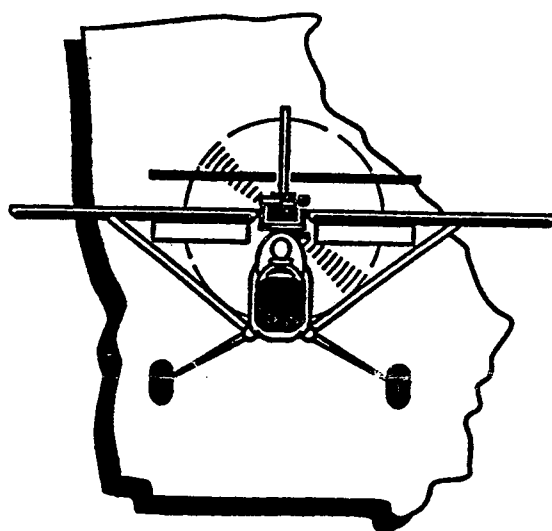


# **The Sport Flyer**



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

**April 1996**

## MEMBERS

(If any information here is wrong, contact Bill Rouse.)

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
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
David Corriher	770-386-2808	Cartersville, GA	Ferguson F-II
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	770-338-0427	Lawrenceville, GA	Titan Tornado
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	
Chuck Goodrum	770-426-7294	Kennessaw, GA	Flt Dgn Trike R447
Steve Green	770-977-5572	Kennessaw, GA	CGS Hawk
Kenneth Grubbs	770-267-2301	Monroe, GA	Ultra Star, Super Cub
Jeffrey Hatle	770-251-2080	Sharpsburg, GA	Rans S-12
John Haines	770-516-4976	Woodstock, GA	
Elmer Hanners	706-845-7918	LaGrange, GA	Paraplane
Don Hooper	770-642-6479	Alpharetta, GA	
Glen Horne	770-518-7231	Marietta, GA	Ferguson F-II
Andy Isburgh	770-483-6646	Conyers, GA	Team Mini-Max
John Jolley	770-786-6524	Covington, GA	Ferguson F-II
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 GT-400
Ben Methvin	770-509-6753	Marietta, GA	Team Mini-Max
Dan Munson	770-not-listed	Woodstock, GA	Phantom
Frank Nadolski	770-926-9752	Kennesaw, GA	Siemens Schuckert D1
Ed Noble (BFI)	770-457-9583	Chamblee, GA	Ferguson F-II
Scott Perkins	770-973-3860	Marietta, GA	Weedhopper
Harold Platt	770-536-2009	Gainesville, GA	
Michael Prosser	770-443-1544	Dallas, GA	Phantom
Robert Pytel *	770-433-9676	Smyrna, GA	Chinook, WT II
Larry Ramsey	615-344-5954	Chattanooga, TN	Phantom, Mnt 503 Trike
Howard Ray (BFI)	706-692-3131	Jasper, GA	Phantom, Weedhopper

\* New member!

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### Members of the 1996 Board:

President: Jeffrey Hatle  
 Vice President: Stan Sullivan  
 Secretary/Treasurer: Bill Rouse  
 Safety Officer: Ben Cole  
 Newsletter Editor: Steve Yothment  
 Flight Operations Officer: Ron Reese  
 Librarian: Mike Carpenter, Jr.

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### Members (continued)

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
Wayne Shelley	770-749-0465	Cedartown, GA	
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	
Corky Valentine *	770-781-2716	Canton, GA	Quicksilver MX
Steve Yothment	770-339-8394	Lawrenceville, GA	Kolb Firestar II

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## From The President's Hangar

Our March meeting held at the Peachtree City Weather Center was very enlightening. They showed us how they accumulate all of the weather data from weather balloons to the latest radar, then compile the information to prepare a weather forecast. There wasn't much in the way of weather when we were there, just clear and cold. Maybe the nice warm calm weather we have been waiting for is just around the next cold front.

Thanks to Mike Carpenter for arranging our tour of the Weather Center. It gave us an opportunity to become more informed and prepared for flight.

Sun-N-Fun '96 is just around the corner. Anyone interested in flying to Sun-N-Fun, or being a part of the ground crew, should call Bill Rouse or myself. This is going to be a GREAT trip. Call today!

Our April meeting will be at Williamson Airport, located just west of Griffin, instead of Tara Field. The tour of the FAA

Control Center in Hampton is rescheduled to a later date, because many of you who wanted to go on the tour will be busy flying to Sun-N-Fun. Our new date will be announced soon. Plan to attend if at all possible.

We have exciting news! Our club shirt is ready! I know you will like our new club shirt. It looks great! You may purchase a shirt for \$15.00. They will be available at our next club meeting at Williamson Airport. Purchase a shirt and wear it to Sun-N-Fun. A BIG thanks goes to Ron Reese for his tireless effort in designing the shirt.

I can't believe it! It's just about finished! (My Rans S-12, of course.) I can't wait to be back among the flying again! All I need to do now is paint some trim, install the wings and locate a hangar.

Remember! The first step in successful flying is safety FIRST!

- Jeff

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### **Safety Lines (continued)**

There are NGK spark plugs available now with permanent tips. The screw-on type tips have been known to vibrate off inside the plug cap. It is advisable to make sure the tips of this type are tightened down; even better is to apply Loctite to the threads. Be careful not to try to tighten them down so hard that they break off. A pair of pliers with duct tape on the jaws will work; Loctite is even better.

Every component on your craft is exposed to some degree of vibration. From drilling a small hole in your Plexiglas windshield to stop a creeping fracture to welding supports on the neck of a muffler, there are preventions and fixes. Every plane is different, with different types of components and even different types of vibration. A thorough pre-flight and thorough periodic inspections can point out problem areas that need attention.

## **Safety Lines**

**By Ben Cole**

Vibration will take its toll. It is not a matter of if, it is a matter of when.

Engineers know that if something vibrates long enough it will eventually break. That includes the bolts in your aircraft, the metal in your airframe and the components in your engine. We really don't need to be so concerned about AN bolts and metals since they have been engineered to last 40 zillion cycles of movement. Most of us probably won't live long enough to see these materials fail due to vibration. Annual inspections and periodic replacement will ensure this.

Vibration is anticipated and engineers design components with it in mind. Nyloc nuts and castle nuts are perfect examples. Lord mounts, grommets, and rubber bushings are other inventions to counter this by-product of mechanical energy. The real danger comes from those components that are not engineered to withstand excessive vibration.

One of the most subtle examples of this is in the Bing carburetor. The jet needle and clip are susceptible to vibration. The clip holds the needle in position in the slide of the carb. The right resonance of vibration will cause this clip to wear through the small shaft of the jet needle. It can wear completely through and cause the lower portion of the needle to drop down in as little as thirty hours. It has been known to cause engine stoppage.

Routine inspection can prevent this. Upon disassembly of the slide and removal of the needle and clip, they can be checked by mounting the clip on the needle in the slot position to be used and slowly rotating the needle between your

fingers. If the clip hangs loosely and does not rotate with roll of the needle, it needs to be repaired or replaced. They can sometimes be made serviceable again by sanding down the groove that provides the tension on the clip itself, allowing it to grasp the needle more firmly.

One of the most overlooked examples of potential vibration damage is obvious every time we crank our engines; the gearbox. Allowing the engine to idle roughly can, over a period of time, destroy the engine. The erratic power strokes of a rough idle actually accelerate and slow the swing of the propeller in fractions of a second. Tremendous deceleration and acceleration puts opposing forces on the cool metal while twisting and trying to contort the main shaft against the inertia of the moving propeller. The teeth of the gears are forced against each other with differing forces that can cause chips or fractures. This uneven vibration and movement will work its way down the structure. The motor mounts, bolts, and root tube will all take a beating.

This problem is very simply solved with the movement of one hand. Push the throttle forward just enough to make the prop turn smoothly. A smooth idle will prevent this wear on the engine and airframe. Setting your idle to the first point of smoothness can help.

Keeping your RPM's down until the engine is warm is the main reason most pilots give for rough idling. Most Rotaxes smooth out between 2000 and 2500 rpm, which is not enough to cause piston seizure from a cold engine being revved up too quickly.

(Continued on page 2.)

## GSFA 1996 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.

### NOTE:

- Our April Membership Meeting has been moved to Williamson Airport, just west of Griffin, GA. (It was previously scheduled for Tara Field.)
- The tour of the FAA Control Center in Hampton, GA, scheduled for April 13, will be at a later date. Lets decide on a date for this tour at the April Membership Meeting.

Month Day/Time	Coordinator	Site	Activity
<b>April</b> 6 13		Williamson Airport	10:00 - Membership Meeting and Sendoff for flight to Sun-N-Fun
14 - 20 27		Lakeland, FL	Sun-N-Fun '96 EAA Fly-In
<b>May</b> 4 11 (same day) 18 25	Dennis Starling Sharkey Summey ???	Jones Light Airfield (Smith, AL) State Line Ultraport Cole Field	Jones Light Airfield Open Invitational Spring Fun Fly-In, Gafney, SC Fly-In and Membership Meeting
<b>June</b> 1, 2 8 15 22	Larry Ramsey Bill Rouse	Lovett Field, Chattanooga Etowah Bend Gliderport	Chattanooga Air Show GSFA Air Rally '96 Rain Date for Air Rally
<b>July</b> 6 13 20 27	Bill Ferguson	Ferguson Field Bellah Field	Fly-In and Membership Meeting Fly-In and Cookout

Long-term activity dates may be somewhat tentative.

If you have an idea for an activity or know of a fly-in not indicated here, be sure to notify a board member so that it can be considered for the group and included in the calendar.

Call the GSFA hotline (voice-mail system) at 770-663-7108 for latest updates on GSFA activities.

Month Day/Time	Coordinator	Site	Activity
<b>August</b> 3 10 17 24 31	Larry Ramsey	South Expressway Airport  Wilson Field (Ringold, GA)	Fly-In fun and 4:00 Dinner at Griffin Lighthouse  CSRA Invitational Fly-In
<b>September</b> 7 14 21 28	Lucky Smith	Lucky's Ultralight Park	Bring a Steak Fly-In
<b>October</b> 5 12 19 26	Howard Ray	Jasper Airport	Membership Meeting, Officer Nominations and Marble Mountain Festival
<b>November</b> 2 9 16 23 30		Cartersville Airport	Membership Meeting, Officer Elections
<b>December</b> 7 14 21 28		Cobb EMC Community Room, Marietta, GA	Membership Meeting, Annual Party

# Letters to The Sport Flyer

*Here's a letter from Ben Cole, the Region 4 Representative for the USUA.*

## *Region 4*

United States Ultralight Association

Florida Georgia North Carolina South Carolina Puerto Rico

**Ben Cole**  
**1125 Bendcreek Trail**  
**Suwanee, Georgia 30174**

**April 5, 1996**

Dear Fellow Ultralighters,

The Aviation Rule Making Committee worked for two years developing a proposal for a new "Microlight Category" that was designed to address many of the issues faced by our ultralight community. Among their recommendations were: two place weight limits of 496 pounds, single place limit of 360 pounds, grandfathering of instructors and pilots who are already registered in a recognized program (EAA, USUA, etc.), and certain stall and maximum speed requirements. **Their recommendations included keeping part 103 exactly the way it is.**

The FAA has this information and it is somewhere in the process of being reviewed. No one knows how long it will take. With that in mind, a request has been made by Dr. Henry O. Malone that the FAA grant a selective exemption while they are considering the ARAC proposals. Dr. Malone was successful a few years ago in his efforts to gain access to army airfields for ultralights.

The proposal for the special exemption that he has sent to the FAA requests that they grant an exemption for two years for single place operation based on the ARAC proposal. This 'Microlight' single place would be allowed to weigh up to 360 pounds, carry 10 gallons of fuel, fly no faster than 72 knots and stall no faster than 32 knots. The pilot and aircraft would be registered with either the USUA, EAA or the ASC.

I believe that this is a step in the right direction for several reasons. It would encourage new pilots to register and get training. It would also give other pilots flying "fat" ultralights an avenue to become legal and fly within the system. Also, very importantly, **it will not change the current ultralight program under part 103.**

If you and your fellow members feel as I do, now is the time to let the FAA know. We need to let the FAA know how we feel about this. A letter from you and your fellow club members expressing your support for this single place exemption and the other ARAC proposals could make a difference. Send it to: **Mr. David R. Hinson, Administrator, Federal Aviation Administration, 800 Independence Avenue, Washington, DC 20591 Concerning: HO Malone Letter Dated 2/29/96.**

It is important to let the FAA know that we promote safety and can regulate ourselves with only a little help from them. The granting of this special exemption would be helpful in reaching that goal.

Sincerely,

Ben Cole



## EM Aviation's Angle-of-Attack Indicator

*Here's an Internet letter from "Uncle Fred", better known as Fred Stetter, of Brick, NJ. His internet address is [unkfred@cybercomm.net](mailto:unkfred@cybercomm.net).*

Over a period of the last year I have been flight testing a prototype of the EM Aviation RiteAngle Angle of Attack Indicator in a Phantom ultralight. To say that I am impressed by the ability of this instrument is an understatement, to say the least. I firmly believe that this device will save pilots' lives once adopted by the light/ultralight aircraft community, and will one day become as commonplace as an airspeed indicator.

There have been aircraft accidents, some fatal, in which the pilot for some reason was not able to anticipate the upcoming stall at low altitude, usually while taking off or landing, resulting in a crash into the ground. As part of flight training, pilots are taught what causes a stall, and what corrective actions to take (forward stick), but at low altitude, sometimes there is not enough time to make a safe recovery.

The key word that I'm trying to get across is not how to *handle* a stall, but how to *avoid* the stall in the first place. The RiteAngle will do just that, providing the pilot with not only visual cues as to how close to stall the aircraft actually is, but also an audible warning, which can be either panel mounted or as in my case, helmet mounted. Assuming that the aircraft is flown with constant wing loading, i.e., no tight turns or high-G maneuvers, the wing will always stall at about the same angle of attack. And this is exactly what the RiteAngle shows the pilot. The RiteAngle, once properly calibrated, will allow the light aircraft pilot to know how close he is to a stall.

The unit itself consists of an electronic module that is mounted in the pilot's field of vision. It can be either battery powered or connected to the on-board electrical system. A series of LEDs are arranged in a tree type vertical fashion starting with green at the bottom, going upward to a red warning LED, and finally as the angle of attack progresses to a critical point, a red flashing light. An audible warning also occurs at critical angle of attack. The stall warning will alert the pilot to immediately push forward on the yoke or stick. The visual display along with the audible buzzer really gets the pilot's attention!

A small vane usually mounted on a strut measures the angle of the wind relative to the wing chord. The sensor includes a small potentiometer which sends a signal to the module.

The RiteAngle Angle of Attack Indicator is a relatively simple device. It is now available for sale to the aviation community and is priced very reasonably. For those of you heading to Sun-N-Fun this year, check out the Sandpiper from Sandpiper Aviation. It has one of the very first production models of the RiteAngle Indicator.

For more details on the unit itself or for prices, contact Elbie at...

EM Aviation...Elbie Mendenhall  
13411 N.E. Prairie Rd.  
Brush Prairie, WA 98606  
(360)-253-4486

Or, on Prodigy, contact... MJHS11A  
On AOL, contact... ELBIE

## 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 - Flightstar II SL, dealer built, new, ready to fly home. Call Howard Ray, 706-692-6500.

FOR SALE - Quicksilver MX, Cuyuna 430, top mount engine, rudder brace, brakes, nose pod instruments, always hangared, \$2500. Call Corky Valentine, 770-781-2916.

FOR SALE - Quicksilver MX, Cuyuna 430, Less than 40 hours, new sails, new prop, Flies great. \$2500. Call Bob Leatherwood, 770-445-7216.

FOR SALE - Fisher FP-101 with Kawasaki 440 engine. \$3,500. 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 503 engine, new in box with B drive. Make offer. Howard Ray, 706-692-3131.

FOR SALE - Rotax 377 engine, complete less exhaust manifold and starter. Piston seized, otherwise in good shape! \$400. Call Virgil Williams at 770-979-5523.

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

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.

FOR SALE - Delcom radio with battery pack and battery pack eliminator, charger, headset, push-to-talk cable with connector. This radio is used but works fine. \$300.00. Pierce Day, 770-591-7284.

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 - 750 lb. parachute, BRS or Second Chantz, Rocket or Air. Call Larry Ramsey at 423-344-5954.

WANTED - Repair parts for Weedhopper (2-seater or Super), whole plane or parts. 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 engine. 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 770-663-7108 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 770-917-9228.

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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:

Bill Rouse, Secretary/Treasurer  
Georgia Sport Flyers Association  
3764 Halyard Court  
Acworth, GA 30102

Bill 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 [Steve.Yothment@swsbbs.com](mailto:Steve.Yothment@swsbbs.com).

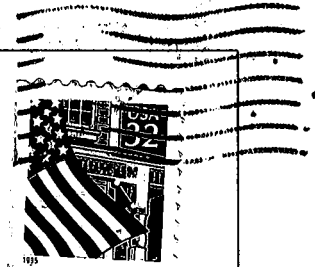
Articles for the May newsletter should be submitted by April 24th.

All other correspondence should be mailed to:

Georgia Sport Flyers Association  
3764 Halyard Court  
Acworth, GA 30102

or contact any club officer.

Georgia Sport Flyers Association  
3764 Halyard Court  
Acworth, Georgia 30102



Chuck Goodrum 1/97  
2009 Jebbs Court  
Kennesaw, GA 30144

