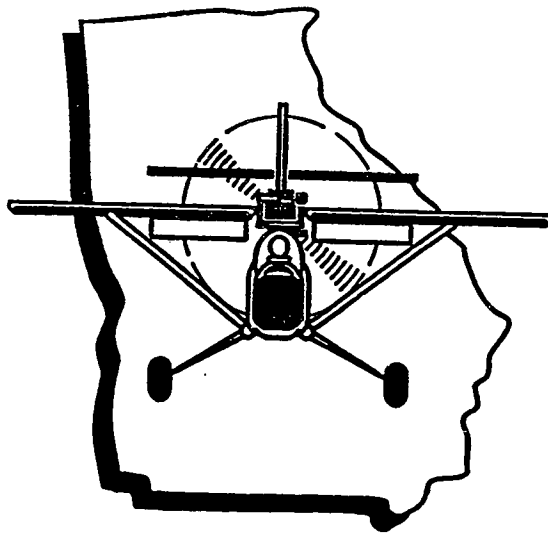


The Sport Flyer



The official newsletter of
The Georgia Sport Flyers Association

March 1996

MEMBERS

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

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	
Ben C. Cole	770-476-1070	Suwanee, GA	Talon XP
David Corriher *	770-386-2808	Cartersville, GA	Ferguson F-II
Roy Daniell	770-436-5674	Smyrna, GA	
Jack Day	706-234-3816	Rome, GA	Tierra
Pierce Day (BFI)	770-591-7284	Woodstock, GA	Mini-Max, Phantom
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
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
John Haines	770-516-4976	Woodstock, GA	
Elmer Hanners	706-845-7918	LaGrange, GA	Paraplane
Don Hooper	770-642-6479	Alpharetta, GA	
Glen Home	770-518-7231	Marietta, GA	Ferguson F-II
Andy Isburgh	770-483-6646	Conyers, GA	Team Mini-Max
John Jolley *	770-786-6524	Covington, GA	Ferguson F-II
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
Bennett Liles	770-474-1241	Stockbridge, GA	Challenger II
Jerry Lynch	770-474-8211	Stockbridge, GA	Phantom
Wes Luster	770-414-1449	Tucker, GA	
Larry Maynard	770-667-9638	Alpharetta, GA	Titan Tornado
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	Siemens Schuckert D1
Ed Noble (BFI)	770-457-9583	Chamblee, GA	Ferguson F-II
Scott Perkins	770-973-3860	Marietta, GA	Weedhopper
Harold Platt	770-536-2009	Gainesville, GA	
Larry Ramsey	615-344-5954	Chattanooga, TN	Phantom, Mnt 503 Trike
Howard Ray (BFI)	706-692-3131	Jasper, GA	Phantom, Weedhopper
Robert Reese	770-476-9449	Duluth, GA	
Ron Reese	770-957-6883	McDonough, GA	Challenger II
John Russel	706-802-0321	Rome, GA	Firestar II
Bill Rouse	770-917-9228	Acworth, GA	Challenger
Wayne Shelley	770-749-0465	Cedartown, GA	
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	
Steve Yothment	770-339-8394	Lawrenceville, GA	Kolb Firestar 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.

From The President's Hangar

Our February meeting was great! Dwight Edmondson spoke and answered questions for four and a half hours. A BIG THANKS to Dwight for sharing his time and knowledge with the GSFA.

Our March 9th meeting is set for 11:00 AM at Falcon Field in Peachtree City, GA. Mike Carpenter has arranged a tour of the Peachtree City Weather Center for us following our meeting. Since the weather plays a vital part in our flying, this should be very interesting and enlightening to all of us. The weather center is responsible for aviation forecasting for the entire state of Georgia, and is responsible for severe weather warnings for north and central Georgia. Their new Doppler radar shows the intensity of rain, wind speed and wind direction. The tour should last about an hour.

To locate Falcon Field, Peachtree City, take I-85 south to Exit 12, turn left onto Hwy 74 and go approximately 10 miles to the second traffic light. Then, turn right onto TDK Blvd and go to the stop sign. Turn left onto Dividend Drive and then right onto Falcon Field Drive into the airport. If you are flying, the unicom frequency is 123.5. Runway 13 is right hand traffic; 31 is left hand traffic.

Lakeland's Sun-N-Fun '96 is still in the planning! For those who missed our February 22nd meeting and are still interested, please contact Stan Sullivan or myself. We still need ground support!

Finally - My Rans S-12 is almost finished! I hope to be flying real soon!

Remember, good preflights, check the weather, and lets have some safe, fun flying!

- Jeff

Congratulations to ...

^f
Stuart Fuller, whose article "Fly Ball - A Baseball-Shaped Airship" was published in the February 1996 issue of *EAA Experimenter* magazine. (See pages 23 and 24 for the article and a picture of Stuart in his Zephyr III!)

Chuck Goodrum, editor and creator of the *Trikes R Us* newsletter. Chuck recently organized *The Winter Gathering*, a special fly-in for Trikes, held at Ames Airfield near Gainesville, Florida. The fly-in was held on Feb 23, 24 and 25. There were 13 Trikes, 10 ultralights, 3 paraplanes and 2 gyros that showed up. Chuck says it was foggy in the morning and windy the rest of the day on the first 2 days, but the last day (Sunday) was very nice; endless visibility and warm. About 350 people (total) showed up for the event! The owners of the field, Ned and Suzanne Ames, asked if they could make it an annual event!

Safety Lines

By Ben Cole

There have been some problems with clear blue urethane fuel lines and it should be avoided. Spontaneous cracking, leaks, and delamination of the inner walls has been reported.

The clear pinkish colored or perfectly clear urethane is recommended. Pulse lines should have the heavier wall thickness specifically for that application.

There is finally a use for hardware store urethane tubing on our airplanes. In the past some people have used it for such applications as pulse lines, only to find that with its thin wall thickness it will collapse and shut off the flow of fuel. However, this stuff makes a good sleeve over the regular fuel line at connection points where hose clamps are used to secure connections such as carburetor nipples or primer T's. Simply cut a short section of this material and place it over the fuel line and tighten the hose clamp down on it. It will prevent the metal in the hose clamp from cutting into your fuel line.

An hourmeter and logbook are necessary for your program of preventative maintenance on your airplane. A true hourmeter is one that records only the time that the engine runs, not when the switch is on. Rotax has an excellent program of scheduled maintenance and

engines that have been serviced accordingly are making it to scheduled overhaul times more routinely. A log book gives you a place to record information. How many hours you can get on a plug, how often you need to tighten the fan belt and other such information can be used at a later date to help you service and predict the performance of your engine. If you have to send your engine to a service center it will help them do a better job. They will know the facts and not have to guess.

All general aviation aircraft have engine and an airframe logbooks. It is required by law. When purchasing a certified aircraft "the logs" as they are called are thoroughly examined as one of the most important factors in purchasing the aircraft. Incomplete or missing logbooks can make an airplane almost worthless. They record all annual inspections, maintenance, engine overhaul times and many other vital facts. After each annual inspection, a certified airframe and engine expert will write that he believes the aircraft is in "air-worthy condition" and signs his name.

As ultralighters we are not required to maintain those types of records, but by doing so it makes us better pilots and mechanics.

Get It in Writing !

By Ben Cole

It's got a few hours on it and has served you well. You have decided that you are ready for your next ultralight but first you have to sell this one. A buyer is ready to hand over the bucks. But before you put yourself into a potentially precarious position, make sure he understands what he is buying. This Bill of Sale may help you and your buyer from any misunderstanding in the future. (Thanks to Lindy Linderman)

(See the Bill of Sale on page 7.)

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
March 2 9 16 23 30		Falcon Field (near Peachtree City, Ga.)	11:00 - Membership Meeting 1:00 - Visit Peachtree City Weather Center
April 6 13 14 - 20 27		Tara Field Lakeland, FL	10:00 - Depart Tara Field by car to tour FAA Control Center in Hampton, GA. Sun-N-Fun EAA Fly-In
May 4 11 (same day) 18 25	Dennis Starling Sharkey Summey ???	Jones Light Airfield (Smith, AL) State Line Ultraport Cole Field	Jones Light Airfield Open Invitational Spring Fun Fly-In, Gafney, SC 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

770-338-0

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 Comunity Room, Marietta, GA	Membership Meeting, Annual Party

USUA National Convention

(Lost Wages), Las Vegas, Nevada

by Ben Cole, Region Four Representative

Passing the gauntlet of slot machines, I spotted something familiar down the hall through the double doors. I knew I was in the right place. Standing there proud, near the center of the ballroom all spic and span, was one of my best old buddies, a Quicksilver Sprint. What times we have had together.

Familiar faces at the registration table brought me back from my daydream and welcomed me to the annual United States Ultralight Association Convention. Starting the next morning at nine o'clock sharp, the twelve regional representatives, USUA president, John Ballantyne, his staff and other ultralight people would meet and talk ultralights and everything related for the next three days.

The next morning with our nifty, new, dark blue official USUA shirts, we looked downright impressive sitting around the U-shaped table with our microphones and pitchers of cool water on starched table cloths as we recited regional reports and shared anecdotes. Each person added to the exchange of knowledge and reflected the diversity of our group of 14,500 members world-wide and 112 clubs.

Meetings on competition brought forth new how-to-do-its, questions like how to get a United States Team to the South Africa World Meet this summer, and designing a navigational event for the local fly-ins that will bring everyone back. Other promising discussions included Jim Hubbard of Avemco Insurance discussing club insurance which continues to look real promising.

There were a lot of items on the agenda of this meeting but none of them seemed to create more interest than the one

with Bill Cook, the FAA's ultralight guy. By the time this interesting meeting took place on the last afternoon, everyone was wondering what would come out of it. Would this friendly fed announce the sought after FAA response to the ARAC's proposal. Or as wiser minds guessed, would he not have anything yet.

Everyone knows that the first chapter of this story started years ago on the day that John Moody bolted a chainsaw engine on a hang glider and defied the laws of gravity and the polices of government. Primitive ultralights started to fill the air above pastures, deserts, and hayfields all over the nation. FAR (Federal Aviation Regulations) Part 103 was created quickly by the feds to try to get a handle on those new-fangled flying machines. Two hundred fifty four pounds and five gallons sounded good to everyone and the Feds agreed. You could still foot launch if you wanted. Exemptions were given for two seaters to train the growing number of pilots.

Over the next few years single seaters got heavier and faster and two seaters got more popular among non-instructors. The Feds watched and mostly left us alone. They didn't know what to do, no one did. Most manufacturers want more weight and performance flexibility while others want some type of certification of plane and pilot for insurance and financing. Almost everyone wants to keep 103 untouched.

Enter ARAC (Aviation Rulemaking Advisory Committee). This group was commissioned by the FAA to make proposals for new rules and was composed of individuals from various areas of sport aviation. After a series of meetings, they developed a program to

address many issues. They submitted the final draft to the FAA in November of 1996.

Under their proposal the existing Part 103 would be left in place, but a new Microlight category of aircraft and airmen would be created. The Microlight aircraft would be a one or two place with a 992 pound max gross weight, and a maximum of 39 MPH stall speed. A Microlight category of airmen would be established. Instructors, students, and pilots' programs would be put into place probably administered through recognized sport organizations like the USUA. Grandfathering of registered pilots, instructors and aircraft could be included. Fat ultralights and two-place registered ultralights would be included. This new Microlight category of aircraft and airmen would also include rotorcraft, balloon, powered parachutes, glider, hang glider tugs and whatever else will be invented tomorrow.

Bill Cook explained that his office has this proposal and it is being reviewed. A few ultralighters grew testy when he

explained that he did not know when the review and response would be ready. Given the complexity and the layers of bureaucrats that have to sign off on any change, that is probably understandable. He reassured us by promising to focus his personal efforts even more to getting it done.

Even if the Fed response is prompt, it will probably be a while before anything concrete happens. Reviews and responses could go on for years. The momentum of the growth in the sport in conjunction with new vehicles and advancing technology will eventually force the Fed to address the issue one way or the other. This pilot believes that it we must be very careful not to jeopardize what we have now in our efforts to find a better program for the future. Stay tuned.

On Saturday night the USUA had its 10th birthday party. Party hats, noisemakers, and a cash bar created a festive mood as awards were given out and the cake was cut. It was a fitting occasion for ten years of fun flying.

- Ben Cole

Bill of Sale

Seller is not engaged in the business of selling aircraft.

Buyer has had the opportunity to have a mechanic inspect the aircraft and has done so or has waived his rights to do so.

The aircraft is being sold "as is" and "where is" without any express or implied warranties.

Buyer assumes all risks of owning and operating the aircraft and agrees to hold the seller harmless for anything which may cause property damage, personal injury, or death during the use or operation of the aircraft.

Should any legal action be brought against the seller due to buyer's ownership, use, or operation of the aircraft, buyer agrees to defend and indemnify seller.

This document has been read and understood.

(Signature) _____

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

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 - 1991 Kolb Firestar, 447, 31.4 TTA&E, AS, Alt, tach, EGT, CHT, Hobbs, Fuel qty, brakes. \$7500. Call Denny Thisius, 770-467-9211.

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 - 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 - Rotax 377 engine, complete less exhaust manifold and starter. Piston seized, otherwise in good shape! \$400. Call Virgil Williams at 770-979-5523.

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 - 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 - Icom A21 Comm/Nav with wall charger, headset adapter, \$425. Magellen moving map 7000 GPS, Jepp database, all accessories, \$725. Call Denny Thisius, 770-467-9211.

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.

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.

FLIGHT INSTRUCTION

Stuart Fuller, USUA AFI, is available to give flight instruction for those interested. Instruction is in his new Zephyr II with a Rotax 582 engine. Stuart can instruct pilots through to instructor ratings. He has 3000+ hours of flight time and a perfect safety record. Stuart also does introductory flights and is a dealer for Keauthan Aircraft. His phone number is 770-443-0911.

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.

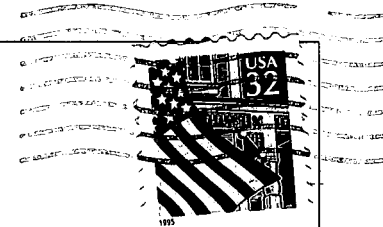
Articles for the March newsletter should be submitted by March 27th.

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



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

