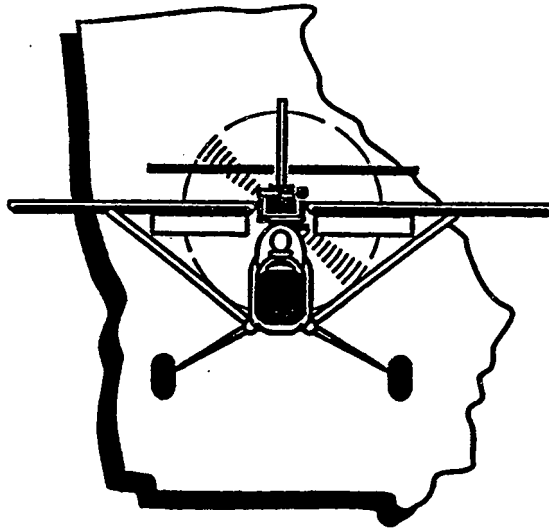


# **The Sport Flyer**



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

**February 1996**

## MEMBERS

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

Kenneth Adams, Jr.	770-443-8792	Dallas, GA	Hurricane
Herschel W. Barker	770-443-1310	Hiram, GA	Talon
Woody Bell	770-476-2303	Duluth, GA	Super Weedhopper
Norman H. Bethke	770-267-5126	Monroe, GA	Phantom
George C. Boerner	807-216-3348	Dawsonville, GA	Kolb
Mike Carpenter, Jr.	770-460-7566	Fayette, GA	Kolb
Mike Carpenter, Sr.	770-997-0702	Riverdale, GA	
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	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
Lee Hockman	770-934-1160	Doraville, GA	
Don Hooper *	770-642-6479	Alpharetta, GA	
Glen I. Iorner	770-518-7231	Marietta, GA	Ferguson F-II
Andy Isburgh	770-483-6646	Conyers, 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	Siemens Schuckert D1
Ed Noble (BFI)	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	Gainesville, GA	

\* New members!

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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)

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	
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

Our February meeting scheduled for the 10th has been changed from the Cobb EMC Community Room to the Public Library in Woodstock, Georgia. Our special guest speaker, Dwight Edmondson, will address the preventative maintenance of the two-cycle engine. Dwight, a retired Air Force mechanic, operates D & F Aviation in North Carolina – North Carolina's first authorized Rotax service center. We will have the opportunity to ask questions, so bring your note pad and questions with you. Our meeting will begin at 12:00 sharp. Let's all plan to attend to show our appreciation for our guest speaker.

Lakeland's "Sun N Fun 96" is just around the corner. If you are interested in flying to Lakeland or being on the ground support crew, we have a special meeting planned for February 22nd at 7:00 PM at The Varsity. Please plan to attend.

Ben Cole is serving as our new Safety Officer and Ron Reese as our new Flight

Officer. If you have any questions or need any assistance, please feel free to contact Ben or Ron.

In our January meeting, we decided on the Georgia Sport Flyers first club project. We evaluated our needs and realized how much we could use a small, enclosed trailer for moving and storing the club's equipment. If you know of anyone who might have one to donate for our use or has one that we may purchase, please give me a call.

Club Membership Renewal! Is your renewal due? (Editor's Note: Your renewal month is indicated on the newsletter mailing label.) Send in your dues, or better yet, bring them with you to our February meeting. For those who choose not to renew, the February newsletter will be the last one you will receive.

Great flying weather is just a few blue skies away, so lets do excellent preflights and have some great, safe flying.

- Jeff

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## Our Next Meeting

Attention, Attention, Attention!

The location of the meeting scheduled for February 10th has changed. We were supposed to meet at the site of our Christmas party which was the Cobb EMC Community Room, but due to unforeseen circumstances, the room is not available. The meeting has been changed to the Woodstock Library in Woodstock, GA.

Directions are as follows: Take I-75 north to I-575 which is about 8 miles north of the perimeter, to exit 5 (Town Lake Pkwy). Turn right and go about 1

mile, which will dead-end into Main Street in Woodstock. Turn left. The Library will be on the right less than one mile just past the elementary school.

The Meeting should get underway at 12:00 and run to about 2:30. We will have a guest speaker who will be talking about maintenance on the Rotax engine.

By the way, food and drink is not allowed in the meeting room. Please try to have lunch before the meeting.

Sorry for the inconvenience of moving the meeting location. I hope this works out for everyone... - Bill

## The Continuing Story.... Lucky's Flightpark

By Steve Yothment

As you may know, a few months ago Lucky Smith received a ruling by a Carroll County Judge, saying that Lucky was within his rights to have an airstrip on his property. Lucky then applied to Carroll County for a business license for "conditional use" of his property as a flightpark. His neighbor's, however, forced an appeal on his application.

The showdown was on February 1 at the County Codes Office. On that date, Lucky appeared before the Conditional Use Board of Appeals to state his case regarding the appeal.

Lucky was assisted by Ben Cole and Stuart Fuller. Ben explained the USUA and it's concern with flightparks and safe ultralight operation. (Ben is the USUA Region 4 Representative.) Stuart then presented information on the FAA and their involvement with airports. The Board of Appeals listened to the arguments, and finally made a decision. Generally, it was not good for Lucky.

In legal terms, the Board of Appeals "denied conditional use for business license". What it all means is that Lucky cannot now operate a business at his flightpark. What business? Well, Lucky has built a hangar which is 146 ft. long by 24 ft. wide. This hangar has 6 T sections, and is designed to hold 6 aircraft. The lack of a business license means that he cannot keep other people's aircraft in the hangar! In a more general sense, it means that no other airplanes can be based at the flightpark. Lucky says that ultralighters with aircraft at his flightpark will need to move them to another location within 90 days.

On the positive side, Lucky still has the airstrip. Legally, there is a "Grandfather Law" which says that, since Lucky had the airstrip there before County Code restrictions were made, the County Code restrictions do not apply. Its Lucky's Airstrip, and the County can't change that!

Furthermore, the Georgia D.O.T. (Department of Transportation) says that "A private airstrip is for use by the owner, his friends, and invited guests." So, GSFA members will still be able to fly into the airpark, and have meetings, fly-ins, etc. And, in fact, Lucky is looking forward to the September 4th GSFA Bring A Steak Fly-In at his airpark.

There is a curious thing that has occurred in all of these proceedings. The County issued Lucky a building permit for him to build the hangars. So, Lucky built the hangars. But now, the County in effect is saying "Oh, yes, we authorized you to build the hangars, but now, we won't let you do anything with them!" Something does not seem right, here!

Lucky says that there may be some other legal avenues to take to try to improve the situation. Among other things, he can reapply for the business license in December. But for now, he does not have a business license for the flightpark.

Lucky wants to thank Ben and Stuart for all of their effort. Their presentations before the Appeals Board and the support they gave Lucky was outstanding! Thank you, Ben and Stuart.

## 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.

Month Day/Time	Coordinator	Site	Activity
<b>February</b> 3 10 17 24	Jeff Hatle	Woodstock Library, Woodstock, GA. Feb 22 (Thursday): The Varsity, Atlanta, GA.	12:00 - Membership Meeting with Speaker from Rotax Meet at 7:00 PM to discuss flying to Sun-N-Fun.
<b>March</b> 2 9 16 23 30		Falcon Field (near Peachtree City, Ga.)	11:00 - Membership Meeting 1:00 - Visit Peachtree City Weather Center
<b>April</b> 6 13 14 - 20 27		Tara Field  Lakeland, FL	10:00 - Depart Tara Field by car to tour FAA Control Center in Hampton, GA. Sun-N-Fun EAA Fly-In
<b>May</b> 4 11 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

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>July</b> 6 13	Bill Ferguson	Ferguson Field	Fly-In and Membership Meeting
20 27		Bellah Field	Fly-In and Cookout
<b>August</b> 3 10	Larry Ramsey	South Expressway Airport	Fly-In fun and 4:00 Dinner at Griffin Lighthouse
17 24		Wilson Field	CSRA Invitational Fly-In
31		(Ringold, GA)	
<b>September</b> 7 14	Lucky Smith	Lucky's Ultralight Park	Bring a Steak Fly-In
21 28			
<b>October</b> 5 12 19 26			
<b>November</b> 2 9		Cartersville Airport	Membership Meeting, Officer Elections
16 23 30			
<b>December</b> 7 14 21 28			

## Safety Lines

**By Ben Cole**

When Phil Lockwood talks about ultralights and rotax engines, everyone listens. This was especially the case at the FAA ultralight safety conference held in Lakeland, Florida recently. His years of experience combined with a daily flying operation gives him quick insights into potential problems that may take years to surface for the average pilot. This is apparently the case with the newer 582 water cooled engine.

Some of the latest version of the 582 are experiencing contamination of the oil that lubricates the rotary valve gear by the coolant solution. The earlier models of this engine (and even the earlier 532) experienced some of this same type problem, but a new rubber seal generally fixed it. The new model 582 has a beefier crankshaft and an "improved" rotary valve shaft assembly designed to help solve the problem. This new shaft assembly, which has fewer moving parts, is where Lockwood feels the trouble lies. The seal the shaft passes through that separates the rotary oil from the coolant solution is sometimes failing. The metal in this shaft at the point where the seal is seems to wear too quickly, especially if distilled water is not used in the coolant solution. Any mineral content in this water seems to accelerate the size of the leakage by providing an abrasive solution.

A quick inspection of the small plastic oil reservoir mounted on the engine can determine if there is seal leakage. If the oil solution is milky and white with a consistency of Kaopectate, it is contaminated. One might expect individual water droplets in the oil because water doesn't mix easily, but this

mixing takes place under heat and pressure. That is why it is such a homogenous mixture and has no tell-tale droplets of water to warn you. I know.

The Talon XP that I built last winter has this late model 582. A few weeks ago with 100 hours on the engine I changed the rotary valve oil and found a reservoir full of what looked like thick greasy milk. Inspection of another identical 582 with only 52 hours on it showed no signs of contamination. I am hoping that replacing the rubber seals will solve the problem. I will keep you posted.

The pilot should have used **distilled water**. The thermostat was almost fused to the engine block. It looked as if someone had let concrete set up in it. It had taken hard prying to free the water pump housing from the crankcase of the 582. That exposed a corroded and crusty impeller that was clogged and immovable and had caused a total failure in the cooling system.

This destroyed engine was proof of what dissolved minerals in tap water can do to a cooling systems over a period of time. This particular engine was from central Florida where most of the tap water originates from a limestone aquifer that is rich in dissolved minerals. The tap water from every area has it's own character. In the Atlanta area the tap water doesn't contain the same mineral make-up of Florida or for that matter other places in Georgia.

The source of municipal water can vary from town to town. There will be a difference in mineral content in water from a lake or reservoir or a deep well. With this in mind, it would be advisable to use distilled water in your cooling



system. If not, you may become a student of geology and someday find

what minerals are in your tap water when your cooling system fails.

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## From The Mail Bag

*The following letter was printed in the February 1996 issue of Ultralight Flying! magazine regarding a former GSFA member, Howard Banks.*

I'm a 16-year old boy who has had only one dream - to see my 72-year old grandfather, Howard G. Banks, successfully fly his FireStar II ultralight airplane.

My grandfather was a very determined man who wanted to build an ultralight. He owned a Cessna, and had heard about ultralights from all of his flying friends, so he sent for a video of the FireStar II. After seeing the video, he decided to buy one. And he asked my stepfather and me to help him build it.

He started building this amazing aircraft in a single-wide mobile home. Eventually, he moved it to the backyard of his girlfriend's house. After about 1-1/2 years, with the help of me and my stepfather, we finished it. It was amazing!

We fired it up in the backyard to see how it sounded. After about 3 weeks, we moved it to Griffin, Georgia where all we did was taxi it up and down the runway to see how it handled. It was great! After going up and down the runway many times, my grandfather actually crow-hopped it.

After that, things really stopped with the plane. He had aneurysm surgery, which was a near-death experience. But he was determined to survive, and he did. It seemed like he was getting better every day.

Two months after his surgery, we moved the FireStar to the old airport where he used to keep his Cessna. When he got better, he was back to taxiing the ultralight up and down the runway. All this happened in the spring and summer of 1995.

One night my mother got a phone call from my grandfather. He said he had flown his FireStar for the first time. I was so happy for him. After all that time, he finally did it.

My grandfather died on July 3, 1995. I'm writing this letter to you for him. He loved your magazine. I would appreciate it if you would print my letter in honor of Howard G. Banks. I'm sure he would be grateful, and so would I.

Jason Overby  
Jackson, Georgia

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

FOR SALE - 1991 Kolb Firestar, 447, 31.4 TTA&E, AS, Alt, tach, EGT, CHT, Hobbs, Fuel qty, brakes. \$7500. Call Denny Thisius, 770-467-9211.

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-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 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 - 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 - 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.

## 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  
P. O. Box 1034  
Dallas, GA 30132

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).

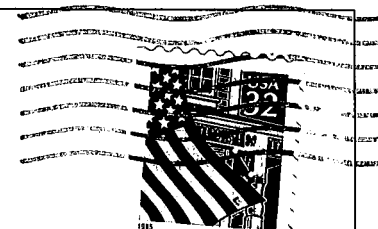
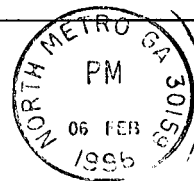
Articles for the March newsletter should be submitted by February 27th.

All other correspondence should be mailed to:

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

or contact any club officer.

Georgia Sport Flyers Association  
P. O. Box 1034  
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