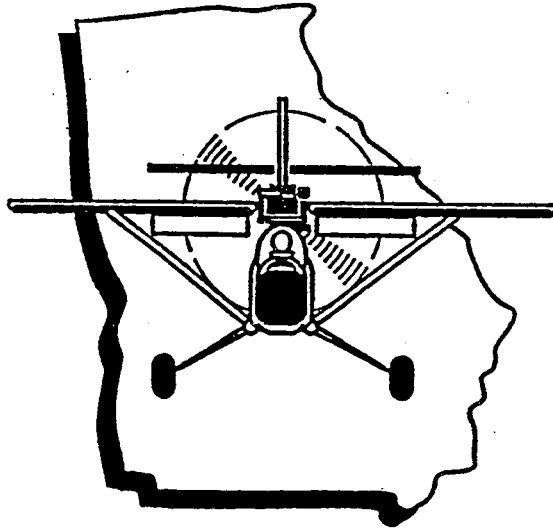


The Sport Flyer



The official newsletter of
The Georgia Sport Flyers Association

November 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	
Allen Benson *	770-386-4797	Cartersville, GA	N3 Pup
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>
Vinaj Bose	770-723-1542	Tucker, GA	
LLoyd Burns	770-467-3658	Greensboro, GA	Hurricane
C. F. Callahan	706-235-0644	Rome, GA	<i>Challenger 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	
Kem Dunnebacke	770-338-0427	Lawrenceville, GA	
Kent Elder	770-474-0834	Stockbridge, GA	Mini-Max
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	Prototype Amphibian
Chuck Goodrum	770-426-7294	Kennesaw, GA	<i>Jet Wing Trike</i>
Kenneth Grubbs	770-267-2301	Monroe, GA	Super Cub
Jeffrey Hatle	770-251-2080	Sharpsburg, GA	Hurricane 103
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	Challenger I
Jerry London	770-786-8082	Oxford, GA	Fisher 404
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>
John Mockridge *	770-684-0921	Taylorville, GA	
Dan Munson	770-516-5925	Woodstock, GA	<i>Tukan Trike</i>
George Murphy	770-886-9274	Cumming, GA	<i>Ferguson F-II</i>

* New members!

In This Issue

The Nominees Speak	2
Our Next Meeting	3
How Now Brown Cow.....	4
Ducks In A Crosswind.....	6
Classified Ads	8
GSFA Information	9

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)

Frank Nadolski	770-926-9752	Kennesaw, GA	Siemans Schuckert D1
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	Weedhopper
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>
David Shaw, Jr.	770-974-0611	Acworth, GA	
Dana Simmons	770-579-9091	Marietta, GA	J3 Kitten
Dan Streib	770-419-0440	Kennesaw, GA	
Ralph Sullivan	770-943-5986	Powder Springs, GA	<i>Kolb Firestar</i>
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	<i>Kolb Firestar II</i>

The Nominees Speak

At our next membership meeting, we will be electing officers for the 1998 calendar year. In case you missed the last meeting, the nominees are:

For President: Brad Methvin
Dana Simmons

For Vice President: Dana Simmons
Pierce Day

For Secy. Treasurer: Bill Rouse

At the last meeting, someone suggested that the nominees for president provide some information in the newsletter about their vision for the group. That being the case, here is what Brad Methvin and Dana Simmons have submitted...

Another Methvin in the left seat?

How do you measure a successful year in this club? It's not easy. The only facts we have are numbers. The G.S.F.A. currently has a comfortable balance in the treasury and more members than before. But are the members pleased? Safer? More knowledgeable? We hope so. This administration began the year sending you, our members, a survey. In that survey, we not only asked, "what can the club do for you?", but also asked questions about publicity, voice-mail, e-mail, safety and rescue training. This gave us a framework for planning the year.

Some of the action taken:

- **Publicity:** There were at least 5 articles to date this year submitted by our members to *Ultralight Flying!* We are nationally recognized. The Air Rally was also mentioned locally, in *Creative Loafing & AJC*.
- **Website:** Even if you don't know your www from your dot-com, the GSFA website has provided an unprecedented source of information about our club.

Many of our new members would not have found us otherwise. We currently have the highest membership in the history of the club—a 40% increase this year. To date, our website has been visited over 1,900 times and has not cost the club a penny.

- **Sponsorship of the Air Rally:** We were informed by the president of the USUA, that we were the first club to ever have sponsorship at an air rally (Penzoil).
- **Club Survey:** The first survey since this club was founded.
- **Accurate Updates:** We strived to keep all member information in newsletter current.

Besides the two articles submitted by Chuck Goodrum and Ben Cole, all of the above have one thing in common: They were my contributions. They were conceived and executed by your current vice-president.

(This IS a campaign speech, remember?)

I am not new to groups and from my experience, I have learned one thing... The satisfaction you receive from that group is directly related to your degree of dedication or contribution. I am very grateful to have been elected vice-president this year and hope that my contributions have bettered the club. I certainly feel satisfied by what the club has given me. Flying is very special to me and sharing the experience feels even better. I want to be the President of the Georgia Sport Flyers next year because I have bigger ideas and plans for 1998. I'd like to share them with you, the members and together, make them a reality. Being an officer of the club means serving the club. It has many rewards but it also requires sacrifice. This year, I have observed that 20% of the members put in 80% of the effort to make things happen. If my plans and ideas are to succeed, it will require more than 20% of

the membership next year. If you want me to *fly this plane* next year, I'd be honored to take the stick but getting it off the ground will require the entire crew.

-Brad Methvin

Dana Simmons in the left seat?

The Georgia Sport Flyers is a successful club for numerous reasons. No. 1 is the people and their enthusiasm for flying. We are known as a club that is active at building and flying. We have always catered to the needs of our members. As the old saying goes, "If it's not broke, don't fix it". I would not see us making any big changes. I believe this club is here for it's members and I would always focus on their needs.

Our members have always had safety as the #1 priority. This obviously will continue. We need to continue having experts from the ultralight field speak at our meetings. We have many experts among ourselves.

We are flyers. We will continue to sponsor flying events. This is where the real fun is. We have all enjoyed the Air Rallies, Sun & Fun, the many other flying trips and also the camaraderie we share.

Many of us are builders and all of us maintain our aircraft. Due to the size of our club, we have a vast collection of expertise. Ourselves! We have experts on wood working, fabric covering, welding, electronics, etc... I would like to see us network this expertise so everyone may benefit.

I have always been proud of the way everyone pitches in to help make each event a success. We have always worked as a team. I could not see myself as anything more than an elected team captain.

I see this club continuing to attract new members. We should also continue building our experience at promoting airshows and leading the best of flying.

Ultralights! They are as safe and fun as you want to make it. But we already knew that.

- Dana Simmons

Our Next Meeting

Our next meeting, which will include election of officers for 1998, will be on Thursday, November 6, at 6:00 PM. The meeting will be held at the Lockheed GLRC Building in Marietta, GA.

To get there, take I-75 north from Atlanta past I-285 to Delk Road. Exit to the right; the loop will take you back over I-75 to the west. After about a mile, Delk Road becomes South Cobb Drive. Go under Hwy 41. About 2 miles later, turn left onto Walker Street. The GLRC

Building is on the right, as is appropriately marked.

Ben has set up a tour for us of the production area for the C-130 and YF-22 aircraft! The tour will be at 4:00. Please gather for the tour in front of the building. (We will find you!)

If you can only arrive for the membership meeting at 6:00, enter the front of the building, and members will direct you to the meeting room.

See you there!

How Now Brown Cow ?

By Ben Cole

"I just bush-hogged the pasture and it's sho-nuff smooth" my buddy Woody explained as he tried to talk me into flying down to his farm in Green County. We could leave late in the after-work, get there before dark, spend the night and come back early the next morning. That way we wouldn't miss much time away from the job. That line of logic plus the weather outlook of a dry high pressure system punctuated with cool clear mornings sold me on the idea.

I knew the route. After leaving Suwanee and skirting the Gwinnett County Airport control area to the east and staying high enough to avoid jets on short final, we would let down to sightseeing altitude as we passed over highway 316. There open pastures would be more numerous, the trees and houses fewer and my blood pressure lower. An hour of country flying would put us there. It sounded like a good plan.

We had planned to take Talons, both single-seaters, but he needed to replace a cable, so at the last minute we loaded everything into my two seater. My Talon XP is a great flying ultralight for cross country for one person. However, if you need to take anyone you can't bring a lot of extra stuff. We managed to get a fuel can, tie downs and a bag of shaving gear and underwear tied downed, wedged in and bungeed to various locations on the aircraft.

A five gallon plastic fuel can will stow nicely behind the rear seat just in front of the propeller. Only one bungee is really needed to secure it but due to its location I put a couple of more on and around it.

Twenty minutes after topping off and departing Mathis we were in a slow descent, having passed high over the

final approach of the Briscoe Field (Gwinnett County) pattern. We leveled out at a legal height and absorbed the view that passed below.

It was a visual feast. Trees and lakes and farms. The hayfields were freshly cut into concentric patterns, some obtuse and irregular, but always laid in parallel rows. It was as though somehow these views had been created just for us here in the sky to see and enjoy. Reflections of clouds from the mirrored surface of a distant lake seemed to be a window into another dimension. How fortunate we are to live in this point in time, to be able to see the earth from this perspective. If people knew what could be seen and experienced from ultralight aircraft the skies would be full them. I guess that's why there are two-cycle engines. (To keep the numbers down!)

A nudge on my right rudder pedal brought me back to reality. Not having an intercom, this prearranged signal was Woody's way of telling me that our destination was just ahead. Moments later a rolling pasture surrounded by woods unfolded below. There was his new double-wide weekend home where we would sleep overnight with a freshly mowed strip of grass in the field in front. Black Angus and Herefords grazed on the cut grass that he had mowed for our runway. Uh ohh. Cows on the runway!

The strip he mowed was maybe fifty feet wide and that was where the fresh grass was. One big black heifer was standing right where I had to touch down. With two people on board, I would need most of the four hundred feet available for a safe landing, that is, a landing without bending my landing gear. She looked up at us as we passed

over. I mooed at her, but she looked down and continued chewing her cud. I looked back at the fuel gauge and saw that I had enough fuel that I could always go to Madison Airport and land if more of the herd were to move onto the runway. Maybe I could buzz them and scare them off the runway if need be. On the other hand, they were on both sides of the strip and I might inadvertently run more onto the runway by doing that.

We flew over Woody's in-law's house to let them know we had arrived and circled back around to see if the cows had moved. Our ill placed heifer had moved slightly off to one side of the strip. Across from her was a very large Holstein dairy cow that was busily munching her way into my planned landing path. Now was the time to land between these bovine obstacles before they completely blocked my path. I could always do a go-around. I put in a notch of flaps and turned final.

Smooth is a relative term. There are smooth flatlands and I suppose smooth hills. Just before touching down I realized that this field was of the latter category. But so far, so good. Ms. Milkbags had not moved and unless there was a last second charge across my path we would slip it in. She stayed put and I nailed it but hitting a little harder than normal due to unseen terrace rising out upslope of the strip. As we slowed

down I realized that something black and sticky was flying through the air and sticking on the underside of the wings and fuselage. Green hay plays havoc on the digestive tract of cattle. I now had vet school science project stuck to the underside of my aircraft.

One would think that wild animals would flee from a noisy object from the sky descending upon them. In the case of these cows, one would be wrong. After taxiing to the end of the field I looked back and saw what could have been a scene from Rawhide coming at me. These curious beasts were following me in a minor stampede. They finally got so close to the airplane that I had to shoo them away. I have heard of cows eating wing fabric so we pushed the plane into a catch pen for the night.

There is a different pace out in the country. Things slow down and you can feel it.

The woods, the fields and the barbed wire fences here aren't temporary elements, waiting to be bulldozed and developed tomorrow. They will be here probably longer than I will. Time flows at the sun's pace, not dictated by deadlines or punctuated by appointments. Things get done when they get done. I envy Woody and his place in the country. I wish I had one like it. There is only one thing that I would do differently. I wouldn't have any cows. - BC

Ducks In A Crosswind

By Corky Valentine

Cautiously and respectfully, gently terror-stricken, I graduated into my first major flight: a full throttle takeoff, climb and cruise. Three to four seconds into the takeoff my MX felt like a Wildcat shot from the flight deck of the Enterprise. Airborne in 90 feet, by the time I caught my wits, the airspeed had shot up to 45 mph. I pulled the throttle back to keep it around 40 and held on like a terrier to an eagle. The feeling of climbing anything over 750 feet per minute in a powered kite numbs the mind the first time you do it.

The machine is a glass elevator, without the glass! And, without the glass, the colors are deeper than I've ever seen from the seat of a regular airplane. How do you describe it? Thrilling, that's how!

Like most pilots, I'm scared of heights. No word but "thrilling" describes the breathtaking view looking down from an ultralight. There are no cabin walls. There's no cockpit floor. Drop a pencil and it falls uncontrollably, tumbling straight down into the trees.

A pilot does not maintain an altitude of 2,500 feet, but floats on this little bit of a life raft half a mile in the air! If you've flown enough in a regular airplane to have forgotten your fear of heights, an ultralight will arrange a reunion.

I touched the ignition switch and the engine stopped. The propeller shuddered still and the sky swept by me in soft cool silence. Man, the airplane was built to float in this deep blue sky, to sift down like some sunlit star from heaven to the hillsides and meadows lost away in the secret opens of the country. Here was the tranquil prize I had worked so ferociously to win, here the gentle-hush reward.

There were plenty of places to land should the engine not restart; I was safely far from airways and traffic. I looked over the situation. All the nuts and bolts were holding fast; the flying wires were as strong as

stainless steel. There was altitude to bail out if the thing suddenly collapsed, yet I still shifted uneasily in my fake leather seat. Looking out at the wingtips, I saw the wings solidly held in place. Everything was OK.

Then I was a little distressed at the amount of tubing that was not attached to my airplane. Is it a caged trapeze where I'm perched? Is it an umbrella left from some Greatest Show now packed and gone? What am I doing in midair such a long way from the ground? Something is required to fly this machine that I don't have, and here I am in the air without it. What is missing? What is wrong?

A lot of things were going through my mind as I was making laps around the airport gaining altitude to make it over the hills on the way to Ellijay Airport. (Altitude is your friend.)

Howard Ray was still on the ground checking out his plane. Knowing he would have no trouble catching me, he waved me on. The rope that had been tied from the runway to me was being stretched to a breaking point. Just one more time around the field, I told myself as I was downwind for runway 16. Then, something told me to not turn for another pass around the field. The voice said "Go for it, Corky! Go for Ellijay. You can do it."

The rope broke and I was on my way. But in the back of my mind, it kept coming back to me... I had forgotten something. What is missing? What is wrong? Is some big harassing hairy arm going to come up from the hills and pull me down like some kind of helpless little bird?

Blood was now racing through my veins as the rope broke. I was now on my way and there was no looking back. Howard told me just before takeoff, "Don't look back. I'll find you. Just stay with the highway. The airport will be on the left." Coming up on the first hill at Talking Rock would show me what a head wind is all about. Looking down

at the cars on the highway, I could tell I was not getting anywhere fast. In fact, I was heading north, but the cars in the south-bound lanes were going the same way I was. Something was wrong.

If someone tells you a two-axis plane can't crab, tell them to come talk to me. Just call me Corky, Crabber At Large. I had only read about crabbing, and now I was crabbing. I looked up at my gas tank which had been filled all the way up to the neck. It was now just half full.

I thought to myself "I'm over half-way there. I'll make it." But with the winds being the way they were, I was not so sure of myself or my ability to do this.

Then, just over the next hill and to the left of the highway was the airport. Looking around for Howard, he was not to be found. "Well, I guess Howard is out buzzing fields and chasing cows or horses." I was worried I was going to have to do this landing thing all by myself with no air support from Howard. He needs to make sure I'm doing this pilot thing right. What was I thinking? I'm in here by myself and I'm going to land this Boy Dog by myself. It's not like we can stop in midair and he tells me what to do. I'm on my own. I can do this. Quit talking to yourself and just DO IT, Corky.

On setting up on a 45° for the runway looking around for traffic, there was Howard just like a mother duck looking after her one little duck. Howard had been above me the whole time, making me think I was on my own. But I was under his watchful eye. He flew around me as if to say, "Come on! Follow me! It's not hard to do this." So I fell right in behind my leader. Howard made it look so easy. He just lined his little plane up and set it down right on the numbers. I said to myself "All right, do it just like he did." As I came down closer to the runway, the words Howard always told me came to mind:

"If it don't feel right, give it the gas and get back in the air, go around and try it again."

Looking down at the runway, I could see the trees blowing. I looked at the windsock and it started to blow out showing a nasty crosswind. I hit the runway all out of shape. Remembering what Howard told me, and with a lot of people watching, I gave my MX full power that was just enough to clear a ditch on the side of the runway and I was heading for the side of the hill next to the runway. When I hit the hill, I pulled the power back and made a bad looking landing into a somewhat good looking one.

Some of the people standing around Howard asked him "What in the world is Corky doing?" With a smile on his face, he replied, "Anyone can land on this runway, but it takes a real pilot to land a plane on the side of that hill."

After checking for racing stripes (I didn't have any), I looked at the gas tank which had only about a half gallon of gas in it. With the kind help of the people at the airport, we got the well-needed gas for our trip back to Pickens County Airport. It was around 7:00 PM when we made our way back, with the wind, and hands off flying.

WHAT WAS MISSING: My parachute.

WHAT WAS WRONG: Not knowing how to handle a crosswind, and not believing in myself.

You can say that the big hairy arm did come up from that hill at the Ellijay Airport to hold me down and keep the wind from turning me over.

(Gilmer County Airport at Ellijay, GA, has a 3400 foot paved runway and is a Drop Zone for jumpers, so watch for jump planes and jumpers when you fly in there. Maybe some of the Sport Flyers would like to fly to Gilmer County Airport and watch some jumpers take the plunge to earth from a PERFECTLY GOOD AIRPLANE.)

- Corky

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 - Kolb Firestar, some damage to wings and fabric, no motor, some instruments, good winter project. \$1,800. Call Stan Sullivan, 770-422-1318.

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 - Fisher Koala 101, 440 Kawasaki, parachute, elec start, new tires, brakes, cables, prop, belt, battery, carb, with trailer. \$3,500. Call Johnny Ashley, 205-891-4338.

FOR SALE - Team Mini-Max 1100R with 277, brand new, \$5950, mint condition. 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 C, unmounted, zero time, Kawasaki 440, CDI with 5-belt magnum redrive, \$3,750.00. Scott Parker, 770-908-7386.

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 - 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 - 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.

32' X 24' hangar, new, erected on your site. \$2500. Call Verle Rinehart, 770-460-7321.

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

**Time-Critical
Information!!**

**Please Open
TODAY!**

