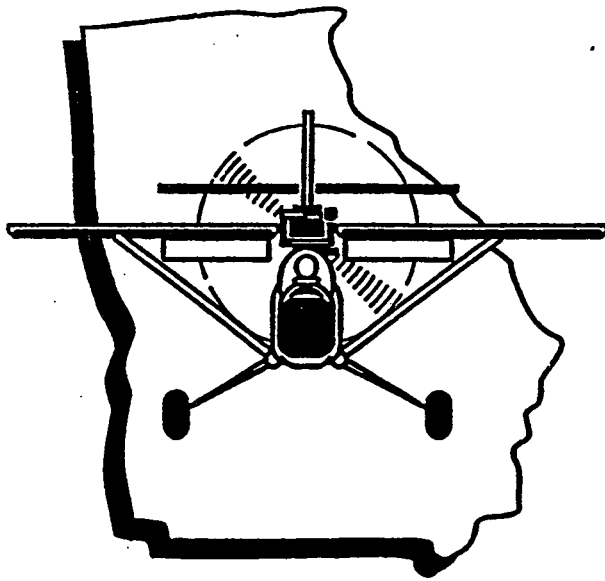


THE SPORT FLYER



The official newsletter of
The Georgia Sport Flyers Association

March 1995

MEMBERS

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
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 SP
Pierce Day	404-591-7284	Woodstock, GA	Mini-Max
Ken Dunnbacke	404-993-4526	Mountain Park, GA	Z-Max
Frank Eck	404-953-2231	Marietta, GA	
Stuart H. Fuller	404-941-4644	Mableton, GA	Zephyr II
Thomas Ray Gaddy	404-947-0478	Winston, GA	Snoop
Chuck Goodrum	404-426-7294	Kennessaw, GA	Flt Dgn Trike R447
Jeffery Hatle	404-251-2080	Sharpsburg, GA	Rans S-12
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	
Chuck Koukol	706-896-1032	Young Harris, GA	
Robert Leatherwood	404-445-7216	Dallas, GA	Ferguson II
Don Loehle	404-306-1335	Palmetto, GA	Challenger I
Wes Luster	404-414-1449	Tucker, GA	
Cliff McDonald	404-995-0465	Lawrenceville, GA	Quicksilver GT400
Phil McKeon	404-977-8364	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	Fergie II
Robert Page	404-461-6611	Jonesboro, GA	N-3 Pup
Scott Parker	404-477-5403	Jonesboro, GA	Weedhopper C
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
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	
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 Yohtment	404-339-8394	Lawrenceville, GA	Kolb Firestar II

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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

The new leadership has made it's presence known by establishing a new membership fee, publishing a yearly calendar, re-focusing the newsletter, promoting membership renewal, introducing the Swap Meet and Circle Atlanta Rally and changing the by-laws.

An additional matter remains. Does the association desire to continue its affiliation with the United States Ultralight Association (USUA), drop USUA to affiliate with the Experimental Aircraft Association (EAA), do neither, or re-organize?

The Board of Officers has been discussing

this matter since our first board meeting in January. It has relevance to liability concerns. At the next membership meeting, I will present the board's recommendation and call for a decision.

Please examine the options outlined on the next page. Let's put the decision behind us. Let's keep ourselves focused on flying together for the remainder of the season. Let's picnic. Let's Rally. Let's Circle Atlanta. Let's drop in at the race track. Let's invite others to join us. And, most importantly, let's be safe and enjoy our sport. Here's hoping to see you at the SWAP MEET.

The Next Meeting

The next meeting of the GSFA will be on March 11th at the South Expressway Airport in Jonesboro, GA.

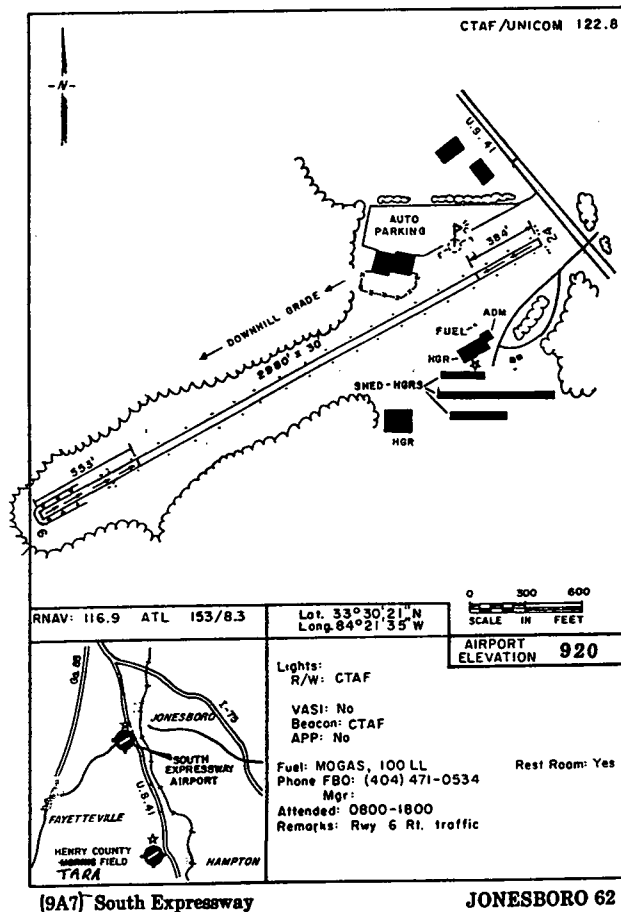
This meeting will be a SWAP MEET, so be sure to bring any aircraft parts, tools, etc to the meeting that you would like to sell, trade or give away.

If the weather is good, please try to fly in.

The meeting is at 12:00 noon. We suggest you have lunch before arriving at the airport.

The airport is south of Atlanta along US 41. To drive there, take I-75 south from Atlanta to US 41 south. Then, watch the signs for the airport.

See you there!



Our Affiliation:

USUA:

No indemnity insurance offered for the club
 (may offer it as alternative later this year)
 Provides a pilot and aircraft registration program
 Provides a registered instructors program
 Access to Video Library
 Receipt of a USUA Banner
 Ranks pilots in national standings
 Exclusive national club coverage in Ultralight Flying magazine
 Referral Service
 GSFA members not required to join USUA
 State incorporation not required
UL Flying magazine

EAA:

Offers insurance for club (no premises) \$40.00
 Offers premises, hanger, and event insurance at cost
 Offers the Experimenter and/or Sport Aviation magazines
 EAA uses FAA certified flight instructors (CFI)
 GSFA must use EAA's articles of incorporation & bylaws
 GSFA individual members must join EAA
 State incorporation required
 EAA furthered the early growth and development of homebuilt
 aircraft and facilitated experimental certification

NOT AFFILIATE WITH ANY NATIONAL ASSOCIATION:

Remain incorporated with State (spend \$30.00)
 Do not affiliate with any national association
 (save \$45.00 with USUA and \$40.00 minimum with EAA)
 Prepare no yearly reports to national associations
 Receive no national recognition in national magazines
 Keep present GSFA governing structure (do not renew USUA affiliation)
 Be a state wide association with affiliated Georgia clubs
 Be a local Atlanta metro area club

REORGANIZE:

Dissolve the state incorporation status (save \$30.00, avoid having
 a federal tax number and possibly filing a return)
 Individuals affiliate with their desired national organization
 (most already do)
 The membership fee becomes a newsletter subscription
 Rely on volunteers for joint activities (as is occurring this year)
 Avoid all the bureaucratic stuff and go fly! (what really matters anyway!)

The February Meeting

by Ken Adams, Jr., Secretary/Treasurer

The February Meeting was held in the Community Room at Cobb Electric Membership Corp. in Marietta.

Chuck Goodrum opened the meeting at 12:37 PM with an introduction and welcome of the visitors that were present.

Chuck then opened the business portion with a vote to accept the minutes of our January meeting as it was printed in The Sport Flyer. The minutes were unanimously accepted.

Ken Adams then presented the financial, membership and T-shirt/hat sales report. Ken stated that as of 2/11/95 we have \$1590.59 in the bank. We have 34 members. We have three T-shirts and ten hats left. T-shirts and hats will be offered again this year; contact Bill Rouse for further information.

Bill Rouse requested help maintaining club property. Bill will be flying this year now that his Challenger II is completed and needs someone to help transport items. Frank Nodolski volunteered to help in this area.

Chuck then asked Steve for a newsletter report. Steve discussed the classifieds; he reminded us that the placing of non-commercial ads are free to members. Steve mentioned some of the format changes and discussed some of the articles as well as some upcoming articles. Steve announced that The Sport Flyer is now available to non-members at the subscription rate of \$20.00 per year.

Chuck then turned to old business. Chuck called the vote on the changes to the by-laws. After a short discussion a vote was taken. The result was 21 for and 0 against. The proposed changes passed with the required 2/3 vote.

Chuck opened the next portion of the meeting with a discussion of liability. He pointed out the coverage available with EAA. He said that he had talked with three different lawyers and each said that we were protected by the corporate veil. Chuck then asked for any comments. Pierce Day spoke about EAA and USUA. Ben Cole said that the coverage provided by EAA did not provide for very much protection. Ben also said that USUA is working on the process of providing

coverage for its chapters. Dave Shaw stated that EAA charges \$25.00 a year for the board and members for a million dollar liability protection coverage. For an additional \$25.00 coverage we could provide liability coverage for any non-chapter members present. Ken Adams asked Dave to clear up the exact cost and coverage. Dave said that the annual cost is \$50.00 for 2 million dollars of liability protection. Chuck asked the members to consider who they would like to affiliate with.

Chuck went on to club announcements. Cliff has passed the FAA medical. Ben has agreed to run as the regional rep for USUA. Chuck asked the members to vote for and support Ben. Chuck then asked if any member would like to mention if they had any aircraft that they would like to sell. Ray Gaddy said that his Snoop is for sale. Ben Cole mentioned that his Buccaneer was for sale.

Chuck told the members that ARAC will not be suggesting any changes to FAR Part 103. There will be changes in classes of ultralights/aircraft. There will also be changes to the types of airmen. Some training or instruction will be required for any advanced aircraft.

Chuck stated that the Augusta club, the Phoenix City group, and a group in Chattanooga are all wanting to have a meet with us.

Chuck introduced Mike Carpenter, Jr. Mike discussed the March Meeting. He said that it will be a "swap meeting". Further information will be printed in the March newsletter.

Chuck went on to give a presentation on safety and carb ice. He reminded us that the weather is cold and conditions are right for carb icing. He also said to be careful in wind, to know your wind limitations.

Chuck then asked Bill Rouse to give an update on the library. Bill asked if any member needs the old UF magazines brought to each meeting. Bill said that he will have a list of the contents available.

Chuck then asked Cliff McDonald for an educational presentation. Cliff worked with Steve Yothment and Dana Simmons on this presentation. Steve gave an excellent

The February Meeting (continued)

report on the capabilities of the Garmin GPS and Dana gave an excellent report on the use of the Trimble GPS.

At this point all attention was placed on the wide screen projection TV. Members

brought and viewed various aviation videos.

At approximately 3:30 PM Chuck closed the meeting.

Pilot Profile

This Month: Bob Page

by Bob Page

It all started in the late 70's one Sunday afternoon when I stopped by Bear Creek Airport (now Tara Field). I noticed a beautiful little red and white Cessna 150 with a For Sale sign on it. I always wanted to learn to fly, and my imagination went wild. I enquired within and found out the asking price was \$5,500 with only 1350 hours TT (total time) and a fresh annual. I made arrangements for a lesson on the Monday just to make sure I liked it. It made me awful sick, but the instructor assured me I would get over it.

After careful negotiation, I made the purchase, and got my private license in the Cessna. I was hooked and spent every off-day flying and cruising the country. I loved the flying, but the price of Av-gas was

going up fast and parts and annuals took it's toll. This flying business was getting expensive. Then, in the early 80's, I started seeing ultralights. I was skeptical at first, as they didn't look very substantial, but I started seeing improved designs at Lakeland that I liked, and it certainly would be more economical.

I sold the Cessna and, in 1986, purchased my N3-Pup kit. It took 9 months to complete and the thrill of that first flight has never left. I now have about 700 hours on it and have never looked back. I like it for the economy (about 2 gph auto gas) and it is fun to fly.

Now, I do my own inspections and maintenance.

I found a better way.

WHAT IF ?

by Chuck Goodrum

What if we got together at a location and flew our aircraft around the greater Atlanta area flying from one airport check point to another until we ended up where we started. And what if we were to estimate how much time and gas it would take each of us to do it. And, what if those who were not flying assisted the flyers along the way - so everyone could participate. And what if, all the while, we invited everyone to a grand picnic along side the start-finish line. What if.....

Watch this space for further information about the GREAT CIRCLE ATLANTA NAVIGATION AND ENDURANCE RALLY.

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
JANUARY 7 10am 14 11am 21 28	GSFA President GSFA President	Fulton Cty Airport Market St. Buffet	Board Meeting Membership Meeting
FEBRUARY 4 10am 11 1230 18 25	GSFA President Bill Rouse	Fulton Cty Airport Cobb Elec Cooperative	Board Meeting Membership Meeting
MARCH 4 11 12pm 18 25	Mike Carpenter Jr	S.Expressway Arport	Membership Meeting and Annual Swap Meet
APRIL 1 8 TBA 9-14 15 22 12pm 29	Pierce Day Lakeland EAA Jerry Lynch	<i>Alapasta</i> Williamson Lakeland, FL Bellah Field	<i>fly in</i> SUN-N-FUN Fly-out EAA's SUN 'N FUN Membership Meeting
MAY 6 13 11am 20 27	<i>Pierce Day</i> Ron Reece Pierce Day	<i>James H. Aff</i> Cole Field Cartersville Airport	<i>open invitation</i> Membership Meeting, GSFA Circle Atlanta '95 EAA UL Phoenix Pheatherweight Flyers Cook-In
JUNE 3 10 17 24	Jeff Hatle Lucky Smith	Henry Co. Airport + Lucky's UL Airpark	Membership Meeting, Atlanta Raceway fly-in Fly-in Invitational
JULY 1 8 15 22 4pm 29	Bill Ferguson Mike Carpenter Jr <i>106 Page</i>	Ferguson Field Griffin Lighthouse Buffet Airstrip	Membership Meeting Dinner Fly-In <i>Williamson</i>

GSFA 1995 Activities Calendar (continued):

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

Garmin GPS 40

Sports Authority now has the Garmin GPS 40 Navigator for sale for \$349.96.

This GPS unit has the following specs:

- Weighs only 9 ounces
- Compact size: 2.1 x 5.8 x 1.2 inches
- Has 250 waypoints with 10 reversible routes
- Has built-in simulator and user prompts
- Provides heading, track, sunrise-sunset, ETE, ETA and other calculations
- Has exclusive MultiTrac* receiver, which tracks and uses up to eight satellites for accurate positioning
- Operates for up to 20 hours with 4 AA batteries
- A VHS training tape is included

That Dangerous Time of the Year

by Ben Cole

It's that dangerous time of the year again. Those first warm days hinting of spring will bring out the flying urge in everyone, especially ultralighters. The danger will not come from the normal act of flying, but will start with the omission of tasks that should be done before flying. When the dreary overcast and cold give way to the bright warm sunlight and clear skies, there will be an "irresistible urge" to get into the air, regardless.

The more beautiful the day and the more miserable the weeks preceding it, the stronger this urge will be. It can become so strong that an otherwise safe and conscientious pilot can be overcome by it and do things he normally would never consider. As a high pressure system builds in from the west, showing the earth clearly on the TV weather maps, a pilot's mind begins to plan. Tomorrow, he will try to slip off work early and fly a little before dark. If everything goes right, there should even be time to pull and little pre-flight maintenance that he had been putting off.

The next morning dawns splendidly. It was as if his section of earth has suddenly been lifted intact to Jamaica. By ten o'clock it was in the sixties and by noon the seventies. The urge begins to build. But, at work things don't go as planned. Instead of finishing early, it was late in the afternoon before an escape to his passion was possible. Driving, windows down, radio up, and the sun in his face, thoughts of soaring over the treetops dominates his thoughts. And, by the time he finally gets to the airstrip, the urge to fly is all consuming, and is becoming stronger. Walking to his plane, he realizes that he had forgotten to get fresh gas. He looks at the sun and rationalizes that he would not need much, what was left in his tank from his last flight in the fall was probably still okay. That was months ago, but he had burned old gas before and nothing happened. The urge was influencing his judgment. While uncovering his plane he didn't notice that the vent tube had been uncovered and rain could have gotten in his gas tank. A quick look to see if there is water or trash in his fuel lines is difficult because of the dark discoloration of the

aging plastic. They need to be replaced this year he reminds himself. There was no way of knowing if there was water in the bottom of his tank, waiting only to be shaken up to let its presence be known. Fully draining and flushing the tank with gas would prevent this, but he didn't have time. The sun was getting lower on the horizon. The rubber manifold boot on the carburetor was a couple of years old but it looked fine. After gripping it to see if it still fitted snugly, he noticed a very small surface crack. He promised himself to check it again soon.

A quick once over of the airframe spotted a discolored bolt securing the shackle of his lower wing wires. Why had that head rusted so quickly, he wondered? As his fingernail lifted some plating that was flaking off, he remembered that he had replaced this very bolt last year. He had purchased several at a fly-in from a fellow selling them out of the back of his car. They were cheap, but they had the right marking. What were the chances that it was a counterfeit? It had worked so far; he would replace it later. The urge now had full control.

Completing his preflight, with the exception of a few small things, he decided that his plane was airworthy. After five minutes of pull starts, he was about to change his mind, when the engine finally popped to life. Those plugs could need replacing and I will check them when I return, he mentally noted. The urge now had become extremely dangerous. As he strapped himself in, he noticed a small tear in the under side of the wing near the aileron push rod. It had not been there before. The thought of new sails and his depleted bank account flashed through his mind and he quickly dismissed the tear as repairable later. He taxied the length of the strip to warm his engine while moving his controls to loosen them up. After the engine warmed, he held the brakes and gradually released them as the machine slowly accelerated down the grass strip. Soaring over the treeline into the clear fresh sky, his face bathed in the warm sun, it was exhilarating. The trees and their emerging buds passed slowly below him.

Un-noticed by our pilot, the needle of the exhaust gas temperature guage moves steadily into danger range, but his eyes are on the horizon, soaking in the beauty of the field and clouds beyond. To the west, a lake appears and moments later a fisherman's boat comes into view. A touch of rudder and nudge on the stick takes the craft in that direction. A low level pass to celebrate this glorius day, becomes the focus of his thoughts.

Pushing the stick over to start his manuever, he sees his airspeed increase quickly. Captured by the thrill of the moment and the urge to enjoy speed at a low level, he continues to hold the stick down. Unknown to him, a power cable has been recently strung across the far end of the lake. Finally, he pulls the stick back firmly to gain altitude. Something unexpected happens..... Like I said before... It's that dangerous time of year.

Letters

From Uncle Fred, editor of The New Highlights, a newsletter from New Jersey:

Steve, I really don't know how to break the bad news to ya about Imagona, but here goes....Dey ain't no part deaux!!

Not only dat, dey ain't no Jan or Feb issue of Highlights. Things just got a little stressful and Uncle Fred and Co. took a little break. There is hope for Imagona II. Nitefly has your E-mail address and will more than likely drop you a line once he comes back down to earth. Something to do with the Intergalactic Senate I think.

All kidding aside, many articles and stories end with "to be continued". Some are, and some aren't. You never know. Depends on how much of an outcry erupts from our readers which number almost a hundred now.

Well, let's keep in touch. I'll see if I can motivate NF to do Part 2. The next Highlights won't be out til maybe the end of March. I have a lot of neat tech articles that I want to use. Not too much original stuff this time around, but it should be good reading. You'll get yours.

Take care.

- Uncle Fred

Hello, Steve:

Yes, Jack Day & I fly every time the weather is OK for us. We're sorta whimpy flyers, though. Neither of us enjoy the bumps & prefer not to fly if the wind is up much. The rotors from the local ridges get abusive in just a little wind. Also, our grass strip doesn't have the best drainage & after all this kind of rain we have to wait for it to dry a little. We both ride motorcycles, too, so we've got a windy/wet alternative activity.

WOW! Another nice Firestar! (Referring to Steve's project. -Ed) Sounds good. Another ultralighter up here, John Russell, is just finishing his new Firestar, the tandem 2-seater. He's another of the 5 that fly out of Shannon. His Firestar is BEAUTIFUL. About the nicest that I've seen yet & I've seen many. It's white with blue, orange, & black trim. The description doesn't do it justice. John's a SUPER builder. A tool & die maker by trade & pays great attention to detail. Jack & I advised on the electricals for his plane. I did some of the wiring & making of the junction box, etc. He should be ready to fly very soon.

Happy Firestar finishing.

- Charlie Kirtland

Some Stuff About Wind

(PART 3: Landings)

by Steve Yothment

Landings should always be done into the wind, whenever possible. One exception to this might be when there is an excessive downhill grade on the landing strip. In that case, it's better to land uphill.

A lot of times, it is not possible to land directly into the wind. For example, your airstrip may be perpendicular to wind direction, in which case you will have to land with a cross-wind.

As you approach your airstrip for a landing, standard procedure would require you to enter the downwind leg at a 45° angle. (See the illustration below.) Then, while on downwind leg, be sure to take a good hard look at the windsock or whatever wind indicating device is present at the field. It's is very important to get a good idea of the wind direction and wind speed at this point, because you will have to correct for the wind in the pattern, and especially on the final leg and at the landing.

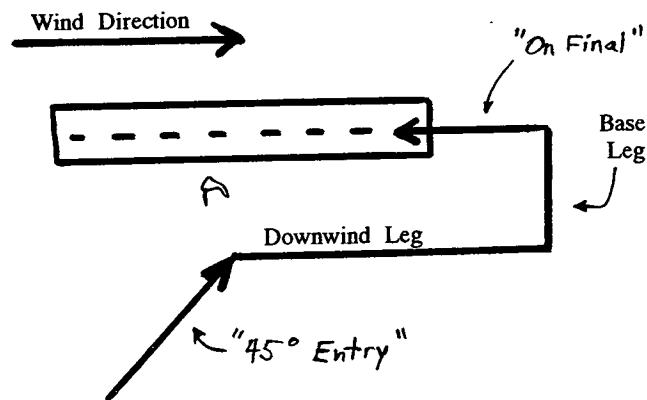
While you're at it, you might as well check out the runway very carefully while on downwind leg. Are there any obstructions on the runway? Any "bad spots" on the runway that need to be avoided? Are there any other airplanes waiting to take off? If so, the other pilot may not see you, and may try to take the runway as you come in to land. Note these things carefully on downwind leg, and you should then have plenty of time to take whatever corrective action is necessary.

While still on downwind leg, think about how you will have to maneuver your airplane in the pattern and at landing so as to compensate for the wind. It is desirable for the downwind leg to be travelled in a direction that is exactly parallel to the runway. It may therefore be necessary to crab a little to make the airplane do this. Work at getting your downwind leg path exactly parallel to the runway; your airplane shouldn't get any closer or farther from the runway during downwind leg.

On base leg also, crab a little as needed to make the airplane travel perpendicular to the runway.

Then, on final, the fun begins. There are actually two ways for compensating for the wind on the final leg. Either method can be used. The first method is the crab.

Crabbing into the wind just means that you point the airplane a little off course so that the combined effect of the wind and aircraft heading causes the aircraft to go in the direction you want. Its a fun way to land, and is an excellent way for newer flyers to land. Immediately before touchdown, however, it is necessary to "straighten things out" so that the airplane is pointed down the runway at the landing. You need to land straight so that, as you touch down, the wheels don't "trip up" as you land. A broken landing gear, a wing tip scraping the runway or a bounce may occur if the airplane isn't landed straight. This requires the pilot to push the rudder



over to get the airplane pointed straight, which takes a little practice. At the same time, the pilot should drop the wing that's "into the wind" a little so that the aircraft doesn't get blown off the runway during the landing. The wheel that is "into the wind" should touch down first.

Before you practice landings with wind, it's good to think the thing through so that you understand the physics behind the actions that are needed. Imagine yourself coming in on final for a landing. The wind is coming at you, with a slight crosswind component coming from the right. On final, turn the airplane so that it is pointing a little to the right of the runway, then keep the wings relatively level, with rudder near neutral position. The wind will blow the airplane a little to the left, making the airplane proceed directly to the runway. If you see the airplane actually moving a little to the left, increase the crab angle by turning a little more to the right. If the airplane is moving too far to the right, decrease the crab angle by turning the airplane a little to the left. After each minor correction, level the wings and verify neutral rudder.

A little before touchdown, straighten out the airplane by using left rudder. Then, dip the right wing a little so that the right wheel touches down first.

It takes a bit of practice to get it right. (Practice should only be done on days when the windspeed is low.)

The other method for coming in on final is to side-slip the airplane. In this method, while on final, point the airplane directly at the runway using rudder control and slightly drop the wing that is into the wind. The airplane will slip sideways, into the wind. The idea is to cause a sideways slip that exactly counteracts the effect of the wind, so that the airplane proceeds directly to the runway. This method will cause the airplane to sink a little faster than the crab method. Therefore, you may need to experiment with the methods and start the descent a little earlier than normal using the

side-slip method.

Another option for pilots is to start on final with a crab, and then switch over to the side-slip when the time is right. For example, if you see that you are coming in a little high, go into a side-slip earlier than normal. The side-slip will help you lose altitude. On the other hand, if you're coming in a little low, add power and stay in the crab until just before touchdown. Then straighten it out and land.

My personal view is that the side slip method is preferred. The reason for this is as follows:

- 1.) If you're coming in on final set up to side-slip most of the way down and the engine fails, you can usually just start crabbing and can still make it to the runway. The extra altitude needed to side-slip on final can be used to your advantage if the engine fails.
- 2.) It is no longer necessary to "straighten it out" before landing, since you have straightened it out all the way down using the side-slip method.
- 3.) It is easier on the passengers, if there are any. Passengers usually feel better when they see the airplane pointed at the runway on final.
- 4.) It looks better to spectators. When spectators see the airplane coming straight in, pointed directly to the runway with no wobbles or course adjustments, it just looks better.

Of course, the goal should always be to land as safely as possible. If you are not comfortable with landing with a crosswind, you might consider not flying that day. Or, you could land at an airstrip where the runway is directly into the wind. Another choice is to land diagonal to the normal runway direction. (Most airports probably won't appreciate this, but it is a good alternative at many flight parks that have plenty of grass landing area.)

If you are more comfortable doing a crab on final instead of a side-slip, that's fine. Do whatever you need to do to make your landing as safe as it can be.

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

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 - 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 - 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 - 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 - 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 - 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.

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 April newsletter should be submitted by March 24th.

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



You reckon if
we wing it on
the other side
it'll let that poor
feller go?

MLDCR-B #7 NORTH-METRO-GA. 030795 1724

Chuck Goodrum
2009 Jebbs Court
Kennesaw, GA 30144

1/96

