REGULATIONS AND HAVE RECEIVED COPIES OF THE ABOVE. I/WE AGREE TO COMPLY WITH THE RULES FOR NUISANCE ABATEMENT FOR LUCKY'S ULTRALIGHT PARK.

Wheels Or Skids

This article was submitted by Chuck Goodrum. It is from the Lighting News, which is a publication of the Middle Tennessee Ultralight Group in Nashville, Tennessee.

We know that the first ultralights were foot launched and landed the same way. The Wright brothers in 1904 used skids to land and drop-away rollers to launch.

The idea of using skids was probably inspired by French sea Captain Jean Marie LaBris who in the 1850's became excited by watching Albatrosses effortlessly (and mysteriously) sail overhead for hours. He built a scaled-up Albatross with a fifty foot cloth covered wing. The rest of its features were in proportion except the legs. It had none. The man-made bird was designed to alight on the ash ribs of its underbelly.

LaBris hog-tied his albatross atop a horse cart and ordered the driver to run

the horse into a ten knot breeze. The man-made bird struggled to get airborne and lifted the cart with it. LaBris tugged at the slip-knot and the cart dropped down. But the cart driver got entangled in the rope. When the albatross shot skyward to nearly 300 feet, it dragged the kicking and screaming driver with it. LaBris flew the glider toward the ground. The entangled cart driver freed himself and hit the ground running. The albatross and its pilot flew on, covering 600 feet above the ground before sliding to rest on the hard ground which crumpled the left wing.

This was one of the first significant efforts of manned flight.

Aviation Safety Program

By Steve Yothment

Here's a quick note on Aviation Safety Program sessions in the north Georgia area. These sessions are for pilots (usually FAA licensed pilots), but I'm sure the FAA wouldn't mind if ultralight pilots attended. The sessions are interesting, entertaining and informative. They all deal with aviation safety and accident prevention.

One "seminar" will be on Tuesday, December 12th, at the Cobb EMC Auditorium. (1000 EMC Parkway) in Marietta, GA. The seminar starts at 7:00

PM. The subject of the seminar is "How to Survive Fatigue in the 90's" and "Cockpit Resource Management". The seminar is about 2 hours long, and door prizes will be given.

Another seminar will be on Thursday, December 14th, at the Amicalola Electric Company (EMC), 1125 Appilation Hwy (next to the airport), in Jasper, GA. The seminar starts at 7:00. The subject of the seminar is "IR-VR-MOAs and Special Use Airspace". Again, the seminar is about 2 hours long, and door prizes will be given.

First Solo In A Sabre Trike!!

By Gary McIntire, Houston, TX

This article was taken from the Internet's Ultralight-Flight mailing list. Gary has given us permission to print it in the Georgia Sport Flyer.

From: gmcintire@ghgcorp.com
(Gary McIntire)
To: ultralight-flight@inslab.uky.edu
Subject: First Solo in a Sabre Trike

Well folks, I finally did it. After spending 3 months searching for an ultralight, finally buying a Sabre trike, then spending 2 months waiting for my instructor to come back from Indonesia and Brazil, I finally got 7 hours dual and was told to go home and fly my trike.

Thanksgiving morning, I got up at 5:00 AM and trailered my trike to the airport with my friend who I brought along so somebody could call an ambulance if necessary. (Its probably needless to say, but I was a little - no, a lot - nervous.) We set up in the damp, cold Houston morning. I was anxious that we were running late and the wind was going to come up before I got to fly. But at sunrise, there was still a ground fog on the runway that would have made it dangerous to take off in. So I kept telling myself it didn't matter that we were running late. We were preflighting when the fog started burning off.

It came time to go. The fog was gone. The wind was still. My trike was ready. Two pulls on the rope and it started. Let it warm up. Ensure that the fuel valve is on. Get in. Fasten that seat belt! Arm the chute. Slowly, taxi downwind. All sorts of thoughts. Takeoff should be easy. Just floor the throttle, get a little speed, then slowly push out. But what if my foot slips off the steering and I roll the plane? Use light touch on the steering. Check for traffic. Nothing. Nobody else is stupid enough to get up this early. What if the wing is trimmed

wrong? How will I know? How will I have to hold it? Where is the best place to land if I lose the engine? Straight ahead if not too high. In the Radio Control field.

I line up down the runway, making sure I use every last foot of this short (ha, ha) 1500 foot runway. Its time. With heart racing, I floor the throttle. It steers itself straight down the runway. Hall wind meter says almost 20 mph. I push out. The trike jumps into the air in that now familiar fashion that trikes do. This feels good. I am struggling to hold heading, though. What speed? I'm not going to stall, am I? 35 mph. Should be safe.

What about EGT? 1200 degrees. Borderline. Remember to keep in mind where to land without power. I climb out, feeling safer with each foot of altitude. I reach 500 ft and level off. Everything starts to feel good, real good! My nervousness seems to go away. What a view! The cold air in my face feels good. Looking at the ground between my legs even feels good. This is what its all about. This is what I've waited for so long. "Life is lookin' good." This is the life!!!

What about landing? I told Kevin I would take off, do a couple of approaches, land once, then go fly around for 20 minutes or so and come back and land. But what if I land and crash? There won't be any more flying for months. I decide that since this could be my only flight this season, I'm not going to risk crash landing until I've at least had a little fun. I take off straight ahead, enjoying the view, feeling the

controls. Trying to note the differences between this and flying double in Phoenix. The rising sun is warming. Hard to look into though, so I change heading a bit. I fly for what must have been about 10 minutes and decide to look back at the airport. I don't see the airport. Visibility is great, the landscape is flat, but I can't find the airport! How could I do this??? Where is the town of Alvin? Where is anything that I recognize? I'm starting to feel really stupid.

Kevin had asked if I was taking my GPS. I told him that I wasn't going far enough away to need it. Yeah... The trike starts jumping around. How can that be? It was dead calm when I took off. I headed out into the sun, so the airport must be behind me. I decide to turn around and head away from the sun. More rough air. Quite rough. Glad it's calm on the ground. I'm not good enough to make windy landings yet. Where is that airport? It sure is beautiful up here. Just keep heading this direction and the airport will turn up. What does it look like? I've never seen it from the air. Triangular field. Hangers on one side. Yikes, bumpy, bumpy! Is that it? No. Where is the town? I can't be that far away.

This is what happens to novice pilots. I feel so stupid. But why should I, I am a novice pilot. I had a private license 20 years ago, but after 20 years, you don't remember much. Except that you need to pay attention to landmarks so you don't get lost. Unfortunately, I am already lost. I fly for what seems to be forever until I see the airport.

Now my light panic goes away, but I still feel stupid. Don't tell anybody. They'll never know. Bumpity, bump, bump.

They said, "Use a left hand pattern." Looks good to me. I'll intersect downwind over there. Bump! How can it be so windy? I have trouble holding

heading but manage to come around to downwind. When should I turn to base? Am I too high or too low? Don't know; I must be about right. What reasoning!

Turn to base. Can't hold heading worth a darn. Turn to final. Try to track down the runway. I have to crab. How can this be? There shouldn't be any wind. Can't find the windsock. Come in just over the fence like you were taught. Need some throttle. No I don't. Here it comes. Too high??? Too low??? There it is. Get ready to flare. Why can't I stay straight? The trike is rocking back and forth. Here comes the ground. Flare, now. Don't pull back, dummy; It's a trike. Flaring and rocking. Too much rocking. I'm not tracking down the runway. Go 'round! Go 'round! Full throttle, climbing out!

The windsock is showing a 90 degree gusty crosswind. How could it have changed so much in so little time?

I try again three more times. Each time, I am either rocking too much or not tracking down the runway. This is really getting frustrating. The most I ever went around with my instructor was twice. How did it get so windy? Am I just too nervous? I'm going to put it down this time, no matter what. No, don't take that attitude. Play it safe. Why do I worry about coming down just over the fence? I could do 4 touch-and-go's on this runway. Come in high so I don't have to worry about it.

I come in high. Fence cleared. Keep tracking. Keep airspeed up. Don't over-control. Flare. Gently, little more, easy, little more, close, tracking straight, not rocking, looks good, little more. Touchdown! I did it!!! Life is GREAT!!! I still have a hundred miles of runway left.

I taxi in. Kevin has found a friend. They are clapping. I made it. I have joined the ranks of ultralighters. I have slipped the surly bonds of earth and danced on laughter silvered wings... What a feeling!!! Life is GREAT!!!

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 - Quicksilver MX, Cuyuna 430, Less than 40 hours, new sails, new prop, Flies great. \$2500. Call Bob Leatherwood, 770-445-7216.

FOR SALE - 1991 Kolb Firestar, 447, 31.4 TTA&E, AS, Alt, tach, EGT, CHT, Hobbs, Fuel qty, brakes. \$7500. Call Denny Thisius, 770-467-9211.

FOR SALE - Ultra Pup 2-place with 1815 VW engine, 2 wing tanks, big tires, no wood, \$12,500 cash. Call Jason Jarrard, 706-790-5641.

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 - 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 - 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.

FOR SALE - Icom A21 Comm/Nav with wall charger, headset adapter, \$425. Magellen moving map 7000 GPS, Jepp database, all accessories, \$725. Call Denny Thisius, 770-467-9211.

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.

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 engine. 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.

The GSFA Voice Mail System

All GSFA members have access to the voice mail system to get updates on upcoming events as well as for leaving messages to other members. Just dial 663-7108 and chose the number to access the information you want.

If you would like to leave a message to other members about when and where you will be flying, choose number 2, wait for the beep and leave your message. If you want to check and see if anybody has left a message as to when and where

they will be flying, after pressing 2, press *, then enter the security code (4273) and press 1 to hear messages. Don't forget to press 1 after you listen to each message to save it so that others can retrieve the message also. The security code matches the letters GASF (Ga. Sport Flyers) so it should be easy to remember. Please do not change it.

If you encounter any problem with the voice mail system, contact Bill Rouse at 917-9228.

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.

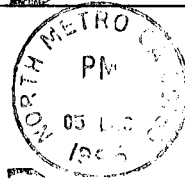
Articles for the January newsletter should be submitted by December 28th.

All other correspondence should be mailed to:

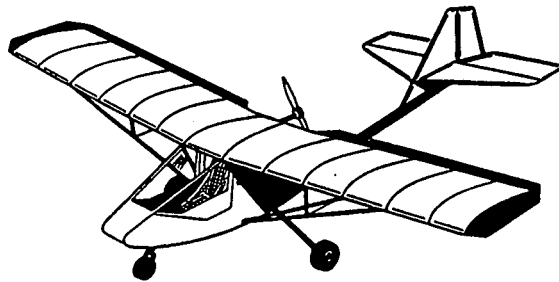
Georgia Sport Flyers Association
P. O. Box 1034
Dallas, GA 30132

or contact any club officer.

Georgia Sport Flyers Association
P. O. Box 1034
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The Sport Flyer



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