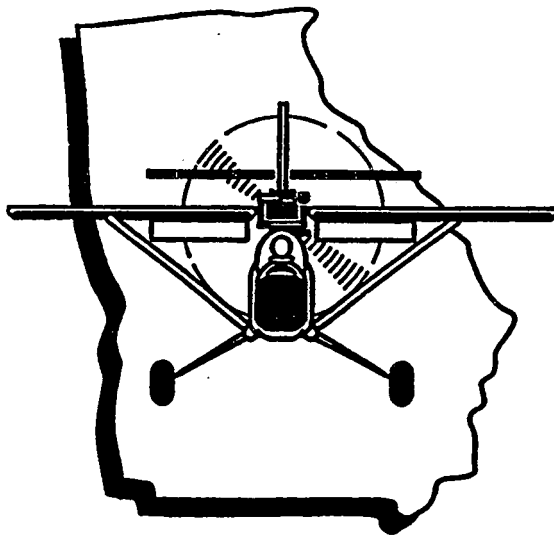


The Sport Flyer



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

May 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	
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	
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	Kennesaw, GA	Flt Dgn Trike R447
Kenneth Grubbs	770-267-2301	Monroe, GA	Ultra Star, Super Cub
Jeffrey Hatle	770-251-2080	Sharpsburg, GA	Rans S-12
Don Hooper	770-642-6479	Alpharetta, GA	
Glen Horne	770-720-1877	Canton, GA	Ferguson F-II
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	770-886-9108	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
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	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	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
Ron Reese (now BFI!)	770-957-6883	McDonough, GA	Challenger II

* 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.**

Members (continued)

John Russel	706-802-0321	Rome, GA	Firestar II
Bill Rouse	770-917-9228	Acworth, GA	Challenger
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

I am finally back among the flying! I made it just in time to take flight to Sun 'N Fun '96 in Lakeland, FL. My first flight in my Rans S-12 was uneventful, but it sure made me wonder if all the nuts and bolts were tightened and in place. I had to make one adjustment on the left rear strut. The left wing was heavy. My wife is as excited as I am that I have a plane to fly, and she has the garage back!

The trip to Lakeland was great! I must admit I was very disappointed when I was unable to complete the flight to Sun 'N Fun because of rainy weather. But, after rain always comes sunshine! Up and away to Jekyll Island we went. What an adventure! Flying on the beach made up for the disappointment I experienced. To all of our members who have not had the opportunity to enjoy such a trip to Sun 'N Fun, adventure awaits you! Mark your calendar and plan to go next year. If you haven't been flying on the beach, that is the most exciting and fun flying I have had in the last twenty years. (Read the article in

this issue by Ben Methvin.)

Our next club meeting location has been changed from Cole Field to Mallards Landing (see article for directions) on the 18th of May. Lets all plan to attend, and bring a new member. We need to keep our club growing!

June 8th is our annual Air Rally. Bill Rouse is coordinating this event. He could use some volunteers to assist him. (Give him a call.) Come on! Everyone, take flight, bring family and friends. Let's make this the biggest and best Air Rally yet!

A SPECIAL THANKS goes to Paul Park and Chuck Goodrum, our ground crew support team. We could not have made it without the gas, food and ground transportation. They were great! What a team effort and support!

Congratulations to Ron Reese, who is our latest BFI.

Remember: Safety first. See you at our next event.

9LAAWTTB

-Jeff

Our Next Meeting

The meeting at Cold Field on May 18 has been moved to Mallards Landing. It will include a breakfast from 8:00 to 11:00 AM. We will be joining some of our GA comrades for the breakfast and then we will cook hot dogs for lunch.

The runway is 2800 ft. long and runs east to west. Please note: If you land eastward, then use a *left hand pattern*. If you land westward, use a *right hand pattern*. They have a complainer who doesn't live at Mallards Landing, so they use these patterns to try to appease her.

Latitude is 33° 21.73' N; longitude is 84° 10.06' W.

To drive there, take I-75 south to exit 68. Turn right. Go approximately 2 miles, and Mallards Landing is on the

right. Go through the gates and continue straight ahead. The clubhouse where we will meet will be on the left.

This is a very nice field and there is plenty of room for your family. They have rest rooms. Be sure to bring a lawn chair. (I wonder how many guys stuff a lawn chair in their plane?)

PLEASE, PLEASE... We want everyone who can come to do so. I will have Amoco Premium gasoline and a mix can available. Do not worry about not having fuel. But bring your oil.

Last but not least... You guys need to really practice up on your lies, because we will be among some REAL BIG LIARS, and we want to hold our own.

- Ron Reese

SUN & FUN '96 and FUN in the SUN '96 **(9L4A-8WTB)**

By Ben Methvin

Ben Cole has a beautiful black jacket that each year gets new embroidery in Paradise City, the Ultralight area of the Lakeland Sun & Fun extravaganza. This year was no exception when he added 9L4A to the lower right side. Seven of us think he should have also included the 8WTB. The following will break the code...

At six am on Saturday, April 13, Ben Methvin picked up a sleepy but exuberant Chuck Goodrum, now known as "Trash Mouth" (even though he isn't) as one of several to meet for take-off to Sun&Fun at Cartersville Airport. Chuck had agreed to drive one of the support vans. A second van was to be driven by Paul Park, the new Engineering/Marketing manager of the Ferguson Ultralight factory (I fly a Ferguson; ask me why). In the early morning dawn, Pierce Day (Phantom), Ben Methvin (Mini-Max) and the two drivers waited for Jack Day (Tierra II) and John Russel (FireStar II) from Shannon and Bill Rouse (Challenger II) from Etowah Bend.

The weather was known to be "iffy" with low ceilings and possible storm cells to the south and, as usual, there was to be a headwind. A thirty minute delay by the group from the north-west gave all a chance to be weather men with the help of the computer and staff of the FBO at Cartersville. Our Saturday flight was not to be. Man proposes and weather disposes where Ultralights are concerned. Plans were made over McDonald's finest breakfast to try again Sunday morning.

Sunday success. Five beautiful and well prepared flying machines departed Cartersville while two vans and a trailer took to the road for Williamson's Airport (Peach State) to meet up with the rest of the group whose airplanes had overnighted there from the Saturday abort. The schedule called for arrival at 08:45, but at 08:35 we hit the wall. The "wall" was a thick ground fog, solid and stubborn all the way from ground level to 500 feet. This was in contrast to one of the most beautiful flying mornings this writer has ever seen. Until the wall it was CAVU and silky smooth.

The flight of five diverted to Falcon Field to sit and wait until the sun lifted the wall. A phone call to Williamson's confirmed that they would also have to wait it out. Over-anxious we made one more try and again were turned back by the "wall". Upon our return to Falcon, we were pleased to see Stan Sullivan and Greg (from Ferguson's field) in their FireStars. Ralph Sullivan was driving for them and had the famous trailer with the Possum Box (Beware, Live Possums). The "Possums from Hell" (Renamed from the colorful "Fly 'til you Puke" group) were going to Jekyll Island on their annual peregrination.

After waiting nearly two hours we called Williamson's to say we were again on our way. In the air we could hear the others depart and head for Chad Hilbert's (FlightStar II) home field across the expressway from Perry Airport. A bumpy windy one hour later we were all nine gathered at a beautiful little strip paralleling highway 85 (the flyers friend). David Corriher, newest member of The Georgia Sport Flyers Association, arrived in his pickup to offer any help. David will fly his beautiful new Ferguson F-II next year and avoid the speeding ticket his pickup attracted. David later met us at Lakeland along with Stuart Fuller and Glen Home.

The Peach group consisted of Dana Simmons (J3 Kitten with a new Rotax 503 engine) from Mathis, Pete Pettis (scratch-built and beautiful MiniMax 447) from Thomaston, Ben Cole (Steroid powered Talon XP) from his private field in Suwanee, GA, and our club president, Jeff Hatley, with his brand new outstanding bright red RANS-12 which had just been finished to perfection for the flight.

Since most were refuelled and anxious, six flew ahead to Cordele. Pierce, Bill and Ben M. brought up the rear and joined the group at Cordele. After lunch and a check of the weather, all (continued on page 6)

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 May Membership Meeting has been moved to Mallards Landing, just south of Bellah Field about 10 miles. (It was previously scheduled for Cole 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 next Membership Meeting.

Month Day/Time	Coordinator	Site	Activity
May			
4 11 (same day)	Dennis Starling Sharkey Summey	Jones Light Airfield (Smith, AL) State Line Ultraport	Jones Light Airfield Open Invitational Spring Fun Fly-In, Gafney, SC
18 25	Ron Reese	Mallards Landing (private airport)	Fly-In and Membership Meeting
June			
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
July			
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
August 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
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

FUN in the SUN '96 (continued)

departed, again in two groups. Cook County (Adel) afforded a stretch, fuel and more lunch. A long flight around Valdosta led all over the Suwanee River into Florida and finally all were together at Live Oak (Suwanee County Airport). It was now 6:00pm on the first day.

This was to be the fork in the road. Ben Cole, ever the intrepid aviator (also known as "Go-Go"), suggested that if we did not get farther south (we had planned to spend the night in Live Oak), we could get weathered in. Ben Cole, Jack Day, John Russell and Dana Simmons elected to get as far south as daylight permitted. The rest elected to follow the plan, rest and let the weather do what it would. The weather did. Rain, wind and other good stuff welcomed the Live Oak group the next morning. It was going to be a rough two days before it let up north of Ocala.

Cole was right. That group made it to Ocala the previous night and flew in strong winds the next morning on to Lakeland. The Live Oak group had a leisurely drive in the two vans to Lakeland after checking the tie-downs of the five airplanes left forlorn at Suwanee.

We all got together at Paradise City. With the possible exception of Cole, the flight group looked as tired as anyone I have ever seen. Fun isn't easy.

Chuck Goodrum, "Trike-man", later given the sobriquet "Trash mouth" by a CB-er in Tampa who misunderstood the transmissions on CB between the two vans on the way to dinner at Longhorns in Tampa, was pleased to get to work in his "Trikes R Us" community at the show. Chuck is the publisher of the Trike magazine "Trikes R Us".

Paul Park also began his serious work selling the Ferguson II to all who would listen. Chuck and Paul were two happy guys with a mission. The others of us enjoyed the show until the crash of the Sea Fury. Chuck Hilliard had just given a spectacular show before flipping over at the end of the landing taxi roll. One of the worlds best pilots was crushed to death in front of thousands.

Returning by van to Live Oak, while Cole had his jacket embroidered, the group-of-five made plans to fly to Jekyll. The weather turned perfect.

A fascinating flight between the Okefenokee Swamp and the Jacksonville control area took us to a private field owned by Daryll and Bobby Thrift. They are both successful chicken and cattle farmers in this most northern part of Florida. An unexpected rare find at Thrift field was a HATZ biplane built to perfection by Bobby with Daryll's help with the welding. Their six dogs and the wind challenged the aviators on take-off. The visit with the Thrifts and a later stop at Hilliard Airport, just opposite the Swamp reinforced our warm feelings for people who help aviators.

Hilliard was nearly deserted except for a grandpa most proud of a four-year old grandson on his shoulders admiring the unusual collection of five beautiful Ultralights. Grandpa had a hat that said "At my age I miss a lot - what I miss most is my Mind". A lovely lady with the local Emergency Medical Team, stationed near the deserted field, loaned her car so we could get gas. Good people. On to Jekyll !

A 90 degree crosswind of nearly 20 knots tested the aviators upon landing at Fernandina Beach Airport. Ben Methvin scraped a wing tip on his white MiniMax, the others did well. Fuel, duct tape for the wing scrape, a much needed drink of water and the gang of five took off down the beach for Jekyll.

Beach flying is wonderful. The air from the ocean is smooth, even and caressing after the thermally and gusty stuff over the land. Being careful to obey the rules, we flew the length of Cumberland Island observing many of the 200 plus horses which live there and more than a few people who don't.

Arriving at Jekyll, we were greeted by Ralph Sullivan and the sight of the two FireStars tied down at the single paved strip alongside the Intra Coastal Waterway. It became our private field since the FBO gave up on trying to make a profit.

Our fantastic ground crew, Chuck and Paul, arrived shortly thereafter having looked after the four in Lakeland until their take-off for Atlanta early Wednesday morning. Picking up the other van and trailer at Live Oak, they drove to Jekyll.

Good accommodations, good friends, good food and a good sleep prepared us for an all day fly-in of the coastal area. I may have had a better time in my life but I can't remember when. A flight to Fort Clinch over Cumberland, Jekyll, Sea Island, Wolf Island and operating from an un-named beach with the seven airplanes are the things memories are made of. The beach landing strip and adjacent sand bars were near perfect until the guy arrived on the bicycle.

The deserted beach was an unspoiled wilderness, with newly minted sand dollars and other flotsam and jetsam such as a refugee boat half buried in the sand. Eight very different Ultralights lined up on a beach that stretched for miles. Several were allowed to try out other airplanes in this most benign environment. Pete Pettis, who had never flown another Ultralight, tried out Pierce's Phantom as did Trike-man Chuck and Chad.

It must have been great for Pete to see down for a change without the MiniMax wings in the way. In any case, that Icarus flew too close to a guy on a bicycle miles up the beach. This and the fact that we had been flying from the beach for hours caused this guy to pedal like hell down the beach waving an arm in an unfriendly way. Some of us took off before he got there. Bill Rouse with Paul in the back was stopped and told that this was a private beach with endangered species, and we better leave before the already-called authorities got there. We left.

An earlier stop at McKinnon (St Simmonds) got us free hot dogs (the local EAA chapter and the FBO provided) and a look at five Antonov 2 Colt bi-planes (the largest in the world) for sale cheap. These were imported in various conditions from Poland having been built there as copies of a Russian design. The airport was crowded with returning Sun&Funners and Stan (who had a flat tire) took off on one rim and a prayer, landing safely at Jekyll where repairs were quickly completed from the Possum box.

Stan, Ralph and Greg were great hosts and companions and we hope we didn't spoil the Possum reputation in the area for next year.

The eight-plane aerial flotilla took off the next morning early for Jessup. We flew high to better observe the vast pine forest and swamp lands. High flight gives you more time to contemplate landing in trees if the engine quits.

On take-off at Jessup, Methvin thought his engine was going to quit. He had been showing off with a one hand prop start for the small crowd and had inadvertently knocked the choke partially on. Pierce spotted it for an embarrassed Methvin.

After Jessup, we visited the home airport of Stuckey's Candy (Eastman), got a religious lecture from the airport manager and an opportunity to meet John Marshman, one of the worlds foremost fabric coverers. John showed us his unusual MiniMax with a bubble canopy. It flies at 85 mph, ten knots higher than Vne on my MiniMax.

A bumpy flight under an ugly clouded sky brought us back to Chad's field in Perry. The Possum boys left us there for a more direct flight back to Ferguson's. Their flight was not uneventful. A spark plug wire came off and caused a non-planned stop at a private field located in just the right place. They made it home safely.

Chad and his friends at Perry looked after our needs. Chad Hilbert deserves special mention in that he flew to Lakeland, slept in a tent and flew thence to Jekyll alone over the great swamp to catch up with us. It was great flying with him and his clear radio, something most of us don't have.

After Chad's, we flew in very bumpy air to Thomaston's new airport and met several of Pete Pettis' friends. Pete is special and I will fly with him any time. His orange and ivory MiniMax a work of art.

Then to a lousy crosswind landing at Peach (the guys gave me a three). There we reluctantly left Jeff Hatley who had been a great flyer and companion on the whole trip. He knows what he is doing with airplanes and it is re-assuring to have a genuine expert among experts.

An eventful flight in the late afternoon for the remaining three, Ben Methvin, Bill Rouse and Pierce Day, brought ground speeds of up to 85 mph from Peach to Cartersville. Dodging rain and dark clouds with the late afternoon sun only messing up visibility, we got to know what the mail pilots must have suffered during the early days. Don't know how they made it without that most wonderful invention, the GPS. A P-51 gave us an impromptu airshow at two thousand feet. He spotted us on our way to Cartersville and on his way to perform for an airshow the next day in Americus.

Bill split off to Etowah Bend and Pierce and Ben reluctantly put their faithful machines up in Cartersville. The vans maneuvered through the Freaknik traffic without our 20 mph tailwind and arrived Cartersville just as the sun set. Lord, I love tailwinds.

It is more than a little amazing to reflect that these frail machines, three built by Pierce Day, can go so far (more than 800 sm) without problems. It speaks well for the guys who maintain, design and build them. A wonderful safe trip without mishap.

Nine departed, Four made it to Sun & Fun, Eight went to the beach and had a ball.

- Ben Methvin, April 1996

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, 770-429-4738.

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, 770-429-4738.

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, 770-443-7287.

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.

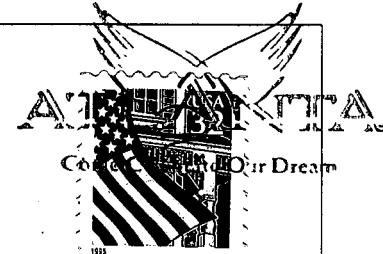
Articles for the June newsletter should be submitted by May 25th.

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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