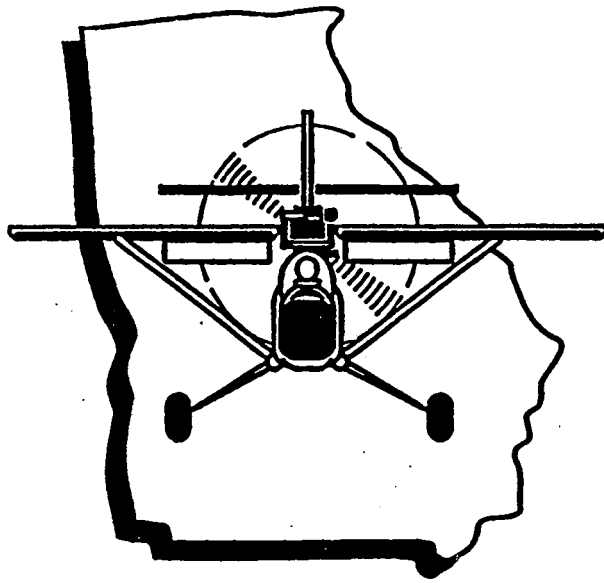


The Sport Flyer



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

July 1996

MEMBERS

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

Kenneth Adams, Jr.	770-443-8792	Dallas, GA	
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Phillip Cataldo	404-523-5556	Canton, GA	GT-400, Bravo 40
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David Corriher	770-386-2808	Cartersville, GA	Ferguson F-II
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
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Bill Ferguson	770-443-2747	Dallas, GA	Ferguson F-II
Frank Flessel	404-761-8667	East Point, GA	Team Mini-Max
Stuart Fuller (AFI)	770-443-0911	Dallas, GA	Zephyr II
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
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Chad Hilbert (BFI)	912-923-0256	Bonaire, GA	
Glen Horne	770-720-1877	Canton, GA	Ferguson F-II
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Andy Isburgh	770-483-6646	Conyers, GA	Team Mini-Max
John Jolley	770-786-6524	Covington, GA	Ferguson F-II
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J. D. Jones	770-969-9399	Fayetteville, GA	Hi-Max 1400Z
Charles Kirtland	706-295-1974	Rome, GA	Spitfire
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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
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
Jim McKillip *	706-548-6160	Athens, GA	Quicksilver MX
Ben Methvin	770-509-6753	Marietta, GA	Team Mini-Max
Dan Munson	770-not-listed	Marietta, GA	Phantom
Frank Nadolski	770-926-9752	Kennessaw, GA	Siemens Schuckert D1
Ed Noble (BFI)	770-457-9583	Chamblee, GA	Ferguson F-II
Loren K. (Pete) Pettis	706-647-6654	Thomaston, GA	Team Mini-Max
Michael Prosser	770-222-0484	Hiram, GA	Phantom
Robert Pytel	770-433-9676	Smyrna, GA	Chinook, WT IIj
Larry Ramsey	615-344-5954	Chattanooga, TN	Phantom, Mnt 503 Trike
Howard Ray (BFI)	706-692-3131	Jasper, GA	Phantom, Weedhopper

* New member!

In This Issue

From The President's Hangar	2
Our July Meeting	2
Air Rally '96	3
Air Rally '96 Encounters UFO!	4
A Memorable Day	6
The 1996 Calendar	7
Classified Ads	8

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.

Members (continued)

Robert Reese	770-476-9449	Duluth, GA	
Ron Reese (BFI)	770-957-6883	McDonough, GA	Challenger II
Bill Rouse	770-917-9228	Acworth, GA	Challenger
John Russel	706-802-0321	Rome, GA	Firestar II
Dana Simmons	770-579-9091	Marietta, GA	J3 Kitten
"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	Locust 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

From The President's Hangar

Air Rally '96 has come and gone! All of you who were unable to attend missed a great time. The weather was almost perfect, the flying was fun and the food was great! A big thanks to Bill Rouse for coordinating the event and to all who helped to make it a great and fun day.

Congratulations to Stuart Fuller who took home the first place trophy, Steve Green who was second and Dana Simmons who came in third. Congratulations is also in order to

everyone who flew in the competition. You are all winners!

Our next meeting is scheduled for July 13th at Bill Ferguson's place. Let's all plan to attend! Bill will show us how the Fergy II is made. Bill has a great two-place airplane and is in the process of building a single seater. This meeting should be really interesting.

Thanks again to all those who helped make our Air Rally '96 a great success!
- Jeff

Our July Meeting

By Steve Yothment

The July Membership Meeting will be on July 13 at Ferguson Field, about 4.5 miles south of Cartersville Airport. The meeting time is tentatively scheduled for 11:00 AM. We plan to have a cookout, some fun flying and maybe Bill will show us his progress on the new single-seater Ferguson aircraft!

Ferguson's Field is a 1500 ft. grass strip located about 4.5 miles south of Cartersville Airport. Land to the north; it's uphill. Call Bill Ferguson at 433-2747 if you need coordinates. A good route

may be to fly to Cartersville Airport and then follow the highway south to the field.

If you're driving, take I-75 North to Exit 122 at Emerson. Turn left under I-75, go under Hwy 41 and turn left onto Old Alabama Road. Take Alabama Road until it dead-ends into Hwy 61 at the South end of Cartersville Airport. Turn left and drive about 4.5 miles, then turn right onto Ferguson Place. Go 300 yards and turn left across from the cemetery to Bill's house and field.

Quotable Quotes:

Miscellaneous quote from the Internet:

"The only time your airplane has too much fuel is when it's on fire."

From the July 1996 Kitplanes magazine article about the Goodyear YAO-3G inflatable airplane:

"The most important cockpit instrument is the small round air pressure gauge left of center. Without the air pressure, this inflated airplane is neither."

Air Rally '96

By Bill Rouse

Air Rally 96 was off to a flying start (no pun intended) by 10:00am on Saturday, June 15th after a week delay caused by the rains. Of course, the fog had to show it's face which delayed a few flyers but it didn't keep anyone away. The day got off to a good day of competition flying which started with the aerial observation. Guess I'll have to paint the numbers larger next time as it seems everyone was having trouble finding them. Dana Simmons had the sharpest set of eyes and found 5 numbers out of a possible 9.

As part of the aerial observation each flyer had to estimate his time to fly the route. Steve Green's estimate was excellent, missing his projected time by a mere several seconds. (You can tell who the folks are with the GPS's!!!)

Next up was the Torpedo Run. Now this had a real mixture of flying between Ben Methvin nearly stalling out to hit his target to Dana Simmons idea of flying the deck at 100 m.p.h.! But the wildest pass came when Steve Green's tail-wheel shattered the target just after his soft ball hit it. Just glad the target did minor damage to his tail feathers!!!

By this time everyone was ready to take a lunch break. Looking around I was hoping that we would have enough barbecue to feed the crowd which at this time was around 50, but believe it or not we even had some left over. With the lunch break out of the way we continued with the competition.

Next up was the Bomb Drop. Now if we're counting on this bunch to take care of the next "Mother of all Wars" we'll be

in for a long war! Stealth Bombers these ultralights aren't!!! However, Dana Simmons was the best bomber, taking first place.

The last event, which actually was on the end of each event, was the simulated engine out. Each contestant was to climb to 1000ft AGL, throttle back to idle and shoot for the runway marker. John Russel was consistently the most accurate pilot to put his aircraft on the runway, one time actually placing his wheels dead on the line.

At the end of the competition all scores were tallied to see who was the most consistent competitor. And finally, the winner's were awarded their trophy's which officially ended Air Rally 96.

Without listing everyone individually, let me say **thanks** to everyone who did help make this year's air rally a big success. The Georgia Sport Flyers appreciates all you did! I hope everyone had a good time and I look forward to Air Rally 97!!!

AIR RALLY '96 WINNERS:

- 1st Place -- Stuart Fuller
- 2nd Place -- Steve Green
- 3rd Place -- Dana Simmons

Congratulations!

Special thanks to Ron Reese and Graphix Screen Printing for supplying the fuel tank and absorbing part of the tee shirt costs!!!

Air Rally '96 Encounters U.F.O.!

by Corky Valentine

The Etowah Bend Gliderport is a 4000 ft. grass runway that runs north to south along the Etowah River at Georgia Highway 411 between Rome and Cartersville, Georgia. On the weekend of June 14-16, it was the location of the Georgia Sports Flyers Association Air Rally '96.

On the Saturday morning of the rally, like most late spring mornings, there was a heavy dew, and the fog was so thick that you could not see the river on the other side of the runway. I understand now what people mean by the expression "pea soup".

In the early morning air you could smell the Mountain Grown Folgers coffee brewing, a pleasant sensation, but you could also hear some ungodly country music coming from Larry's camper which was parked next to me. (Larry, I don't know what you did with all that money your mother worked so hard for, but you did not spend it on singing lessons. You're still my friend even if you can't sing).

It was cool for a June morning with lots of fog down the runway. Mercifully, Larry finished his recital and came over to me and said, "If you're ready, let's go and burn some fog off the runway." I said, "Why not, let's go."

While I was checking out my French-built Weedhopper and chatting with Larry, a gentleman came up to me and asked if this was where the fly-in was going to be. He paused a moment in thought then asked how we were going to burn the fog off. Well, folks, that now made me realize that I could not let this one pass. Bless his heart. I replied, "The heat off the engine and the speed generated by my bird will just blow it right off." He looked skeptical and said,

"Well, this I've got to see."

Larry made three runs up and down the runway although his strobe light was absorbed by the fog fifty feet down the runway. I thought to myself, why not, if Larry can fly in this fog so can I. I strapped myself into my little plane and taxied to the north end and turned to start my run-up. I then looked up, and all that I could see was the impression where I had taxied out across the grass. I decided that this was not for me and went back to my van.

It was not long, however, before there was some blue sky and sunshine beaming down on us. You could see the south end of the runway and the trees, but the fog was still heavy on the north end. Bear in mind, folks, this would be the first time I have flown this plane other than crow-hopping it at the Pickens County Airport, but I was feeling really good about it. I taxied out on to the runway, turned and lined up all my instruments. My gauges looked good, my seat belt was tight, the radio was on. There was fuel in the tank and the fuel line was open. I was ready for my first flight in my new bird. I remembered what my ultralight instructor, Howard, said to me one day when I was learning to fly my first ultralight. "Corky, give it all the gas and then some more. Keep it lined up with the center of the runway, and before you know it you will be airborne."

Well, old Howard didn't tell me about all the grass and water flying up from the front tire that would remain with me in uncomfortable places during the flight. It was great feeling the power of the engine as I took off and climbed out above the fog. Words can't describe the sight that unfolds below you as you soar up into the air.

I was flying around getting the hang of my plane, which is really easy to fly. After about thirty minutes, I decided to buzz the river and wake the fisherman I had seen earlier on the river. The north end of the field was still fogged over. There's a bridge that crosses the river, and to keep from hitting the bridge in the fog, I buzzed down the runway and counted 1001, 1002 and so forth until I got to the fog, then I would pull up. I did this three times, and the counts were the same every time.

I came across at mid-field, lined up with the river then came down over it. I buzzed along the river at a high rate of speed passing the fishermen who were either waving or shaking their fists at me. I would like to think that they were waving. Poor souls, if they only knew who was flying over their vulnerable little heads. I was still counting 1001, 1002 when I got to 1005 the fog was getting thick so I pulled up. I was indicating 75 mph when I plunged into the fog, so it only took a couple of seconds to break through. As I broke out of those gray depths, I looked to the northeast and saw a sight that made the hair on my arms stand straight up! Ahead was a mon-

strous C-130 flying so low the vortex that was coming off the wind was cutting into the fog. If you have never been up close to a C-130 believe me, this bird is big. Imagine how big one can seem when it's only 2 miles away. I was no match for that bad boy. As I banked to his right, my radio came to life as a voice exclaimed, "Where in God's green earth did you come from?!" I was able to squeak a reply, "From the river, sir, sorry." As I was trying to pull the naughahyde from my cheeks and cough up my chewing tobacco, I added, "You were the last thing I thought I'd see when I broke through the fog. Thought you guys might want to know that we are having a fly-in down here today." The bad boy replied, "Well, in that case I will radio the base and tell them about your fly-in, so we can stay clear of this air space. Have a good day, little buddy."

"You do the same, and thanks for not hitting me."

"Think nothing of it little buddy. If I had hit you, both of us would have had a bad day. Have fun."

"Oh, by the way, C-130. You can tell all your friends that you encountered a U.F.O. - Ultralight Flying Object!!"

Another July Fly-In

Later this month (July 27), the GSFA is having a fly-in and cookout at Bellah Field. This event will be an all-day event with lots of fun flying, a cookout and lively conversation.

Bellah Field is located about 1.4 miles north of Berry Hill Airport. The main runway is about 2200 feet long and is approximately east to west. Use a left hand pattern, and watch for Berry Hill traffic. Land in the westerly direction if you can. The coordinates for the field are 33° 33.21' N, 84° 9.98' W.

For those driving to Bellah Field, take

I-75 south from Atlanta to Exit 75 (Hwy 138). Turn left and go until it deadends at the light. Then turn right and follow Hwy 138 east for 6 miles. When you see a white picket fence on your right, turn to the right just past it onto Hemphill Road. Then, turn onto the first paved street to the right (Moseley) and start looking for the entrance to the field on your right. It will be a dirt road with a gate. The gate will be open so just follow the dirt road all the way back to the far right side of the field.

See you there!

A Memorable Day

By Chad Hilbert

Today is one of those days I'll remember for a long time.

I met my new student at the airport at 8:00 AM this morning for his first lesson. As he walked from his car to greet me, I could tell he was a rather elderly man. He looked as if the weight of his years had pressed his shoulders down a bit, and he kinda shuffled his feet as he walked.

We introduced ourselves and began chit-chatting for a while. I was inquiring as to any previous flying experience he might have. He rather modestly explained to me that he had flown a long time ago, but he was sure he didn't remember much about it.

It turns out Mr. Smith (not his real name) had been a B-17 pilot over Germany, and a B-29 pilot over Japan in the later stages of W.W.II.

On the day of the Enola Gay flight into history, Mr. Smith was flying a decoy mission over Japan in a B-29 to keep the heat off of the Enola Gay!

When the war ended, Mr. Smith quit flying, and hadn't been in an airplane since....until TODAY.

We pre-flighted, buckled up, and climbed into a perfectly blue sky, with hardly any wind, and just a hint of thermal activity. After leveling off, I demonstrated a shallow left and right turn and gave the controls to Mr. Smith.

Mr. Smith began flying, but reacted to just the slightest of bobble with a very heavy hand on the controls, and a very apprehensive look on his face.

I asked for the controls back, and then released the stick and rudder and let the plane demonstrate to Mr. Smith that it really did know how to fly with little or no input from us. This seemed to relax him a little, and in a short while he was learning to "go with the flow", correcting

only for the larger "bumps", and letting the airplane's inherent stability take care of the rest. After a while, when I glanced over, Mr. Smith's look of apprehension had changed to a look of contentment, with just the smallest amount of a smile trying to form on his lips.

We progressed through the hour doing full power climbs, power-off glides ... all while maintaining proper airspeed. We did a series of power on and off stalls, and progressed to S-turns along a road while maintaining altitude. Toward the end of the lesson I heard over the intercom in a voice of amazement"I can do this.... I can really do this." Mr. Smith wasn't talking to me.

By then we were 12 miles from the airport and it was time to head for home. I had put Mr. Smith through quite a lot for his first lesson, but I was wanting to know if this older gentleman could safely learn to fly. Would I feel confident when the time came for him to solo? Mr. Smith did well.

I looked over at Mr. Smith and with a wink told him "Home's 12 miles to the northwest, Captain. You fly us home and I'll watch out for bogies." We flew home without saying a word to each other, both of us grinning ear-to-ear the whole way.

After landing we said the usual parting remarks about the flight and Mr. Smith headed for his car. As he walked away, I noticed he was walking perfectly upright, and had a strong steady stride to his gait. For a short while this morning, Mr. Smith had transformed from the older gentleman I had met an hour earlier back to the 19 year old Combat Pilot he once had been.

Mr. Smith will be back next week for lesson 2. I'll keep you posted.

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
July			
6 13 11:00am	Bill Ferguson	Ferguson Field	Fly-In and Membership Meeting
20 27		Bellah Field	Fly-In and Cookout
August			
3 10		South Expressway Airport	Fly-In fun and 4:00 Dinner at Griffin Lighthouse
17 24	Larry Ramsey	Wilson Field (Ringold, GA)	CSRA Invitational Fly-In
31			
September			
7 14 21 28	Lucky Smith	Lucky's Ultralight Park	Bring a Steak Fly-In
October			
5 12 19 26	Howard Ray	Jasper Airport	Membership Meeting, Officer Nominations and Marble Mountain Festival
November			
2 9 16 23 30		Cartersville Airport	Membership Meeting, Officer Elections
December			
7 14 21 28		Cobb EMC Community Room, Marietta, GA	Membership Meeting, Annual Party

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 - Team Mini-Max, complete, ready to fly minus engine, prop, instruments. Fully enclosed. \$3,450. Call Andy Isburgh, 770-483-6646.

FOR SALE - 1989 MXL II Sport, new 503 DCDI, full pod of instruments, rebuilt, needs sails, \$8,000. Call Bo Benedict, 770-967-6942.

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

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

FOR SALE - Rotax 503 engine, new in box with B drive. Make offer. Howard Ray, 706-692-3131.

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.

FOR SALE - BRS-4/UL-1 softpack parachute. Fresh 2-year repack and *new* 6-year mortar. Complete with mounting bracket/hardware. \$850 firm. Call Mike Prosser, 770-222-0484.

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.

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
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.

Articles for the August newsletter should be submitted by July 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
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