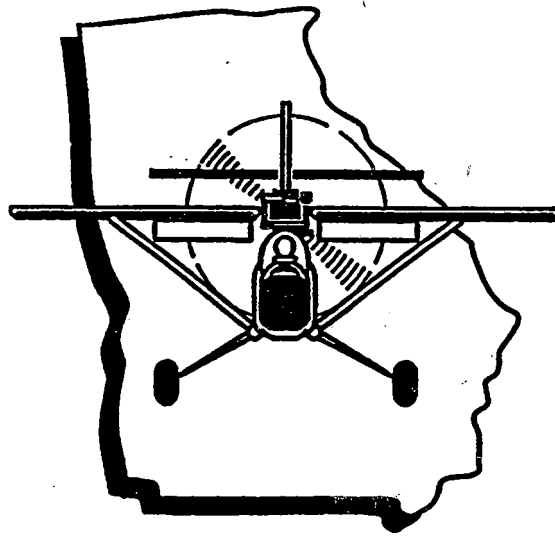


# **The Sport Flyer**



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

**January 1997**

## 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	
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
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
Eddie Crawford *	770-957-5710	Locus Grove, GA	
Jack Day	706-234-3816	Rome, GA	Tierra
Pierce Day (BFI)	770-591-7284	Woodstock, GA	Mini-Max, Phantom
Ben DeMayo	770-834-2661	Carrollton, GA	
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	
Glen 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	Grayson, GA	MaxAir Drifter
Jim McKillip	706-548-6160	Athens, GA	Quicksilver MX
Ben Methvin	770-509-6753	Marietta, GA	Team Mini-Max
Brad Methvin	770-509-6753	Marietta, GA	Phantom
Dan Munson	770-516-5925	Woodstock, GA	La Moute Trike
Frank Nadolski	770-926-9752	Kennesaw, GA	Siemens Schuckert D1
Ed Noble (BFI)	770-457-9583	Chamblee, GA	Ferguson F-II
Scott Parker	770-908-7386	Jonesboro, GA	Weedhopper
Scott Perkins	770-422-2597	Marietta, GA	
Loren K. (Pete) Pettis	706-647-6654	Thomaston, GA	Team Mini-Max

\* New Member

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## Members of the 1997 Board:

President: **Ben Methvin**

Vice President: **Brad Methvin**

Secretary/Treasurer: **Bill Rouse**

Safety Officer: **Pierce Day**

Newsletter Editor: **Steve Yothment**

Flight Operations Officer: **Ron Reese**

Librarian: **Mike Carpenter, Jr.**

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## Members (continued)

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
John Russel	706-802-0321	Rome, GA	Firestar II
David Shaw, Jr.	770-974-0611	Acworth, GA	
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	Kennessaw, GA	Firestar
Dennis Thisius	770-467-9211	Locus Grove, GA	Ercoupe
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 flew last night. It's mid-winter, but I flew until the sun went down. The unseasonable weather and the loan of Brad's Phantom gave me the lift I needed after working on an engine problem for several days on my Mini-Max. Several club members were there to help me with the engine and offered encouragement, tips and hands-on help with the problem. They understood when I stopped in mid-work and said I need to fly. It was beautiful.

The above says it all as to why I am in the Georgia Sport Flyers Association and why I want to do a good job as president for 1997. To be associated with you guys in this wonderful sport is one of the best things that has happened to me in my adult life.

I want to do a good job for you while remembering that it is your club. I recently had an executive session with Bill Rouse, Steve Yothment and Brad Methvin to examine how we can better serve the membership. We also made a few assumptions like "if it ain't broke don't fix it." This club was handed over in good shape and it ain't broke.

We agreed that flying is what we are all

about. You will see in this issue that we have suggested at least one flying event for every meeting scheduled. These are suggestions and can be changed, modified or whatever the membership wants to do. One thing I like about this group is that none of you are shy and I believe you will let me or the other officers know if there is something you don't like or would rather do.

Next month we will send out a pre-addressed, pre-stamped questionnaire. It is not meant to pry or to cause you problems but it will give you an opportunity to speak out and at the same time furnish information designed to make the club fit you better. We want a Georgia Sport Flyer's club, not a north or south or west Atlanta club.

While I intend to respond to the wants of the club, you should know what my personal desires are: They can be summed up as "Safe adventure with the fewest rules and least organization necessary for a bright, friendly, helpful and fun group of men and women."

My special thanks to last year's officers who did such a great job.

- Ben Methvin, January 1997

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## Our New Safety Officer

Pierce Day has been appointed Safety Officer for the 1997 club year. Pierce will be calling on members to contribute and present subjects of interest to all. Topics will include communications, navigation,

maintenance, flying skills and other subjects which can increase the safety and fun of this sport. Pierce is a master builder and able pilot (BFI) with a background he willingly shares with all.

## Our Next Meeting

The first meeting of the new year will be at Great American Steak and Buffet in Lawrenceville, GA. (The building used to be Market Street Bakery and Buffet, but they went out of business about 6 months ago.) Great American Steak and Buffet is near the intersection of highways 316 and 20. To get there, take I-85 North from Atlanta and bear right onto Highway 316. Continue to Highway 20 and turn right. Great American Steak and Buffet is a half-block on the left.

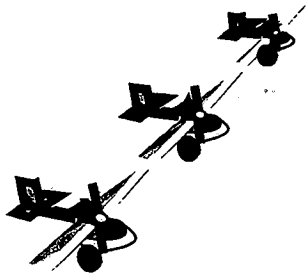
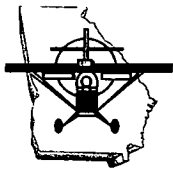
Gwinnett Airport is nearby if you prefer to fly in. Please note that LZU

now has an active control tower. The airport is busy with a variety of aircraft. The 6000 foot asphalt runway numbers are 7 and 25. The tower frequency is 119.15 MHz. Check your sectional for additional information. Call a buddy and arrange for pick-up to the restaurant.

Everyone is invited to come at 11:00 and serve themselves from the food bar. At about 12:00 the meeting will start. Pierce Day, our new Safety Officer, says he will try to have Chuck Goodrum speak about how to read a sectional.

Come and enjoy some spirited conversation with your fellow flyers!

## Some Ideas For A New Logo



Brad Methvin is working on some ideas for a new GSFA logo. Here are some examples.

We may talk more about it at the January meeting.

There may also be something about a new logo in the membership survey, which will be mailed out next month.

Your opinion about these examples is requested!

GEORGIA SPORTFLYERS



## 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
January 4 11 18 25		Great American Steak & Buffet, Lawrenceville, GA	12:00 - Membership Meeting
February 1 8 15 22		To be determined	12:00 - Membership Meeting
March 1 8 15 22 29		Pelham, GA South Expressway Airport  Calaway Gardens	TRIP US 11:00 - Membership Meeting  Trip to Calaway Gardens
April 5 6 - 12 19 26		Lakeland, FL  Anderson, GA	Sun-N-Fun EAA Fly-In  Trip to Anderson, GA
May 3 10 17 24 31	Ben and Dana	Mathis Airport or Mallard's Landing  Lookout Mountain	11:00 - Membership Meeting  Trip to Lookout Mountain
June 7 14 21 28		Wheeler Field  Cave Springs, GA	GSFA Air Rally '97  Rain Date for Air Rally Cave Springs Family Day

We have no dates yet for the following activities:

- Jones Light Airfield Open Invitational, Smith, AL - May?
- Spring Fun Fly-In, State Line Ultraport, Gafney, SC - May?
- Fly-In at Flight-World Ultrapark, Greer, SC - June?
- Bellah Field Fly-In and Cookout - July?
- CSRA Invitational Fly-In, Wilson Field, Ringold, GA - August?
- Trip to Cape Fear - September?
- Huntsville EAA Fly-In - October?

Month Day/Time	Coordinator	Site	Activity
<b>July</b> 5 12 11:00am 19 26	Howard Ray	Pickens County Airport, Jasper, GA  Chilhowee, TN	Fly-In and Membership Meeting  Fly to Chilhowee, TN
<b>August</b> 2 9 11:00am 16 23 30	Bill Ferguson	Ferguson Field  St. George's Island	Fly-In and Membership Meeting  Fly to St. George's Island
<b>September</b> 6 13 11:00am 20 27		Peach State Airport, Williamson, GA  Talladega, AL	Fly-In and Membership Meeting  Fly to Talladega, AL
<b>October</b> 4 11 11:00am 18 25		Cartersville Airport  Loehle Aviation in TN	Fly-In and Membership Mtg, Officer Nominations  Fly to Loehle Aviation in TN
<b>November</b> 1 8 11:00am 15 22 29		To be determined	Membership Meeting, Officer Elections
<b>December</b> 6 7:00pm 13 20		Cobb EMC Community Room, Marietta, GA	Membership Meeting, Annual Party

## Mississippi Cotton Fields

By Corky Valentine

*Day one, October 14, 1996, Tuesday afternoon.* I rolled into Ronnie Smith's place, a 650 acre working farm with a 3000 foot grass strip, irrigation stand pipe on one end and power lines and woods on the other. The runway runs between two corn fields. This is South Mississippi Light Air.

I made camp. Ronnie has a very nice place to camp. Being the first one there, I had my pick of the place and chose to be up front where the flying would be. I trailered my plane in and had it unloaded and together a little after dark so flying was out.

*Day two, October 15, 1996, Wednesday morning.* Ronnie backed his pickup up to his C-150, and with Johnny's help, filled the plane with gas. I fell out of my van, awake from all the noise my friends were making. It's hard to think that two people could make that much noise just by gassing up a plane. It makes you wonder if they were doing this in their sleep.

With a heavy dew on the runway and more than light wind from the Southeast, I decided not to fly. This was my first mistake. Ronnie's wife had plans for me: cutting grass, planting mums and weed eating. When Ronnie and Johnny got back from the Farm Show, he had me help him lay irrigation pipe and cut more grass. Bear in mind, I did ask for all this and what a way to kill time!

By 3:00 PM I was ready to go fly. Checking the plane out one more time, I climbed into my bird, then taxied out to the north end. I turned around at the irrigation pipe stand, lined up at the middle of the runway and hammered down on the power. The runway rushed by. I pulled the stick back and rushed into total freedom toward the clouds above. I had become part of a sky-born adventure not to be forgotten.

I pulled the gas back at 1000 feet AGL and looked for places to land if needed for a forced landing. Believe me, no matter where you look, there is a place to land. Just don't land where you see white this time of year, because this would be a cotton field. Don't even consider landing in the white fields. Cotton is soft but not when it's in the fields.

After an hour of flying, I turn back to the South, and at 2000 AGL, I was looking at the Gulf and the skyline of Mobile. Not that far away, to the west, two T-38s were returning to Keesler AFB. I threw up my hand, but I guess I was too far away. After greasing one of the best landings to date, I gassed 'Tweet This' back up.

On the first day I befriended a man named BeBe, a 65 year old Weedhopper pilot. After looking his plane over real good, I asked him what the four power welding glass was for. His reply, "So I can see my GPS." After talking for about five minutes, we were ready to go flying. Since I knew my way around the patch, I talked him into a game of follow the leader. As we took off into the late afternoon air, he soon found out that his 503 DC/DCDI was no match for 'Tweet This', a French built Weedhopper with a 503 DC/DCDI. I could run off and leave him at will.

We were flying along at about 500 feet. I called BeBe on the radio and asked if he was ready. His reply was "I was born ready, boy." Since he was older and I guess somewhat wiser, I let the "boy" part go. With him behind me and to my right, I picked out about a 100 acre field and put my bird down on the deck. BeBe was right with me. Flying around this wide open field with no power lines, trees or houses puts a new meaning to the words "low and slow". BeBe soon found out that the French build could be put to the air speed



air speed limits real fast. He called me on the radio and asked, "Where did you go, Corky?" I replied, "Look up and to your left." We flew around the Mississippi farmland for about 45 minutes, then turned back to the runway. We were met by a beautiful sunset. After landing (another greaser) I was thinking to myself, I hope tomorrow will be as good as today.

*Day three, October 16, 1996.* There was no wind and it was seventy degrees when I got my preflight done that morning. I folded myself up like Gumby and climbed into my plane. I taxied out to the south end of the runway. Looking around to the campground, I could be BeBe standing in his BVDs to watch my takeoff. As I turned around I saw that I had picked up a lot of little friends. Grasshoppers. Not thinking about them being on my flight suit, I screamed down the runway. These little boys can really hold on. Some had crawled up my pants. Knowing they would not hurt me, I went ahead and flew.

With BeBe not to be outdone, he climbed into his plane after putting on his pants and headed out to the runway. I don't think BeBe had ever took off from a dew-wet, just-mowed-the-day-before runway because when he got airborne, he turned and headed right back to the runway. When I asked if he was all right, he replied, "You need to come down here and see this." So my grasshopper friend and I came down to see what was wrong with BeBe. I was right. BeBe had no clue about fresh cut grass and heavy dew. Rubbing his eyes and picking the grass from between his teeth, he looked at me and said, "Hard to see where you're going with a face full of wet grass!"

After we cleaned up his plane, we were out and about in no time. We flew 'til around 11:00 AM, then went to town for gas. After returning, I was glad to see Chad and Les, two Georgia Sport Flyers. Now I had club support to back up my stories! I'm a Georgia Sport Flyer, too. Chad and Les flew Chad's Flightstar six and one-half hours from Perry, Georgia,

stopping on the 314 mile trip only for gas and necessity. This got them first place for the longest flight. Chad and I flew around for about an hour. By the way, Howard, Chad's Flightstar did fly better than yours. By 5:30 PM, the rain came so it was time to sit back and tell more stories. With Chad there, any stories were more believable.

*Day Four, Friday, October 17.* We woke up to 15-20 mph winds that were right down the runway. Johnny, in Ronnie's MX Sprint with a 503 S/C turned the machine into the wind and was airborne in about 15 feet. Johnny hung the MX into the wind and went straight up to about 500 feet, throttled back and gently came down to earth like a feather. His ground roll was about five feet. Bear in mind Johnny had been flying for a long time, and you really need to know what you're doing to try this. That night, we all sat around and, yeah, told more stories.

*Day Five, Saturday, October 18.* Ronnie and some of his club members were putting the final touches on the runway and grounds getting it ready for the show. Around 11:00 AM, there were already 20 ultralights and 15 general aviation airplanes. After a pilots' briefing, the show was on. Eighteen pilots signed up. With a 10 mph crosswind, some of the two-axis control planes had some trouble, but all in all, no planes were damaged. On the bomb drop, BeBe, with his 65 year old eyes, was the only one to put a feather duster on the square. It had to be luck because there's no way on God's green earth BeBe could have seen that square.

Next year, let's make a showing. This is a very fun and safe place to fly. Ronnie and his staff are very helpful. Engine work is done right there. They have parts and the know-how to do the work. He is a dealer in Flightstar and Rotax Engines and all Quicksilvers, MX, Sprint, GT-400 and GT-500. Remember, Ronnie talks "plane sense". There is a campground and showers right next to the runway. It's a very clean place to have fun. ~~Get~~ me a call (770-781-2916) and let's plan on going next year.

## Classified Ads

FOR SALE - 1992 Ferguson F-2, Rotax 582 (65 hours), 3-blade flight-adjustable Ivoprop, Digital Instrument System, A&P built, beautiful condition. \$20,000. Call Glen Horne at 770-720-1877.

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

For Sale - 1984 Rotec Panther Plus with Rotax 447 (about 50 hrs. TT), gearbox, wooden prop, in good shape. (Strut-braced, conventional-gear, high-wing pusher w fully enclosed cockpit.) \$3000 OBO. Call Freddie in Calhoun, GA, 706-625-6958 home, or 706-629-2929 work.

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 - Zephyr II, 2-place, Rotax 582, low time, loaded with every option, mint condition, \$16,900. 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 Airbike, factory built, Ser. # 1, new Rotax 447, mint condition, needs nothing. \$6,700. Call Brad Williams, 770-466-9985.

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

FOR SALE - Weedhopper airframe only (no engine). New, ready to put your engine on. \$2900.00. Call Howard Ray, 706-692-6500.

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

FOR SALE - Rotax 532 engine with B box, dual carbs, water cooled with radiator included. Exhaust manifold and muffler included. 350 hours on engine. Runs great! \$1295.00. Call Steve Green, 770-427-2799 or 770-977-5572.

FOR SALE - Rotax 503 engine, new in box with B drive. Make offer. 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 - 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.

FOR SALE - BRS-UL2 parachute, 750 lbs gross weight. Rocket motor, chute out of date and need repacking. Otherwise in excellent condition. \$350. Call Steve Green, 770-427-2799 or 770-977-5572.

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.

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## 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 the S-A Ham BBS, 770-903-6789, or via Internet at address [SteveYoth@aol.com](mailto:SteveYoth@aol.com).

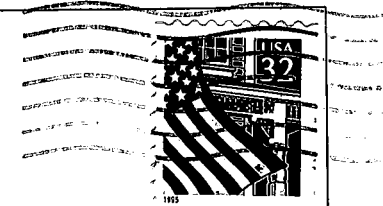
Articles for the February newsletter should be submitted by January 28th.

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



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