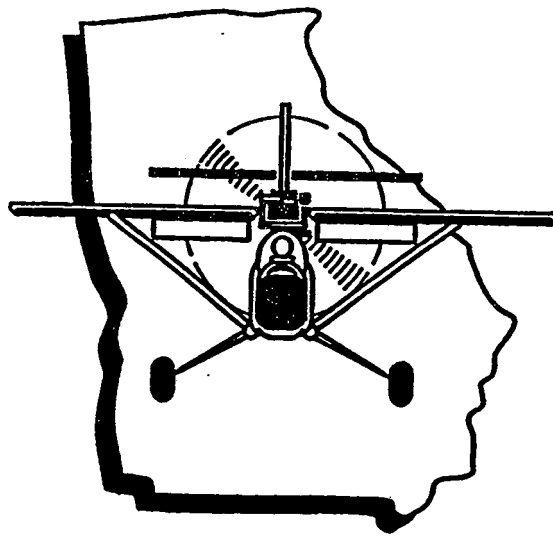


The Sport Flyer



The official newsletter of
The Georgia Sport Flyers Association

September 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 (BFI)	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
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 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
Barry Jones (BFI)	770-921-0751	Lilburn, GA	Quicksilver
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
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	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
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

* New Member!

In This Issue

From The President's Hangar	2
Skydog Daze	2
The Meeting That Wasn't	3
Our Next Meeting	4
A Few Jokes	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)

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
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

Here it is September, kids are back in school and summer is almost over. It is time to begin thinking about who you would like to serve as our Club Officers for the next year. We have a lot of qualified people who, if given the opportunity, could contribute a lot to the success of our club. Who will serve as our Club Officers for 1997?? Give serious thought to it in the next few months.

Our September meeting will be at 10:00 AM at Tara Field. Tara is located behind

the Atlanta Motor Speedway. Following our meeting, we will have an opportunity to tour the FAA Control Center at Hampton, GA.

I am sorry I missed the last meeting, but I had my 35th High-school Class Reunion in Minnesota on that Saturday. I didn't realize how old I really am until I looked at all my old classmates. I had a great time at my class reunion, but none of them knew anything about ultralights.

Safe flying and see you at Tara.

- Jeff

Skydog Daze

By Mike Prosser

The GSFA was well represented at the Sky Dogs annual fly-in on Saturday, August 24th, at Wilson Field in Ringgold, GA.

Chuck Goodrum and I each drove up - he and his trike; I and my three boys. No sooner had Chuck arrived on the scene and he was off and flying Larry Ramsey's new Tukan trike. Following his return to terra-firma, Chuck assembled and flew his Jet Wing trike.

Six GSFA pilots flew in:

Bob Leatherwood in his Fergy II

David Corriher in his Fergy II

Glen Horne in his Fergy II

Steve Green, Sr. in his CGS Hawk II

Ben Methvin in his Max 103 Mini-Max

Brad Methvin in his Phantom I

Paul Park of the Ferguson aircraft factory also attended.

Even though the day was hazy, hot and muggy, all aircraft performed well.

Look out! The "Dinosaur Watch" spotted a live one. Believe it or not, a vintage weight-shift "American Eagle" actually flew during the event, although the pilot acknowledged that it wasn't handling very well as it constantly attempted to bank left. Luckily for all, the pilot chose the better part of valor and landed that thing and left it on the ground before somebody got hurt.

Multiple Trikes were on hand, namely, 3 Tukans, 1 Sabre, 1 Jet Wing and 1 Richard Hill special (yet un-named). Of the Trike pilots, the following were recognized: Larry Ramsey, Chris Blythe, Chuck Goodrum and Richard Hill. One Tukan pilot was unknown to me.

Food and drink were available on the field, but as it is with most fly-ins, chairs and shade were at a premium. Fun was had by all.

- M. Prosser

The Meeting That Wasn't

By Bill Rouse

Well, all I can say is the August meeting scheduled for the 10th was one mass state of confusion. First off, I found out about three days before the meeting that I was going to conduct it. (Thanks, Stan!) I wasn't sure what time the meeting was supposed to be, so after a couple of calls to Mike Carpenter (no answer, he was on vacation) I said to heck with this. We'll make dinner at the Lighthouse Restaurant our meeting.

That was the last message I left on the voice mail. I believe from Wednesday through Friday there was a different message every day. We did finally get Mike Carpenter on the phone, so we left him as the contact for directions to the restaurant as the directions in the newsletter were for the Williamson Airport which is about 8 miles east of the restaurant.

Oh well, give us a break. So far, this is the only one we've screwed up.

Having made contact with the Cartersville area flyers, Ben and Brad Methvin, Bob Leatherwood, Ed Noble and I broke ground at Ferguson's at 10:30 Saturday morning. The weather was great; some haze, but nice and calm. We were supposed to pick up Stuart Fuller around Douglasville. We got ahead of him, and after encountering a 1000 ft. ceiling at South Fulton, we landed and Stuart rolled in several minutes later.

One interesting thing to note when we approached Douglasville was the Kroger/Police blimp hovering around showing itself off. We didn't get real

close to it, but close enough that it looked biiiiggg!

The next stop was Griffin Airport where Sandy from Aircraft Spruce and Specialty picked us up to make a few purchases. Next stop was Williamson where we hung out for awhile and met up with Mike and Bigmouth Carpenter, Bob Page, and John Jolly and companions. By now our bellies were getting ready for that much needed seafood, so we were on our way to our final destination, the Lighthouse Restaurant.

I can just imagine what their customers thought when they come driving into the parking lot and see all these planes. We also met up with Bob Page's wife, mouth Carpenter's wife, Ben Cole and his wife, and Wes Luster and wife. (Sorry ladies, I'm terrible at names.) The wait was worth it because the seafood was great. The bar had just about anything you could ask for in the seafood line. I believe that was the first time I've seen this group so quiet.

After the great dinner we retired outside, mainly to shake some of the food down and also to check out the damaged nose wheel on Brad's Phantom (formerly Mike Prosser's). Apparently Brad dropped in a little hard on the nose wheel and bent the fork. Actually, Brad had to leave her behind where it will fly after minor repairs. Believe me Brad, we all know the feeling.

Around 5:30 we all departed for our home destinations. I hope we didn't miss anyone due to shaky directions. Next time we'll be sure to get it right!

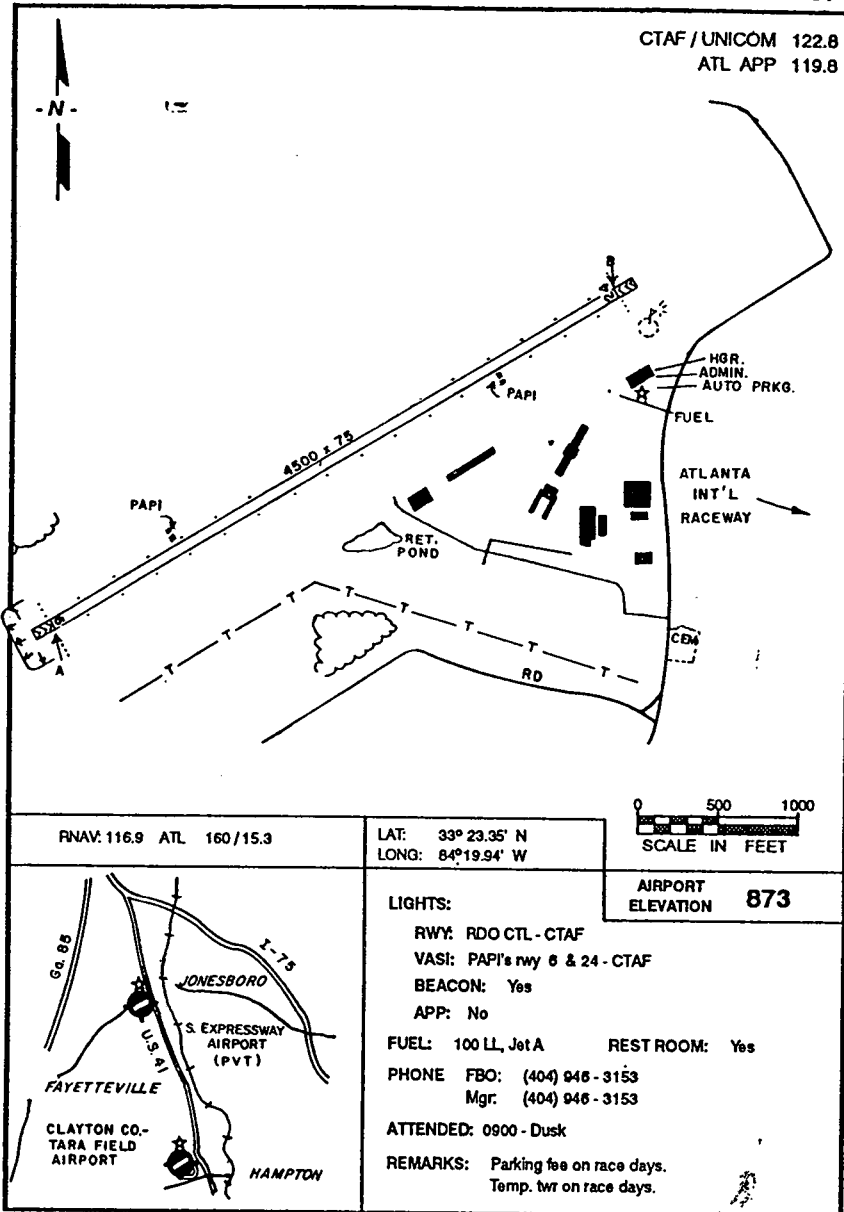
"Any day above ground is a good day."

- Jack Handy

Our Next Meeting: Tara Field

(4A7) Clayton County - Tara Field

HAMPTON 51



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
September 7 14 10:00	Stan Sullivan	Tara Field	Membership Meeting and Tour of FAA Control Center
21 28 10:00 to ???	Dennis Starling	Jones Light Airfield, Phoenix City, AL	Phoenix City Fly-In; Competition and Fun Flying
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

More Quotable Quotes:

"The three most useless things to a pilot are:

- 1) The sky above you
- 2) The runway behind you
- 3) The gas you left on the ground."

- Old Pilot's Proverb

"There are three ways to get something done:

- (1) Do it yourself.
- (2) Hire someone to do it for you.
- (3) Forbid your kids to do it."

- Miscellaneous quote from the Internet.

A Few Jokes . . .

The following jokes are from the Internet's "HumorNet" Newsgroup.

SUBJECT: The Better Part of Valor

Seems that Tom was working local with a nervous FPL watching over his shoulder. He had one air carrier jet just touching down and another on a mile final, with a commuter holding short for departure release.

"I'm going to get that commuter out between those two jets," said Tom aloud. The FPL could see that there might just *barely* enough time to make it work if nobody screwed up. But like any good instructor, the FPL wanted to let Tom make his own mistakes since that's the only way for a guy to learn. Still, the FPL couldn't help but mumble in Tom's ear, "If this works, Tom, it'll be a miracle!"

Tom keys his transmitter. He intends to say "Commuter 123, taxi into position and hold, be ready for immediate." What actually comes out of his mouth (in one of the great Freudian slips of all time) is: "Commuter 123, taxi into position and hold, be ready for a miracle."

There's a pregnant pause on frequency, and then the commuter pilot says, "Tower, I think under the circumstances we'd better just hold short. I don't feel quite that lucky."

SUBJECT: Sled Driver, Take Two

Excerpted from "Sled Driver," by SR-71/Blackbird pilot Brian Shul

I'll always remember a certain radio exchange that occurred one day as Walt and I were screaming across southern California 13 miles high. We were monitoring various radio transmissions from other aircraft as we entered Los Angeles Center's airspace. Though they didn't really control us, they did monitor our movement across their scope.

I heard a Cessna ask for a readout of its groundspeed. "90 knots," Center replied.

Moments later a Twin Beech required the same. "120 knots," Center answered.

We weren't the only ones proud of our speed that day, as almost instantly an F-18 smugly transmitted, "Ah, Center, Dusty 52 requests groundspeed readout." There was a slight pause. "525 knots on the ground, Dusty."

Another silent pause. As I was thinking to myself how ripe a situation this was, I heard the familiar click of a radio transmission coming from my back-seater. It was at that precise moment I realized Walt and I had become a real crew, for we were both thinking in unison.

"Center, Aspen 20, you got a groundspeed readout for us?" There was a longer-than-normal pause. "Aspen, I show one thousand seven hundred forty-two knots."

No further inquiries were heard on that frequency.

SUBJECT: pAERODox

It doesn't make sense: You're flying at 500 mph, 30,000 feet in the air, and the pilot tells you to feel free roam around the plane.

But when you're on the ground, taxiing to the gate at one mph, he tells you to remain seated for your safety.

Jokes... (continued)

SUBJECT: Baggage Heaven

"I went to the airport, with my ticket to Los Angeles. I brought three bags and told the Skycap, "I want this one to go to Seattle, this one to St. Louis and this one to Chicago."

He said, "I'm sorry sir, but we can't do that."

I said, "Why not? You did it last time."

-- Henny Youngman

SUBJECT: Hot-Shot Pilot

A young guy in an F-14 fighter was flying escort for a B-52 and generally being a nuisance, acting like a hotdog, flying rolls around the lumbering old bomber. The hotdog said over the air, "Anything you can do, I can do better."

The veteran bomber pilot answered, "Try this hot-shot." The B-52 continued its flight, straight and level.

Perplexed, the hotdog asked, "So? What did you do?"

"I just shut down two engines, kid."

SUBJECT: Ground Effect

An Iraqi flying a Mirage F1 came upon a US EF-111A Raven at low level, and pursued it. As a bit of background to this, the Mirage is a reasonably decent aircraft at low level, but the EF-111A is something else. It's an unarmed electronic warfare version of the F-111 Aardvark, and has terrain following radar, which enables it to fly at Mach 1 or more, 60 meters above the ground (that's about 0.4 seconds away from the ground), while the pilot watches the view.

It's one of the fastest aircraft in the world at low level. Maybe this Iraqi didn't know anything about the F-111, but he decided that it looked like an easy target, and pursued it at very low level.

The EF-111 crew were credited with a kill when the Iraqi (not surprisingly) slammed into the ground.

There can't be too many occasions when an unarmed aircraft scores a kill.

SUBJ: Disaster

Q: Did you hear what happened to the woman who backed into an airplane's propeller?

A: Disaster...

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 DCIDI, 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 - 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 - 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.

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 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.

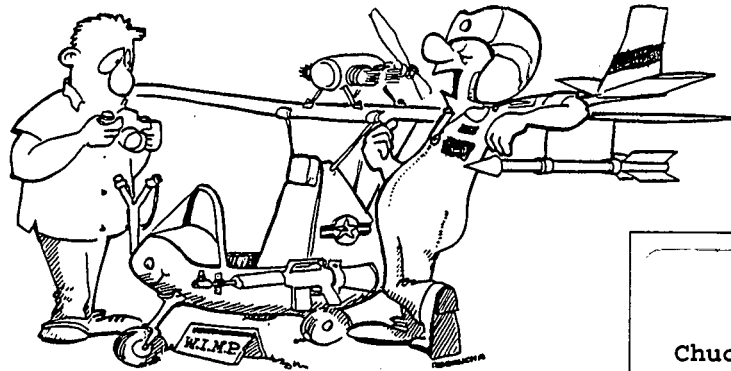
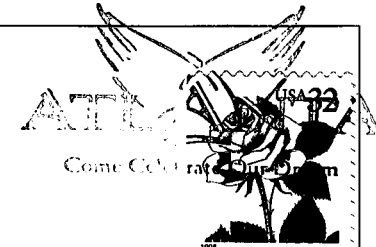
Articles for the October newsletter should be submitted by September 25th.

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
Acworth, Georgia 30102



*"It stands for, "Weather Permitting, Incredibly Slow,
Minimally Powered Puddlejumper!"*

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