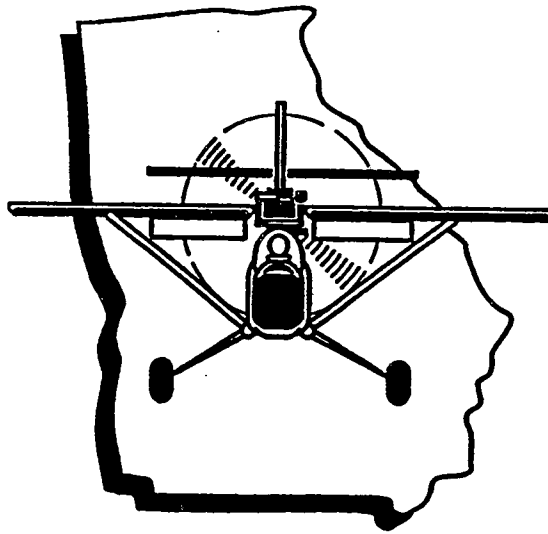


The Sport Flyer



The official newsletter of
The Georgia Sport Flyers Association

October 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
Norman H. Bethke	770-267-5126	Monroe, GA	Super Weedhopper
George Boerner	770-??-????	Dawsonville, GA	
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Mike Carpenter, Jr.	770-460-7566	Fayette, GA	Kolb
Mike Carpenter, Sr.	770-997-0702	Riverdale, GA	Kolb
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
Michael Doolittle	770-463-0845	Newnan, GA	
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	Kennesaw, GA	Flt Dgn Trike R447
Steve Green	770-977-5572	Kennesaw, 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 (BFI)	912-923-0256	Bonaire, GA	
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
Barry Jones (BFI)	770-921-0751	Lilburn, GA	Quicksilver
J. D. Jones	770-969-9399	Fayetteville, GA	Hi-Max 1400Z
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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	
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	Kennesaw, 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 II
Larry Ramsey	615-344-5954	Chattanooga, TN	Phantom, Mnt 503 Trike
Howard Ray (BFI)	706-692-6500	Jasper, GA	Phantom, Weedhopper
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

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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)

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
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 want to take this time on behalf of myself, the other officers and the entire GSFA to express to David Corriher, Steve Green and Bob Leatherwood our deepest regrets in the loss of their airplanes. For all of you who haven't heard, on September 16th a tornado struck one of the hangars at Bill Ferguson's airfield. The tornado completely destroyed the hangar and all three airplanes. David, Steve and Bob all plan on being back in the air some time in the future. Good luck, guys! If any of us may help, please let us know. This is what our club is all about, helping one another.

Our September meeting went very well and was very informative. Thanks to Bill Brown

who gave the tour of the FAA Control Center.

Stealth technology has nothing on ultralight aviation! The FAA Control Center is unable to track ultralight airplanes!

Our October meeting is scheduled for Saturday, October 5th at 12:00 noon. We will furnish hamburgers and hot dogs, so lets everyone plan to attend. This meeting is also for officer nomination so everyone should be thinking about whom you wish to serve as our new officers in the upcoming year.

Driving or flying, Jasper will be a beautiful trip and with the Marble Festival going on, it will be a great time to bring the entire family. So make it a family day and plan to attend!

See you there!

- Jeff Hatle

GSFA 1996 Activity Calendar

The GSFA does not assume any liability for flight activities listed. Individual members of GSFA have liability for their personal sport and recreational flying. Check the GSFA voice mail system for updates on flying activities.

Month Day/Time	Coordinator	Site	Activity
October 5 12:00 12 19 26	Howard Ray	Pickens County Airport, Jasper, GA	Membership Meeting, Officer Nominations and Marble Mountain Festival
November 2 9 16 23 30		Cartersville Airport	Membership Meeting, Officer Elections
December 7 14 21		Cobb EMC Community Room, Marietta, GA	Membership Meeting, Annual Party

Our Next Meeting

Our next meeting is at Pickens County Airport near Jasper, GA on October 5th. The membership meeting is scheduled for 12:00 noon, and will include officer nominations for 1997. The GSFA will provide lunch.

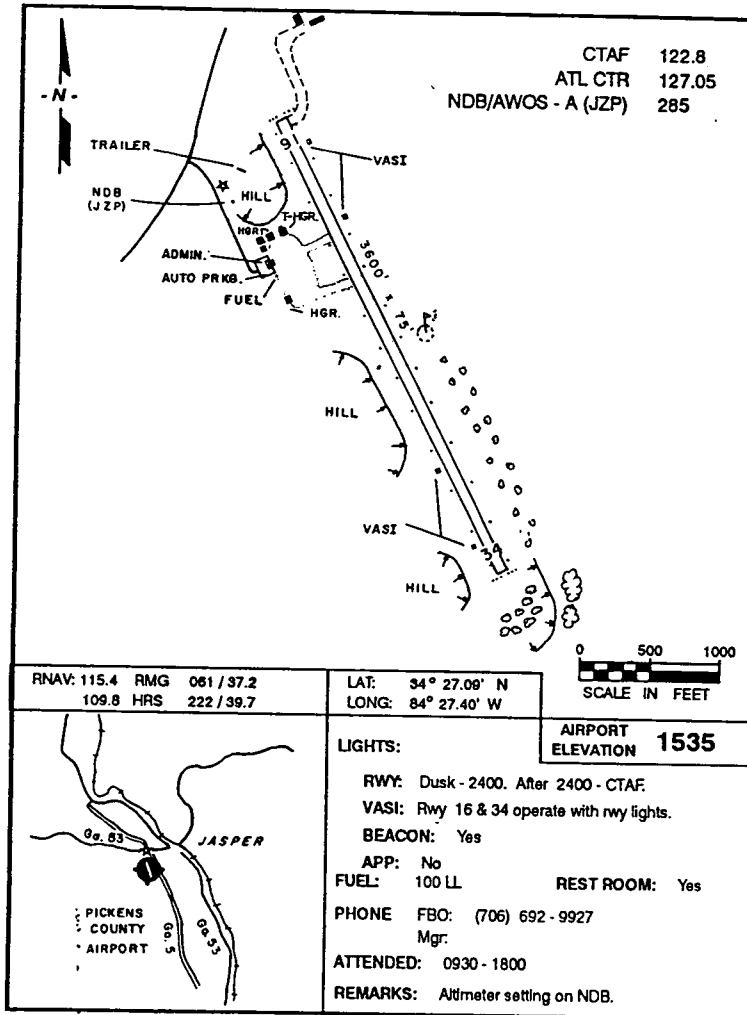
Afternoon activities will include fun, flying and members and their families can go into Jasper to enjoy the Marble Mountain Festival activities. Even if you

fly in, someone will be glad to take you into Jasper for the activities there.

Jasper, GA is located about 35 miles north of Atlanta. If driving, take I-75 north out of Atlanta to I-575 north, to Hwy 5 north. Watch for a sign for the Pickens County Airport, which will be on the left. Then, just follow the signs.

Airport information from the Georgia Airport Directory is indicated below.

Come enjoy the fun!



(JZP) Pickens County

JASPER 56

Altitude: Cheap Safety

By Ben Cole

The novice pilot had less than eight hours in his MX the day he decided to land it in the big river bottom pasture near his home. The freshly mowed field looked smooth enough and the wind was right, so why not? This is what ultralight flying was all about, flying to a beautiful place in the country and landing when it looked inviting. But he didn't know he was about to experience the other type of landing that most ultralight pilots will eventually face.

He lined up with the wind and guided his craft to what looked like the most level place on the field and flared. After a couple of bumps he applied the brakes and the Quicksilver came to a stop.

After savoring the moment he decided to try it again, this time in the pasture on the other side of the river. As he tried to gain speed to take off, his wheelpants wouldn't clear some of the deeper ruts, and grass got tangled up in the axle. Finally, after turning parallel with the ruts, he gained speed and avoiding most of the grass, accelerated. He was almost airborne when he bounced hard over several large ruts and in the process jarred an ignition wire from one of the coils on his engine. After a couple of crow hops, he managed to get airborne.

As he climbed over the field, he noticed that the engine just didn't seem to have the ol' zip. Maybe it was the wind, he thought. After all, it was climbing. But a few moments later the engine began to run very rough and was losing power.

He was at 200 feet over dense woods and a half mile from the nearest field. He gave it full throttle. It didn't help. As he turned back to the field, he could feel the plane sinking. He pulled the nose back

to try to hold his maximum glide rate, but realized he wasn't going to make it back.

He held a shallow glide and hoped for a miracle as he prepared to settle gently into the solid canopy of hardwoods below. Something, a cable, a wing or tube would surely snag on a tree or branch and break his fall. A loud crack signaled that his craft had settled and broken the top section of a large oak. He braced.

The next thing he realized, he was sitting on the forest floor. He unbuckled his seat belt and shoulder harness and stood up. The MX was bent and twisted around his seat, but he was unhurt. He was lucky. The only harm that would come to him was a healthy case of poison ivy that he would get while retrieving what was left of his plane, and the severe pain in the wallet when he had to pay for the parts to rebuild the craft.

It could have been prevented. With more altitude he could have glided back to the field, altitude that he should have gained before starting across the forest.

Altitude, the cheapest safety commodity available to any aircraft.

Instructors teach their students the importance of airspeed. Some say the three most important factors in flying are airspeed, airspeed, airspeed. But altitude ranks along with these top factors. Airspeed will allow you to leave the ground and stay airborne, but altitude will allow you to choose the place and the circumstances under which you will return if your engine dies. Altitude will give you time and distance to find a place to land and the more you have, the better place you will be able to find. It's like money in the bank. You may never need

it, but if things don't go right, you'll have it.

A recent Experimental Aircraft Association study indicated that the majority of all ultralight engines will have some kind of problem before they have 60 hours. That is the bad news.

The good news is that unlike heavier airplanes, ultralights can fly and stall at such a low speed that, in the event of an engine failure, successful off-field landings are the rule rather than the exception. There is quite a difference between landing a 2000-pound 172 at 65 mph and a 250-pound MX at 22 mph.

But any aircraft can make a successful landing if it has the altitude to reach a suitable field. In the '70s, a U-2 Spy plane had a flame-out over Arkansas and glided to a successful landing in New Mexico.

The amount of altitude needed to fly relatively safely depends on the distance to a suitable landing site. If the old engine takes a pause as you are cruising over wide open prairies and you can manage an easy landing from 100 feet of altitude, that could be a good cruising height above that particular terrain. But there is a great deal of difference in safe cruise altitudes over the wide open flatlands of the Western Plains, and the tree-covered forests of the East.

Flying over potentially hostile terrain with the closest potential landing area two or more miles away, several thousand feet would make more sense as cruise altitude. A few minutes of climb could make the difference between a successful landing in an open field or a less successful tree landing.

On the other hand, in open farm country where the only obstacles to landing are barbed-wire fences and cowpies, flying at much lower cruising altitudes is reasonably safe.

Takeoffs and Landings

Unless you are flying from wide open

spaces, one of the worst times to have an engine-out is on takeoff and landing. Most times you do not have enough altitude to pick a safe place to abort unless you can return quickly to the field.

The most vulnerable moment for that engine to quit is right before you have to clear the proverbial 50-foot obstacle. If the engine quits then, you have to make a split-second decision. Can you clear the obstacle ahead and glide to a landing on the other side, or must you turn sharply and find another landing point, or return to the field? The same is true for landings. Can you clear that last 50-foot obstacle if the engine quits and you have maybe already lost too much altitude? It is a good habit to make steeper landing approaches where tall obstacles are in your path on final.

If you fly from a field that has no suitable off-field sites for emergency landings, a gradual climbing turn back toward the airfield as you gain altitude after takeoff could put you in the right direction in case of an engine emergency. Making a habit to use a gradual spiraling upward climb into the wind to safe cruising height could mean the difference someday. If you do this out of a general aviation field, announce your intentions if you have a radio.

Different Engine Emergencies

All engine emergencies don't require a do-or-die scenario. A common type of failure is an engine that quits or loses power and then returns to normal operation. Several things can cause this and it may not happen again. If there is a safe field nearby, it would be prudent to land and try to find the problem before continuing. If there is no suitable landing site nearby, and the engine continues to run, a climb in the general direction of a safe landing site would be wise. Gaining enough altitude to make it over any obstacles en route may save the day in case the engine fails again.

In another type of failure, the engine surges or sputters. When this happens, there is usually not enough steady thrust to maintain altitude. Obviously the need to land is great, for the engine may quit completely. If there is a landing site within gliding distance, it might be wise to cut the engine, giving you more reliable control of the aircraft. But before cutting the engine, make sure you can get there. Even erratic thrust is better than none at all.

In this type of emergency, if you have enough altitude, a shallow spiral descent will allow you to look over a landing site and control your airspeed for best rate of descent. A spiral will also help lose altitude without taking you far away from your chosen landing field. As you get closer to the ground it will be easier to determine your best final approach and touchdown point.

Landing into the wind is most desirable in order to have as little ground speed as possible. As you get lower and select your spot, you might see hidden obstacles that may not have been visible from a higher altitude. Telephone and power lines are usually invisible from above; only their poles indicate their location.

Open fields that look smooth at 1,000 ft can take on another perspective as you begin your final, but at this point you can't be choosy. At least you don't have to worry about a long ground roll in a waist-high wheat field. Tubes bent on a bad field is better than a body bent trying to reach the good field on the other side of the treeline that you almost crossed.

Roads without obstacles on both sides make good emergency strips. Interstate highways make excellent runways in a pinch. In Switzerland they are used as runways for fighter bombers.

The complete engine failure is the most exciting. One moment everything is running smoothly, the next only the

whistling wind... and a moment later your thumping heart. Hopefully, you have enough altitude and a suitable landing site within a quick glide.

If this happens, immediately lower the nose to guard against a stall, and put your craft into its best glide ratio. Try to restart the engine. Check your ignition switch, try to pull start, wiggle the wings to slosh fuel around. Again, if you have the altitude, a shallow spiral descent will give you time to look over the area below. If there is a landing site within gliding distance, your luck is holding. If there is no place to land and reunion with earth is imminent, a ballistic 'chute could help. However, a 'chute sometimes has its own problems. If it deploys, you lose control of the airplane. This is okay unless you drift into a power line or some other hazard. A last-minute firing might overcome this problem.

Without parachute or power and nothing but trees and power lines below, trees are better. Trees could snag you and break your fall. Power lines create another more complex set of problems. Stands of smaller trees are better than larger ones because they are closer to the ground and will generally cushion your impact more. Groups of small pines are best because they will bend and flex more than hardwoods.

Maintain control of your craft as you glide to your chosen touchdown point. If you see that you are going to overshoot your point, a slip can bring you down without picking up more speed. Slow the craft to a stall right before touchdown. Brace yourself and if possible, assume the fetal position. This basic body configuration will give more protection.

Common sense says that if you fly high enough, this won't happen to you. If it does, you will bend some tubes, and maybe more, but you will fly again. And maybe next time, at a higher altitude.

Fun In The Backyard

This story is by Trab Seyn a "poster" to the Internet's Fly-UL mailing list. His snail-mail address is unknown. The story is printed by permission.

I had my first embarrassing ultralight experience today and it was definitely a learning one. Get this, it wasn't in the air or attempting to fly or even at an airport. It was a common affair of back yard maintenance on a Rotax 277 which involved a most AMAZING occurrence.

Last May I purchased an ultralight which has resided in the garage in a semi-assembled condition since. I thought it was time to get the engine running before it became too difficult to resurrect. I had planned on an exhaustive hour of pulling the cord but things went a little differently. I pulled about ten times to fill the line and the engine started to give signs of life. Then after ten more pulls and a break from panting I noticed the bowl was overflowing. Ah, probably gas gum in the carb I thought, but I'll look the thing over as the bowl drains. Mmmm, slightly loose plug cap - click - done. On the fifth pull the engine sprang to life like a cat on fire. It was loud, of course, and running at high RPM for the throttle being closed. As I moved the throttle to slow the engine the RPMs only increased. With this thing now screaming and the neighbors starting to take notice I go for the kill switch. No effect. Press harder. Still no effect.

More neighbors exiting back doors to the sound of a warp drive chainsaw as I now have no apparent way to shut the thing off. For the next 90 seconds I had a very red face. I then pinched the line off to the carb but with the bowl quite full I knew it would run longer than I wanted. Ahhhh, get that plug cap off. AAAAAHHHHHHHHH! -GASP- No effect!!! I swear my life on it!!! Cap

hanging with no connection and this thing it still screaming like a couple of cats! By now I've been queried as to what the hell is going on as my face really gets red. By now I'm embarrassed to death and in a slight state of panic because I CANNOT get this thing to stop. Finally I go for the only control I have which is back to the throttle. More gas, more gas, more gas - I don't care if it blows up, just make it stop! As the throttle approaches the wall the thing chokes like a frat rat drinking beer through a funnel. Ahhhhh - all is quiet. Then as I turn around I see twenty or so neighbors peeking my direction. UUhhh. I might as well have been naked.

Well, not liking that feeling, I checked the kill switch for continuity and cleaned the connections. It works now - I tried it several times not just to satisfy myself and to indicate to my neighbors that the situation is now under control. But the whole experience left me baffled as to how the thing kept running WITHOUT THE PLUG WIRE CONNECTED? It must have been dieseling, I guess.

I'll try it again tomorrow at lunch when the neighbors are at work and see if I can solve the mystery. The throttle/needle also needs adjustment so that it will idle properly, but it runs OK. That's for sure.

This was a laughable experience through hindsight but at least I learned a little humility along the way. Imagine if this occurred in flight and you had to circle till your fuel ran out only to find in post flight your plug wire disconnected? Maybe you'd rather not.

Stay alive, informed - and unembarrassed!

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 - NEC 386 SX-20 Computer with 4 Meg Ram, 2 - 214 Meg HDs, 14" Color Monitor, 512K VGA Card, Windows 3.1, DOS 6.2, \$450. Call Ken Adams, 770-443-8792.

FOR SALE - Zephyr II, 2-place, Rotax 582, low time, loaded with every option, mint condition, \$18,000. Call Stuart Fuller, 770-443-0911.

FOR SALE - Zephyr II, dealer built with 618 engine, low hours. Call Howard Ray, 706-692-6500.

FOR SALE - Team Mini-Max, complete, ready to fly minus engine, prop, instruments. Fully enclosed. \$2,995. Fully enclosed custom trailer also available, \$800. Call Andy Isburgh, 770-483-6646.

FOR SALE - Team Airbike, factory built, Ser. # 1, new Rotax 447, mint condition, needs nothing. \$6,700. Call Brad Williams, 770-466-9985.

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 - Fisher FP-101 with Kawasaki 440 engine. \$3,500. Call Ron Reese, day 770-957-0138 or night 770-957-6883.

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

FOR SALE - Spalding single-place floats with all mounting hardware and instructions, new, \$1150. Call Stuart Fuller, 770-443-0911.

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

FOR SALE - Rotax 377 FA, with gearbox and CDI conversion. Needs one piston. \$595. Call Andy Isburgh, 770-972-8999.

FOR SALE - Firewall forward kit for Hipps J3 Kitten, for Rotax 277. \$195. Call Andy Isburgh, 770-972-8999.

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 choose 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.

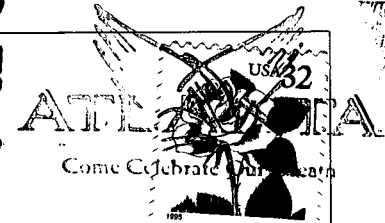
Articles for the November newsletter should be submitted by October 23rd.

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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Chuck Goodrum 1/97
2009 Jebbs Court
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