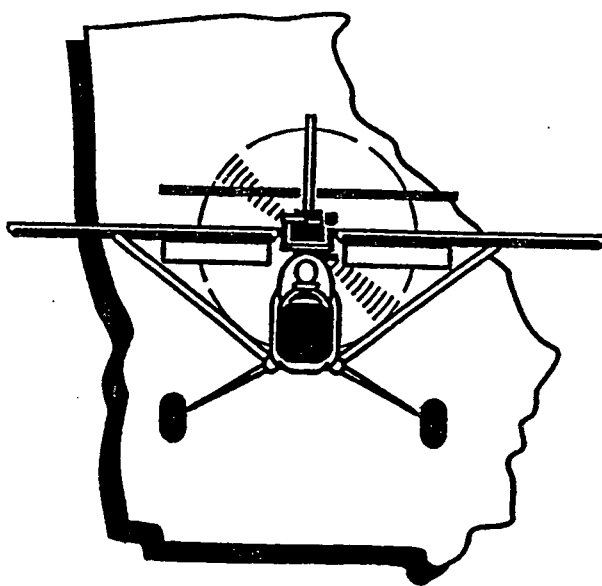


# **The Sport Flyer**



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

**June 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	Firestar II
Norman H. Bethke	404-267-5126	Monroe, GA	Super Weedhopper
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Mike Carpenter, Sr.	404-997-0702	Riverdale, GA	Kolb
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Randy Falkenberg	404-604-9806	Atlanta, GA	
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Chuck Koukol	706-896-1032	Young Harris, GA	
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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	
Dave Morrison	404-251-6091	Newnan, GA	Mini-Max
Dan Munson	404-426-4594	Marietta, GA	Phantom
Frank Nadolski	404-926-9752	Kennesaw, GA	Siemens Schuckert D1
Ed Noble	404-457-9583	Chamblee, GA	Kolb
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
Michael Prosser	404-443-1544	Dallas, GA	Phantom
Larry Ramsey	615-344-5954	Chattanooga, TN	Phantom, Mnt 503 Trike
Howard Ray (BFI)	706-692-3131	Jasper, GA	Phantom, Weedhopper
Robert Reese	404-476-9449	Duluth, GA	
Ron Reese	404-957-6883	McDonough, GA	Challenger II
Bill Rouse	404-917-9228	Acworth, GA	Challenger
David Shaw, Jr.	404-974-0611	Acworth, GA	
Wayne Shelley	404-749-0465	Cedartown, GA	
Dana Simmons	404-579-9091	Marietta, GA	J3 Kitten
Rick Smith	404-968-0404	Rex, GA	Phantom
"Lucky" V. R. Smith	404-562-4338	Temple, GA	Phantom
Ralph Sullivan	404-943-5986	Powder Springs, GA	Kolb Firestar
Dennis Thisius	404-467-9211	Locus Grove, GA	
John E. Wicker	404-992-2609	Roswell, GA	
Virgil C. Williams	404-979-5523	Lawrenceville, GA	Team Airbike
Steve Yothment	404-339-8394	Lawrenceville, GA	Kolb Firestar II

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## Members of the 1995 Board:

*Marshel*

- 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**

## The President's Corner

I missed out on the excitement and fun at Stateline, Phoenix City, Gunthersville and even Cartersville. Excuse my absence. I was with my son Chris who graduated from college. It all happened at Embry-Riddle Aeronautical University in Daytona Beach, Florida, and I took advantage of the travel to grab some vacation time.

But now, I'm back on my trike and ready to be with everyone at the coming special events. I'm speaking about the fly-in and navigation rally at Ed Cole's private strip, exhibiting our aircraft inside the Atlanta Motor Speedway, and grabbing a piece of steak at Lucky Smith's newly FAA-approved ultralight park. In all, there will be over night camping with camp fire tales, picnicking vittles, and the gathering of the clan. Heck, if anyone of us miss one event, we can catch the other the following weekend.

I am thrilled as a tick on a dog to know that GSFA has been instrumental in networking Atlanta area ultralighters. It's so evident that there are those who did not previously know one another or even flew ultralights. May we continue the practice of mixing planned and impromptu activities forever in the true spirit of recreational flying.

You may notice on the calendar the fly-in at Lincolnton, Ga. I have spoken with

Mike Vargo, the Central Savannah Area Light Flyers President. He invited us over to meet the Augusta and south South Carolina flyers. I initially approached him about the two clubs meeting in the future half-way between Atlanta and Augusta. We agreed that Green County Airport seemed a natural mid-point along Interstate 20. How about it this summer or fall?

I hope all the USUA members voted for Ben Cole as our USUA Region 4 Representative. We should know if he was elected in June. Whether he's elected or not, Ben is searching for a site to hold a regional meet in Georgia. We discussed pairing our Air Rally 95 with it. You may remember that the club held Air Rally 94 at Dave Wheeler's private field near Winder, GA. He has invited us back.

Ben believes that Dave's field might do. Ben's the site coordinator and rally captain for the August Air Rally. If you have any suggestions or want to assist Ben, please phone him to get on board. Please consider supporting GSFA's hosting the regional fly-in, especially if held in Georgia.

Thanks to those who continue to offer their support as I start-up TRIKES R US, a magazine for trike flyers! And with that note, I say summer is here! Spread the sun tan lotion. Let's fly with the sun!

## Alabama or Bust

By Rick Smith

On May 6th, we had another fun trip to Smiths, Alabama, to the Jones Light Airport where Dennis Starling hosted another superb fly-in. There were pilots from as far away as Panama City, Florida. There were a couple of Phantom pilots from the Valdosta area and several guys from Montgomery. We had our regular crew consisting of me, Rick Smith, Mike Carpenter Sr. and Jr., Bob Page and Pete Pettis. Pete flew down the Pine Mountain range and met us at Callaway Gardens. Of course, when we arrived, Ben Cole was already there. We talked and ate and some participated in the competitions.

One of the highlights of the day was when our very own Mr. Elmer Hanners flew his paraplane in a pretty good

breeze, but the spectators seemed to enjoy it. Mr. Steve Yothment came along as our ground crew in case we needed anything. Steve was a little late getting there because he had to follow his own directions from the newsletter! Thank God he had GPS in his car, and was able to find the field using that! It will be good when he finally finishes his Kolb in a few weeks, and can find the airport from the air. (Its easier that way.)

All in all, we had a great trip and look forward to it again next year. Hopefully, even more members will be able to come along.

(If anyone is interested in flying, buying or taking lessons in a paraplane, please contact Elmer Hanners in LaGrange at 706-845-7918.)

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## The May Meeting - Cole Field

By Steve Yothment

The outing at Cole Field on May 27th was a great success, even though there was no Triangle Atlanta Navigation Rally. Scattered showers throughout the day made the rally a little more risky, so members decided to not do the rally, and just enjoy some fun flying. I counted ten aircraft at the outing.

Ron Reese organized the outing to include a picnic with hamburgers, hotdogs, and other assorted goodies.

Several members set up tents or had RVs for a campout that night. It was a fun occasion to meet club members and their spouses and family.

A special thank you goes to Ed and Ruth Cole, who made their property and airstrip available for the fly-in and campout. Thanks also to Ron Reese and the food preparers for making the picnic such a success.

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## Other Info . . .

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

club is coordinating the activity. He can be reached at 615-733-9508. There will be more information on this fly-in in the next newsletter.

## 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>JUNE</b> 3,4 10am	Jeff Hatle	Henry Co. Airport +	Atlanta Raceway Fly-in, Bellah Field Campout, Membership Meeting
10	Lucky Smith	Lucky's UL Airpark	Fly-in Open Invitational
17			
24,25	Mike Vargo	Lincolnton Airpark	CSRA Lite Flyers Fly-In, Picnic and Campout
<b>JULY</b> 1			
8 12pm	Bill Ferguson	Ferguson Field	Membership Meeting
15	Keith Roberts	Murfreesboro, TN	USUA Region 3 Competition
22 4pm	Mike Carpenter Jr	Griffin Lighthouse	Dinner Fly-In at
29		Buffet Airstrip	Williamson Airport
<b>AUGUST</b> 5			
12 9am	Ben Cole	Dave Wheeler Field	Membership Meeting, GSFA Air Rally 95
19			
26			
<b>SEPTEMBER</b> 2			
9 11am	Lucky Smith	Lucky's UL Airpark	Membership Meeting, Bring your Steak Fly-in
16 8am	John Stuart	Flight World, S.C.	Annual Invitational
23			
30			
<b>OCTOBER</b> 7 9am	Howard Ray	Jasper Airport	Membership Meeting, Officer Nominations Marble Mtn Festival
14			
21			
28			
<b>NOVEMBER</b> 4			
11	President		Membership Meeting, Officer Elections
18			
25			
<b>DECEMBER</b> 2			
9	President		Membership Meeting, Annual Party
16			

## Open Invitational At Lucky's Airpark

By Steve Yothment

On June 10th, there will be a Fly-in at Lucky Smith's Ultralight Airpark, located in Temple, GA. This is an "Open Invitational", meaning that you can come when you want on that Saturday, and all ultralighters are welcome.

Lucky says that he will be grilling hot dogs for everyone, and a grill is available for anyone who wants to bring other items for lunch (steak, hamburgers, etc.). This is our opportunity to see Lucky's new Ultralight Airpark, and enjoy flying in that area of Georgia.

The coordinates for Lucky's Airpark are 33° 43' 56"N, 84° 59' 06"W, as

indicated by Lucky's Loran Receiver. If you are flying there, Lucky's field is 3 miles west of Villa Rica, 2000 feet south of the microwave tower, and just north of Lake Buckhorn.

If you are driving to Lucky's Airpark, take I-20 west from Atlanta to Exit 5 (Villa Rica). Go to the right (north). At the second stoplight, turn left onto Hwy 78. Go about 3 miles (through Villa Rica) to the second hill and turn left onto Bar-J Road. Lucky's property is at the 8th driveway on the left. The address is 230 Bar-J Road.

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## Augusta Flyers Fly-in

By Steve Yothment

On June 24th and 25th, the CSRA Lite Flyers out of Augusta, GA will have a fly-in in Lincolnton, GA at the Lincolnton (private) Airstrip. Mike Vargo, President of the CSRA Lite Flyers, has invited the Georgia Sport Flyers to the fly-in. This is our opportunity to meet another ultralight group that is springing up out of the Augusta area.

The Lite Flyers will have hot dogs ready for all visitors. There is also a campout facility nearby with water available, and many are expected to camp out on the Saturday night. However, there are no shower facilities.

If you drive to Lincolnton Airstrip, take I-20 east from Atlanta toward Augusta. Turn left (north) onto Hwy 78. Take Hwy 78 about 5 miles. Turn right (north) onto Hwy 43. Take Hwy 43 about 25 miles. Lincolnton Airstrip is on the right side of the road, about 1.5 miles before you get into Lincolnton. If you enter Lincolnton, turn around and go

back about 1.5 miles; you will see a pink motel, then a white farmhouse; then, the airstrip will be on the left.

The coordinates for the Lincolnton Airstrip are approximately 33° 45.7' N, 82° 28.2' W. If you are flying to Lincolnton Airstrip, be advised that there is thick forest all over the place! It is probably best to follow I-20 away from Atlanta and to then follow Hwy 78 and Hwy 43 to get to the airstrip. (This allows a place to land if you have any problems on the way!) The large bridge south of Amity on Hwy 43 is a good reference point.

The airstrip has a 3500 ft. grass runway, NW to SE. The airstrip is 1 mile NW of the white geodesic radar dome, along Hwy 43. Monitor CB channel 23 on approach.

If you have any other questions about the fly-in, contact Mike Vargo at 803-652-7754.

## Some Plane Advice

By Kenny Lander

*Here's another article from the **The New Highlights**, a sport flyers' newsletter which calls itself "Central Jersey's Renegade Underground Aero Concept". The newsletter mailing address is Farmingdale, NJ.*

"Just do a couple of hops first". Familiar advice? We've all heard those words of wisdom at one point in our ultralight careers haven't we? Back in the old Weedhopper days to be exact. Just a couple of hops. Sounds like a safe bet, doesn't it? Well, to dissolve that little myth, a "hop", which to be technical is actually a simultaneous takeoff and landing, could be inviting trouble, especially if the fledgling student pilot is unaware of a few elementary principals of flight.

For starters, let's take a look at a typical hop and see where it gets us. Ok, we line up with the runway, advance the throttle, rotate the nose as the airspeed builds up, lift off, nose down, and then immediately land, all in one smooth motion, hopefully before we run out of runway and hit the hill. If done properly, a hop is perfectly safe. By properly, I mean that the angle of attack is kept to a minimum, and the airspeed is closely monitored to prevent a stall. "Angle of attack", "stall". Do you know how they relate to one another? Angle of attack is the positioning of the wing as opposed to the direction of the airflow over it. In order to generate lift, the wing must have a positive (upward) angle to the airflow in order for the airplane to fly. To continue flying, this angle must be maintained by the force exerted by the elevator in the tail, which of course is adjusted by the pilot moving the stick forward or backward. The thrust exerted by the engine gets the aircraft up to the proper airspeed necessary for lift to be

generated, and from that point on, it is now up to the pilot to maintain that airspeed by operating the pitch control (stick). We are now in flight!

Ok, what happens when the angle of attack is increased to the point where the wing actually acts as a tremendous source of drag, further complicating things to the point that the wing no longer is able to generate lift when the airspeed falls below a certain level, which may vary considerably due to the inherent design of that particular aircraft? Phew, that was a mouthful! Simple class, the aircraft is now in a condition known as a "stall", and I'm not referring to the engine suddenly stopping. Basically, in laymen's terms, when you STALL, you FALL! Again, depending on the design of the aircraft itself, and taking into consideration such factors as weight, balance, and airfoil shape, the severity of the stall may vary.

An ultralight such as a Weedhopper which has a low wing loading usually will stall very gently in the power off mode, with only a slight dropping of the nose followed by a rapid recovery of airspeed. On the other hand, a high performance aircraft such as a Gee Bee could stall wickedly, usually followed by a wing snapping down, and then the inevitable spin. In between are all the rest of the different types of aircraft.

Ok, notice I said that the Weedhopper stalls very gently in the power off mode. Going from my own experience with this particular machine, I will say that with the power on and the nose rapidly raised



## Some Plane Advice (continued)

to bleed off airspeed, a Weedhopper CAN drop a wing very quickly, and if recovery techniques (forward stick) are not employed by an unsuspecting student pilot, it is possible to find oneself in what has come to be known as a "death spiral" with the turns getting progressively tighter as the now panicking pilot pulls back on the stick in a desperate attempt to pull out which he has no clue how to do because he didn't listen to his instructor! Eventually, the wingtips will touch and if a ballistic chute is not on board, it's hasta lavista baby! Bummer man!

Wait a minute! Don't go rushing back into the office looking for a refund just yet. There is a light at the end of the tunnel, and besides, wasn't this article supposed to be all about hops? Sure, so let's see how what I just talked about applies to hops, and why they are so potentially dangerous.

A high angle of attack accompanied by a stall is in itself perfectly safe as long as the pilot has plenty of altitude under his rear end and knows the proper recovery technique which, by the way, sometimes has to be a reflex action on his or her part! Usually, forward stick will do the trick in the power off mode and even power-on stalls accompanied by a spin (you have to stall before you can spin) usually require backing off the throttle followed by kicking opposite rudder and forward stick in a 3 axis aircraft and in the case of a 2 axis machine such as the Weedhopper with plenty of dihedral (vee of the wing) a spiral is recovered in the same way (power off, opposite rudder, forward stick, then neutral). In fact, the smart pilot will familiarize himself with the stall characteristics of his particular plane by practicing repeatedly at altitude. Not only that, by learning the stall speed of his aircraft, the pilot now

knows what his minimum landing approach speed ( $V_{ref}$ ) should be (30% of the stall speed added to that airspeed. Example-Stall is 30mph. Add 10mph. Land at 40mph minimum. Toss in a few more MPH to ward off those unexpected wind gradients.) Wind gradients??? THE HOPS KENNY, THE DAMN HOPS!!! Huh? Oh yeah, hops. Kinda drifted there for a minute didn't I?

Well, everything's related. Maybe we'll cover wind gradients another time. Anyway, like I said before, the reason hops can be so dangerous is that if a condition such as what I just described happens while a student is engaged in a hop only a few feet off the ground instead of at a safe altitude, what do you think the end result will be? At the worst, a fatality. At the least, a bent airplane and a deflated wallet. Do you see what I'm trying to say here people?

A new student, before he even sets his behind in an ultralight, needs a total understanding of angle of attack and airspeed management. That's why an approved USUA and FAA recognized training syllabus is MANDATORY! Doing hops without knowing why an airplane flies or doesn't is a recipe for disaster! Do you agree? Some people don't. Some people think ultralights are just big model airplanes. Some people end up dead or almost! All because they didn't have a BFI to teach them a little about airplanes first!

An old Navy pilot, when asked what his secret for longevity was, replied—"Airspeed, airspeed, and airspeed"! I'd like to modify those excellent words of wisdom a bit if you don't mind. How about the secret to becoming an old pilot can be summed up in these words—Airspeed, Angle of Attack, Wing Loading, Proper Instruction, and Proper Attitude! I think that about sums it up.

## Classified Ads

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

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

FOR SALE - Phantom, Rotax 503 DC, all instruments, brakes, 14 gal alum. tank, new updated landing gear, cockpit adj. trimtab, aileron shovels, CB radio with helmet and headset, ground adjustable fiberglass prop, fiberglass bucket seat, GPS with external antenna. \$6500. Call Rick Smith, 404-968-0404.

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

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

FOR SALE - Starflite, beautifully restored. Rotax 447, new sails, new

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

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

FOR SALE - 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.

### FLIGHT INSTRUCTION

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

## Classified Ads (continued)

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.

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](mailto:SteveYoth@aol.com).

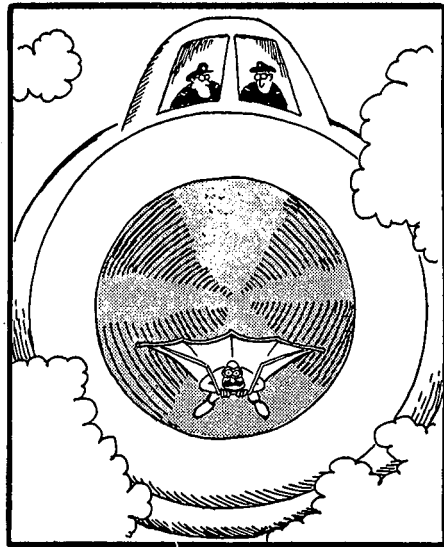
Articles for the July newsletter should be submitted by June 28th.

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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