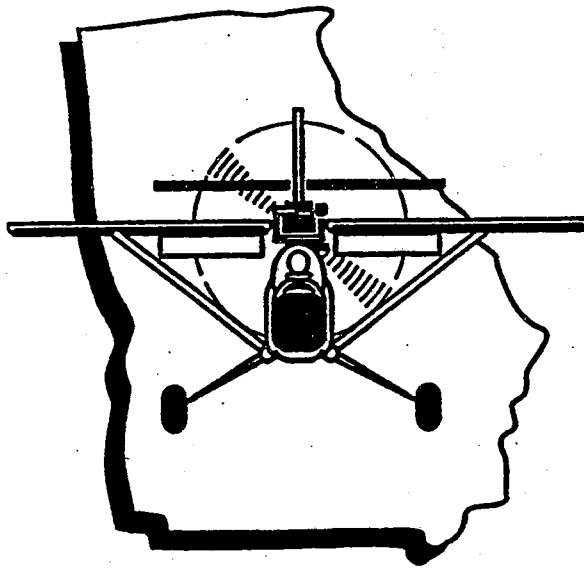


The Sport Flyer



The official newsletter of
The Georgia Sport Flyers Association

August 1997

If any information here is wrong, contact Bill Rouse.

MEMBERS

(Italics indicate aircraft is flying.)

Kenneth Adams, Jr.	770-443-8792	Dallas, GA	Ragwing Special
Herschel W. Barker	770-443-1310	Hiram, GA	
Norman H. Bethke	770-267-5126	Monroe, GA	<i>Super Weedhopper</i>
George Boerner	706-216-3348	Dawsonville, GA	
Donald Brennan	770-414-5551	Tucker, GA	<i>Zephyr II</i>
Mike Carpenter, Jr.	770-460-7566	Fayette, GA	<i>Kolb Firestar II</i>
Mike Carpenter, Sr.	770-997-0702	Riverdale, GA	<i>Kolb Firestar II</i>
Charlie Carter	706-216-6652	Dawsonville, GA	<i>Phantom</i>
Phillip Cataldo	404-523-5556	Canton, GA	<i>Quicksilver GT-400</i>
Tim Caviness	770-962-7337	Suwanee, GA	<i>Challenger I</i>
Ben C. Cole (BFI)	770-476-1070	Suwanee, GA	<i>Talon XP</i>
David Corriher	770-386-2808	Cartersville, GA	<i>Ferguson F-II</i>
Eddie Crawford	770-957-5710	Locus Grove, GA	
Jack Day	706-234-3816	Rome, GA	Tierra
Pierce Day (BFI)	770-591-7284	Woodstock, GA	<i>Hurricane</i>
Ben DeMayo	770-834-2661	Carrollton, GA	
Michael Doolittle	770-463-0845	Newnan, GA	
Kem Dunnebacke	770-338-0427	Lawrenceville, GA	
Frank Eck	770-953-2231	Marietta, GA	
Phil Fasone	770-442-3121	Alpharetta, GA	
Scott Fisler *	770-966-1711	Acworth, GA	<i>Phantom</i>
Frank Flessel	404-761-8667	East Point, GA	
Stuart Fuller (AFI)	770-443-0911	Dallas, GA	
Chuck Goodrum	770-426-7294	Kennesaw, GA	<i>Jet Wing Trike</i>
Kenneth Grubbs	770-267-2301	Monroe, GA	<i>Super Cub</i>
Jeffrey Hatle	770-251-2080	Sharpsburg, GA	<i>Hurricane 103</i>
Armand Hebert	770-886-9555	Cumming, GA	<i>Quicksilver MXL</i>
Don Hooper	770-642-6479	Alpharetta, GA	
Glen Horne	770-720-1877	Canton, GA	
Andy Isburgh	770-483-6646	Conyers, GA	<i>Team Mini-Max 1600R</i>
John Jolley	770-786-6524	Covington, GA	<i>Ferguson F-II</i>
J. D. Jones	770-969-9399	Fayetteville, GA	<i>Team Hi-Max 1400Z</i>
Charles Kirtland	706-295-1974	Rome, GA	<i>Spitfire</i>
Chuck Koukol	706-896-1032	Young Harris, GA	
Jim Lanier	770-945-2095	Buford, GA	
Robert Leatherwood	770-445-7216	Dallas, GA	<i>Ferguson F-II</i>
Don Loehle	770-306-1335	Palmetto, GA	<i>Challenger I</i>
Jerry London	770-786-8082	Oxford, GA	<i>Fisher 404</i>
Wes Luster	770-414-1449	Tucker, GA	
Jerry Lynch	770-474-8211	Stockbridge, GA	<i>Phantom X-1</i>
Larry Maynard	770-667-9638	Alpharetta, GA	<i>Titan Tornado</i>
Cliff McDonald	770-982-0296	Grayson, GA	<i>Quicksilver</i>
Ben Methvin	770-509-6753	Marietta, GA	<i>Team Mini-Max</i>
Brad Methvin	770-509-6753	Marietta, GA	<i>Phantom X1</i>
Dan Munson	770-516-5925	Woodstock, GA	<i>Tukan Trike</i>
George Murphy	770-xxx-xxxx	Cumming, GA	<i>Ferguson F-II</i>
Frank Nadoiski	770-926-9752	Kennesaw, GA	<i>Siemens Schuckert D1</i>
Dub Newman *	770-422-4183	Kennesaw, GA	
Ed Noble (BFI)	770-457-9583	Chamblee, GA	<i>Ferguson F-II</i>
Scott Parker	770-908-7386	Jonesboro, GA	<i>Weedhopper</i>

* New Members!

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Members of the 1997 Board:

President: Ben Methvin
 Vice President: Brad Methvin
 Secretary/Treasurer: Bill Rouse
 Search and Rescue Officer: Ben Cole
 Newsletter Editor: Steve Yothment
 Flight Operations Officer: Ron Reese
 Librarian: Mike Carpenter, Jr.

Members (continued)

Scott Perkins	770-422-2597	Marietta, GA	
Loren K. (Pete) Pettis	706-647-6654	Thomaston, GA	<i>Team Mini-Max</i>
Michael Prosser	770-222-0484	Hiram, GA	Hummel Bird
Robert Pytel	770-433-9676	Smyrna, GA	Chinook
Howard Ray (BFI)	706-692-6500	Jasper, GA	<i>Flightstar II</i>
Robert Reese	770-476-9449	Duluth, GA	
Ron Reese	770-957-6883	McDonough, GA	<i>Challenger II</i>
Verle Rinehart *	770-460-7321	Fayetteville, GA	<i>Ferguson F-II</i>
Bill Rouse	770-917-9228	Acworth, GA	<i>Challenger II</i>
John Russel	706-802-0321	Rome, GA	
David Shaw, Jr.	770-974-0611	Acworth, GA	
Dan Streib	770-419-0440	Kennesaw, GA	
Ralph Sullivan	770-943-5986	Powder Springs, GA	<i>Kolb Firestar</i>
Stan Sullivan	770-422-1318	Kennesaw, GA	Kolb Firestar
Dennis Thisius	770-467-9211	Locus Grove, GA	
Corky Valentine	770-781-2916	Canton, GA	Weedhopper
John E. Wicker	770-992-2609	Roswell, GA	
Steve Yothment	770-339-8394	Lawrenceville, GA	Kolb Firestar II

Our Next Meeting

By Steve Yothment

The August Membership Meeting will be on Saturday, August 9, at Ferguson's Field, about 4.5 miles south of Cartersville Airport. The meeting time is scheduled for 11:00 AM. We plan to have a cookout after the meeting, and then some fun flying. Call Ben Methvin at 770-509-6753 or Bill Ferguson at 770-443-2747 for more details.

Ferguson's Field is a 1500 ft. grass strip located about 4.5 miles south of Cartersville Airport. Land to the north; it's uphill. The GPS coordinates are: 34 07 400 N, 84 50 900 W. A good route may be to fly to Cartersville Airport and then

follow the highway south to the field. Information for Cartersville Airport from the Georgia Airport Directory is shown on page 3.

If you're driving, take I-75 North to Exit 122 at Emerson. Turn left under I-75, go under Hwy 41 and turn left onto Old Alabama Road. Take Alabama Road until it dead-ends into Hwy 61 at the South end of Cartersville Airport. Turn left and drive about 4.5 miles, then turn right onto Ferguson Place. Go 300 yards and turn left across from the cemetery to Bill's house and field.

See you there!

3rd Annual Skydogs Fly-In

On August 23, the Chattanooga Sport Flyers Association is hosting their 3rd Annual Skydogs Fly-In at Wilson's Airfield near Ringgold, GA. This fly-in has been a lot of fun in the past, and provides an opportunity to rub elbows

with our neighbors up in the Chattanooga, TN area. Ringgold, GA, is in the Northwest corner of Georgia, near the Tennessee border.

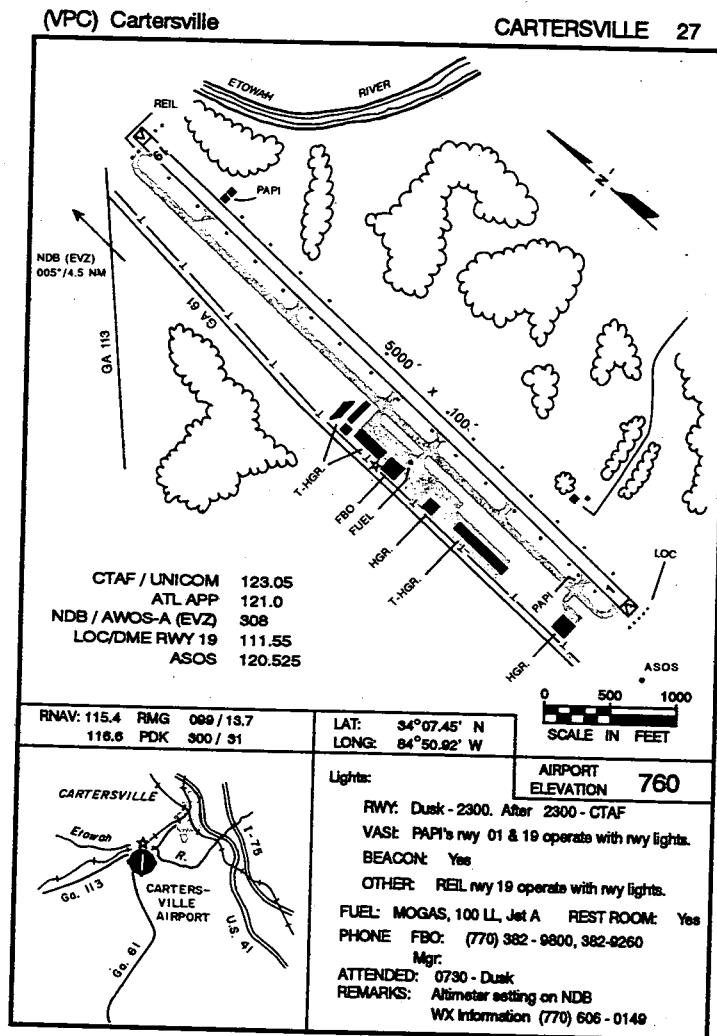
Please check the GSFA voice-mail system for directions and updates on this fly-in.

Congratulations to ...

Brad Methvin, whose article "The 1997 Georgia Sport Flyers Air Rally" was printed in Ultralight Flying magazine. Well done, Brad!! (Of course, you read it in The Sport Flyer first!)

Here's the info on Cartersville Airport...

(The August meeting is at Ferguson's Field, which is about 4.5 miles south of Cartersville Airport.)



GSFA 1997 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.

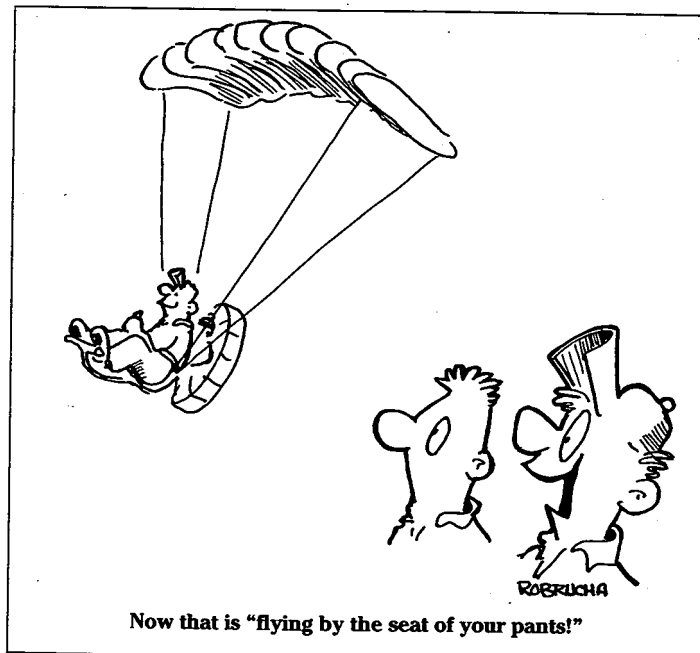
Month Day/Time	Coordinator	Site	Activity
August 2 9 11:00am	Bill Ferguson	Ferguson Field	Fly-In and Membership Meeting
16 23 30	Larry Ramsey(?)	Wilson Field (Ringold, GA)	Skydogs 3rd Annual Fly-In
September 6 13 11:00am		Peach State Airport, Williamson, GA	Fly-In and Membership Meeting
20 27		Talladega, AL	Fly to Talladega, AL
October 4 11 11:00am		Cartersville Airport	Fly-In and Membership Mtg, Officer Nominations
18 25		Loehle Aviation in TN	Fly to Loehle Aviation in TN
November 1 8 11:00am		To be determined	Membership Meeting, Officer Elections
15 22 29			
December 6 7:00pm		Cobb EMC Community Room, Marietta, GA	Membership Meeting, Annual Party
13 20 27			

Other flying activities:

- Trip to Cape Fear - September?
- Huntsville EAA Fly-In - October?

**AUTOMATED WEATHER SYSTEM
AWOS/ ASOS**

City	I.D.	Type	Freq.	Telephone
Alma	AMG	ASOS	118.325	(912) 632 - 8738
Americus	ACJ	AWOS-3	128.375	(912) 928 - 0934
Athens	AHN	ASOS	135.625	(706) 613 - 7373
Atlanta	FTY	ASOS		(404) 696 - 5660
Atlanta	ATL	ASOS		(404) 762 - 1739
Atlanta	FFC	ASOS	118.525	(770) 487 - 1610
Augusta	AGS	ASOS		(706) 790 - 0631
Augusta	DNL	ASOS	135.275	(706) 481 - 8629
Carrollton	CTJ	AWOS-3	118.175	(770) 214 - 9667
Cartersville	VPC	ASOS	120.525	(770) 606 - 0149
Columbus	CSG	ASOS		(706) 576 - 4715
Dalton	DNN	AWOS-3	127.65	(706) 278 - 7010
Douglas	DQH	AWOS-3	119.075	(912) 383 - 7258
Dublin	DBN	AWOS-3	118.425	(912) 277 - 9051
Fitzgerald	FZG	AWOS-1	118.625	(912) 423 - 4033
Gainesville	GVL	ASOS	126.475	(770) 532 - 4687
LaGrange	LGC	AWOS-3	126.325	(706) 845 - 0677
Lawrenceville	LZU	AWOS-3	132.275	(770) 339 - 7753
Macon	MCN	ASOS		(912) 784 - 8825
Marietta	RYY	AWOS-3	128.125	(770) 425 - 3406
Rome	RMG	AWOS-3	118.575	(706) 295 - 0628
Savannah	SAV	ASOS		(912) 966 - 0364
Statesboro	TBR	AWOS-3	119.025	(912) 764 - 9321
Swainsboro	SBO	AWOS-3	133.375	(912) 237 - 8437
Thomasston	OPN	AWOS-3	133.975	(706) 646 - 4123
Thomasville	TVI	AWOS-3	119.175	(912) 225 - 4336
Waycross	AYS	AWOS-3	118.575	(912) 287 - 4466



What Its All About

By Pierce Day

Friday morning I was up early and off to the airport, one hour, ten minutes away. Nice and cool (cold) but winds were already picking up. Topped of the tank, rolled the plane out of the hanger and took off cross-country from Rome, GA to Chatsworth, a little town snuggled right under the Great Cohutta Wilderness (elev. 4149). Flew over beautiful farms, pastures, ridges, valleys, and rivers at a leisurely 5500 rpm. Visibility due to the fresh cold front was now 50 miles, a contrast to last month when it sometimes was down to three. Fantastic flying weather!

Circled Chatsworth looking for a private strip I had heard of. I was tempted to land in a field across the street from McDonalds but decided when I saw the local police car that I could wait a while for coffee.

Couldn't find the strip but determined that I want to move there just so I can have a view every morning of the Cohuttas.

Departed and followed highway 411 down to Carter's Lake where the dam is 400 ft above the westerly terrain. Carter's Lake is fed by the Coosawattee, the river that the book (movie) "Deliverance" was allegedly based on. It *was* full of the deep ravines depicted in the movie but now the lake has backed up and fills most of the gorges. The movie, BTW, was filmed in northeast Georgia on the Chattooga river.

From Carter's Lake, I turned southeast toward Ellijay. Stopped over at "Murph's" strip to see how he's doing. Murph has a J-3 that he's owned for 30 some odd years nestled in a rusty, flimsy, 100 year old barn with 2x4's propped up against the tin doors keeping the wind from blowing them open. Murph doesn't fly now. His eyes are shot, a stroke has impaired his reaction time, and he can't

pull the prop through. But in spite of that, he keeps the strip mowed and recently had the prop reworked for a price "five times what it cost new". A couple of his friends help him pull the plane out from time to time and take him up for a ride. A highlight of his recent years was when I saw the Bud Blimp going over Jasper and I got him to hop in my Flightstar with me to give chase. He posted several of the photos we took while circling that big thing and still brags about going up in "one of those ultralight thangs".

Anyway, on to Jasper for fuel. Eighteen mph cross winds, as usual, for Jasper. Filled up the tank, sat on the FBO front porch for a while in one of the rocking chairs looking at the 3100 ft. mountains across the way. Beautiful country!

I left Jasper and flew just down the road to Cherokee County airport to chat with the guys there. Yep, 15 to 18 winds at 90 there also. Everyone was fairly busy there so I took off and flew (at a VERRRY high altitude) back west over Lake Allatoona to Cartersville. Near Cartersville, took a good look (from a respectable distance) at the Indian Mounds, a trio of staggered, truncated top earth mounds that, in shape, resemble the Great Pyramids. The indian fish trap "V" formation of rocks in the Etowah river adjacent the mounds have been restored by the Rangers and make getting the evening meal appear to be a simple chore.

On to Cartersville and again, 15 to 18 at 90! That 'lil Hurricane just makes crosswinds a piece of cake! I talked to all the guys at the Museum and checked out the new (2,000 hr) Polish TS-11 ISKRA two-seat jet that one of them recently bought. Went down to the FBO where an instructor was fretting about taking a
(continued on next page)

student up for T&G's in a 150. I agreed with him that I wouldn't want to take a 150 up in these gusty winds. He then asked me what I'd been doing all day. (Place BIG GRIN HERE !!) He didn't believe me, so I had to show him. Count one more conversion from the GA group to UL's. Guess now there are about five envious pilots at Cartersville wanting to get their own UL. They're tired of "checking out" mine!

Soon it was time to get back to Rome

where I had the choice of three runways. Couldn't resist and landed head-on with a touchdown speed that couldn't have been much more than 10 mph. A wonderful day. I was worn out that night and slept great planning the next day's trip down to Talladega where a buddy wanted to go through the race car museum.

We did, but that's another story....

Who said ultralights are not for cross-country flying??

- Pierce

First Engine-Out Practice

Yep, it's another story from the Internet. This one is from the Ultralight Flyers mailing list and was written by Jim Stephens, an ultralight flyer in Tennessee. His e-mail address is jstephens@mail.state.tn.us.

OK, I joined the other side of the debate. I read all of the emergency practice posts and read the great panic article in this month's UL Flying magazine. I decided that I really, really did need to know just how differently my plane flew with no power. So, I decided to kill the engine...

I know, most are thinking "Gawd, that wuz DUMB." My thoughts exactly. But, not until I did it for the third time. Up until then, I had always been flying merrily along, mentally noting the good landing fields along the way and kinda staying away from the tree patches. The landing and glide slope to those fields would be (I thought) about like my landing with the engine puttin' along at fast idle. My first engine off practice was the last 10 seconds before touch-down on our 2000 ft. grass strip. Hmm, that was nice.. even heard the wheels touch down all right. So, let's try that from, say, 200 ft. Again perfect. I think I like engine-out flying better than with the screaming Rotax.

The third time was.. well, not so great... Thinking back, most of my probable landing fields were always somewhat off to the left or right, so I decided to cut the power on base and enter final with no power. About the time I started the final turn, I noticed that my glide slope was more like a rock that just fell off a

cliff! I was not going to make the field! Those cut corn stalks don't look good. What happened to that perfect glide? Panic city!

I reached for the trusty starting handle (on the firewall). Wobbling all over the place - I yanked once... twice... three times... No good, must be flooded. Fly the plane. Flaps! Dump the flaps for better glide... or was it, *some* flaps for better glide? I'm not going to make the numbers... Oh sh**, my little plane is gonna get bent! Flaps now off, I gain speed like the proverbial freight train, but the slope seems about the same except now I'm gonna ditch at a much higher speed! This is not good.... Add some flaps... Is that better? I DON'T KNOW!

Miraculously, I made it over the corn stalks and eased it down on the first 10 feet of runway. Shaking like a leaf, I looked at the ignition switch. - It was still in the OFF position!

Moral of this story: Always check the ignition switch if it won't start. And learn how to use your flaps during an engine failure. And, oh yeah, those fields that you think are good landing sites just may be too far away if,

1. You have zero power, or
2. You have to make a low 90 degree turn to get to the runway.

Be careful out there!

- Jim

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.

FOR SALE - New Paraplane Powered Parachute, less than 30 min. TT, owner's manual, complete. \$3500. (Owner chickened out!) Stuart Fuller, 770-443-0911.

FOR SALE - Phantom, custom, loaded, 503CDI, 60 hrs TT, black, Warp drive, CB, full gauges, Garmin 45, Hagar mags, aerial smoke kit, always hangared, \$8500 obo. Call Steve Palleson, 706-794-9210, or beep at 770-697-0470.

FOR SALE - Challenger II CWS, 582, BRS, full panel, redundant fuel system, strobes, tundra tires, Back Forty landing gear, new cushions, always hangared, full Stitts, fiberglass nose, complete with GPS, USUA registered, \$15,000. Call Ron Reese at 404-914-1262 or 404-619-5900 evenings.

FOR SALE - 15' meter Axis II trike flown by Chuck Goodrum who's buying another. Excellent condition. \$3850.00. Call Chuck at 770-426-7294.

FOR SALE - Kolb Ultrastar, 40 hrs, factory welds, excellent condition. New Culver prop with hardened leading edge, Second Chantz chute, 8 gal. tanks, EGT, CHI, Alt, AS, Tach. Always hangared, \$4,700.00. Call Kenneth Grubbs at 770-267-2301 (day) or 770-267-5852 (nights).

FOR SALE - Weedhopper C, unmounted, zero time, Kawasaki 440, CDI with 5-belt magnum redrive, \$3,750.00. Call Scott Parker at 770-908-7386.

FOR SALE - Team Mini-Max 1100R with 277, brand new, \$5950, mint condition. 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 - Weedhopper airframe only (no engine). New, ready to put your engine on. \$2900.00. Call Howard Ray, 706-692-6500.

FOR SALE - Rotax 377 FA, with gearbox and CDI conversion. Needs one piston. \$595. Call Andy Isburgh, 770-483-6646.

FOR SALE - B-Box 2.58:1 for Rotax 503; \$496. Tennessee Prop, r.h. pusher, 60", 40 pitch, \$150. Tim Caviness, 770-962-7337.

FOR SALE - Handheld airband radio, Narco HT830, 10 presets, VOR, AC adapter, rubber ducky, \$250. Can trade for GPS or Ioran + cash. Call Bennett Liles, 770-474-1241.

FOR SALE - Ray Jefferson PL-99 Loran, \$60. Icom IC-A20 VHF/VOR Receiver with headset adapter, inline PTT and nicad wall charger, \$450. Call Denny Thisius, 770-467-9211.

Authorized Rotax Repair Station and Ultralight Building Center

We buy and sell new and used ultralights, engines and parts.

11 years experience, BFI checkrides, discounts to Georgia flyers.

Stuart Fuller, USUA AFI 770-443-0911 E-mail: Stuart.Fuller@sprintmail.com

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 GSFA Web Page

The GSFA now has a web site at <http://www.geocities.com/CapeCanaveral/6742>. The web site has pictures, stories and lots of information about the group as well as links to other similar sites.

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:

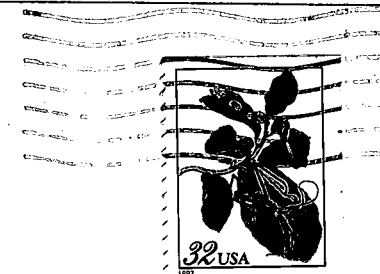
Steve Yothment
612 Steeplechase Drive
Lawrenceville, GA 30244

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 the S-A Ham BBS, 770-903-6789, or via the Internet at address SteveYoth@aol.com.

All other correspondence should be mailed to:

Georgia Sport Flyers Association
3764 Halyard Court
Acworth, GA 30102

Georgia Sport Flyers Association
3764 Halyard Court
Acworth, Georgia 30102



Chuck Goodrum 1/98
2009 Jebbs Court
Kennesaw, GA 30144