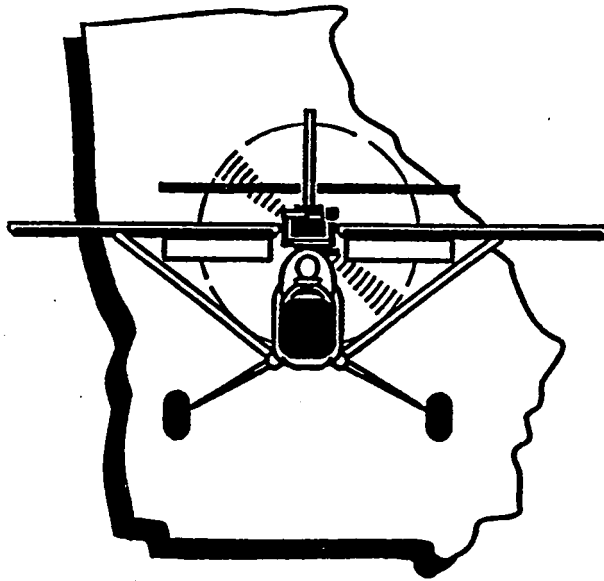


# **The Sport Flyer**



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

**September 1995**

MEMBERS
MEMBERS
MEMBERS

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

Kenneth Adams, Jr.	770-443-8792	Dallas, GA	
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Mike Carpenter, Sr.	770-997-0702	Riverdale, GA	Kolb
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Jack Day	706-234-3816	Rome, GA	Tierra
Pierce Day (BFI)	770-591-7284	Woodstock, GA	Mini-Max, Flight Star
Kem Dunnebacke	770-993-4526	Mountain Park, GA	Z-Max
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Randy Falkenberg	770-604-9806	Atlanta, GA	
Frank Flessel	404-761-8667	East Point, GA	Mini-Max
Stuart Fuller (AFI)	770-443-0911	Dallas, GA	Zephyr II
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Elliott Fogle	770-957-4011	McDonough, GA	
Thomas Ray Gaddy	770-947-0478	Winston, GA	Snoop, MX-2
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Steve Green	770-977-5572	Kennessaw, 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	Fisher Biplane
Andy Isburgh	770-972-8999	Snellville, GA	
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	
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
<u>Jerry Lynch</u>	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	
<del>Ben Methvin</del>	770-509-6753	Marietta, GA	Mini-Max
<del>Dave Morrison</del>	770-251-6091	Newnan, GA	Mini-Max
Dan Munson	770-426-4594	Marietta, GA	Phantom
Frank Nadolski	770-926-9752	Kennesaw, GA	Siemens 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	Mini-Max
Loren K. (Pete) Pettis	706-647-6654	Thomaston, GA	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
Howard Ray (BFI)	706-692-3131	Jasper, GA	Phantom, Weedhopper
Robert Reese	770-476-9449	Duluth, GA	

\* New members!

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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

*Quarter master*

*68+3*

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### Members (continued)

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

## From The President's Hangar

As we depart the hot, thin air of the summer season and fly into the denser fall season, I remember more than the sweltering heat. For, not only does it coincide with having to have my 447 rebuild, it elicits some disturbing and dramatic changes taking place within Atlanta's ultra-fly land. And, I don't mean the pending national rule change which I'll write about in a later article.

To start matters off, Lucky Smith's Ultralight Field has been under siege from eight of his eleven neighbors. After Lucky told me about his plight in July, I've witnessed the turn-of-events to include his appearance along with those he invited like myself to testify on his behalf before the Carroll County Magistrate's Court on August the 24th. With video tape, lawyers from both side, neighbors and supporters and decibel readings, we still had to wait for the judge to make a ruling. It appears at this point to be in Lucky's favor. He may have to make adjustments to the runway direction and traffic pattern. Since July he has been the only pilot allowed to fly in and out of his front-yard strip. Imagine if your buddies were no longer permitted to drop in at your very own front yard for beverage and chatter!

Given this state of affairs, the September meeting will not be held at Lucky's. It will be held at Etowah Bend Glider Port on the following Saturday - September 16. Bill Rouse will be our coordinating host. His Challenger is based there. He has prepared a September meeting fly-in, competition, and picnic at this river side, long and roomy grass strip. It is an in-the-country site, south of Rome, and easily reached by ground and air. What a delightful place. Fall here we come.

Imagine that after flying over your first planned stop where you are permitted to land, you begin to wonder about your

not-scheduled landing. As if Lucky's wasn't enough, it happens! For the first time in eight years at the present sight, John Stewart made the decision to cancel his Flight World annual fall invitational fly-in. And guess what, the neighbors are complaining. A newly developed golf and residential community was constructed adjacent to Flight World's property. The result is that it's owners are threatening Flight World's capacity to do business and perhaps its very existence. John is not happy. Talk about frustration! He did what he thought necessary as he continues neighborly negotiations. Don't know if all are going to court on this one. Imagine some neighbors moving into the neighborhood and telling you to be quiet, change your life style, or get out.

After flying over the second closed airpark you mummer, "Nay, it wouldn't, it couldn't happen again." But, wait, back home you hear the winds of change hollowing about another airfield-napping. The Bartow-Cartersville Airport Authority started structural and managerial remodeling this spring. Now, it announced publicly (in a written proposal) of its intent to restrict, or from a more insulting view, regulate ultralight operations.

I will continue to monitor this situation as will other GSFA members who operate at the airport. I am glad that we scheduled our November meeting at the airport. Remember the protest sit-ins of the 60's? Imagine the protest fly-in of 1995 when we come to make the point that public airports belong to ultralight and recreational flyers too.

In the meantime, let's all meet on the 16th at Etowah Bend and picnic, fly, and talk about it all. Bill's waiting for us.

p.s. ... Don't miss my "How to be an Ultralight Friendly Airport" article in this issue.

- Chuck

## How To Be An Ultralight Friendly Airport

by Chuck Goodrum, Trikeman

You are about to read an excerpt from the Draft for Review Purposes of the proposed Rules and Regulations of the Cartersville/Bartow County Airport Authority. The proposal was not made available to the public until pilots at the airport heard rumors that rules had been drawn-up by the county's attorney. I first became aware of it's existence in late July while at the airport. Thanks to Pierce Day for obtaining a hard copy from the attorney's office and distributing copies. With more people entering sport and recreation flying, it certainly makes for interesting reading.

"The Authority recognizes that Ultralight vehicles are considered an aeronautical activity (FAR part 103) which must normally be accommodated on airports which have been developed with Federal assistance. The safe operation of ultralight vehicles, as with any aircraft, rests with the pilot and in no way does the Authority infer that its rules will replace the responsibilities of individuals to conduct safe flights. The Authority reserves the right to regulate to a greater or lesser degree ultralight operations. As to ultralight operations at the Airport, the Authority requires as follows:

(1) That anyone operating an ultralight to, from, or at the Airport receive a briefing upon, be knowledgeable of FAR Part 61, 91, and 103; FAA advisory Circular AC-103-6; general aeronautical principles; and any other aspects of the flow of traffic and operations at the Airport. Such determinations of knowledge will be in the sole discretion of the Authority and may require, but not be limited to, a briefing, a written test, a signed acknowledgement, previous ultralight operation, and a practical demonstration of ultralight

flight/ground handling capabilities. Ultralight operators will comply with FAR Part 103 at all times.

(2) All operations are to be conducted in a safe manner. Ultralight operators understand that conditions exist at the Airport which may preclude safe operations and that they take the responsibility of operating their vehicle at their own risk.

(3) Specific flight patterns and takeoff/landing areas may be designated by the Authority as to which ultralights will be encouraged to adhere. Ultralights will yield the right-of-way to all aircraft.

(4) All ultralight incidents and accidents will be reported by the ultralight operator to the Authority.

(5) The cooperation of Airport management, ultralight operators and registered aircraft pilots in respecting each other's operational needs and requirements is expected and will promote safe and enjoyable operations for all concerned. "

It appears to me that while the airport strives to insure safety for all flyers, the concerns about the legal operation of the legal ultralight vehicle is at the forefront. Operating at this or any other public use airport remains the same. What are you flying? Is it an ultralight, an experimental, or an illegal? The importance of this matter surfaces not only in the realm of airport operations. It surfaces in the office of the county tax assessor. Aviation property owners in this club and other local clubs have been contacted to pay their tax. I know one flying-friend in Floyd County who has reconfigured his N-numbered machine to conform to ultralight rules. But, it's only a temporary fix. Another fellow flyer in another county reported that the tax notice included the ultralight vehicle by

*(continued on Page 9)*

## Air Rally '95

# Wheeler Field Hosts Georgia Sport Flyers Annual Shoot Out

By Ben Cole

The cool air of the early morning was still pleasant under the shady trees along the runway when the first ultralights arrived. The whine of Rotaxes pulling a Phantom and pushing a CGS Hawk marked the beginning of Air Rally 95, the second annual fly-in and competition of the Georgia Sport Flyers. Having been shanghaied to coordinate this event for the second year, I knew what to do; I greeted these first arrivals and immediately put them to work as flagmen. Mike Prosser and Steve Green were soon stationed on the runway just in time to guide in the next flight of seven coming from Cartersville and Rome.

Dave Wheeler's field is a one-way out rolling 1800 foot grass strip with a gentle incline on one end that looks like the ski jump launch ramp of a British aircraft carrier. Carved out of a thick patch of woods with one end open to large open fields, it is home to Dave's Piper, a Cessna 140 and a Bakeng Deuce, all taildraggers. This strip is just right for competent ultralight pilots of which a score had arrived by the 10:30 pilot briefing.

Unlike last year, we decided to have all the competitive events on the first day of the fly-in so that the guys (we have no lady pilots) that didn't plan to camp out could make it back home before dark. We had pilots from all over north Georgia and the greater metropolitan area participating.

The bomb drop was the first event and consisted of trying to drop the regulation rice filled sock onto a painted X on the runway. It had to be dropped from an altitude of 200 feet, or twice the height of

the trees along the runway. Three passes and three attempts were made.

Rice filled cotton socks work great because they don't bounce at impact and are easy to make. Get an economy package of 6 pair of Walmart athletic socks and a five pound bag of rice, put a knot at the top and *presto*, a regulation rice bomb. The average distance from the target after three drops determined the winner, and Stan Sullivan, always a consistent performer, took first place in his Firestar.

The spot landing contest happened as each pilot returned to the field after completing the other events. The shortest total distance of the three spot landings determined the winner. It was a modified carrier landing type. If you landed short, your distance was doubled. I believe next year it will be strictly a carrier type landing where you don't score if you land short. The entire field seemed to land extremely long this year, but Jack Day in his Tierra took this event with Bob Leatherwood a close second in his Fergie.

The cross-country event was next. The name of the event freaked out a couple of guys who had flown all morning to get there and they didn't want to enter. But after it was explained that all they had to do was circle a tower on a clearly visible hill seven miles away, determine how long and how much fuel it would take, and how many numbers on the ground they could spot going and coming, everyone agreed on one point; I was crazy.

However, after I pointed out the three shining trophies for the winners and reminded them that only those

participating in this event would receive the special limited edition T-shirt with COMPETITOR printed in macho bold letters on the back, everyone agreed that I was still crazy, but they would do it.

After writing down their estimated times and fuel and having their fuel levels marked and hourmeters covered, they took off. Frank Eck and Ralph Sullivan (our score keepers) recorded their times as their wheels left the ground and again as they returned and touched down. Unlike last year when a thunderstorm squatted on the checkpoint and scattered pilots over three counties, this year everyone found the checkpoint and returned fine. Flying my Talon X/P, I aced the time portion and Mike Prosser won the fuel estimation part in his Phantom. Each of these were considered separate events for overall scoring.

For the aerial observation event, spray-painted random numbers between 1 and 99 were placed along the likely course to and from the checkpoint. I disqualified myself from this event because I painted the numbers on the course. Bill Rouse in his new two seat Challenger with his son as co-pilot scored highest by finding seven of the numbers, but his score was reduced because of his on-board observer. There was a three way tie between Mike Prosser, Stan Sullivan and John Russell in his new Kolb. When a tie occurred, we totaled the number of points at stake and divided by the number of people that tied. In this case, 10, 9 and 8 points totaled 27 points, so each pilot was given 9 points.

Our final event was the torpedo run. Three white plywood targets of different sizes were positioned in the center of the runway. Each pilot was given 3 softballs, 2 white and 1 yellow. The object was to

fly down the runway at very low level and knock down the highest value target. A few pilots were disqualified for releasing the ball after they crossed the safety line, a white line drawn across the field ten yards in front of the targets. The smaller target was worth 5 points, the middle size 3 points and the largest size 1 point. If you hit a target with the yellow ball, you could double your score. Like Mike Prosser, I hit the 5 target on my second run and we tied for first place.

While the scores were being calculated, people flocked to the shade trees and cold drinks on the food truck nearby. After figuring furiously in the heat of the afternoon, the staff finally called the group together and announced the results.

Soon after the awards ceremony, one group left for home and another flock took off for Paradise Falls, a nearby waterfall with a grass strip. Cool fresh water splashing down natural granite formations into a shaded pool was just the ticket after a hard day of flying. After an hour of laying on the rocks and letting the stream pour and soothe our hot and tired bodies, we finally drug ourselves back to the planes. The late afternoon flight returning to Wheeler's Field was a perfect pause to reflect upon the day's events. It was a great RALLY '95.

1st Place:	Mike Prosser	Phantom
2nd Place:	Ben Cole	Talon
3rd Place:	Stan Sullivan	Firestar
4th Place:	Tie:	
	John Russell	Firestar II
	Bill Rouse *	Challenger
5th Place:	Jack Day	Firestar

\* Provisional 4th place for Club Event due to 1 man in aircraft requirement.

## Congratulations To:

Larry Ramsey, who won 1st place in the Region 3 Competition in Murphreesboro, TN!  
 Chuck Goodrum, who won 2nd place in the Region 3 Competition in Murphreesboro!  
 Wow!! GSFA members won these top honors, and Georgia isn't even in Region 3!!  
 Read all about it on page 42 of the September issue of Ultralight Flying!

## 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
SEPTEMBER 2 9 16 10am 23 23(also) 30	Bill Rouse Lucky Smith  Jimmy Dill (803-862-9135)	Etowah Bend Airport West Ga. Regional Airport (Carollton) Happy Valley Fliteprk (Fountain Inn, SC)	Membership Meeting ++! 5th Annual Airshow  Trikes R Us Gathering
OCTOBER 7 9am 14 21 28	<del>Larry Pennington</del> Howard Ray	<del>Wilson, Rigbold</del> Jasper Airport	<del>make</del> Membership Meeting, Officer Nominations Marble Mtn Festival
NOVEMBER 4 11 18 25	Chuck Goodrum	Cartersville Airport, Host: EAA #68	Membership Meeting, Officer Elections
DECEMBER 2 9 16	President		Membership Meeting, Annual Party

## The Carollton Airshow

EAA Chapter 976 is sponsoring the 5th Annual Airshow at the West Georgia Regional Airport near Carollton, Georgia. This airshow is a salute to World War II airmen, and will include a B17, WWII aircraft, acrobatic aircraft and other types.

Lucky Smith is a member of this EAA chapter and is in charge of all ultralight activity at the event. Lucky is inviting and encouraging all ultralighters to fly to

the event. The EAA chapter is hoping for a big turnout of all types of aircraft, including ultralights.

If you would like to fly to this event, please call Lucky at 770-562-4338 for details.

(Editor's Note: If you fly to this event, watch for vortex turbulence from the "big iron"! And don't forget to tie down your ultralight securely!)



# The September Meeting

## Organizer - Bill Rouse

Most have heard by now that the Flight World Fly-In at Greer S.C. has been canceled this year. This was supposed to be one of our major get-togethers this month! Also Lucky Smith is unable to have any visitors at his airpark until things settle down there. So, this month I have been put in charge of organizing our new meeting spot.

For those of you who have never visited Etowah Bend, now is the time. Etowah Bend is located about 10 min. flying time (311 degrees) from Cartersville Airport. It is a 3000 ft. grass strip located in an area that is excellent for flying. We will begin the activities with a club meeting at 10:00 followed by lunch (please bring your own), open flying, some competition events, cookout (the club will provide the food), and a campout. Now that the weather has cooled down, this will be a great time for a campout and we need some new stories around the campfire.

The airstrip is located right beside the Etowah River where many fishermen have been spotted so the fishing should be pretty good. There are 5 runways/airstrips located within about

20 min. flying time from Etowah Bend that could be visited during the weekend! So, please make plans whether you are driving or flying in to enjoy a weekend of flying and fellowship with the Ga. Sport Flyers!

If you are driving, take I-75 N. to exit 125 (Hwy 20 Rome/Canton). Turn left and go 2 miles to the traffic light. Turn left (20/411) then immediately turn right. Go 2.8 miles just past the Conoco gas station (20/411) and bare off to the right. Go 8 miles to the Etowah River bridge. Just as you go over the bridge, make a U-turn and come back over the bridge, then turn right on the first gravel road. The gravel road will take you to the airstrip.

If you are flying in, the coordinates are N 34° 12.341', W 84° 58.624'. There is a right hand traffic pattern and takeoffs and landing are usually from north to south.

So that we will be able to determine the amount of food that we will need, please let me know if you will be attending the cookout and/or the breakfast on Sunday morning by Sunday, Sept. 10th by calling me at 917-9228.

Hope to see everyone there!!!

## *The September Meeting Schedule:*

8:30 - 10:00	Arrival and Sign-In
10:00 - 11:00	Club Meeting
11:00 - 12:00	Open Flying
12:00 - 1:00	Break for Lunch
1:00 - 1:30	Closed Runway (to prepare for competition)
1:30 - 4:30	Competition
4:30 - 6:00	Open Flying
6:00 - 7:00	Cookout
7:00 -	Open Flying or Fly Out
Sunday.....	Open

## 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 - Fisher FP-202 with Rotax 277, electric start, flaps, factory built by Mike Fisher, \$4900. Call Andy Isburgh, 770-972-8999.

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, 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 - 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.

## How To Be An Ultralight Friendly Airport (continued from Page 3)

referring to any "aerial contrivance." It would appear that the "authorities" agree that if ultralights really do exist then pilots and owners will pay their "dues" one way or the other.

However you operate your flying machine, be certain you know what you are operating, be careful flying it, be sure to enjoy yourself, and be a member of the group. Let's pull together. Our association is an educational forum. It is also a lobbying force to insure our existence.

I'll keep you abreast of developments

at Cartersville and related matters. You can also expect to hear about the suspiciously pending revision of the FAA regulations that will directly impact on any operation at any airport. With newly created national ultralight associations popping up on the landscape to register machines, pilots and instructors, with flight space use threatened to be withdrawn, and with the call for taxation and regulation gaining momentum, 1995 is revealing itself to be a big year for sport flying. And there are four more months to go. Ain't life a trip?

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### 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:

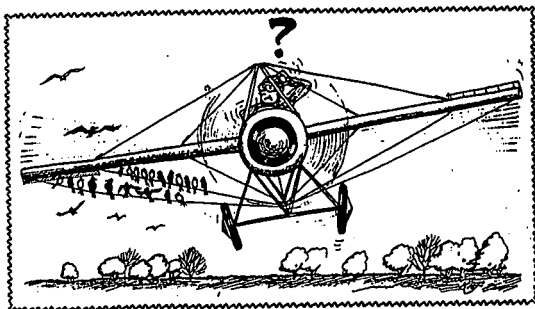
Steve Yothment  
612 Steeplechase Drive  
Lawrenceville, GA 30244

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](mailto:SteveYoth@aol.com).

Articles for the October newsletter should be submitted by September 29th. All other correspondence should be mailed to:

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

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



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