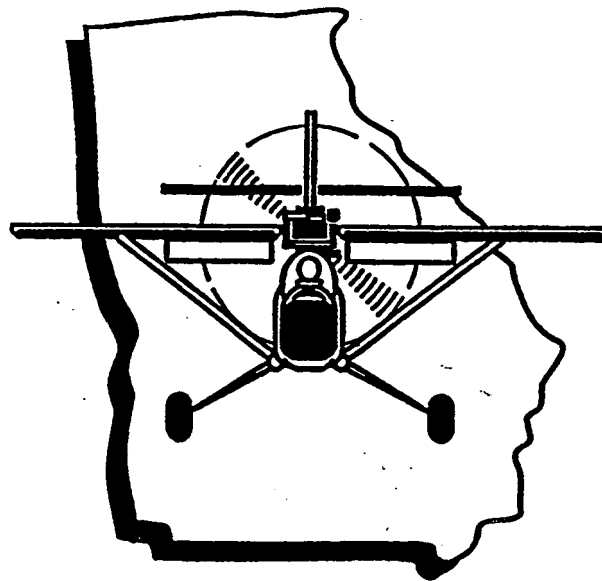


The Sport Flyer



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

June 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
George Boerner *	770-??-????	Dawsonville, GA	
David Brainard *	770-938-4456	Atlanta, GA	
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	
Phillip Cataldo	404-523-5556	Canton, GA	GT-400, Bravo 40
Ben C. Cole	770-476-1070	Suwanee, GA	Talon XP
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
Frank Eck	770-953-2231	Marietta, GA	
Randy Falkenberg	770-604-9806	Atlanta, GA	
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
Jeffrey Hatle	770-251-2080	Sharpsburg, GA	Rans S-12
Chad Hilbert *	912-923-0256	Bonaire, GA	
Glen Horne	770-720-1877	Canton, GA	Ferguson F-II
Don Hooper	770-642-6479	Alpharetta, GA	
Andy Isburgh	770-483-6646	Conyers, GA	Team Mini-Max
John Jolley	770-786-6524	Covington, GA	Ferguson F-II
J. D. Jones	770-969-9399	Fayetteville, GA	Hi-Max 1400Z
Charles Kirtland	706-295-1974	Rome, GA	Spitfire
William (Bill) Knecht	770-923-0445	Lawrenceville, 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
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	Marietta, GA	Phantom
Frank Nadolski	770-926-9752	Kennesaw, GA	Siemans 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
Harold Platt	770-536-2009	Gainsville, GA	
Michael Prosser	770-222-0484	Hiram, GA	Phantom
Robert Pytel	770-433-9676	Smyrna, GA	Chinoak, 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!

In This Issue

From The President's Hangar	2
Air Rally '96!!	2
Safety Lines	3
The 1996 Calendar	4
Radio Procedure	6
Classified Ads	8
GSFA Information	9

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	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

From The President's Hangar

Our Rally '96 is here. I hope all of you have been practicing. Remember, Mike Prosser has won the first place trophy the last two years. Lets give him some competition this year. I hope everyone will make a special effort to attend and make this our BEST AIR RALLY.

If you are planning to attend, please give Bill Rouse a call, so he can determine how much food should be purchased. Also, Bill needs assistance in preparing the rally and wants some volunteers to help during the competition. We also need those of you who are driving to please bring ice, water and ice tea so we will have plenty to drink.

Oh! What a meeting! Our May meeting

at Mallards Landing was one of the best attended. We had 19 airplanes fly in and over 30 members were there, all in great form. A special thanks to Mallards Landing for the super breakfast and the use of their facilities. Mallards Landing is really a nice flying community. Fly in and say hello sometimes!

BIG THANKS to Margaret and Ron Reese for the preparation and hosting of our May meeting. Thank you also goes to Margaret and Mike Carpenter Sr. for the good cooking. What a good time!

Remember to give Bill a call.

See you at AIR RALLY '96!

- Jeff

Third Annual Fly-In And Competition -- AIR RALLY '96 --

By Bill Rouse

This year's fly-in and competition will be held on Saturday, June 8th, at Etowah Bend Airport which is located about 10 miles northwest of Cartersville airport. The competition will feature a navigation run, bomb drop, torpedo run, and simulated engine-out landing. This year we are also having a swap shop for anyone interested in selling off any unneeded items. (Be prepared to take care of your own items.)

The competition will begin at 10:00 AM and we will break for lunch (barbecue and fixings) around 12:30. Competition will resume after lunch. Camping will be available for anyone wishing to stay overnight. Etowah Bend is a 3000' grass strip located on Hwy 411 where the

Etowah River crosses. Please use a right hand traffic pattern and land to the south (wind permitting). The coordinates are 34° 12.296' N, 84° 58.661' W.

If you drive to Etowah Bend, take I-75 north to exit 125 (Hwy. 120). Turn left and go 2.4 miles to the dead end. (Follow the green 411/20 signs.) Turn left and then immediately right to the stop sign. Go 2.7 miles just past the big Holiday Inn sign and bare off to the right. Go about 8 miles to the Etowah River bridge. Just past the bridge, make a U-turn, come back across the bridge and turn into the first gravel road on the right. Follow the road to the airfield.

See you there!

- Bill

Safety Lines By Ben Cole

Pushing The Envelope

Add weight to an aircraft, and you will need a higher angle of attack to generate the lift to support that extra weight. As weight increases, stall speed increases. According to "Aerodynamics for Naval Aviators", a rule of thumb is that a 2% change in weight causes a 1% change in stall speed.

As Center of Gravity moves aft, the elevator control force becomes lighter, and less of a pull on the stick is needed to increase the angle of attack. In addition, the plane may reach a higher angle of attack after the stall and spin recovery will be more difficult.

"Load Factor" is a term pilots don't think of every day. It's a fancy term for "G". Normally, when flying straight and level or in an unaccelerated climb or descent, the airplane is pulling one G. (Lift equals weight and the load factor is one.) But in level turns, the plane has to pull a little more G to boost the total lift vector enough so that the vertical component will be sufficient to support the plane's weight. In doing so, however, the stall speed increases in proportion to the square root of the load factor. In a coordinated level turn, with 30 degrees of bank, the plane will pull about 1.15 g's. With 45 degrees of bank, it will pull about 1.4 g's and with 60 degrees of

bank, 2 g's. At 70 degrees of bank, about 3 g's will be pulled.

Therefore, a plane with a V_{so} (stall speed) of 50 (indicated airspeed) will stall at 59 in a 45 degree banked turn. Tighten the bank to 60 degrees and the airplane will stall at 71.

It's a classic stall/spin accident. It may occur when a pilot sees that he will overshoot on his turn to final, and then pulls a high-G turn to get lined up correctly. (During the turn, the airplane stalls, a wing drops, and the plane heads straight to the ground.) Or, the stall/spin may occur if the pilot skids into the turn to line up with the runway. Or, in distress on takeoff, the pilot does a sharp 180 degree turn to return to that smooth landing strip.

(Thanks to Tim Cunningham, Lite Blue News, Lite Blue Angels of Pensacola, FL for the article.)

Editor's Note:

To avoid the stall/spin accident:

- Maintain adequate airspeed at all times.
- Don't make high-G turns in the pattern.
- Perform coordinated turns in the pattern. (Use the rudder correctly.)
- Avoid turning back to the airport if there's a problem on climb-out. A better choice is usually to land straight ahead, with only minor turns as needed.

Lucky's Request . . .

Due to on-going legal proceedings, Lucky Smith asks all flyers to please not land at his airstrip until further notice. For more details, call Lucky at 770-562-4338.

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
June 1, 2	Larry Ramsey	Lovett Field, Chattanooga	Chattanooga Air Show
8	Bill Rouse	Etowah Bend Gliderport	GSFA Air Rally '96
15			Rain Date for Air Rally
22			
July 6			
13	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	Lucky Smith	Lucky's Ultralight Park	Bring a Steak Fly-In
21			
28			
October 5	Howard Ray	Jasper Airport	Membership Meeting, Officer Nominations and Marble Mountain Festival
12			
19			
26			

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
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

An Ultralight Movie!

By Rick Smith

Watch for an up-and-coming movie this summer called "FLYING WILD", starring Jeff Bridges, Dana Delaney and Anna Paquin. It will be a great movie for ultralight enthusiasts.

Anna Paquin plays a little girl that hatches some goose eggs because their mother was run off by builders. The geese think that Anna is their mother and do everything she does.

When it comes time for them to migrate south for the winter, they do not know how to fly. Her father builds and

teaches her how to fly an ultralight so she can teach them how to fly and get going south.

Anyway, it should be very entertaining for the Georgia Sport Flyers. Especially Chuck, because she uses a Trike!

There is another ultralight used in the movie, but I'm not sure what it is. (Maybe its a Weedhopper or just something homebuilt.)

Anyway, watch and draw your own conclusions.

- Rick

Radio Procedures

Here is another article from the Internet's Ultralight-Flight mailing list. It is written by Sam Buchanan, an ultralight pilot in Athens, AL. The article is printed by permission.

I have received some requests for an article on simple radio procedures that would be appropriate for an ultralight pilot operating from an uncontrolled (the FAA prefers the term "untowered") airport. While each individual pilot will give his radio calls his own personal flavor, the procedures I will detail below cover the basics and should work well at any uncontrolled field.

There are four essential ingredients to any radio transmission:

- 1) WHO are you talking to?
- 2) WHO are you?
- 3) WHERE are you?
- 4) WHAT do you intend to do?

Let's assume that you are ready to fly from a field that has an FBO. You get the fan blowing, so it is time to prepare for takeoff:

"Paradise Unicom, MiniMax Sierra Bravo requesting radio check and airport advisory."

"MiniMax Sierra Bravo, loud and clear and Paradise Field is using runway 36 with no reported traffic."

"Paradise traffic, MiniMax Sierra Bravo taxiing for 36 Paradise."

Note a couple of things:

- 1) When you talk to a specific person or aircraft, you specify to whom the transmission is directed (Paradise Unicom). You direct your call to "traffic" however, when you are broadcasting to all aircraft in the area.
- 2) Note that Unicom said there was "no REPORTED traffic." You still have to keep your eyes open because there may be some of those ultralights out there that only use CB and don't have any idea that you are about to taxi to the active runway, and haven't reported their intentions to Unicom (sorry, I just couldn't resist (grin)).

You are now ready to take off on runway 36:

"Paradise traffic, MiniMax Sierra Bravo departing 36 Paradise."

Notice that you are repeating "Paradise" at the end of the call. This is because there are other airports using the same advisory frequency, and you don't want a pilot who is in the pattern at Dunghill Airport twelve miles away to think that you are about to join him in the pattern.

After an uneventful take-off (gotta remember to replace those plugs before the next flight), you turn to cross-wind and make this call:

"Paradise traffic, MiniMax Sierra Bravo, leaving the pattern to the south, Paradise."

This call has informed other planes and the FBO that you are going somewhere else rather than stay in the pattern shooting touch-and-goes. It is a beautiful day, so after collecting bugs for awhile, it is time to return to the field. You monitor the frequency for a few minutes, because you are wondering if your pals have returned from FireAnt Airport and also to see if other planes are in the area of Paradise Field:

"Paradise Unicom, MiniMax Sierra Bravo five miles east inbound, requesting airport advisory."

"Aircraft calling Paradise, we are using 36 and there is one aircraft on downwind and another taxiing for departure."

A few moments later:

"Paradise traffic, MiniMax Sierra Bravo is four miles east, will be crossing midfield for left down-wind 36, full stop landing, Paradise."

Notice that you have stated WHO and WHAT you are, WHERE you are, and WHAT you intend to do!

You are almost home:

"Paradise traffic, MiniMax Sierra Bravo crossing midfield for left down-wind 36 Paradise."

As you turn down-wind, you notice that the aircraft that was on down-wind has already cleared the runway, and the aircraft that was taxiing for departure has departed straight out without talking to anyone since he only has a CB on board.

"Paradise traffic, MiniMax Sierra Bravo left down-wind 36 Paradise, full stop."

If you intended to shoot some touch-and-goes, you could have said "left down-wind 36 Paradise for touch-and-goes."

After taking a good look around for non-radio aircraft, you turn final:

"Paradise traffic, MiniMax Sierra Bravo turning final 36 Paradise, full stop."

You notice that your pals have not made it back from FireAnt and the airport looks deserted. Consequently, your landing is the smoothest you have ever made. As you turn off the runway, you say:

"Paradise traffic, MiniMax Sierra Bravo is clear of the active, Paradise."

This tells the folks in the FBO office that you are out of the way so they can give an updated advisory to the next aircraft that calls in, and that you will soon be in the office to discuss the air-line quality landing that you just made.

That is really all there is to it. You have kept other pilots informed as to your whereabouts and hopefully they have returned the favor. Also, the folks flying those heavy, boring metal airplanes have been impressed that you do indeed know how to safely navigate around an airport.

- Sam Buchanan
(sbuc@companet.net)

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 - Jet Wing Trike, Rotax 447, Axis II wing, ready to go. \$2,900 firm. Call Mike Prosser, 770-222-0484.

FOR SALE - 1984 Phantom, Rotax 447, all latest/greatest mods. Outstanding performer, good looking, needs nothing. Divorce forces sale. \$4,995 firm. Call Mike Prosser, 770-222-0484.

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.

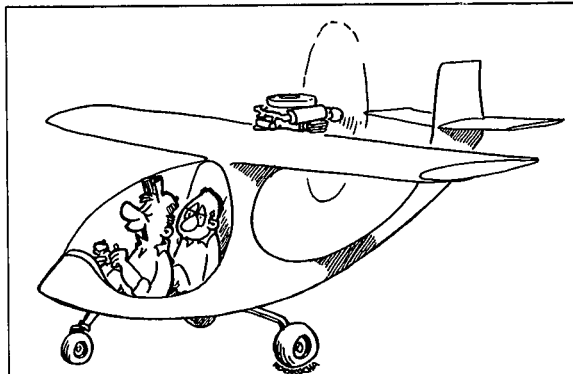
Articles for the July newsletter should be submitted by June 22nd.

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



"The captain has turned off the seatbelt sign...
feel free to move about the cabin!"

ROBERTO

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

30144-2881 02

