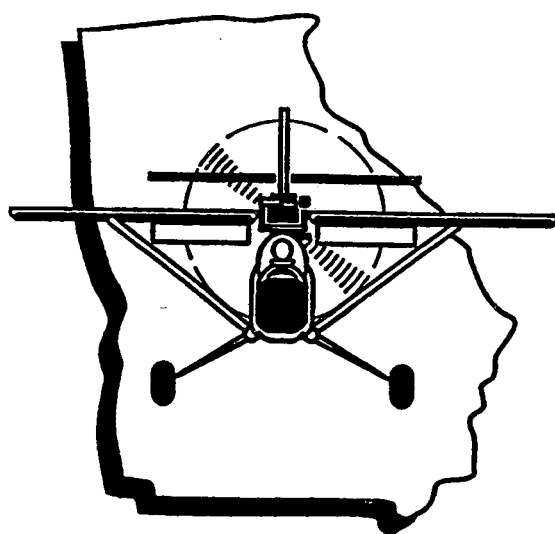


The Sport Flyer



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

November 1995

MEMBERS

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

Kenneth Adams, Jr.	770-443-8792	Dallas, GA	
Herschel W. Barker	770-443-1310	Hiram, GA	Hurricane
Woody Bell	770-476-2303	Duluth, GA	Talon
Norman H. Bethke	770-267-5126	Monroe, GA	Super Weedhopper
George C. Boerner	807-216-3348	Dawsonville, GA	Phantom
Mike Carpenter, Jr.	770-460-7566	Fayette, GA	Kolb
Mike Carpenter, Sr.	770-997-0702	Riverdale, GA	Kolb
Charlie Carter	706-216-6652	Dawsonville, GA	
Ben C. Cole	770-476-1070	Suwanee, GA	Talon XP
Roy Daniell	770-436-5674	Smyrna, GA	
Jack Day	706-234-3816	Rome, GA	Tierra
Pierce Day (BFI)	770-591-7284	Woodstock, GA	Mini-Max, Phantom
Kem Dunnebacke	770-993-4526	Mountain Park, GA	Z-Max
Frank Eck	770-953-2231	Marietta, GA	
Randy Falkenberg	770-604-9806	Atlanta, GA	
Frank Flessel	404-761-8667	East Point, GA	Team Mini-Max
Stuart Fuller (AFI)	770-443-0911	Dallas, GA	Zephyr II
Bill Ferguson	770-443-2747	Dallas, GA	Ferguson F-II
Elliott Fogle	770-957-4011	McDonough, GA	
Thomas Ray Gaddy	770-947-0478	Winston, GA	Snoop, MX-2
Chuck Goodrum	770-426-7294	Kennesaw, GA	Flt Dgn Trike R447
Steve Green	770-977-5572	Kennesaw, GA	CGS Hawk
Jeffery Hatle	770-251-2080	Sharpsburg, GA	Rans S-12
John Haines	770-516-4976	Woodstock, GA	
Elmer Hanners	706-845-7918	LaGrange, GA	Paraplane
Lee Hockman	770-934-1160	Doraville, GA	
Glen Horne	770-518-7231	Marietta, GA	Ferguson F-II
Andy Isburgh	770-972-8999	Snellville, GA	Team Mini-Max
J. D. Jones	770-969-9399	Fayetteville, GA	Hi-Max 1400Z
Charles Kirtland	706-295-1974	Rome, GA	Spitfire
William (Bill) Knecht	770-886-9108	Cumming, GA	Talon XP
Chuck Koukol	706-896-1032	Young Harris, GA	
Jim Lanier (A&P)	770-945-2095	Buford, GA	
Robert Leatherwood	770-445-7216	Dallas, GA	Ferguson F-II
Don Loehle	770-306-1335	Palmetto, GA	Challenger I
Jerry London	770-786-8082	Oxford, GA	Fisher 404
Bennett Liles	770-474-1241	Stockbridge, GA	Challenger II
Jerry Lynch	770-474-8211	Stockbridge, GA	Phantom
Wes Luster	770-414-1449	Tucker, GA	
Larry Maynard	770-667-9638	Alpharetta, GA	Titan Tornado
Cliff McDonald	770-963-2939	Lawrenceville, GA	Quicksilver GT400
Phil McKeon	770-977-8364	Marietta, GA	
Ben Methvin	770-509-6753	Marietta, GA	Team Mini-Max
Dave Morrison	770-251-6091	Newnan, GA	Team Mini-Max
Dan Munson	770-426-4594	Marietta, GA	Phantom
Frank Nadolski	770-926-9752	Kennesaw, GA	Siemans Schuckert D1
Ed Noble	770-457-9583	Chamblee, GA	Ferguson F-II
Robert Page	770-461-6611	Jonesboro, GA	N-3 Pup
Scott Parker	770-477-5403	Jonesboro, GA	Weedhopper C
Scott Perkins	770-973-3860	Marietta, GA	Weedhopper
Norman R. Perry	770-253-4305	Newnan, GA	Team Mini-Max
Loren K. (Pete) Pettis	706-647-6654	Thomaston, GA	Team Mini-Max
Harold Platt	770-536-2009	Gainsville, GA	
Michael Prosser	770-443-1544	Dallas, GA	Phantom
Larry Ramsey	615-344-5954	Chattanooga, TN	Phantom, Mnt 503 Trike

In This Issue

From The President's Hangar	2
Sky Dogs Competition	3
1995 Activity Calendar	5
Saga Of An FP-303	6
Fun At Cedar Creek	7
Classified Ads	8

Members of the 1995 Board:

President: **Chuck Goodrum**
 Vice President: **Mike Carpenter, Jr.**
 Secretary/Treasurer: **Ken Adams**
 Safety Officer:
 Newsletter Editor: **Steve Yothment**
 Education Officer:
 Flight Operations Officer: **Rick Smith**
 Librarian: **Bill Rouse**

Members (continued)

Howard Ray (BFI)	706-692-3131	Jasper, GA	Phantom, Weedhopper
Robert Reese	770-476-9449	Duluth, GA	
Ron Reese	770-957-6883	McDonough, GA	Challenger II
John Russel	706-802-0321	Rome, GA	Firestar II
Bill Rouse	770-917-9228	Acworth, GA	Challenger
David Shaw, Jr.	770-974-0611	Acworth, GA	
Wayne Shelley	770-749-0465	Cedartown, GA	
Dana Simmons	770-579-9091	Marietta, GA	J3 Kitten
Rick Smith	770-968-0404	Rex, GA	
"Lucky" V. R. Smith	770-562-4338	Temple, GA	Phantom
Ralph Sullivan	770-943-5986	Powder Springs, GA	Kolb Firestar
Stan Sullivan	770-422-1318	Kennesaw, GA	Firestar
Dennis Thisius	770-467-9211	Locus Grove, GA	
John E. Wicker	770-992-2609	Roswell, GA	
Virgil C. Williams	770-979-5523	Lawrenceville, GA	Team Airbike
Steve Yothment	770-339-8394	Lawrenceville, GA	Kolb Firestar II

From The President's Hangar

I have received encouragement from several members to serve as President next year. That is an honor which I will not forget. I withdrew from the nomination because I want to step aside for other leaders to have their turn. TRIKES R US is taking off and I want to give a bit more attention to it at such a critical time. But, I will remain an active member and assist where and when necessary.

My gratitude goes out to everyone for being kind to me and for making it a good year. I especially want to thank those members who volunteered at my request to serve as site hosts for the monthly meetings. They gave their time unselfishly to the club to help insure that we all had a good time. I found many good friends this year. That, I cherish the most. Hope you have and do too!

At the Etowah Bend Glider Port Bob Leatherwood, Steven Green, and Frank Eck agreed to serve as the 1996 Officers Nominations Committee. At the Jasper meeting they presented their nominations: Jeff Hatle for President, Stan Sullivan for Vice-President, and Bill Rouse for Secretary-Treasurer. I support the nominations! Let's make our third year even more rewarding and support these members.

Elections are scheduled at the November meeting scheduled at the Cartersville-Bartow Airport. We will gather to confirm the nominees. They will have had an opportunity to consider their commitment to leading us next year. The new leaders assume their offices in January. Please plan to attend and participate in the elections. We'll meet at 11:00 in the morning in Mike Prosser and my hanger number "30"

located at the north end. Come to fly. Given good weather, we will have a flying event I think you will enjoy.

Glad to see that a few members are beginning to use the new voice mail telephone system. Remember 663-7108 and the security code GASF. We are still experimenting with the various options and its utility. Try it. Let everyone know your likes and dislikes. Go ahead, leave a message for your flying buddies.

I have consulted with some members of the club, mostly those in the Cartersville area, to comment on behalf of the club to the Cartersville-Bartow County Commissioners about the newly proposed UL airport rules. Basically, I am supporting a suggestion of the airport authority to establish an ultralight pattern and operations area. I would support a site removed from the present active airport. Importantly, I believe we all do not want to see ultralight operations curtailed. We will see how much weight it carries. I strongly encourage members in the area to do the same.

Lucky's plight continues. He is still negotiating with the Carroll County Commissioners, Judge, and his neighbors. Check with him before flying in. And, while I'm on that side of town, I want to commend Stewart Fuller for taking Best in Show at the Carrollton Airport's Annual Fly-in and Open House. This is another of Stewart's most recent recognized contributions. The other is his appointment by the FAA as a Safety Counselor. Congrats Stewart!

I appreciate the feedback from members during our Jasper meeting about the Etowah Bend facility. Further discussions with Etowah Bend's Jim

President's Hangar (continued)

Karlovick reveals that an extended leasing arrangement is not possible. This condition is not to our benefit. A handfull of flyers in the immediate area thought so too. Besides, I certainly do not want to see the club break up over a meeting place. As I read the sentiment among members, the club is not ready to assume such a major investment. I lay it to rest.

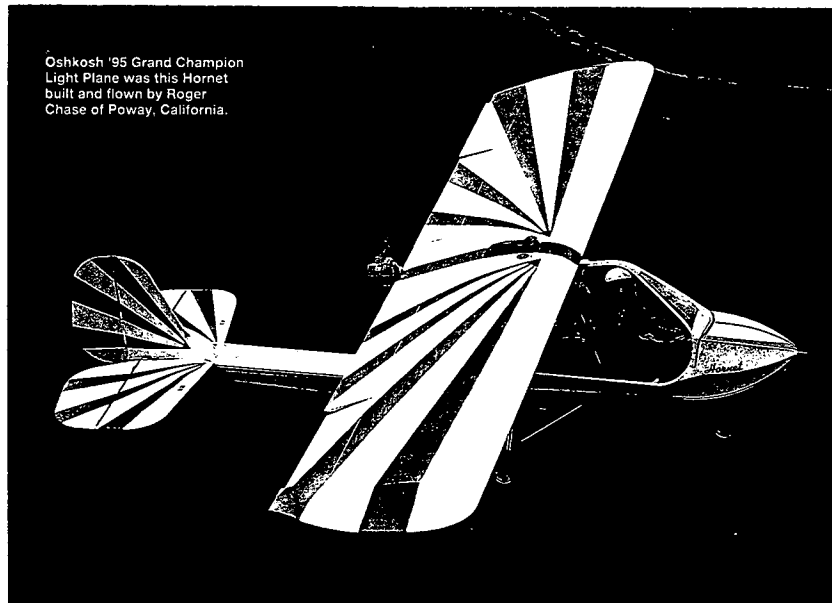
Coordinating with the Marietta-Cartersville EAA chapter 268 has created

a plan to hold a joint party in December. This will permit both groups to use the Cobb Electrical Coop's community meeting room where GSFA met last year. It will also give both clubs a chance to meet new flyers, eat, and recap the year as we bring a close to 1995's adventures and misadventures. We'll have more on this at the November meeting.

See you at Cartersville hanger number thirty. Happy flying.
- Chuck

Ga. Sport Flyers' Voice Mail System

Don't forget that the Georgia Sport Flyers now have a voice mail phone system for "keeping in touch" with GSEFA activities! To remind members of the phone number for the system, there will be a permanent short explanation with the phone number on the inside back cover of each newsletter from now on. Enjoy!! (The number is 663-7108!)



Oshkosh '95 Grand Champion
Light Plane was this Hornet
built and flown by Roger
Chase of Poway, California.

More fun flying!

Sky-Dogs Competition Is A Huge Success

From the Chattanooga Sports Flyer

The competition portion of the 1st annual Sky-Dogs Fly-In was held on Saturday, September 30th at Wilson's Airfield near Ringgold, Georgia. If we had planned anything it would never have come off as well as it did. Chris put up the signs on the previous Thursday to lead spectators from the Interstate all the way to the Airfield.

Larry Ramsey, Bill Thurman and Chris Blyth (the Trike Guys) camped out on Friday night. Chris and Larry flew before dawn Saturday morning. Yes, it is worth the price of a strobe. Chris flew "high cover" as Larry attempted to carve his name in the low lying ground mist. It was neat to see the swath cut through the mist with the sides of the path intact and a very thin wisp trail where the center of the prop had passed.

As soon as we landed at Wilson's, Sharron had hot coffee waiting and while we discussed the day ahead, Sharron prepared an excellent breakfast. No wonder Larry is marrying her.

Soon, the first spectators and ultralights started arriving. Plenty of very well built 3-axis ultralights came from the Georgia Sport Flyers. Flying around and talking around seemed to be the thing. Chuck Goodrum brought his trike and there were four trikes in all.

Larry and Chris gave all the spectators rides as long as it was possible. There was a Professional Video crew there and they chased Chuck around like he was the only one that could fly! Larry had his newly purchased Piper Vagabond at the

airfield and Lyndon Wilson had his "military paint" perfectly restored Piper there also. At one time, over 22 aircraft were on Wilson's Airfield. WHAT A PARTY!!!

The best hosts feed the guests well. Larry flew to a private 5000' grass airfield that was 5 air minutes away and asked the owner (Wendell) if he could buy lunch for the ultralight pilots at the Fish-Fry that Wendell was having for his "Metal Airplane" friends. Soon, there were 20+ ultralights landing at this great airstrip and all were fed and entertained and entertaining (I hope).

After lunch, all flew back to Wilson's for the competition. It was great fun and no one hurt their aircraft (much). The Georgia Sport Flyers took the overall 1st, 2nd and 3rd place plaques. Go Chuck! The spectators even got to ride in the back seat of the Trikes and drop their "bombs". Closest to the bullseye won the Sky-Dogs T-Shirt. These Sky-Dogs T-Shirts were custom designed by B.J. Blyth and had already sold out in a hurry so the T-Shirt was a good prize and those of you who own one have a true collector's item.

Flying continued until the wind forced a short (1 hour) break. The Georgia Sport Flyers then gassed up, told all "Good-bye" and left in a show of aviation. A better time could not have been planned. THANKS to everyone who helped and I hope you enjoyed yourselves. It was too much FUN!

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
NOVEMBER 4 11 18 25	Chuck Goodrum	Cartersville Airport, Host: EAA #68	Membership Meeting, Officer Elections
DECEMBER 2 9 16	President	Cobb Electric Coop Community Meeting Rm	Membership Meeting, Annual Party

The November Meeting

By Steve Yothment

Our November Membership Meeting will be on November 11th at 11:00 AM in hangar 30 at the Cartersville-Bartow Airport (Chuck and Pierce's hangar).

At the October Membership Meeting, we nominated the following people for officer positions:

Jeff Hatle for President
Stan Sullivan for Vice-President
Bill Rouse for Secretary-Treasurer

At the November meeting, we will elect officers!

Cartersville is about 30 miles northwest of Atlanta. Coordinates for the airport are 34° 07.45' N, 84° 50.92' W.

If you are driving to the airport, take I-75 northwest from Atlanta to the Cartersville exit. Go west and follow the signs to Cartersville. In Cartersville, take Hwy 113 southwest out of Cartersville. Go about 3 miles to the Cartersville Airport, which is at the intersection of Hwy 113 and Hwy 61.

Saga Of FP-303 Ultralight #3076

By Martha (Mrs. Royce) Currie
Calhoun, GA

Boxes of materials for Kit #3076 (actually FP-303 #76) arrived at our home in Calhoun, Georgia on February 18, 1985.

A 4' x 16' construction table, with fluorescent lighting installed over it, replaced the ping-pong table, and turned our air conditioned basement area into an "aircraft factory", complete with stereo and color TV. Nice working conditions!

Although the FP-303 ultralight is a wood and fabric structure, much time was required to make all the various metal fittings. I wasn't involved in this part of construction. My job was holding, lifting, lowering, moving, pushing, pulling, fetching, etc. After about 24 months, the construction phase was complete and "first flight" was at the Rome Airport on January 31, 1987.

I was there but chose not to watch the first take-off. Soon, I saw it rising above, and thought "Well, it's really flying! - All of his time, work and persistence paid off!" Needless to say, Royce was thrilled at it's good handling and buoyant

ultralight performance. He flew it many places and it attracted a lot of attention.

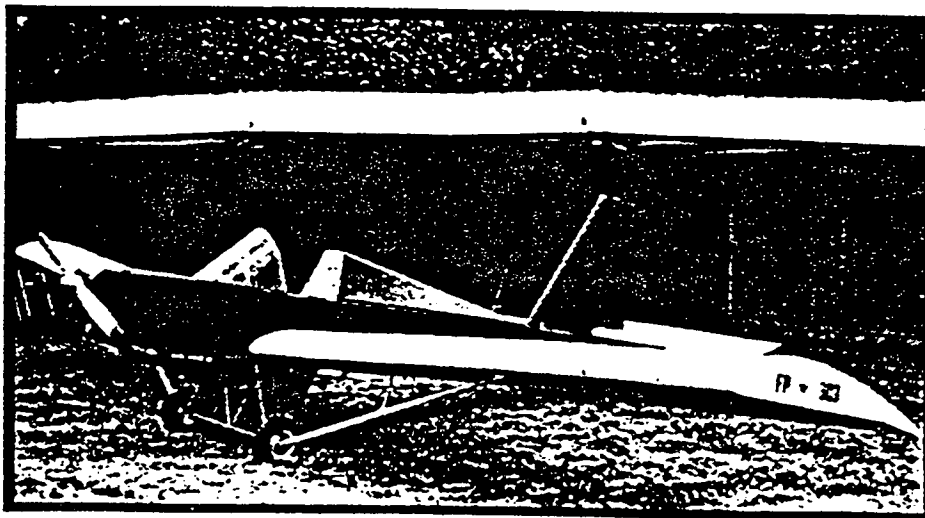
But all didn't go well forever after!

At 87 hours, the engine loaded up and gagged on short approach, and the gear collapsed while landing in the rough at "Cow Paddy" field, east of Calhoun, requiring 4-1/2 months for repairs!

At 216 hours, the engine quit while over the Allatoona Wildlife area. Later, it was determined that a small metal fragment from the cylinder head gasket found it's way into the spark plug gap, thus causing the deafening silence! The resulting crash landing (in trees) required 16-1/2 months for repairs!

At 263 hours, the engine quit while north of Shannon. Another off-field landing was made. This time there was no damage as such; the Bing carburetor needle had worn in two. The needle was moved to another groove, on site, and flight was resumed. My comment to Royce was "I have about had it with this thing!"

At 305 hours, a take-off accident at



Saga (continued)

Fricks' Airstrip involving heavy hiking boots, heel brakes and Cedar trees required 5 months of repair. What can I say? I was still thinking "I have about had it with this thing!"

At 349 hours, NE of Calhoun, the engine lost power but was still barely running, making a cow pasture landing necessary. This time, it was a broken bolt in the engine at the exhaust manifold.

After repairs and re-assembly, it was back flying in two weeks!

At 360 hours, (August 1, 1995) FP-303 #3076 is still ready, willing and able! It seems like the proverbial cat with 9 lives. When the count gets to 8, I hope Royce will decide to "hang it up" and not tempt Fate any longer. Who knows! - By then, a more reliable engine package may be available and, if so, here we go again!

Fun At Cedar Creek

By: Steve Green

The sky was blue and clear as Bob Leatherwood and I took off from Ferguson's Field on Tuesday, October 10, to fly to Cedar Creek Campground, just north of Cave Springs, GA. According to Bob's GPS, our ground speed was about 80 miles per hour!

The owner of the park, Craig, is very ultralight friendly and allowed us to land on his beautifully manicured golf course driving range! For this trip, Bob and I took along fishing rods and bait because Cedar Creek has some good fishing and we wanted to rent a canoe to float down the creek and fish. We saddled up in Craig's Bronco and he transported us approximately 5 miles upstream, where we loaded up the canoe with bait, tackle, rods, soft drinks, life vests, and etc. As you may recall, our area had just been hit by Hurricane Opal the week before our canoe trip. So, even though the water was nice and clear, it was also still moving kind of fast. (I'll talk more about that later.)

As we began to drift and fish, we let the cares of daily living slip away as we watched the beautiful scenery of trees, huge birds and water glide by. Bob and I both caught fish. We caught Crappie,

Bass, Bream and Catfish, which we returned in good condition to the stream for future fishing expeditions. As we floated and fished our way downstream, we both felt in perfect harmony with nature and knew that nothing could possibly disturb the peace.

YEAH, RIGHT! At that moment, the current turned into a whitewater monster! (Or at least it felt that way when we rapidly approached a tree limb hanging over the bank.) I ducked, narrowly missing the limb, but poor Bob was struck by it. We lost our balance and the whole canoe flipped completely over into the water. Talk about wanting to laugh and cry at the same time! We were both soaking wet with various items from the boat either sinking or starting to drift downstream. Well, needless to say, we recovered most of the items in the boat (although I think we did lose our dignity), bailed out and kept on truckin'!

We arrived back to the campground about four hours after we started, feeling tired and stiff, but otherwise happy. Despite the glitches, we had a great time and vowed to fly back again one day to Cedar Creek for more fun, fishing and raft flippin' adventures.

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

FOR SALE - Starflite, beautifully restored. Rotax 447, new sails, new paint, tires and BRS. No corners cut. Rare machine. 55 cruise? \$6000. Call Ron Reese, day 770-957-0138 or night 770-957-6883.

FOR SALE - Quicksilver, weight shift, 100cc Honda. \$500. Call Ron Reese, day 770-957-0138 or night 770-957-6883.

FOR SALE - Snoop single seater, 430-R, new sails, TT 60 hrs, \$2500. Call Thomas Gaddy at 770-947-0478, Winston GA.

FOR SALE - Rotax 277 FA, with 2.58:1 gearbox. All brand new, \$1,250. Call Andy Isburgh, 770-972-8999.

FOR SALE - 4 blade Ultraprop, less than 3 hours, with spinner and pitch blocks for 12, 13, 14 degrees. Cost was \$300, will sell for \$200, obo. Call Howard Ray, 706-692-3131.

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

FOR SALE - Sky Sports Altimeter (\$189 new), \$150 OBO, Sky Sports Instrument Pod with custom cut cover for two 3" and two 2" instruments - wired for quick release fittings for engine instruments. \$100 OBO. Both nearly new. Call Randy Falkenberg at 404-604-9806.

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

FOR SALE - Custom cooling shroud for 447 engine. Made of .040 aluminum, all one piece. Copper rivets throughout; reinforced. \$54. Call Norm Bethke, 770-267-5126.

TRADE - Will consider trading my A-10 Mitchell Wing for a Rans S-5 Tri-gear with flaps and brakes or a Flight Star w/flaps, brakes, 502 engine, good panel and sails. Call Norm Bethke, 770-267-5126.

FLIGHT INSTRUCTION

Stuart Fuller, USUA AFI, is available to give flight instruction for those interested. Instruction is in his new Zephyr II with a Rotax 582 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 770-443-0911.

The GSFA Voice Mail System

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

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

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

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

GSFA Information...

The Georgia Sport Flyers Association is a non-profit organization devoted to the promotion, education and safety of ultralight flight, but encourages and accepts members from all walks of aviation. Membership is \$30.00 per year and includes subscription to the newsletter. Membership applications with payment should be brought to a membership meeting or mailed to:

Ken Adams, Secretary/Treasurer
Georgia Sport Flyers Association
P. O. Box 1034
Dallas, GA 30132

Ken can also supply membership applications.

The newsletter (only) is available to non-members for \$20.00 per year.

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

The Sport Flyer is the official newsletter of the GSFA and is published on a monthly basis. THE ARTICLES AND OPINIONS STATED IN THIS NEWSLETTER ARE NOT NECESSARILY THE OPINIONS OF ALL

OF THE MEMBERS. It is the responsibility of each individual to make sure that the articles meet his or her needs and applications.

Articles from the membership and general public are highly encouraged and solicited. No material can be returned unless accompanied by sufficient return postage. To submit articles to the newsletter, send to:

Steve Yothment
612 Steeplechase Drive
Lawrenceville, GA 30244

Articles on floppy disk are preferred, but any form is acceptable. If you have a computer and modem, you can send articles to Steve at PC Plus BBS, 770-944-2470, or via Internet at address SteveYoth@aol.com.

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

All other correspondence should be mailed to:

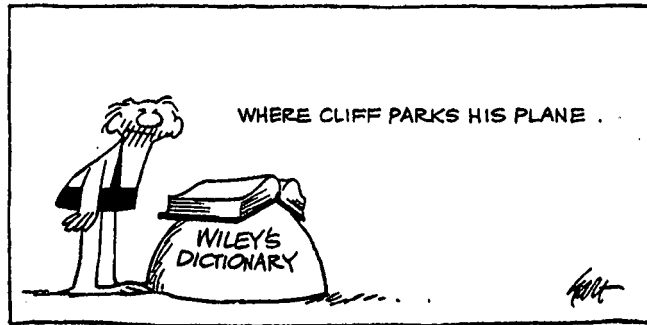
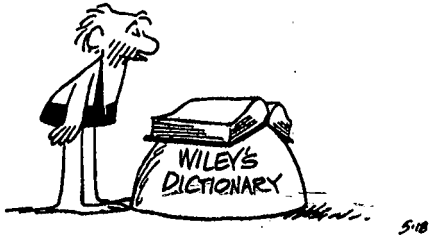
Georgia Sport Flyers Association
P. O. Box 1034
Dallas, GA 30132

or contact any club officer.

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



cliff-hanger



Chuck Goodrum 1/96
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