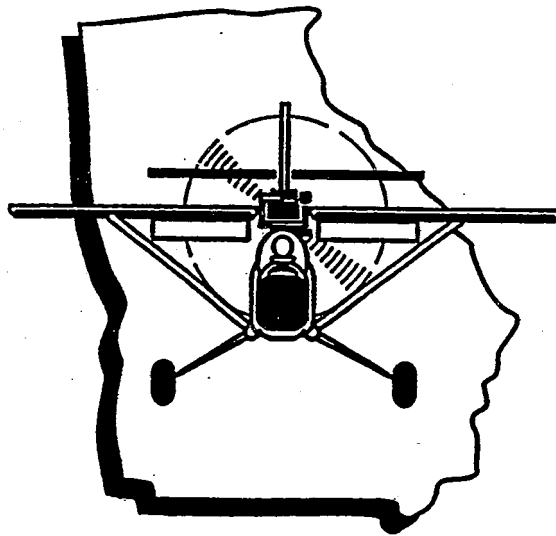


The Sport Flyer



The official newsletter of
The Georgia Sport Flyers Association

July 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	<i>Hurricane</i>
Norman H. Bethke	770-267-5126	Monroe, GA	<i>Super Weedhopper</i>
George Boerner	706-216-3348	Dawsonville, GA	<i>Phantom</i>
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>
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	
Frank Flessel	404-761-8667	East Point, GA	
Stuart Fuller (AFI)	770-443-0911	Dallas, GA	
Kenneth Grubbs	770-267-2301	Monroe, GA	Super Cub
Chuck Goodrum	770-426-7294	Kennesaw, GA	<i>Jet Wing Trike</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>
Barry Jones (BFI)	770-921-0751	Lilburn, GA	<i>Quicksilver</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	Phantom
Larry Maynard	770-667-9638	Alpharetta, GA	<i>Titan Tornado</i>
Cliff McDonald	770-982-0296	Grayson, GA	<i>Quicksilver</i>
Jim McKillip	706-548-6160	Athens, GA	<i>Quicksilver MX</i>
Ben Methvin	770-509-6753	Marietta, GA	<i>Team Mini-Max</i>
Brad Methvin	770-509-6753	Marietta, GA	<i>Phantom X1</i>
George Murphy	770-xxx-xxxx	Cumming, GA	<i>Ferguson F-II</i>
Dan Munson	770-516-5925	Woodstock, GA	<i>Tukan Trike</i>
Frank Nadolski	770-926-9752	Kennesaw, GA	<i>Siemans Schuckert D1</i>
Ed Noble (BFI)	770-457-9583	Chamblee, GA	<i>Ferguson F-II</i>
Scott Parker	770-908-7386	Jonesboro, GA	<i>Weedhopper</i>
Scott Perkins	770-422-2597	Marietta, GA	
Loren K. (Pete) Pettis	706-647-6654	Thomaston, GA	<i>Team Mini-Max</i>

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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)

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	Phantom X-1
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	<i>Ercoupe</i>
Corky Valentine	770-781-2916	Canton, GA	<i>Weedhopper</i>
John E. Wicker	770-992-2609	Roswell, GA	
Steve Yothment	770-339-8394	Lawrenceville, GA	Kolb Firestar II

The 1997 Georgia Sport Flyers Air Rally

by Brad Methvin

The Air Rally is the biggest event the Georgia Sport Flyers has each year. As vice-president of the club, it became my responsibility to get shirts and hats, contact the local media and call the Atlanta TV news to cover it. I also used my selling skills to get Pennzoil as our exclusive sponsor. Pennzoil was generous, donating cash, banners, flags, prizes, goodie bags and 10 cases of 50-1 oil for air-cooled engines. Dealing with the T-shirt people and Pennzoil were areas where I have experience. What I didn't know much about was an ultralight Air Rally. I had never attended, much less *competed* in one. I soon discovered what a challenge it can be to test your skills as an ultralight pilot.

Our original date for the Air Rally was postponed due to storms covering the whole southeast United States. The next weekend (June 21-22) was blessed with better flying weather.

Our host airstrip was the private field of Dave Wheeler, a long time general aviation pilot and legend in this area, who invited us to use his 2000 foot grass runway, just 5 miles SE of Winder (GA) Airport.

The competition on Saturday consisted of a Bomb Drop, Torpedo Run, Cross-Country Flight and Spot Landings.

Dana Simmons, The Rally Master was the Chief Judge, **Corky Valentine** was the Runway Boss/Chief of ground operations, along with 2 other assistants, including hardworking newcomer, **Michael Doolittle** and **Cliff McDonald**. **Chuck Koukol** drove all the way from Young Harris, Ga (3 zillion miles) to help **Steve Yothment** with the scoring and the rest of the setup along with **Ben Cole**, **Bill Rouse** (our treasurer), **Chuck Goodrum**, **Ben Methvin**, (our president), **David Shaw**, the announcer (who filled in for **Vernon Peckham** who made the storm weekend but had other plans this weekend), **Frank Nadolsky**, all around helper, and many more individuals who volunteered their time.

The winner of the Bomb Drop was **Brad Williams** in a TEAM Airbike (serial number one). The bombs were U.S. Defense Department-approved tube socks filled with about a pound of pinto beans. **Brad** was also strong in the torpedo run, putting a hole in one of the battleships with the torpedo, closely resembling a softball. Marksman **Charlie Carter** (in a Phantom), however was the eventual winner of the Torpedo Run. My Phantom and I were hanging in there after the Bomb Drop and earned second place in the Torpedo Run, but my second spot landing was aborted and I was disqualified from the Spot Landing event of the Rally (talk about embarrassed!!).

The next stage was the Cross-Country event. Competitors were given a map that plotted a 24-mile course. Large numbers were painted (with biodegradable paint) along the route. The objectives were: 1) Predict your total time and 2) Find as many numbers as possible. I was about to give-up in my vain search for numbers. Grease spots on the highway began to look like numbers and I wasn't sure what color or how many there were. Upon my return, I was only 30 seconds off my predicted time, found 3 out of 6 numbers and had the closest landing of the day. I had the dubious honor of having the best and worst spot landings of the day with just six feet off on my last landing (didn't count, though).

Well to my surprise, I won the Cross-Country event and also, (bigger surprise) finished runner-up, overall, in the Air Rally to **Charlie Carter** (also in a Phantom, his first Air Rally, too). **Pierce Day** must have been proud of his two former students finishing 1-2 in less than a year after each had soloed. Veteran aviator **Stan Sullivan** took third in his Kolb. Team Phantom ruled the day. **Charlie**, **Stan** and I all received a case of Pennzoil with our trophies.

The Air Rally was well-attended and a lot of fun but I must say that the competition between the ten pilots was less important than the personal challenge the events presented. I may have won a plaque and prizes but the most valuable prize was the experience gained in preparation for this

event. It's much like golf. The test is actually within yourself to rise to the occasion and see what you're capable of, with a little luck, of course. Preparing for the event was not only helpful for the events but for honing skills as a pilot. Now, I know what the Air Rally really is about.

A spot landing is one of the most valuable skills a pilot can learn. A pilot learns how fast his aircraft will descend when the power is off and gets a good idea of how much range he really has. It makes the flyer more prepared to fly the aircraft and safely land it so that it is more a procedure than an emergency. I have experienced an engine-out in my brief career and many say its not a matter of IF but WHEN. I strongly recommend that all ultralight pilots practice this. Go to a low-traffic field from 1000 feet AGL and find out how good a pilot you *really are*. (But leave the engine on, just in case, ok?)

Following the official competition on Saturday afternoon many of the aviators and families flew and drove to Paradise Falls to cool off in the facilities offered by Mr Bracewell. His airstrip and other facilities were most appreciated.

There were many people in this sixty-plus member club who worked behind the scenes to get this group together. Organization and assigning responsibilities are necessary if things are to come together well. Dana Simmons volunteered to be Rally Master and literally slept at Wheeler's Field both weekends to manage and put things together. Good job and well done, Dana! Ben Cole, our southeast regional USUA representative, used his good offices and energy to closely assist Dana. Ben has put on previous Air Rallies at Dave's field and offered good advice and counsel as well as sweat to get things ready.

The Rally was well marked and colorful with the U.S.U.A. banners and the red, black and yellow Pennzoil flags and pennants. The U.S.U.A. sent our club an Event Kit, which was loaded with banners, a stack of the latest issues of Ultralight Flying, brochures, pins, calendars, magnets and decals. Prospective ultralighters were pleased with all the information we had about our fine sport. Thanks to the staff in Frederick, MD for providing the kit.

Results, 1997 Georgia Sport Flyers Air Rally

1. Charlie Carter - Grand champion
2. Brad Methvin - First runner up
3. Stan Sullivan - Second runner up

The Tally: (Top 5 Competitors)

	Bomb Drop		Torpedo Run		Spot Landing		Cross Country		Number Spotting	
	Average:	Place:	Points:	Place:	Average:	Place:	Time:	Place:	Spotted:	Place:
Charlie Carter	24 ft.	2nd	3	3rd	53 ft.	1st	6:35	2nd	2	2nd
Brad Methvin	26 ft.		4	2nd	---		0:30(!)	1st	3	1st
Stan Sullivan	25 ft.	3rd	5	1st	258 ft.		8:05	3rd	2	2nd
Chuck Goodrum	40 ft.		3	3rd	122 ft.	2nd	13:50		2	2nd
Brad Williams	18 ft.	1st	2		160 ft.	3rd	---		---	

Other Highlights:

1. 1 a.m. moon-light trike touch-n-go's by **Chuck Goodrum** (New chairman of search committee for next year's site).
2. First female to fly solo with the GSFA, "**Genevieve**" from Embry-Riddle Aeronautical University in a Phantom.
3. Record raffle-ticket sales by Sheila.
4. Winner of the **Torpedo Run** actually *became a torpedo* in Lake Allatoona on the trip back. (Only his plane was hurt.) The cause was a loose sparkplug wire. - See "Ditching" article in July *Ultralight Flying*. [All local TV news covered THIS. - (It figures!)]

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
July			
5 12 11:00am	Howard Ray	Pickens County Airport, Jasper, GA	Fly-In and Membership Meeting
19 26		Chilhowee, TN	Fly to Chilhowee, TN
August			
2 9 11:00am	Bill Ferguson	Ferguson Field	Fly-In and Membership Meeting
16 23 30			
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			
December			
6 7:00pm		Cobb EMC Community Room, Marietta, GA	Membership Meeting, Annual Party
13			

Other flying activities:

- Skydogs 3rd Annual Fly-In, Wilson Field, Ringold, GA - August 23
- Trip to Cape Fear - September?
- Huntsville EAA Fly-In - October?

Our Next Meeting

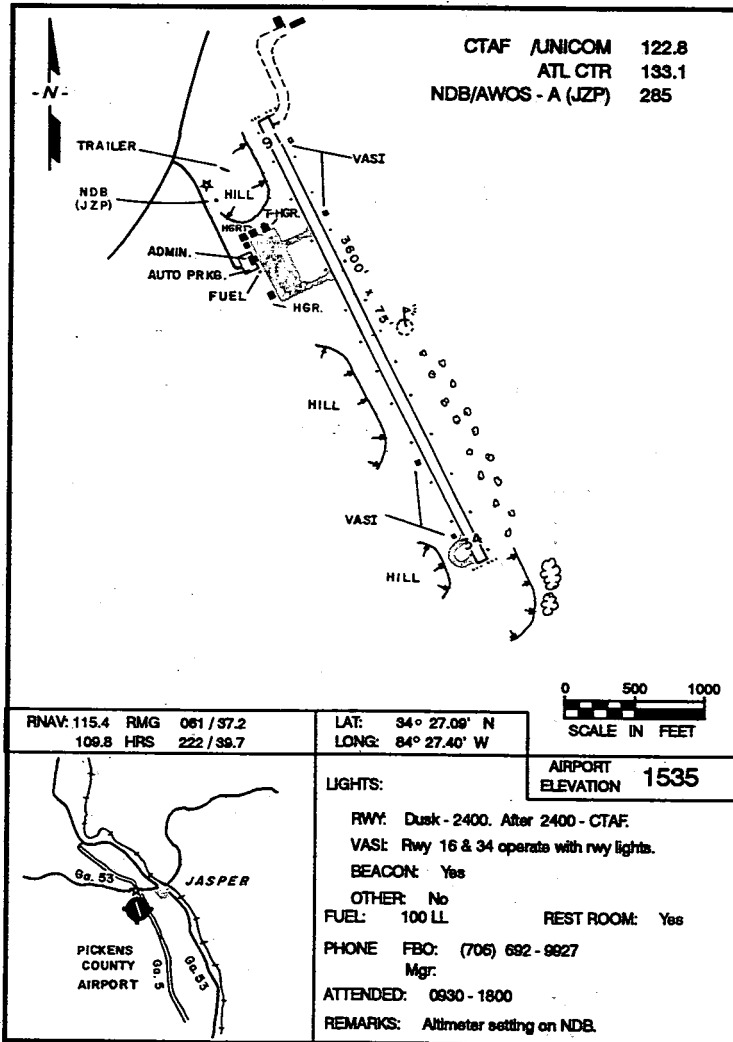
Our next meeting is at Pickens County Airport near Jasper, GA on July 12th. The membership meeting is scheduled for 11:00 a.m. and there will be a cookout afterwards.

Jasper 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.

For more information, contact Howard Ray at (706) 692-6500.

Airport information from the Georgia Airport Directory is indicated below. Coordinates of the airport are 34 27 09 N, 84 27 40 W. Elevation is 1500 feet MSL. Runways are 34 & 16.



(JZP) Pickens County

JASPER 56

A Flying Story

By Andy Isburgh

After weeks of marginal weather, the largely publicized fly-in and competition at Wheeler Field in Winder was upon us! I was supposed to leave work a little early on Friday and have ample time to prepare my plane and personal affects for the trip. My flying partner, Brad Williams, and I had talked about it during the last few weeks. Our friend Brian (who is trying to get started in flying) would serve as ground crew and drive up with my older son Jonathan, bringing along all the "stuff" to camp out and support the planes.

As is typical, leaving work early didn't happen. For some strange reason, I was under the impression that if I spent a couple extra hours at work Friday afternoon, I would become the most efficient worker in history and get all caught up on all of my work that was "weeks" behind! The next thing I knew, I was speeding through Snellville, picking up Jonathan from the daycare center with two thoughts running through my mind: 1) I was still weeks behind at work and 2) Now I was way behind on getting over to Wheeler Field by nightfall. However, through high power packing, sweat and some luck, everything pulled together and I was off.

My wife brought my stuff and son Jonathan to Brad's house in Loganville. I took off from my house and flew the first leg of the trip to Brad's. At Brad's, son and stuff were transferred to friend Brain's truck and they headed out. Brad, myself, and another flying friend took off from Brad's and headed to Wheeler Field. Our other flying friend, Tommy Porter, in his CGS Hawk (affectionately known as the "Green Weenie") followed us about half of the way, then broke off back to Brad's as he was not planning to go to Wheelers till Saturday.

With Brad's GPS showing 75mph ground speed, we did the 17 mile in about 14 minutes. Then voila, there was that little field, tucked in the trees. We could see Dana and the others on the ground putting the finishing touches on the field. Back came the throttles and down we went. On final, landing to the North, it is difficult to see the first 1/2 of the runway, since it's located down behind the tall trees on

final. I attended two other fly-ins as a ground spectator before, but this was my first time landing there. I would have been intimidated by the visual approach, but I saw many planes land there before and was confident it could be done. Brad had competed there before and knew the field; he went in first, I followed. With the power pulled back, the Mini-Max dropped right in with a good descent over the trees, and an easy landing well before the "hill" at about the 2/3 location up the runway. We said hello to the Pres, son Brad, new "friend" Ashley and the rest of the set-up gang. (By the way Brad, we approve! She likes planes and will even fly with Bill in his Challenger! Brad....she's a KEEPER! By the way Ashley.... we like Brad too - you both done good!!!!) We were there, and still had plenty of time to put up our tent. That is, if the ground crew of Brian and son Jonathan ever got there. With a 75 mph ground speed, we beat the ground crew there by 35 minutes. (Their excuse was a gas stop.) After their arrival, we set up camp while we joked and laughed the whole time. Boy, were we psyched for what tomorrow was to bring!

We drank some beers and watched the heat lightning (foreshadowing), then headed into Winder with Dana Simmons and dog (100 pound GREAT DANE) to grab some grits. The truck stopped at Waffle House and we commenced with a nice, hot meal. Sometime during the meal, someone mentioned how we were roughing it and we should make it a point to tell our wives (& girlfriends) about it, NOT! After the grub, we returned to our tents and settled in for the night.

Since we were up late, we had to get up early in the AM in order to make up for it. So, with Rotax engines running smoothly and an official Green Light from Flight-Deck Boss "Corky", off Brad and I went at 07:00 hours for a ceiling check. The results were not good. Bumpy air and only a few hundred feet of ceiling. Oh well, it'll burn off, I thought. As soon as we landed, we gave our report to Corky and he said, "Yep, just what I thought." and went away shaking his head. Corky already knew what I refused to admit...

there would be no fly-in today. With that thought I looked through my lexan windshield and there it was...a raindrop. Yup, that first raindrop, and it was downhill from there. We rushed back to the other end of the runway and tarped and tied down our planes, crawled back in our tent and slept. Finally at 09:00 hours, the monsoons receded temporarily and we headed out to McDonald's for breakfast. After breakfast, it was still raining, so Brad Williams, son Jonathan, friend Brian and I drove home, leaving our tent and planes at Wheeler Field.

Later in the day, Tommy Porter, Brad and I, along with other flying friends from Loganville, Jeff and Floyd, decided to go up to Wheeler Field and check things out. Upon arrival, we were pleased to find some people and even some flying. Although there was a stiff crosswind, Brad Methvin went up in his Phantom and practiced some bomb drops. He did great, even though the wind did its best to make him miss the target. Brad Williams went up in his Airbike and practiced some also. Brad did well too. With the wind high and question-able clouds, we decided to pack up the rest of our stuff and go home. We left the planes and planned to return Sunday AM and retrieve them when the weather was better.

We stopped in Monroe at the airport. After Tommy Porter took care of some business with FBO owner friend Wayne Parks, we checked out the weather and it looked good, so we headed back to Wheeler Field to retrieve our planes. On the way out from Wayne Parks' place, he said, "You boys be careful now, there's some bad thunderstorms coming in tonight". Yeah, maybe, I thought, but not here, it's much too nice for that!

We got to Wheeler Field. It was late evening and the winds were calm. The sky was so-so. We fired up the planes, and off we went. Tommy left in his truck and was to meet us at Brad's house in Loganville. After about five minutes into the flight, I looked over to Brad on my right side and beyond him I saw a storm with lightning. It hit me; those words that Wayne Parks said to us, "Boys watch those storms tonight." Luckily, we were only 10 minutes from Brad's, or so I thought. But this leg of the trip wasn't 75mph ground speed, it was 40 and we were going

slow. Then rain started hitting my windshield, sometimes so hard that I couldn't see well. I looked over to Brad and pointed to the ground with defined movements. He knew I was saying "Lets get 'em down....NOW!" After a couple more minutes of diverting South, we could see Monroe Airport off in the distance. I slid the throttle forward, pointed the nose down and pushed the Mini-Max straight to the airport. After we both landed, we taxied to the ramp and tied the airplanes down. It was only drizzling. We called home on the cell phone and told everyone where we were.

Then it came. And boy it came, just like Mr. Parks said it would; a pounding thunderstorm with high winds and sheets of rain. It stayed that way for 15 minutes. Brad and I could only watch from cover, as our planes received a brushless wash from mother nature. Suddenly, the rain stopped, the skies cleared and we called Brad's house. They said the sky was clear, so after checking our planes for storm damage and finding none, we climbed in and off we continued to Brad's. After about 15 minutes of some bumpy air, we saw some of the most beautiful scenery I have seen in a long time. The rain really cleaned the air.

As we saw Brad's field straight ahead of us, we pulled power, and landed gently alongside his cows. I looked over and saw Tommy and Brad's wife Paige clapping and giving us the thumbs up. They knew a little bit of what we did.....it was exhilarating!

We put the aircraft away and told each other the stories of the day 100 different ways. It was what flying and flying buddies are all about. It was only a six minute flight from Brad's to my field, but I had enough adventure for one day and left my plane at Brad's. I returned Sunday evening and flew the Mini-max home in beautiful weather without incident.

As I put my trusty Max away, I reviewed a thought over and over again in my head: "Flying allows a person to conduct themselves on a very fine line between exhilarating "fun" and catastrophic endings, usually fatal, almost without notice." Flying is always like that, or certainly has the potential for it. What was so unique about this weekend adventure was that we just moved the line closer to one side than the other. Man....I love this sport!!

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 - Challenger II CWS, 582, BRS, full panel, redundant fuel system, strobes, tundra tires, Back Forty landing gear, new cushions, always hangered, 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, CHT, Alt, AS, Tach. Always hangered, \$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 MiniMax 1600R with 447 CDI, 15 hours, mint condition, ready to fly, will demo. \$7950. Call Andy Isburgh, 770-483-6646.

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 - Handheld airband radio, Narco HT830, 10 presets, VOR, AC adapter, rubber ducky, \$250. Can trade for GPS or loran + 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.

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.

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:

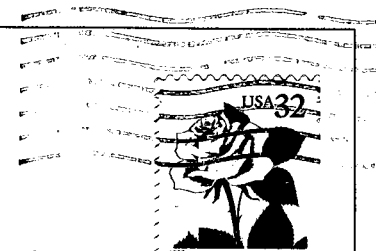
Steve Yothment
612 Steeplechase Drive
Lawrenceville, GA 30244

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 Internet at address SteveYoth@aol.com.

All other correspondence should be mailed to:

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