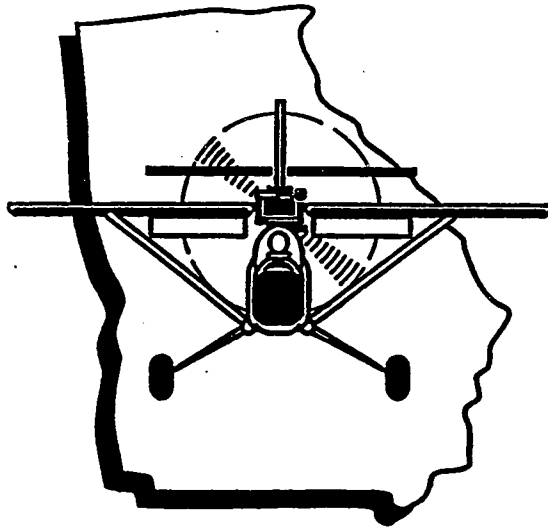


# **THE SPORT FLYER**



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

**February 1995**

## MEMBERS

Note: If you have not paid the 1995 dues, they are due now! Unpaid members should fill out the application in this newsletter and send it in, or bring it to the next meeting. See page 17 for membership details.

Joseph W. Ackerman	404-889-4349		Don Loehle *	404-306-1335	Challenger I
Kenneth Adams, Jr. *	404-443-8792		Jerry London	404-786-8082	Fisher 404
Howard G. Banks	404-428-9825	Firestar II	Mike London	404-516-7489	
Hershel W. Barker	404-443-1310	Hurricane	Wes Luster *	404-414-1449	
John (Jack) Beebe	404-926-6699	Quicksilver MXII 503	Jerry Lynch	404-474-8211	Phantom
Bo Benedict	404-967-6942	Quicksilver Sport II	Cliff McDonald *	404-963-2939	Quicksilver GT400
Norman H. Bethke *	404-267-5126	Super Weedhopper	Phil McKeon *	404-977-8364	
George C. Boerner	807-216-3348	Phantom	Ken Miller	912-988-8245	Mini-Max
Doug Boyle	404-371-9179	Pteradactyl	Dave Morrison *	404-251-6091	Mini-Max
Mike Carpenter, Jr. *	404-460-7566	Kolb	Barney Mullins	404-787-2577	
Mike Carpenter, Sr. *	404-997-0702	Kolb	Dan Munson *	404-426-4594	Phantom
Ben C. Cole	404-476-1070	Talon SP	James W. Murphree	404-253-1070	Kit Fox
Rentfro Greag Creager	404-487-7955	Mini-Max	Fred Murphy	404-445-3784	Rans S-12
Pierce Day *	404-591-7284	Mini-Max	Frank Nadolski *	404-926-9752	Siemens Schuckert D1
Jack W. Day	706-234-3816	Tierra	Ed Noble	404-457-9583	Fergie II
Ken Dunnbacke *	404-993-4526	Z-Max	Robert Page *	404-461-6611	N-3 Pup
Frank Eck	404-953-2231		Scott Parker	404-477-5403	Weedhopper C
Greg Elliott	404-928-1004	Firestar	Scott Perkins	404-973-6789	Weedhopper
Randy Falkenberg	404-604-9806		Norman R. Perry	404-253-4305	Mini-Max
Bill Ferguson	404-443-2747	Fergie II	Loren K.(Pete) Pettis	706-647-6654	Mini-Max
Frank Flessel	404-761-8667	Mini-Max	Harrold Platt	404-536-2009	Phantom
Elliot Fogle	404-957-4011	Phantom	David L. Posey	404-442-0988	V-Max
Stuart H. Fuller *	404-941-4644	Zephyr II	Michael Prosser *	404-443-1544	Phantom
Thomas Ray Gaddy	404-939-4732	Snoop	Larry Ramsey *	615-344-5954	Phantom
Chuck Goodrum *	404-426-7294	Flt Dgn Trike R447	Howard Ray	706-692-3131	Phantom, Weedhopper
Steve Green	404-977-5572	CGS Hawk	Ron Reese *	404-957-6883	Challenger II
Kenneth Grubbs	404-267-5852	Quicksilver MX	Bob Richardson	404-287-9306	Paracender
Brian K. Gurley	404-874-2060		Bill Rouse *	404-917-9228	Challenger
John Haines	404-516-4976	Kolb Firstar-floats	David Shaw, Jr.	404-974-0611	
Elmer Hanners	706-845-7918	Paraplane	Dana Simmons	404-509-5028	J3 Kitten 579-9091
Charles Clayton Harbin	404-961-4638	Zeyphr II	Rick Smith *	404-968-0404	Phantom
Randall Harden	706-226-1807	Fisher FP101	"Lucky" V. R. Smith	404-562-4338	Phantom
Jeffery Hatle	404-251-2080	Rans S-12	Stan Sullivan	404-422-1318	Kolb Firestar
Glen Horne	404-578-7231	CGS Hawk	Ralph Sullivan	404-943-5986	Kolb Firestar
Paul Huth	404-350-9555	Pteradactyl	Dennis Thisius *	404-467-9211	
Andy Isburgh *	404-972-8999		George Townsend	404-482-8118	
David Johnson	404-787-0933	Kolb II Ultrastar	Spencer C. Warthen	404-339-6118	Mini-Max
J. D. Jones	404-969-9399	Hi-Max 1400Z	Phil White	706-652-3115	Condor
Charles Kirtland	706-295-1974	Spitfire	Kenneth F. White	404-463-2214	
William (Bill) Knecht *			John E. Wicker	404-992-2609	
Chuck Koukol	706-896-1032		David C. Williams	404-987-4620	Weedhopper
Robert Leatherwood	404-445-7216	Ferguson II	Virgil C. Williams *	404-979-5523	Team Airbike
Guy Leese	404-489-1317	Challenger I	Steve Yothment *	404-339-8394	Firestar II
Bennett Liles	404-474-1241	Challenger II	Mark Zupo	404-926-7077	

\* indicates paid member for 1995.

New members this month: Don Loehle  
Virgil C. Williams

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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

Winter has arrived and I was happy to meet again with my ultralight friends over lunch and to continue our ground roll down the runway this season. I highlighted the Board's objectives at the meeting and here they are for clarification.

(1) The membership fee is a non-prorated sum to be renewed on a member's anniversary date. That is, if you join in April 1995 you renew your membership in April 1996. In this way the club operates continuously, not re-inventing itself in January.

(2) Introductions of newly appointed officers were made. Their names and duties are on the Board of Officers roster printed in the front of the newsletter. They are a great bunch of ultralighters and you will hear a lot from them this year.

(3) New features planned for the newsletter were announced. They include building, flight, and member biographies. Their contributing editors were identified along with Steve Yothment our new Newsletter Editor who will have even more to announce at our next meeting. I invite you to contact Steve with your contributions to make GSFA's official publication even better.

(4) Proposed revisions to the By-law were discussed and to be listed in the February newsletter. A motion for approval is scheduled for the February meeting. These revisions essentially streamline procedures to facilitate the real business - flying. See them listed elsewhere in this issue.

(5) A master calendar was introduced (as in the newsletter) to keep everyone up-to-

date on the scheduled activities and to encourage greater participation.

(6) The Circle Atlanta Navigational Rally was added to the Great Atlanta Raceway Fly-in and the Annual GSFA Air Rally. And,

(7) A library was established to maintain the collection of magazines, books, videos, and other resources that can be checked out. They will be available at each meeting.

The new membership fee is \$30.00 for all members. You will find an application form enclosed in this issue. If you did not make the January meeting, here is your chance to renew your membership. I invite you to do so and to come join the fun.

There will be some new machines among us this year. Several aircraft are nearing final construction or just flew for the first time last month. It is great to see the club growing in this fashion. It is quite an accomplishment to construct an aircraft and fly it. I know they are proud of themselves and their birds! Tell them as they roll them out!

Atlanta is also the home of another ultralight organization - EAA chapter 68, the Atlanta Phoenix Pheatherweight Phlyers. Pierce Day introduced the new club which held its first formal meeting at the conclusion of GSFA's meeting. No matter the number of clubs in the Atlanta area, I look forward to enjoying the recreational and sport flying opportunities that lie ahead for all of us this season. During the past year, and in these two months, we have laid the foundation to make it happen.

### Flying to Sun-N-Fun

Anyone interested in flying to Sun-N-Fun should contact Rick Smith, Mike Carpenter or Chuck Goodrum. Also, we are looking for anyone interested in being a drive-down ground crew for the flyers. Contact us if interested.

## The January Meeting

by Ken Adams, Jr., Secretary/Treasurer

Our January meeting was on a cold, rainy and dreary day. The membership of GSFA started gathering at the Market Street Buffet and Bakery around 11:00 AM for the first meeting of 1995. Excitement filled the restaurant meeting room. Members were discussing many things; the building of their projects, plans for aircraft were being poured over, talk of recent purchases made and some were talking about their winter flying adventures. Oh yes, we also were doing some pretty good eating.

Ben Cole opened our meeting at 12:20 PM with a presentation of a gavel to Chuck Goodrum. Ben made the gavel out of a piston from Cliff McDonald's seized up (twice) Rotax 503 engine. This gavel is to be used to open each meeting of the GSFA. Ben went on to introduce Chuck Goodrum, the new President for 1995.

Chuck began with an introduction of each person present. After the introductions, Chuck thanked the members of the 1994 Board of Officers for their active participation and leadership. Chuck reflected on our past year and recognized Pierce Day as one of the catalysts in forming this association in 1994.

Chuck went on to introduce the 1995 Board of Officers:

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

Chuck thanked these members for their willingness to serve during 1995. Chuck then asked the members, "What can we do for you?" A general discussion of the needs of the club ensued. Chuck asked all members to fill out a new membership application since we have three different applications on file from last year. We also added the Code of Conduct and Liability Statement to the application and not all members have signed these agreements.

Chuck requested help with the newsletter. He informed us of new columns that will appear. Howard Ray will be contributing to an "Instructors and Instructing" column. Pierce Day will be contributing to a "Builders" column. A "Biography -- Member Spotlight" column will be added; We need someone to head this up. Chuck also reminded the membership that anyone can contribute to the newsletter.

Chuck reminded the membership that 1995 dues are now due. Membership will be \$30.00 for 1995. There will only be two types of memberships this year: Regular and Honorary. Renewal of memberships for next year will be on the member's anniversary date. For all members present at the meeting, their membership will come due in January of 1995.

Chuck continued with the proposed changes to the by-laws. He announced that, due to many problems that the 1994 Board had, the newly installed 1995 Board has suggested the following changes:

1. Board to consist of three elected officers, President, Vice-President, Secretary/Treasurer and appointed officers.
2. Members present at an announced meeting shall constitute a quorum.
3. Remove the requirement of 2/3 vote of all members to 2/3 vote of members present at an announced meeting.
4. Remove the quadrant idea and replace with defined activities.
5. Insert Code of Conduct and Liability Statement to compliment the by-laws and make it part of the application.

After a review of the above, Chuck asked for any objections to a vote on the proposed changes. Dave Shaw pointed out that the proposed changes have not been published and sent to the members. Wes Luster requested that the by-laws be more restrictive. Ron Reese pointed out that the members present made up the entire membership, so "Why not take a vote?". After a lengthy discussion, Chuck

### The January Meeting (continued)

announced that the proposed changes will be printed in the newsletter and will be voted on during the February meeting.

Chuck brought to the membership the idea of having Ken Dunnebacke provide concessions at our meetings and air rally. This was a widely accepted plan. On the matter of affiliation with U.S.U.A. or E.A.A. Chuck said that the Board was still in discussion on this, but we will probably stay affiliated with the U.S.U.A.

On forming smaller groups, Chuck reported that the Board approves and encourages the formation of squadrons within the club, but that it will not be a formal part of the by-laws.

Chuck brought up the need for a meeting place for February and March. March is scheduled to be a swap-meet meeting. Discussion then went on about the club having its own field.

Chuck introduced Cliff McDonnell. Cliff went over the current schedule of events as far as the educational aspect of the club goes and asked members to contact him regarding any information that they would like to discuss.

Chuck then introduced Rick Smith. Rick explained the flying events. We would like to have a monthly flight and fly-to meetings. Rick asked the membership to contact him to set up an agenda. Pierce Day asked if we were planning a send-off for those leaving for Sun & Fun (both driving and flying). Rick said that such an event was planned. Ben Cole asked about the "Circle Atlanta 95" event. Chuck explained the event. Ben suggested that the club sponsor an event quarterly.

Chuck asked Ron Reese to discuss winterizing your ultralight and safety wiring. A general discussion of safety followed.

Chuck then asked Mike Carpenter, Jr. to stand and discuss the Newsletter and membership. Mike reported that the membership is \$30.00 and reminded members to renew at this time. He also pointed out the cost of running a club and

that the Newsletter would not be sent after February to those members who have not renewed.

Chuck introduced Bill Rouse. Bill explained that he will be making a master list of material that is now in the club library and will have it available at the next meeting. Bill asked for donations to the library. Bill will also head up the sale of t-shirts and hats. He informed the members that orders will be taken before any t-shirts and hats will be printed. Contact Bill for any information concerning these.

Chuck mentioned that Larry Ramsey has a Phantom for sale. Also, Lucky Smith has been approved by the F.A.A. as an official Ultralight Airport.

Chuck asked Pierce to discuss the Experimenter magazine. Pierce showed examples of the magazine and went on to discuss E. A. A. membership and the new E. A. A. Ultralight Chapter now located at the Cartersville Airport. He also discussed the pros of E.A.A. membership for our club. Chuck then explained that the E.A.A. would require that each member of our club become a member of the national organization. Chuck suggested that each member of GSFA join any organization that they choose at the national level. The Board is still talking about this matter.

Chuck then turned to Ken Adams for a membership and treasury report. Ken stated that the membership had grown to 86 members in 1994. The balance on hand as of 12-31-94 was \$783.47. We had an income of \$3994.02 and a total expenditure of \$3210.55. He asked for any memberships still out to be turned in and passed out additional membership applications.

Chuck then asked for any new business to discuss. Several members moved to close the meeting and several 2nd's were heard. Chuck adjourned the meeting at approximately 2:30 PM. Several members then went with Ben Cole to see the progress that he and Bill Knecht have had with their Talons.

## Notice of Proposed Rulemaking

From The Board

Our national ultralight sport is undergoing changes. This year we will hear about those changes from the FAA and our citizen working groups (USUA, EAA, AOPA, TEAM, USHGA, LAMA, among them).

GSFA is also undergoing changes. We have out-grown our fondest ambitions and done it very quickly. Our governing guidelines have not kept pace. Without throwing them out of the aircraft and flying away, we can adapt to the circumstances.

Listed below are the Board's recommended changes to the bylaws. Without them, we really do not exist as an association, at least on paper. Please examine them and be prepared to vote at the February meeting.

1. Membership shall be of two types: regular and honorary with regulars paying one fee to be renewed during the anniversary month of the individual's membership.
2. The Board of Officers shall be composed of two types of officers: executive and

appointed. The three elected executive officers are president, vice-president, and secretary-treasurer. The appointed officers are newsletter editor, safety officer, education officers, flight operations officer, and librarian.

3. Officer nominations shall occur in October and the elections in November. Candidates shall be announced in the newsletter issue for the month when the elections are held. New officers shall take office in January.
4. The members present at a membership meeting shall constitute a quorum.
5. A 2/3 vote of the members present at a membership meeting shall be required to change the bylaws.
6. The four quadrant concept is replaced with five activities: business, flight operations, education, safety and charitable.
7. A liability statement is added to compliment the code of conduct both of which become part of the application process.

## Our February Meeting

The February meeting of the Georgia Sport Flyers Association will be on Saturday, February 11th at the Cobb EMC Community Room at 12:30 PM.

This month's meeting will have the following:

- A brief business meeting.
- "Fly-In Plans Discussion", hosted by our Flight Operations Officer, Rick Smith.
- Educational segment: "GPS Navigation", hosted by Cliff McDonald, our Education Officer.
- "A Few Words About Safety", by our Safety Officer, Dan Munson.
- A Video Presentation.

The Video Presentation is expected to be a big hit. The EMC Community Room has a very large projection TV (the screen is about 20 feet wide) with a VCR. All

members are encouraged to bring video tapes of their flying adventures, which will be shown after the meeting. This is a chance for members to share their flying adventures with each other.

There will be no food served at the meeting, but you are invited to bring a lunch with you. Drinks are also allowed, but no alcohol, please.

To get there, take I-75 north to exit 114B. Follow the signs at US 41 north and turn right (north). Take the first left (at the traffic light) onto EMC Pkwy and then turn right at the second entrance (Gate 2). Stop at the barrier arm and inform the guard that you're with the GSFA and he will direct you to the Community Room.

Come and enjoy the fun! You do not need to be a member to attend the meeting. New people are welcome.

## The Builder's Corner

by Pierce Day

Chuck asked me to do the lead-off article for this monthly column. I hope that others, after reading this, will say "I can write something like that!" and pick up their pens and do it. All inputs will be appreciated.

My first advice to prospective builders is DON'T DO IT. If you ignore that advice, then this column may help in some small way.

Most kit manufacturers seem to assume that the builder is already knowledgeable of "Good Standard Practices". I learned the following during the assembly of my Flightstar:

All holes drilled in tubing, plates and gussets should be de-burred until they are free of imperfections on both sides of the hole. This is to prevent vibration and strain from enlarging any cracks or imperfections that may have been caused by the drilling process. The de-burring tool looks like a cross between an X-acto knife and a

dentist's pick. It is available from Alexander Aeroplane Co. for \$12.95.

AN bolts should never be tightened so that the nut bottoms out against the thread run-out. To do so weakens the bolt at that point and it will break at a lower-than-rated load. Use washers as necessary to prevent this if you don't have a shorter bolt. While discussing bolts, it is good practice to have two to three threads showing out the nut end.

Struts, or any other structural member that could be put under compression should never be tightened to the point that they cannot flex at the attach point. Tightening until the member is rigid prevents uniform flexing from end to end when under compression, thereby concentrating the stress near each end. This could result in failure of the member at lower-than-rated loads.

Send your column inputs to Steve or me. Share the knowledge...

## The PC Plus BBS

by Steve Yothment

For those of you who like to use a computer and modem to call computer bulletin board systems, there is a BBS now for GSFA members. The PC Plus BBS at phone number 404-944-2470 now has a GSFA Conference. This means that callers can call the BBS and get messages for and about GSFA activities and can download and upload many files and programs.

The System Operator, Tim Manns, has been very helpful in setting up the BBS for support of the GSFA. If you would like to become a member of the BBS, the annual membership is only \$5. Membership gives

you full priveledges on the BBS, which includes downloading from a very large assortment of files and programs. However, even if you aren't a member of the BBS, you can enter the GSFA Conference and send and receive messages, and can upload and download files specifically related to the GSFA.

You are invited to call the PC Plus BBS and check it out. Go ahead and leave a message for me (Steve Yothment) or the Sysop. Tim has graciously provided this service for our enjoyment.

### 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 your's today!



## Pilot Profile

**This Month: Rick Smith**

by Rick Smith

I got into aviation about 20 years ago when I started working at a small airport on the south side of Atlanta (South Expressway). I was 19 and making minimum wage, but also earned one free flying hour a week. The flying time could build up on the books and be used any time. I built up about 30 hours on the books and started training in a Cessna 150 and soloed after about 15 hours. I continued with my training and got my private pilot license after 50 or 60 hours. I continued to fly until I couldn't afford it anymore. (Wife, house, kids, you know.) I quit flying after 125 hours were logged and didn't fly any more until Mike Carpenter introduced me to ultralights. I still had it in my blood and when he flew me around in his Kolb and let me fly most of the time, I got the bug again real bad. I did whatever I had to do to come up with the money (sold a motorcycle and other things) to buy the Phantom that I now fly. I bought my Phantom from Mike's dad and he bought a single seat Kolb from (I think) Fred Murphy. Mike's dad, Mike Sr., has land in Fayette County and that's where we all keep our planes. We have a cow pasture for a runway with

maybe a thousand feet of usable runway, but it's a neat little place to fly in and out of. I have around 75 hours in the Phantom now and am loving every second of it.

My first flight was at Tara Field in Henry County. Mike Sr. flew the Phantom over and I drove. Mike Jr. flew his Kolb over and sat on the ground with the CB radio to talk me through the whole thing. I taxied for a while and then crow-hopped the plane up and down the runway about 10 times before I finally got the nerve to give it full throttle. I made up my mind and gave it full throttle and took off. Mike Jr. was talking to me and instructing me the whole time which was a tremendous help. I flew around the pattern for about 20 minutes getting the feel of the plane and Mike told me to come around and set up for a landing. I did, and when I got 20 feet over the runway, he told me to give it full power and see if I could keep it straight over the runway, and I did. Mike then told me to come back around and land, so I did and they said I did real good. I don't remember because I was on such a natural high just from doing all this. I flew around for a while and did several landings and the rest is history.

## Flight Operations

Hi, I'm Rick Smith, the new Flight Operations Officer for the club. I'll be responsible for finding places for us to meet and have fly-ins, although most of my job is done for the year thanks to people like Lucky Smith, Ben Cole, Ron Reese, Howard Ray, Bill Ferguson and Jeff Hatle for already coming forward and hosting events at their home field or arranging an event elsewhere. We want to have more than a once-a-month gathering this year, so

you will slowly see your newsletter calendar fill up with fly-ins, camp-outs, cook-outs and other fun stuff. If you can come to all of them, that's great, but if you can't, that's OK too. We just want to make more opportunities available, especially when we get our heart set on one and it gets rained out. If you have any ideas about places to meet, camp, have a cookout or whatever, please contact me at 404-968-0404 or write me a note about it.

## 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
<b>JANUARY</b> 7 10am 14 11am 21 28	GSFA President GSFA President	Fulton Cty Airport Market St. Buffet	Board Meeting Membership Meeting
<b>FEBRUARY</b> 4 10am 11 1230 18 25	GSFA President Bill Rouse	Fulton Cty Airport Cobb Elec Cooperative	Board Meeting Membership Meeting
<b>MARCH</b> 4 11 12pm 18 25	Mike Carpenter Jr	S.Expressway Airport	Membership Meeting and Annual Swap Meet
<b>APRIL</b> 1 8 10am 9-14 15 22 12pm 29	Rick Smith <i>None</i> Jerry Lynch	<i>Surp at 90N</i> S.Expressway Airport Lakeland, FL Bellah Field	<i>Remeston</i> SUN-N-FUN Fly-out EAA's SUN N FUN Membership Meeting
<b>MAY</b> 6 13 11am 20 27	Dennis Starling Ron Reese Pierce Day	Jones Light Airfield (Smiths, AL) Cole Field Cartersville Airport	Open Invitational Membership Meeting, <u>GSFA Circle Atlanta '95</u> EAA UL Phoenix Pheatherweight Flyers Barbeque
<b>JUNE</b> 3 10 17 24	Jeff Hatle Lucky Smith	Henry Co. Airport + Lucky's UL Airpark	Membership Meeting, Atlanta Raceway fly-in Fly-in Invitational
<b>JULY</b> 1 8 15 22 4pm 29	Bill Ferguson Mike Carpenter Jr	Ferguson Field Griffin Lighthouse Buffet Airstrip	Membership Meeting Dinner Fly-In

## GSFA 1995 Activities Calendar (continued):

MONTH DAY/TIME	COORDINATOR	SITE	ACTIVITY
<b>AUGUST</b> 5 12 19 26	Ben Cole	Dave Wheeler Field	Membership Meeting, GSFA Air Rally 95
<b>SEPTEMBER</b> 2 9 11am 16,17 23 30	Lucky Smith John Stuart	Lucky's UL Airpark Flight World, S.C.	Membership Meeting, Bring your Steak Fly-in Annual Invitational
<b>OCTOBER</b> 7 14 21 28	Howard Ray	Jasper Airport	Membership Meeting, Officer Nominations Marble Mtn Festival
<b>NOVEMBER</b> 4 11 18 25	?		Membership Meeting, Officer Elections
<b>DECEMBER</b> 2 9 16 23 30	GSFA President		Membership Meeting, Annual Party

### Assistance Needed

Anyone on the north side interested in managing flight operations (setting up airport to go to, handling activities), please let Rick Smith, Chuck Goodrum or Mike Carpenter know ASAP.

### Trivia Corner

Q: What is the maximum number of pages allowed in the newsletter?

A: The US Postal Service allows postage of 32¢ for mail that weighs 1 oz. maximum. More than 1 oz. costs significantly more. To minimize costs, we prefer to stay within the 1 oz. limit. Standard copy paper (like the paper you're looking at) weighs 1 lb. for 100 sheets. Recall that 16 oz = 1 lb. It means that only six 8.5 x 11 sheets can be used in the newsletter.

6  
16/100  
96

## I'ma Gona

This article is by NF, from the December '94 issue of The New Highlights, the newsletter of the Central Jersey Renegade Underground Concept (long title!)

"It's hot already", he was thinking, as the little biplane flew through the hazy sky. He'd checked Flight Service earlier that morning. The forecast was much the same as it had been all week. Hot, hazy, visibility 3 to 5 miles. Chance of showers. Nothing new there. Dog days of summer.

The plane had checked out normal on run-up, but the cylinder head temp was starting to climb. "I'ma gona check that fan belt tension one of these days." What with work, the heat and all, he hadn't flown in quite a while. So today was his day to get some air time in. The belt could wait.

The ground was rolling by at about 60 MPH. At 2,000 feet, the air was smooth and cool. "Time to head out to the beach. Check the boats and bikinis." What the heck; the engine sounds good, and it has been running well since the last tuneup. "That had to be how many hours ago?" He just realized that he couldn't spend the time he used to at the field. He lost track of the hours on the plane. "No Problem. I have it on the computer. I'ma gona check that tonight." Time to change the plugs too. No problem. He had two new ones in the tool kit behind the seat. He pondered these things as the plane flew over the bay. "Lots of traffic on the bridge and on the water. Man, if this thing takes a dump here I'ma gona be in trouble."

He placed a lot of trust in his plane. He knew he could lose an engine just like anyone else, but with 1,000 hours in the air he figured he could handle anything that came his way, 'cept maybe a head-on with a Lear. As the bay passed beneath, the motor went into auto-rough. He was used to this. Every time he got over water, his mind played tricks on him. He knew the engine was OK, except maybe that damned CHT. The air was a little cooler over the water, so as he settled into a slow descent, he watched the CHT. It refused to cool down. As the beach approached, he scanned the sky for weekend traffic. A Citabria was coming up from the south, but its altitude was 1,000 feet below him. No problem. He checked his altimeter and

leveled off to wait for the plane to pass under him.

Once the plane passed, he lowered the nose and backed off the throttle until he reached 200 feet. A good cruise altitude over the water, next to a crowded beach. What the hell, the only place to go if there was trouble was the water anyway. Might as well be able to check out the ladies.

The little biplane flew along the beach. The pilot was happy doing the one thing he loved. As he approached the Manasquan Inlet, he noticed the extra left rudder he was using. The sky was darkening off to the west, so he figured he better grab some altitude and head home. The beach ain't no place to be in a thunderstorm. He throttled up to 6,000 and turned to the west. He hadn't realized how much the wind had picked up and his ground speed slowed to a walk. "I'm only a few miles from home and I got plenty of gas", he thought, as he scanned his instruments. The CHT was starting to rise faster than the plane, and much higher than it's normal range. He backed off the throttle and waited for it to come down.

After the climb, it showed 550 degrees and still climbing. Much higher than normal. "Shit, aluminum-magnesium starts to oxidize at 8 to 900 degrees. Wonder what the redline is for rings?"

He backed off another 1,000 RPM. The plane was now hanging from the prop. The wind was increasing, and that flash he saw wasn't a strobe on another plane! Ground speed was down to a crawl, airspeed wasn't much better. He could feel the plane shudder through the stick, and knew he was just barely flying above a stall.

He focused on the panel, waiting for the head temp to come down. A quick glance at the ground showed the trees being whipped around and a flag flying straight out. "OK, things are starting to get serious." He really hated to land out of field, but he knew a place to the north where he could put it down in one piece without damage, and without causing a stir. "Beats hell out of the Garden State

Parkway." When he started his turn to the north, the left wing caught a gust and the plane started to lose altitude. He drift further to the east. "Bad idea. Better head into the wind and try to keep some air under this thing." The head temp was over 600. The sky was closing in. The plane wasn't climbing and the pilot knew then and there that he was screwed!

What had started off as a fun way to spend a day was rapidly turning into a fight to stay aloft in a plane that was barely capable of flying. "I shoulda checked this engine out before I left the field. Hell, I know better than to do something this dumb." Just then, he spotted some hawks floating around to his left. "Maybe I can join them and grab some height from that thermal. This ain't no glider, but..." he once rode a bubble 800 feet before he lost it. He nudged the plane in that direction as the lightning flashed from the southwest. The front was fast approaching, and he would soon be in the rain. As he neared the patch of sky where the birds were, the little biplane was lifted up and up and up. He could feel the force pushing him down into his seat as he watched the altimeter spin faster and faster.

"I'ma gona ride this sucker out" was his last thought as his little airplane made out of wood and fabric was tossed about the sky. Lightning flashed from the clouds as his airplane was buffeted by the wind, rain and hail. He didn't have time to recognizing what was happening. At about 40,000 feet, his CHT returned to normal....

AP Newswire -- 8/02/94:

Authorities called off the search for a plane and it's pilot reported missing Saturday afternoon....

"Hey, I'ma Gona! You with me?", the tall lanky man asked. "Yeah, I think so. Who are you?" He thought for a while and realized he had no idea where he was or how he got there. "Where the #\$%! am I?"

"Hold on, son. First, you have to relax. Then we can talk about how you ended up here." The blue-eyed man sat quietly and examined the pilot for some time. These guys get a few hours in the air and they all think they're Chuck Yeager or John Wayne. Maybe I can do something with this one, he thought.

The pilot started to feel just a tad uneasy while he tried to figure out what was going down. He finally spoke. "I remember flying and getting caught in a storm and I was gona try to grab some lift from a thermal. That's all I remember."

"Your not dumb, just stupid. When was the last time you studied weather and thunderstorm dynamics? Did it ever occur to you that there ain't too much thermal activity of the type you're familiar with in a thunderstorm? What you grabbed hold of was an updraft, a column of air rising at a rate of 5,000 feet per minute. It was a tiger's tail that you couldn't let go of or get away from. All because you were gona, or shoulda, or coulda taken the time to tighten a fan belt. What do you call that?"

"Stupid, I guess. I know I shoulda fixed it, but I figured I could fix it later." The pilot looked at the tall man and knew he had no real excuse. He also knew that the guy knew that too.

"OK, I'ma Gona. First, we're going to teach you how to speak, and then we'll teach you some flying basics. I don't want to hear you say gona, shoulda, coulda, woulda or but again."

"But I studied all the books, spent big bucks on dual time, and passed all the tests." "Remember, I said no buts. Anyway, you failed the one test that was important. You forgot The Basic Rule of flying: Don't fly if you have any question about the condition of your plane. If something is wrong, fix it, 'cause it won't fix itself in the air." "Yeah, but the weather got me."

"No, son, the weather didn't get you. You got it. You went for that updraft and you did that because you were flying a plane that wasn't airworthy. You knew this when you took off. You read all the books; didn't you read the newsletter? You think the stories were for somebody else? Didn't you pay attention at the meetings when Dan or someone else spoke about preflights? A preflight and run-up is done to indicate if you have any problems, so you can fix them BEFORE you fly, not later when you're done. Not when you gitaroundtoit, and not tomorrow, because son, you don't have a tomorrow.... or do you?"

(To be continued next month.)

## Some Stuff About Wind

### (PART 2: Takeoffs)

by Steve Yothment

Wind has an effect on our takeoffs and landings that can make all the difference between success or failure. The effect of wind is perhaps most important during takeoffs and landings.

Before takeoff, it is necessary to determine the wind direction and speed. This can be done by calling up the local AWOS or Flight Service on the telephone, or by simply observing a wind direction indicating device near your airstrip. The wind sock is one of the best methods for determining wind direction and speed.

Most wind socks are about 8 feet long. The wind sock is designed to be fully extended by the wind at about 15 mph. The degree of "limpness" of the wind sock gives a relative indication of the wind speed. Of course, the sock also turns so that it can indicate the wind direction. The wide part of the sock indicates the direction that the wind is coming from.

It's almost always more desirable to take off into the wind. It allows takeoff and climb at a lower speed, and makes it easier to get back to the airstrip if there is any engine trouble. Unfortunately, the runway direction and wind direction often are not the same. The result is a crosswind, which can cause lots of trouble on takeoffs and landings.

It's necessary to know the wind direction and speed before takeoff because, as soon as you lift off, the wind is bound to blow you in one direction or the other, and you must immediately compensate for it, or else it may blow you into a bunch of trees or some power lines. So the trick is to anticipate that you will be blown a certain direction and then, right after liftoff, turn into the wind slightly to compensate for it. This takes a lot of practice, but after a while, you'll be able to do it with little effort.

Imagine yourself getting ready to take off. Suppose you know that the wind will try to blow the plane to the left. On your takeoff roll, push the stick a little to the right in anticipation of a small right turn at liftoff.

At liftoff, kick in a little right rudder to help the plane turn right. After liftoff and a little turn, level the wings and go to neutral rudder. Your plane will continue in the same direction as the runway, even though its pointed to the right! This is because the wind is blowing the plane to the left.

The object of a good takeoff is to climb with the airplane proceeding in the exact same direction as the runway. The only way to do this is to compensate for the wind during the climb. The mark of a really good pilot is that his takeoff climb is a perfectly straight line extending down the runway and out a mile or so.

As you climb, look back at the runway and make sure you're still lined up with it. If you're a little off, turn the aircraft a little bit to get back in line with the runway. If looking back at the runway is too hard, you can establish a landmark about a mile from the runway that is directly in line with it. As you climb, try to head for that landmark. If you see that you're not going in the proper direction, turn a little bit to make it right. After a while, you'll get the hang of it, and you're confidence in taking off with higher winds will improve.

By the way, during the climb, its always good to try to keep the rudder close to neutralized. Don't try to compensate for the wind by pushing the rudder to one side. This will force a side-slip, which may make the direction of travel OK, but it reduces the climb rate of your plane. The best climb rate occurs with the rudder in close-to-neutral position.

Once you're aloft, wind still pushes you around and you need to compensate for it. If you want to go a certain direction, you may have to point your plane as much as 30 degrees away from the desired direction to compensate for the wind. You can usually figure out how much compensation is needed by just thinking about it. If you're a purist, there's a handy tool called an E6B Calculator that can be used to determine the exact compensation angle. The E6B is often sold at Flight Shops or at any FBO

office. An easier method is to use a GPS Navigator. Then, if you want to go a certain direction, you just keep turning until the GPS Unit says you're going that direction.

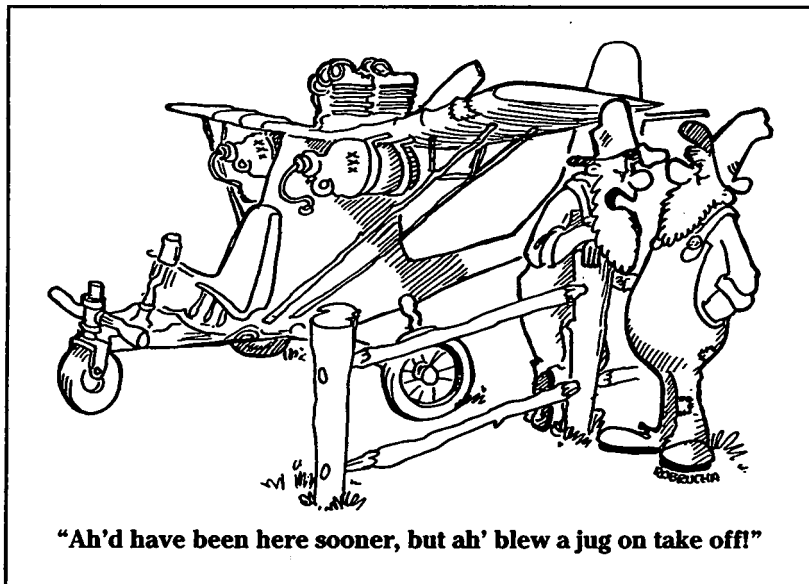
When you're flying around, how do you determine wind direction? Well, first of all, the wind direction 5 minutes after takeoff will pretty much be the same as what it was on the ground. Wind direction usually only changes when there is a front that comes through. If you're flying on a beautiful sunny sky-blue day, wind direction usually won't change, not even over several hours. So just remember what the wind direction was when you took off, and that's what it will be as you're flying.

Yes, I've read all the books that say that you can look for smoke, or waves on a pond, or rustling tree leaves. Some authors go so far as to say that you can check the

direction that cattle "point" to in a field. (The idea is that cattle are suppose to point into the wind to help retain heat, or something.) Well, I work with a fellow who owns cattle, and he told me that this idea is absolutely not true! So I have reservations about that method.

If you want to check wind direction while flying, I would suggest you just look at which direction your airplane is getting pushed by the wind. If you see that the airplane is travelling to the right of the direction the airplane is pointed, then the wind is from the left. To get more accurate, turn into the wind. If you're moving directly into the wind, you won't get blown left or right. Also, if you're flying directly into the wind, you can compare your indicated airspeed to your GPS indicated ground speed. The difference is the wind speed.

Next month: Landings



## U.S. HOT AIR BALLOON TEAM CHAMPIONSHIP

JUNE 1995, 1996, AND 1997  
GWINNETT COUNTY AIRPORT

The Championship is projected to be the largest on-site spectator event outside the Olympics in Atlanta this decade. It is sanctioned by the Balloon Federation of America (BFA) and internationally by the National Aeronautic Association and Federation Aeronautique Internationale.

The Gwinnett Convention and Visitors Bureau was selected from a field of 91 U.S. cities to host this prestigious competition. The format is an "open national" championship involving both American and international balloon teams.

The Championship is a nine-day competition that will pitch 33 teams, comprised of three balloons each, in challenges of accuracy and flying skill. Prize money of \$75,000 will be awarded.

In addition to the competition balloons, there will be 100 fiesta flyers from around the world, including the crowd-pleasing special shapes. Surrounding the event will be a massive festival featuring - concessions, amusement rides, arts & crafts, live music, displays, kids activities and an extensive education program.

A multi-state marketing campaign will promote the Championship. The nine-day event is expected to draw an estimated 500,000+ spectators and have an economic impact of more than \$16 million each year.

The Championship is scheduled to kick-off with a high-profile blimp race, which will start over the Olympic Stadium in downtown Atlanta and finish at Gwinnett County Airport. There will be also be a tethered "balloon glow" and lots of other festivities.

### SPONSORSHIPS

Corporate sponsors will literally own the skies, especially during the Olympic year when the whole world's press corps will be watching Atlanta. This highly visible event offers an exceptional brand awareness opportunity versus other non-championship events. Impression opportunities will be available both off- and on-site:

1. Personal contact opportunity with spectators.
2. Couponing/Sampling to a receptive crowd.
3. Competitive exclusivity.
4. Developing an on-going relationship through a multi-year sponsorship.

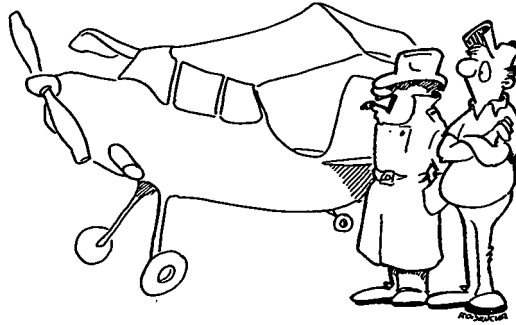
The audience is cross-generational, primarily upscale families. Nationwide more than 15 million people attend ballooning events every year.

We invite you to join the top balloonists in the world as they bring this beautiful and unique Championship to Atlanta.

*editor's note*



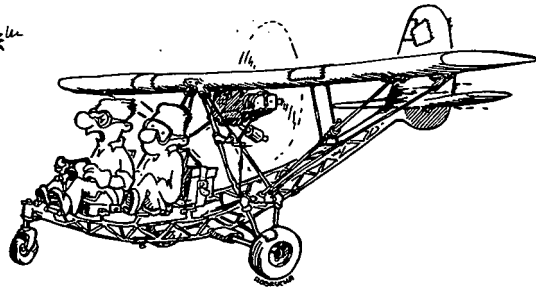
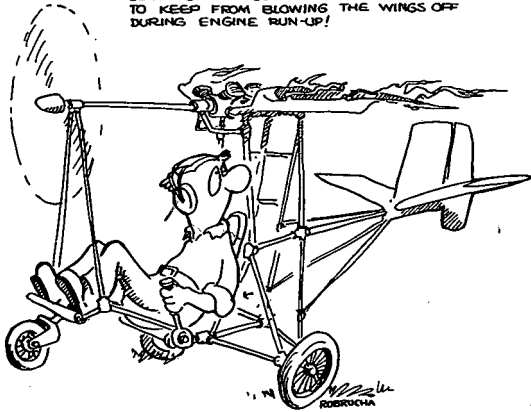
# Comedy Corner



"STOL? Of course it's stole! Who can afford to buy one nowadays?"

### LITTLE KNOWN FACTS OF AERODYNAMICS :

ULTRALIGHTS MOUNT THE ENGINES IN BACK TO KEEP FROM BLOWING THE WINGS OFF DURING ENGINE RUN-UP!



"In its present condition I have to register it as a 'sleezy'!"

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

FOR SALE - Condor ultralights. 1 single-seat Condor in good condition, low-time Rotax 477, BRS chute, instruments, pod. 1 "wide seat" Condor, disassembled in fair condition, 2 Kawasaki engines. Both for \$5000. Call Jim at 706-295-2159.

FOR SALE - Rotax Panther ultralight, Rotax 477, some instruments, in flying condition, asking \$2000. Call William at 706-625-4075.

FOR SALE - Snoop single seater, 430-R, new sails, TT 60 hrs, \$2500. Call Thomas Gaddy at 404-942-0478, 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 - Rotax 277, new, in box. Make offer. Howard Ray, 706-692-3131.

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 - 4-blade Ultra Prop, used less than 3 hrs, 59" with 12, 13 and 14 degree pitch blocks, with spinner. \$180 OBO, cost was \$295. Call Howard during day at 706-692-3131.

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.

FOR SALE - Comptronics Ultra-Pro Intercom, complete with two headsets, intercom box with vol. controls and interconnecting cables. Excellent condition. Cost new was \$420+, sell at \$250. C. Kirtland, 706-295-1974.

WANTED - Challenger. Call Jason Garrard, 706-790-5641.

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 404-941-0662.

①

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.

②

Meetings are normally on the second Saturday of the month, at various locations around the metro Atlanta area.

③

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 March newsletter should be submitted by February 22nd.

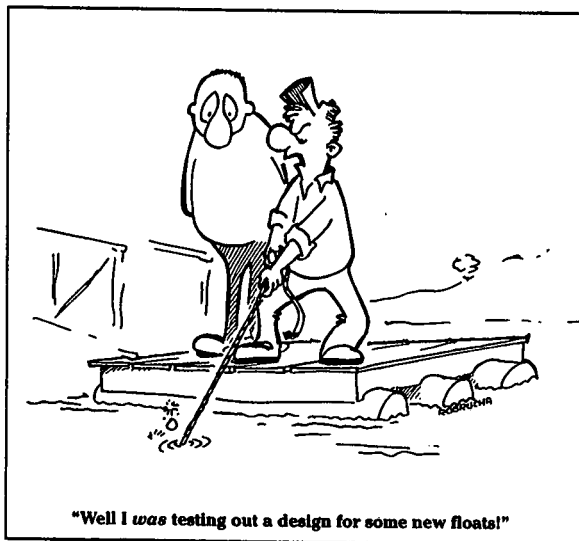
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All other correspondence should be mailed to:

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



"Well I was testing out a design for some new floats!"

Chuck Goodrum  
2009 Jebbs Court  
Kennesaw, GA 30144

