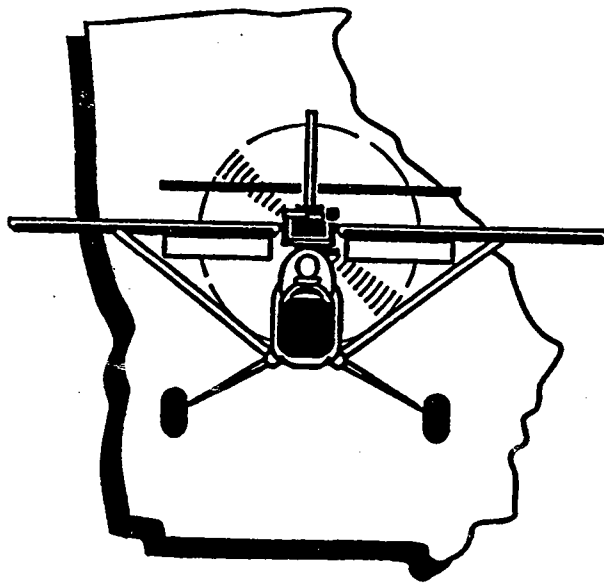


The Sport

The Sport Flyer



The official newsletter of
The Georgia Sport Flyers Association

July 1995

MEMBERS

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

Kenneth Adams, Jr.	404-443-8792	Dallas, GA	
Howard G. Banks	404-428-9825	Marietta, GA	<i>do record</i> Firestar II
Norman H. Bethke	404-267-5126	Monroe, GA	Super Weedhopper
George C. Boerner	807-216-3348	Dawsonville, GA	Phantom
Mike Carpenter, Jr.	404-460-7566	Fayette, GA	Kolb
Mike Carpenter, Sr.	404-997-0702	Riverdale, GA	Kolb
Ben C. Cole	404-476-1070	Suwanee, GA	Talon XP
Roy Daniell	404-436-5674	Smyrna, GA	
Jack Day	706-234-3816	Rome, GA	Tierra <i>T-Bird</i>
Pierce Day (BFI)	404-591-7284	Woodstock, GA	Mini-Max, Flight Star
Kem Dunnebacke	404-993-4526	Mountain Park, GA	Z-Max
Frank Eck	404-953-2231	Marietta, GA	
Randy Falkenberg	404-604-9806	Atlanta, GA	
Frank Flessel	404-761-8667	East Point, GA	Mini-Max
Stuart Fuller (AFI)	404-443-0911	Dallas, GA	Zephyr II
Bill Ferguson	404-443-2747	Dallas, GA	Ferguson F-II
Elliott Fogle	404-957-4011	McDonough, GA	
Thomas Ray Gaddy	404-947-0478	Winston, GA	Snoop MX-2
Chuck Goodrum	404-426-7294	Kennessaw, GA	Flt Dgn Trike R447
Steve Green	404-977-5572	Kennessaw, GA	CGS Hawk
Jeffery Hatle	404-251-2080	Sharpsburg, GA	Rans S-12
John Haines	404-516-4976	Woodstock, GA	
Elmer Hanners	706-845-7918	LaGrange, GA	Paraplane
Lee Hockman	404-934-1160	Doraville, GA	
Andy Isburgh	404-972-8999	Snellville, GA	
J. D. Jones	404-969-9399	Fayetteville, GA	Hi-Max 1400Z
Charles Kirtland	706-295-1974	Rome, GA	Spitfire
William (Bill) Knecht	404-886-9108	Cumming, GA	Talon XP
Chuck Koukol	706-896-1032	Young Harris, GA	
Robert Leatherwood	404-445-7216	Dallas, GA	Ferguson F-II
Don Loehle	404-306-1335	Palmetto, GA	Challenger I
Jerry London	404-786-8082	Oxford, GA	Fisher 404
Bennett Liles	404-474-1241	Stockbridge, GA	Challenger II
Jerry Lynch	404-474-8211	Stockbridge, GA	Phantom
Wes Luster	404-414-1449	Tucker, GA	
Cliff McDonald	404-963-2939	Lawrenceville, GA	Quicksilver GT400
Phil McKeon	404-977-8364	Marietta, GA	
Ben Methvin	404-509-6753	Marietta, GA	Mini-Max
Dave Morrison	404-251-6091	Newnan, GA	Mini-Max
Dan Munson	404-426-4594	Marietta, GA	Phantom
Frank Nadolski	404-926-9752	Kennesaw, GA	Siemans Schuckert D1
Ed Noble	404-457-9583	Chamblee, GA	Ferguson F-II
Robert Page	404-461-6611	Jonesboro, GA	N-3 Pup
Scott Parker	404-477-5403	Jonesboro, GA	Weedhopper C
Scott Perkins	404-973-3860	Marietta, GA	Weedhopper
Norman R. Perry	404-253-4305	Newnan, GA	Mini-Max
Loren K.(Pete) Pettis	706-647-6654	Thomaston, GA	Mini-Max
Harold Platt	404-536-2009	Gainsville, GA	
Michael Prosser	404-443-1544	Dallas, GA	Phantom <i>no mountain</i>
Larry Ramsey	615-344-5954	Chattanooga, TN	Phantom , Mnt 503 Trike
Howard Ray (BFI)	706-692-3131	Jasper, GA	Phantom , Weedhopper
Robert Reese	404-476-9449	Duluth, GA	
Ron Reese	404-957-6883	McDonough, GA	Challenger II
Bill Rouse	404-917-9228	Acworth, GA	Challenger II
David Shaw, Jr.	404-974-0611	Acworth, GA	
Wayne Shelley	404-749-0465	Cedartown, GA	<i>paraplane</i>
Dana Simmons	404-579-9091	Marietta, GA	J3 Kitten

Glenda Horne - 518-7231

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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**

*Bill Ferguson
2431
Ferguson PI
Dillon 30134*

Members (continued)

Rick Smith	404-968-0404	Rex, GA	Phantom
"Lucky" V. R. Smith	404-562-4338	Temple, GA	Phantom
Ralph Sullivan	404-943-5986	Powder Springs, GA	Kolb Firestar
Dennis Thisius	404-467-9211	Locus Grove, GA	
John E. Wicker	404-992-2609	Roswell, GA	
Virgil C. Williams	404-979-5523	Lawrenceville, GA	Team Airbike
Steve Yothment	404-339-8394	Lawrenceville, GA	Kolb Firestar II

The President's Corner

Lots of stuff has happened during the arrival of tornado warnings, thunderstorms, and rain showers.

Cliff is not hurt, outside of his pocket book, after hitting a ditch during a take-off roll in a South Carolina rain-swept field. He U-hauled his GT-400 home, repaired it, and is about to fly again. Steve Green had to put his CGS Hawk into a Cartersville wheatfield. He flew it out days later and discovered further engine trouble. He's maintained a positive attitude as he practically rebuilds the Hawk. Pierce set down his Flight Star in a ball field after departing the South Expressway Airport. After much speculation, he's airborne and training with rejetted carbs. At the same airport, the wind grabbed Dan Munson's beautifully custom-built Phantom. He is rebuilding to continue his quest to sell it to build a trike. Speaking of trikes, yours truly set his down at Lucky's after a couple of engine "hick-ups". Inspection revealed trouble and a 447 rebuild was necessary. I also heard Bill and Bob are having engine problems - over-heating and jetting trouble?

The meeting at Cole Field brought seven aircraft to GSFA's first visit to the field. Even though it was hidden in a forest about eight miles east of Atlanta International, all easily made it in. Loads of thanks to Margaret and Ron Reese for the ground arrangements. There was plenty of hot dogs, burgers, soda, conversation, plane looking, and picture taking. Two new machines showed. Bill's Talon and Stuart's Zephyr, both tandem seated, were freshly back from Sun-N-Fun. The superb craftsmanship put into them really stood out.

I scrubbed Saturday's raceway fly-in because of the poor morning weather. It improved after the noon hour and on into Sunday. Two craft did get into the raceway Saturday and seven flew in on

Sunday. It was not a total disaster! Jeff is considering forgiving me for the call!

I made another tough decision. I decided to not run the navigation rally because of the long flight for some and the potential for increased poor weather. This set the stage for everybody to get out of the field before the afternoon showers rolled in. The rain fell, the thunder roared, and the wind blew. I almost lost my trike. Some aircraft delayed at the South Expressway before reaching home. The few that drove in remained behind to continue the conversation into the night hours. It was a great site for camping overnight, which I did. Let's do it again if Ed Cole doesn't sell it before then. But, he anticipates building another one to the south where he is looking for property.

On the up-side of everything, it's satisfying to know that more and more of the members are getting together to fly outside of the monthly club meeting fly-ins. Some of these moments include trips to Phoenix City, Gunthersville, State Line, Chihowee, Rome, Toccoa, and Thomaston.

I talked with Mike Vargo, the President of the Augusta CSRA Light Flyers and Larry Ramsey, Dictator of the Chattanooga CSFA. You may have noticed on the calendar some Augusta area fly-ins. Larry reports that CSFA has arranged with the owner of Wilson Airfield (a private strip) to base the club there. They expect to build a hanger soon. Wilson is just southwest of Ringgold, Georgia, up near Chattanooga. Mike and Larry invite us to come fly with them.

Congratulations to Paul the Pteradacyl pilot who assembled it and soloed at Lucky's. The same to Herschel who also completed his Hurricane and flew it to Lucky's fly-in. They both have rented one of Lucky's eight new T-hangers.

The President's Corner (continued)

Herschel told me that he is now ready to renew his membership since letting it slide during the construction. Lucky reminded Paul of GSFA. Hope they both get back on board. Encourage them when you see them. Steve, alias newsletter editor, is getting closer to hauling his new Kolb to the airfield for its maiden flight. We'll be sure to get a follow-up report from him. Bill Rouse, Pierce, Ben, and Larry are still smiling and having fun sliding through the air in their new flying machines. I hated to hear that Rick Smith has given up ultralighting for a while. He sold his Phantom to an out-of-state buyer to devote more time to his young family. Hope you visit us periodically, Rick.

And, I certainly hope that everyone makes it to the July meeting at Ferguson's field to see the latest additions to the Georgia Sport Flyer's air wing. We will tour his Fergie II factory at the field and picnic, too. I thought this meeting would be an historic moment: I would fly-in! But, seems as if I won't get the engine matched to the trike in time.

August is around the corner. This means AIR RALLY 95 is upon us. I hope we can make this an annual event. It's a weekend long series of activities at Wheeler Field outside of Winder, GA. It provides an opportunity for all to pitch-in and participate with ground and air operations. Ben Cole, who is coordinating the event, reminds me that he needs help!!! This means it is time for the volunteers to step forward. Check in with Ben at 476-1070 and let's make it happen. And while you are at that, be sure to congratulate Ben as the new USUA Region 4 Representative.

Before concluding, there are a couple of tragedies to tell you about. Larry Ramsey, the Chattanooga member's spouse Betty died from a heart attack. Also, Franks Eck's parents and brother were in an automobile crash. He lost his parents. Please remember these friends in your prayers. Also, remember that life is short. Fly safely.

Hope to see you at the picnic at Bill Ferguson's place.

- Chuck

Member Notes

President Chuck Goodrum indicated several (5) members in the May "President's Corner" who flew to Sun-N-Fun. To round out the list, the following members also flew to Sun-N-Fun:

- Pete Pettis, Mini-Max (Rotax 447)
- Ben Methvin, Max-103 (Rotax 277)
- Dana Simmons, J-3 Kitten (Rotax 277)
- Mike Prosser, Phantom (Rotax 447)

Bennett Liles has sold his Challenger II to a buyer in Arkansas. Bennett says "I'm now officially out of the two-stroke scene, for good. That's no comment on most of the people I met in the club. For the most part, it's a bunch of really nice people!"

Good luck, Bennett, in whatever kind of flying you pursue!

State Line Ultraport Fly-In

By Mike Prosser

On May 13th, four of us GSFA club members (Mike Prosser, Steve Green, Lucky Smith and Cliff McDonald) flew to State Line Ultraport for their fly-in. We arrived right in the middle of the airshow with Phantoms doing aerobatics and flightline fly-bys. Well, I think we did a real good job of blending into the melee and landing. A very big crowd was on hand to greet us, and we just acted like we did this every day...ha-ha.

The weather was fair to lousy enroute and we were very glad to have arrived after four hours of flying. We all spent the afternoon watching the flying, looking at all of the various aircraft, and indulging in sampling the local food and drink.

We met Mr. "Sharky" Summey, who owns the Stateline Ultraport. He is one heck of a nice guy. I asked about the possibility of getting a taxi, or transportation to town and Sharky simply stated, "No problem, just come see me when you are ready to go."

We stayed until way after dark enjoying the festivities. There was a very big bonfire to help keep us warm, 'cause it was nippy after the sun went down, and there was draft beer on tap. There was also a local fellow who picked a guitar and sang songs. He was a rather amusing fellow, who was part comedian and artist. His performance was equaled, however, by two of our own club members; Cliff McDonald and Steve Green, Sr. You should have been there, these guys picked that guitar and sang songs for hours...or did it just seem like hours...ha-ha! Just kidding, guys. Come to think of it, watever happened to that other singer? Guess he'll learn not to let a couple of GSFA pilots take over the show!

When it was time to go, I asked Sharky

about a ride to a local motel. Without hesitation, he tossed the car keys to me to his personal car. Can you believe it? Like I said earlier, he's a great guy. Further, he seemed genuinely pleased to have had the GSFA members attend his fly-in.

After a good night's rest at the Days Inn and a hot breakfast at Wafflehouse, we headed back to the Stateline. Although the weather was fair when we got up Sunday morning, it quickly turned threatening after our arrival at the field. The weather was forecast to be improving to the SSW (Atlanta area), so we quickly refueled and took off. Immediately after takeoff, Steve Green reported that he was developing only partial power with max RPM at 5400 (cruise power). Bummer! Since Steve and I were in constant VHF radio contact and his plane was running smooth and with plenty of fuel on board, we continued. We had a series of radio communication problems too. Bummer again!

We were divided into two basic groups: those with GPS and those flying pilotage and compass. Cliff and Lucky had GPS; Steve and I had our sectionals and navigated by pilotage and compass. Somewhere NE of Spartanburg, SC, the two groups got separated. Bummer #3. Without success in relocating them and with the assurance that they had capable aircraft and high tech navigation equipment, Steve and I wished them "good luck and Godspeed", and continued homeward once more.

All in all, the flight home progressively got better with many beautiful sights, seen the way only an ultralight pilot would have the opportunity to see it.

We flew past our first (initial) fuel stop at Pickens County, SC, since the sky was clear toward Clemson and since we had plenty of fuel. That quartering tailwind

State Line Ultralight Fly-In (continued)

was helping us. Yea! At Clemson, we waited out some rain showers that seemed to come out of nowhere. This was screwy: It seemed that weather was converging on us from the SW after our retreat from deteriorating weather in the NNE. The FBO staff at Clemson was very kind, and loaned us his personal car to go into town. Clemson is ultralight friendly and is situated in a great scenic area, just across the river from Clemson Stadium and Clemson University.

The weather cleared as quickly as it had rolled in -- and we were off! Our next fuel stop was Habersham County, and all went well. These folks are also very friendly. Here, a beautiful WACO 2-holer fired up and took off toward Christen. Our return flight past Lee Gilmer and down Lake Sidney Lanier was absolutely marvelous! The lake was dead calm and mirror-like. Those who have seen it from the air know just how scenic it is. If it wasn't for Steve's sick engine, we would have dived down and raced with the boats. Maybe next time~!

Upon crossing the dam, we were confronted by a solid wall of clouds. Bummer! Mathis was only about 3 miles beyond into the muck -- soaked in.

We elected to go directly to Cartersville. With plenty of fuel on board, and clear skies at 2500' and only a scattered to broken cloud layer below us, we had it made, or so we thought. After all, it's only another 39 miles to Cartersville, GA from Mathis.

Ah, yes, I-575 and Lake Allatoona just ahead. Suddenly, Steve reported that his fuel level went down 2 gallons in ten minutes! Hmmmm, my fuel level was 4 to 4.5 gallons at this time. A quick glance at the sectional indicated that we were no

closer to Cherokee County or McCullom. Mathis and Air Acres were soaked in. So, with only 16 miles to go, I decided Cartersville was still our best choice. Not only was the plant tower dead ahead, but on the west side of I-75 were many flat fields that were available should Steve lose his engine.

I had the Cartersville runway in sight at approximately 2 miles when Steve declared that he had lost his engine and was going down. Well, he did a great landing in a wheat field. You know, a radio sure is nice. We talked through his emergency landing. After seeing that he was OK, I landed at Cartersville, put the Phantom away, jumped in the truck and went to fetch the downed airman (Steve). When I got there, Steve had already whipped out his portable cellular phone and, through some friendly residents that lived across the street from the field, contacted the field owner. They were most gracious.

Steve's engine was bathed in fuel/oil mixture. Whew, did it look nasty. Since I brought some extra fuel back, we were able to start it and taxi it through the wheat and onto an adjacent dirt road.

I later found out that Lucky and Cliff had made a precautionary landing, due to weather. However, upon take-off, Cliff didn't make it out and "dinged" his aircraft. Therefore, Cliff trailered his airplane home in a U-haul.

Lucky arrived home on Monday after spending the night on the couch in the FBO at Habersham County.

After some maintenance and waiting for the field to dry out, Steve flew his CGS Hawk out of the field and back to Cartersville on Thursday, May 18th.

Whew! Was that fun, or what?



GEORGIA SPORT FLYERS ASSOCIATION

**B ar B Q FLY - IN, MEMBERSHIP MEETING
SATURDAY JULY 8 th - FERGUSON FIELD**

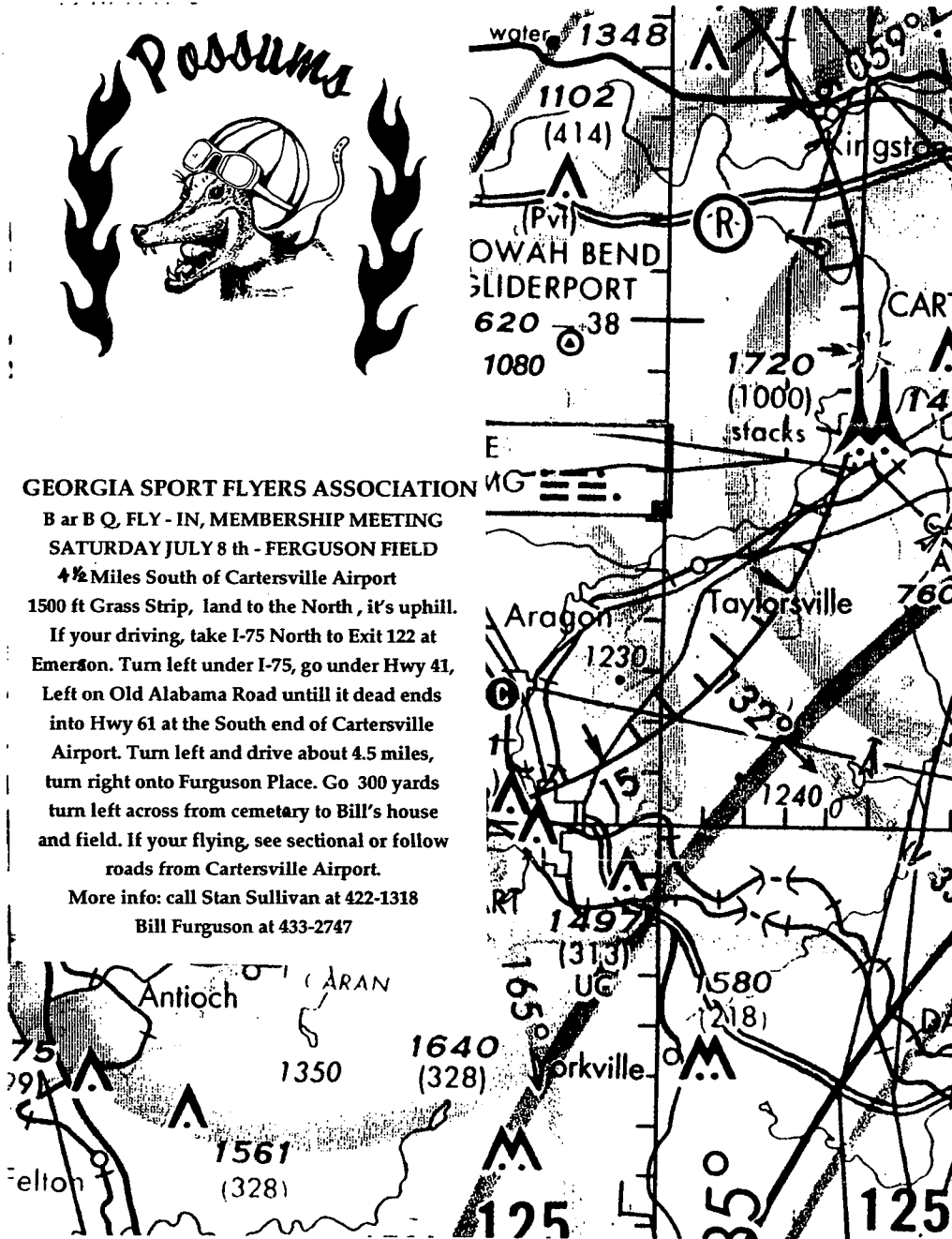
4½ Miles South of Cartersville Airport

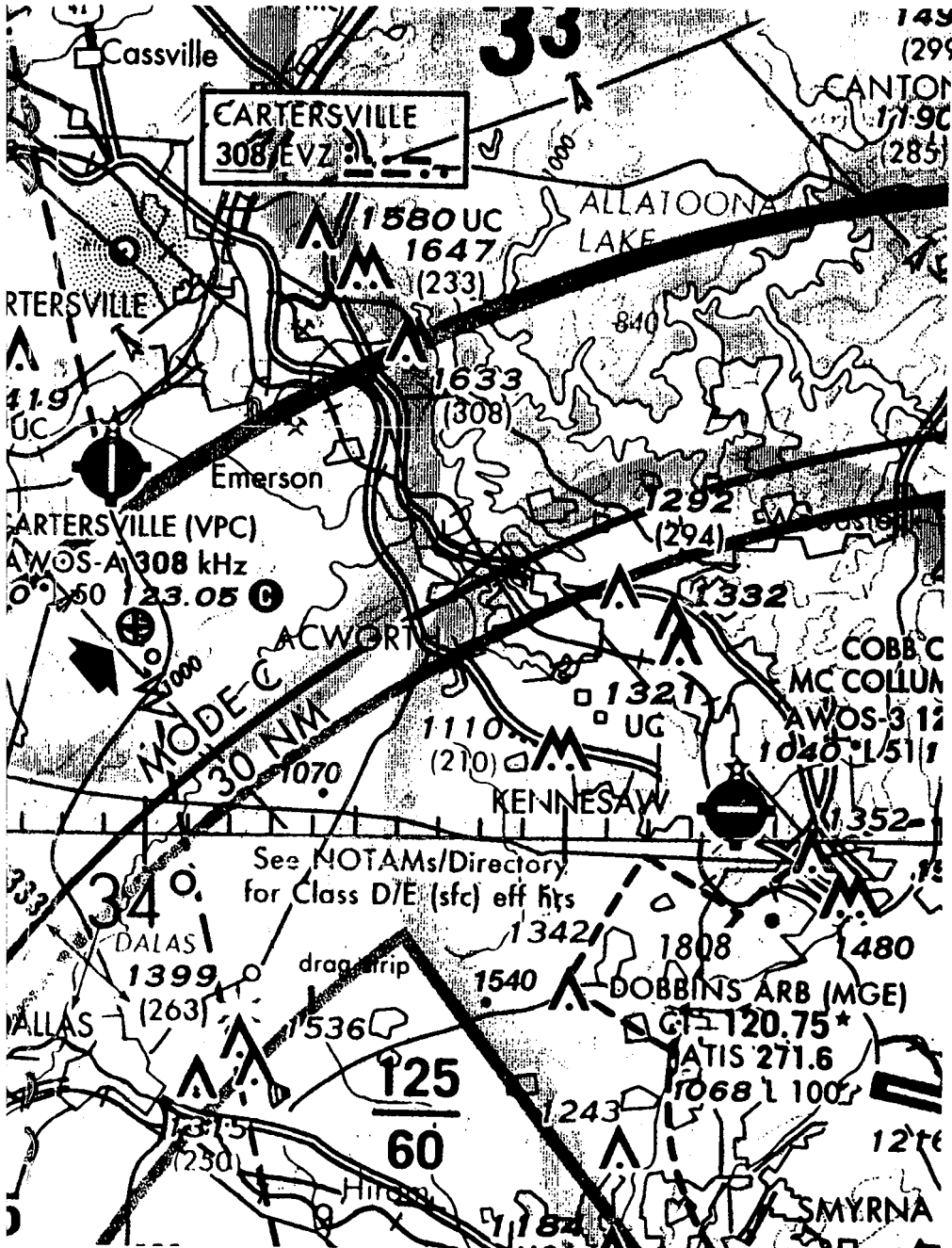
1500 ft Grass Strip, land to the North, it's uphill.

If your driving, take I-75 North to Exit 122 at Emerson. Turn left under I-75, go under Hwy 41, Left on Old Alabama Road until it dead ends into Hwy 61 at the South end of Cartersville Airport. Turn left and drive about 4.5 miles, turn right onto Ferguson Place. Go 300 yards turn left across from cemetery to Bill's house and field. If your flying, see sectional or follow roads from Cartersville Airport.

More info: call Stan Sullivan at 422-1318

Bill Ferguson at 433-2747





The Centre, AL Trip

By Mike Prosser

Back on May 6th, seven of us GSFA and EAA Ultralight #68 club members flew our ultralights to Centre, AL. Flying were:

Mike Prosser in his Phantom
 Pierce Day with Dan Munson aboard
 his Flightstar II
 Ben Methvin in his Max 103
 Steve Green in his CGS Hawk
 F. Murphy in his Rans S-12
 Bob Leatherwood in his Fergy II
 G. Elliot in his Firestar

Although the Airport Facility Directory indicated that this is an unattended uncontrolled field, we were delighted to find out that there are many facilities there: two fuel pumps and an FBO building with rest room and a soft drink machine. Seems that a couple of private businesses operate there. We encountered many very friendly people there. It's also a very scenic flight

enroute with an overflight of Lake Weiss. Here we were greeted by a C-130 maneuvering low over the lake. What an impressive sight!

Six of us continued our journey to Guntersville, AL to visit the World War I Air Replica Museum. What a wonderful surprise to find such a well done enterprise. Here again we were welcomed, both by the FBO personnel and the staff of the museum. The museum admission cost per adult was five dollars each, but was well worth it. The manager of the museum had one of his staff drive us to a nearby restaurant for lunch and even returned to pick us up and take us back to the airport when we were done! We all had an enjoyable flight home, with an intermediate stop at Centre, AL. Say Pierce, did your camera man (Dan Munson) get any good video/pictures?

Phoenix Pheatherweight Flyers Bar-BQ

By Mike Prosser

On Saturday, May 20th, EAA Ultralight Chapter #68 served a BBQ lunch at the Cartersville Airport at Mike Prosser's hangar (hangar # 30). The luncheon followed a composite seminar that was sponsored by EAA Marietta Chapter 268. The food was great and the camaraderie was outstanding. Participants in the seminar were: Pierce Day, Mike Prosser, Ben Methvin and Bill Rouse.

We had a good number of ultralights fly in for the occasion. Thank you! On the flight line was my Phantom, Jon Russell's Firestar II, Jack Day's T-Bird, Ben Methvin's Max-103, Ben Cole's Talon SP, Bill Knecht's Talon SP, Stuart Fuller's Zephyr II & Bob Leatherwood's Fergy II.

After the BBQ lunch there was much

airplane talk and airplane oggling. We all then launched for the Etowah Bend Gliderport. It was a wonderful flight; sunny, warm and calm. At Etowah Bend, two gliders were flying, as well as a classic Taylorcraft. In the sunshine behind the FBO was Bill Rouse's beautiful Challenger II. For those who haven't seen it, it's an excellent example of excellent craftsmanship with great attention to detail.

After much conversation and soft drinks, we launched for home; and guess who arrived and greeted us upon arrival? Dana Simmons and his sharp J-3 Kitten. It's always good to see friends and club members. Too bad it had to come to an end. There's nothing like it! Barnstorming, ultralight style!

A Safety Tip

By Mike Prosser

Here's a safety tip for ultralight pilots flying with powerplants with point ignition systems: Check the point gap and engine timing regularly! Wear of the points rubbing-block can occur very quickly. This cam mechanism requires precise adjustment, maintenance and

LUBRICATION! Also, be aware that crankcase oil leaks can foul points.

Recently, on two major cross-country trips, contact brake point ignition systems have caused their pilot owners considerable stress! So, fix it before it breaks!

Other Info...

The USUA Region 3 Competition in Murphreesboro, TN on July 15th will be sponsored by the Middle Tennessee Ultralight Club. Keith Roberts of that club is coordinating the activity.

Unfortunately, we have not received any more information about the activities at that Fly-In. If you are interested in going, contact Keith Roberts at 615-733-9508 for additional information.

The July 22nd Dinner Fly-In

We will have a Dinner Fly-In at the Griffin Lighthouse Buffet Restaurant at Williamson Airport on July 22nd at 4:00 PM. Mike Carpenter, Jr. is hosting this event.

Word has it that the Restaurant in question has truly excellent seafood, as well as other types of food. All members and interested flyers are invited!

See page 11 of this newsletter for directions and airport information for

Williamson Airport. On the sectional, its called Peach State, with designator 3GA7, and is located about 6 miles WSW of Griffin Airport.

If you are driving, take Hwy 19/41 south out of Atlanta to Hwy 362. Turn right onto Hwy 362 and follow it 5 miles to the town of Williamson. Continue to the other side of town. Williamson Airport will be on the right side of the road, right after the railroad crossing.

See you there!

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
JULY 1 8 12pm	Bill Ferguson	Ferguson Field	Membership Meeting
15 22 4pm 29	Keith Roberts Mike Carpenter Jr	Murfreesburo, TN Griffin Lighthouse Buffet Restaurant	USUA Region 3 Competition Dinner Fly-In at Williamson Airport
AUGUST 5 12 9am	Ben Cole	Dave Wheeler Field	Membership Meeting, GSFA Air Rally 95
19 26 5	Rome Larry Ramsey	Wilson Field, (Ringgold, GA)	CSFA Camp and Fly-In
SEPTEMBER 2 9 11am	Lucky Smith CSFA/CAA 68	Lucky's UL Airpark	Membership Meeting, Bring your Steak Fly-in
16 8am 23 30	John Stuart HARRY	K. Flight World, S.C. VANEY	Annual Invitational
OCTOBER 7 9am	Howard Ray	Jasper Airport	Membership Meeting, Officer Nominations Marble Mtn Festival
14 21 28			
NOVEMBER 4 11	President	Cartersville	Membership Meeting, Officer Elections BQ-drinks
18 25			
DECEMBER 2 9	President		Membership Meeting, Annual Party
16			

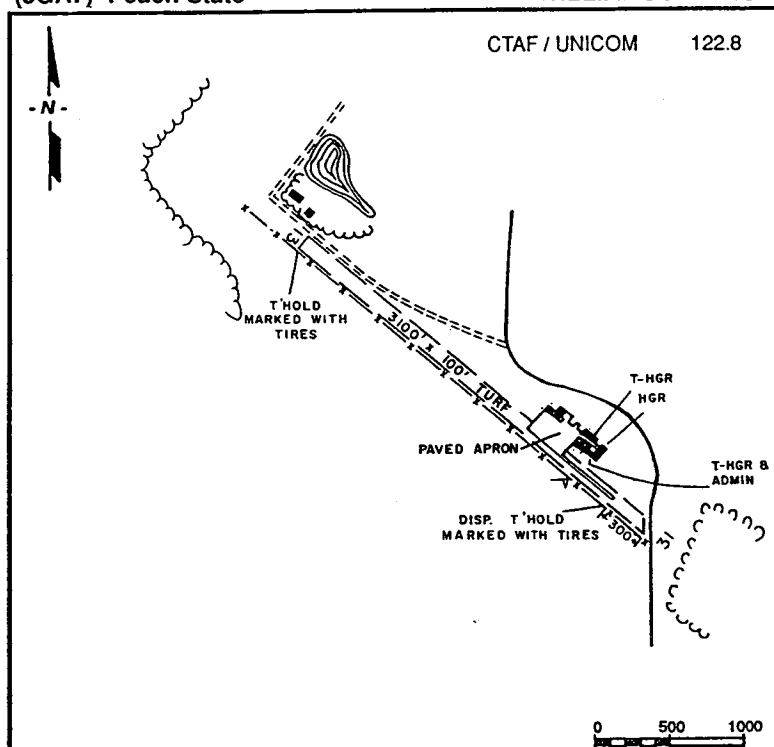
Larry 615-344-5954
Chris 615-843-0851

Keith
615-373-9508

Williamson Airport Information

(for July 22nd Dinner Fly-In)

(3GA7) Peach State WILLIAMSON 107

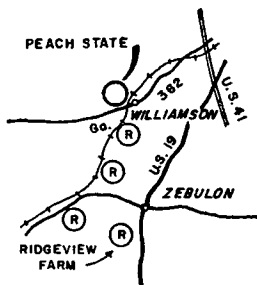


CTAF / UNICOM 122.8

RNAV: 116.9 ATL 174 /26.9

LAT: 33°11.01' N
LONG: 84°22.30' W

0 500 1000
SCALE IN FEET



LIGHTS: No
RWY: No
VASI: No
BEACON: No
APP: No

AIRPORT ELEVATION 926

FUEL: MOGAS, 100 LL REST ROOM: Yes

PHONE FBO: (404) 227 - 8282
Mgr: (404) 227 - 8282

ATTENDED: Daylight

REMARKS: Rwy. 13 Rt. traffic.

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 - 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, newpaint, tires and BRS. No corners cut. Rare machine. 55 cruise? \$6000. Call Ron Reese, day 404-957-0138 or night 404-957-6883.

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

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

FOR SALE - Snoop single seater, 430-R,

new sails, TT 60 hrs, \$2500. Call Thomas Gaddy at 404-947-0478, Winston GA.

FOR SALE - Rotax 277 FA, with 2.58:1 gearbox and 60x28 tractor prop. All brand new, \$1,500. Call Andy Isburg, 404-972-8999.

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

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

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

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 - Custom cooling shroud for 447 engine. Made of .040 aluminum, all one piece. Copper rivets throughout; Reinforced. \$54. Call Norm Bethke, 404-267-5126.

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 which is now completed. Stuart can instruct pilots through to instructor ratings. He has 3000+ hours of flight time and a perfect safety record. Stuart also does introductory flights and is a dealer for Keauthan Aircraft. His phone number is 404-443-0911.

Classified Ads (continued)

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

WANTED - Fabric covering assistance this summer on my Team Mini-Max project. Can return efforts in aircraft building and engine maintenance/troubleshooting. Call Andy Isburgh, 404-972-8999.

WANTED - N-3 Pup, Carlson Sparrow, Hipps Reliant or Fisher FP-202 kit or unfinished project for my next building project. Call Andy Isburgh, 404-972-8999.

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, 404-267-5126.

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, 404-944-2470, or via Internet at address SteveYoth@aol.com.

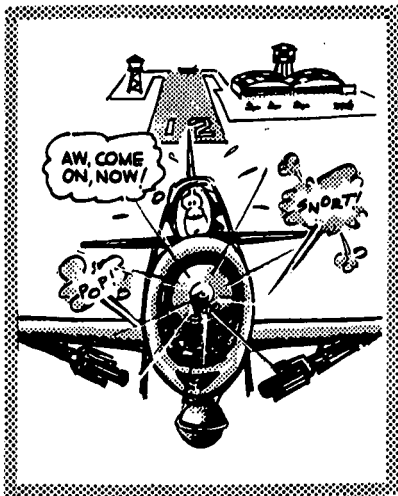
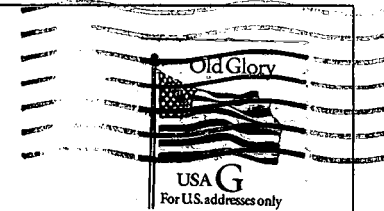
Articles for the August newsletter should be submitted by July 26th.

All other correspondence should be mailed to:

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

or contact any club officer.

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



**Chuck Goodrum 1/96
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