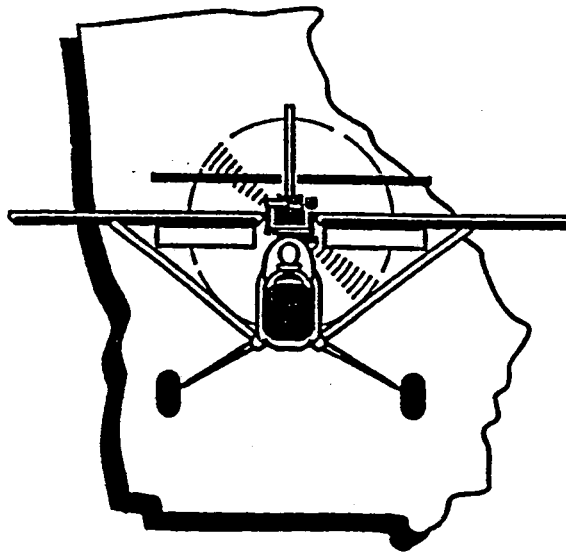


# The Sport Flyer



The official newsletter of  
The Georgia Sport Flyers Association

January 1998

If any information here is wrong, contact Bill Rouse.

## MEMBERS

*Italics indicate aircraft is flying.*

Kenneth Adams, Jr.	770-443-8792	Dallas, GA	<i>Ragwing Special</i>
Allen Benson	770-386-4797	Cartersville, GA	<i>N3 Pup</i>
Norman H. Bethke	770-267-5126	Monroe, GA	<i>Super Weedhopper</i>
George Boerner	706-216-3348	Dawsonville, GA	<i>Zephyr II</i>
Donald Brennan	770-414-5551	Tucker, GA	<i>Hurricane</i>
Vinaj Bose	770-723-1542	Tucker, GA	<i>Challenger II</i>
Lloyd Burns	770-467-3658	Greensboro, GA	<i>Kolb Firestar II</i>
C. F. Callahan	706-235-0644	Rome, GA	<i>Kolb Firestar II</i>
Mike Carpenter, Jr.	770-460-7566	Fayette, GA	<i>Phantom</i>
Mike Carpenter, Sr.	770-997-0702	Riverdale, GA	<i>Quicksilver GT-400</i>
Charlie Carter	706-216-6652	Dawsonville, GA	<i>Challenger I</i>
Phil Cataldo	404-607-0706	Canton, GA	<i>Talon XP</i>
Tim Caviness	770-962-7337	Suwanee, GA	<i>Ferguson F-II</i>
Ben C. Coie (BFI)	770-476-1070	Suwanee, GA	<i>Tierra</i>
David Corriher	770-386-2808	Cartersville, GA	<i>Hurricane</i>
Eddie Crawford	770-957-5710	Locus Grove, GA	<i>Mini-Max</i>
Jack Day	706-234-3816	Rome, GA	<i>Phantom</i>
Pierce Day (BFI)	770-591-7284	Woodstock, GA	<i>Phantom</i>
Kem Dunnebacke	770-338-0427	Lawrenceville, GA	<i>Prototype Amphibian</i>
Kent Elder	770-474-0834	Stockbridge, GA	<i>Jet Wing Trike</i>
Frank Eck	770-953-2231	Marietta, GA	<i>Super Cub</i>
Phil Fasone	770-442-3121	Alpharetta, GA	<i>Hurricane 103</i>
Scott Fisler	770-966-1711	Acworth, GA	<i>Quicksilver MXL</i>
Frank Flessel	404-761-8667	East Point, GA	<i>Team Mini-Max 1600R</i>
Stuart Fuller (AFI)	770-443-0911	Dallas, GA	<i>Ferguson F-II</i>
Chuck Goodrum	770-426-7294	Kennesaw, GA	<i>Team Hi-Max 1400Z</i>
Kenneth Grubbs	770-267-2301	Monroe, GA	<i>Spitfire</i>
Jeffrey Hatle	770-251-2080	Sharpsburg, GA	<i>Ferguson F-II</i>
Armand Hebert	770-886-9555	Cumming, GA	<i>Challenger I</i>
Don Hooper	770-642-6479	Alpharetta, GA	<i>Fisher 404</i>
Glen Horne	770-720-1877	Canton, GA	<i>Phantom X-1</i>
Andy Isburgh	770-483-6646	Conyers, GA	<i>Titan Tornado</i>
John Jolley	770-786-6524	Covington, GA	<i>Quicksilver</i>
J. D. Jones	770-969-9399	Fayetteville, GA	<i>Team Mini-Max</i>
Charles Kirtland	706-295-1974	Rome, GA	<i>Phantom X1</i>
Chuck Koukol	706-896-1032	Young Harris, GA	<i>Tukan Trike</i>
Robert Leatherwood	770-445-7216	Dallas, GA	<i>Ferguson F-II</i>
Don Lochle	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	<i>Phantom X-1</i>
Jerry Lynch	770-474-8211	Stockbridge, GA	<i>Titan Tornado</i>
Larry Maynard	770-667-9638	Alpharetta, GA	<i>Quicksilver</i>
Cliff McDonald	770-982-0296	Grayson, GA	<i>Team Mini-Max</i>
Ben Methvin	770-509-6753	Marietta, GA	<i>Phantom X1</i>
Brad Methvin	770-509-6753	Marietta, GA	<i>Tukan Trike</i>
John Mockridge	770-684-0921	Taylorville, GA	<i>Ferguson F-II</i>
Dan Munson	770-516-5925	Woodstock, GA	<i>Siemans Schuckert D1</i>
George Murphy	770-886-9274	Cumming, GA	
Frank Nadolski	770-926-9752	Kennesaw, GA	
Dub Newman	770-422-4183	Kennesaw, GA	

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### Members of the 1997 Board:

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

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### Members (continued)

Ed Noble (BFI)	770-457-9583	Chamblee, GA	<i>Ferguson F-II</i>
Scott Perkins	770-973-3860	Marietta, GA	<i>Weedhopper, B1RD</i>
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	
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 President's Hangar

1998 is here and some of us have been very fortunate to fly a lot over the mild holidays. Five of us even took a trip into Alabama and flew almost 200 miles. I know I have a few annual things to do this winter to my Phantom and I'll get around to them when Mother Nature finally forces me. Meanwhile, if it's a nice day, you'll find my wingman, Ben Methvin and me up in the air. Speaking of wingmen, I just want to thank the previous president (who happens to be my dad, friend, wingman and pilot *extraordinaire*) for such a great 1997. I hope that I've inherited the same valuable skills that make him such a great leader.

I am very excited about this year as your president and I know that we have a tremendous pool of talent to reach the goals we will set. Not only will we stress safety, fun and fellowship this year, as we have in years past, but we will also try to expand on education, instruction and publicity. I want every member to know how to access the information they need but, more importantly, the information they *didn't know they needed*. We share a very special sport where knowledge is

just as important as experience.

Many of you showed interest in sharing your talents at the annual Christmas party in December. I am very grateful that you all showed such enthusiasm in helping Dana Simmons, our new vice-president and Bill Rouse, our secretary-treasurer (for life) and me. We have a planning meeting this month and some of you who volunteered will be asked to attend. I welcome other volunteers who may not have attended in December. Please contact me.

This will also be the last newsletter in this format. Next month, there will be a new-look newsletter with a number of regular columns. If you're like me, you will be eagerly awaiting your monthly newsletters as always. We look forward to seeing you at the February membership meeting to begin a terrific year...

- Brad Methvin

*P.S. Congratulations to Ben Cole for his article in Ultralight Flying! Lets see more submissions this year from the rest of our talented group... I'll be glad to help you submit your articles.*

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## Is It Time To Renew?

For many members, January is the month for renewal of membership. This is because the GSFA, at one time, had membership that was retroactive to January of the first year of membership. (We don't do it that way anymore.)

So, if you can, please check the label on your newsletter. If it indicates:

\*\*\*\* PLEASE RENEW !! \*\*\*\*

above your name on the label, the time of decision has come!

Your renewal check will be gladly received by our Secretary/Treasurer at the following address:

Bill Rouse, Secretary/Treasurer  
Georgia Sport Flyers Association  
3764 Halyard Court  
Acworth, GA 30102

## Pilot Profile

*In 1998 The Sport Flyer will have a regular column which will profile one of its members. This month's profile is of Brad Methvin, 1998 president.*

I grew up with airplanes. My father, Ben Methvin, has been passionate with airplanes since he first rode his bicycle to a Cairo, Georgia airfield. I have inherited that passion as well. Not only have I been given a wealth of aviation books and magazines to read but also a Dad who really knows aircraft. I grew up with a father who's been responsible for the sale of over 75 Lockheed C-130 aircraft.

The thought of being a pilot was always a fantasy to me. The closest I ever came to flying before ultralights was swinging on the flying trapeze in the F.S.U. Circus. I never thought I could afford the cost of becoming a private pilot and getting a plane. While I was living in Florida, I heard that dad had bought an ultralight and I must admit, sight unseen, I was a little concerned. When I went out to the airport for the first time and saw Dad's face as he taxied in, I realized how great this was. Soon, I moved back to Georgia and went up in a Flightstar with Pierce Day for my first flight and was hooked. I then drove 2½ hours each way to Perry, GA to receive instruction from Chad Hilbert. During my numerous lessons, Chad told me, "no two landings are ever alike". In July 1996, at the time I first soloed, I acquired a Phantom from Mike Prosser, whose fine craftsmanship I have appreciated more every day.

I celebrated my first long cross-country with the group by bending my front fork upon landing at the Lighthouse restaurant. I didn't enjoy my seafood dinner as Chad's voice echoed in my head. As a matter of fact, I had to watch the group fly away while I rode back with Robert Pytel, a club

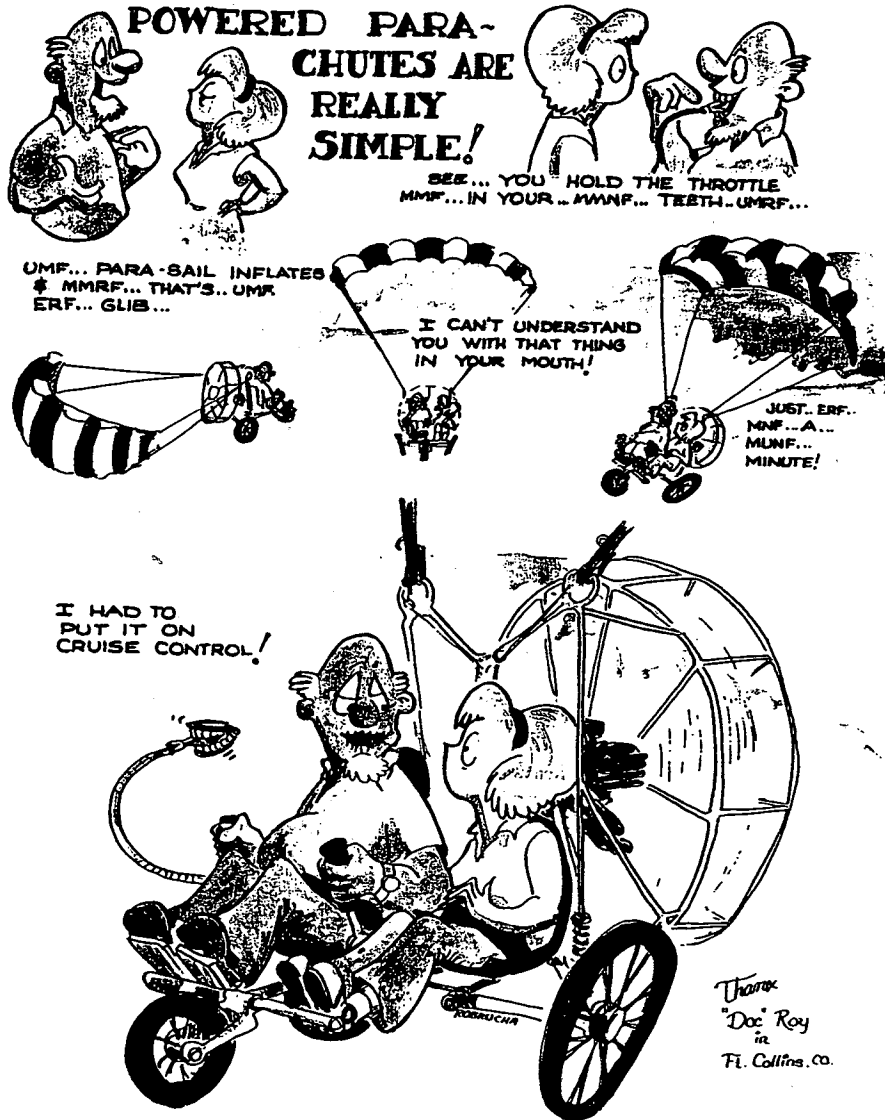
member, sulking all the way home in the car. A month later, I overheard that Stan Sullivan, Ben Cole and Greg Elliott wanted to see the hurricane damage in North Carolina from their ultralights. I wanted to go for two reasons: (1) I wanted to test myself and (2) I wanted to establish my own identity (*more than simply, "Ben's son"*). The trip turned out to be one of the most exciting adventures of my life. We flew over 1000 miles, landed on the North Carolina beaches, flew in all kinds of weather and boy was I was put to the test. I have flown many hours since (over 230) and still believe that our return trip from Cape Fear was the roughest weather I have ever flown in.

I'll admit that I'd rather fly than build, but this past winter I was fortunate to learn from another master craftsman, Pierce Day. I assisted him (labor) in building his Hurricane and he gave me invaluable knowledge about the proper way to put together an aircraft. There are many more in this club who have opened the door for me and made this sport such an obsession. I have learned from the best, especially my Dad. Yet, this is a sport where education is always continuing.

I have flown the Hurricane, MiniMax, 2 Kolbs and a couple of Phantoms. All have given me the opportunity to realize what true freedom (and respect) is. Flying is truly something I must do often. Now I'm expected to pass on some of this knowledge. That is one reason why I'm the president of this club: to share what I've learned, so maybe at least one member can experience just how great this sport is, as I have...

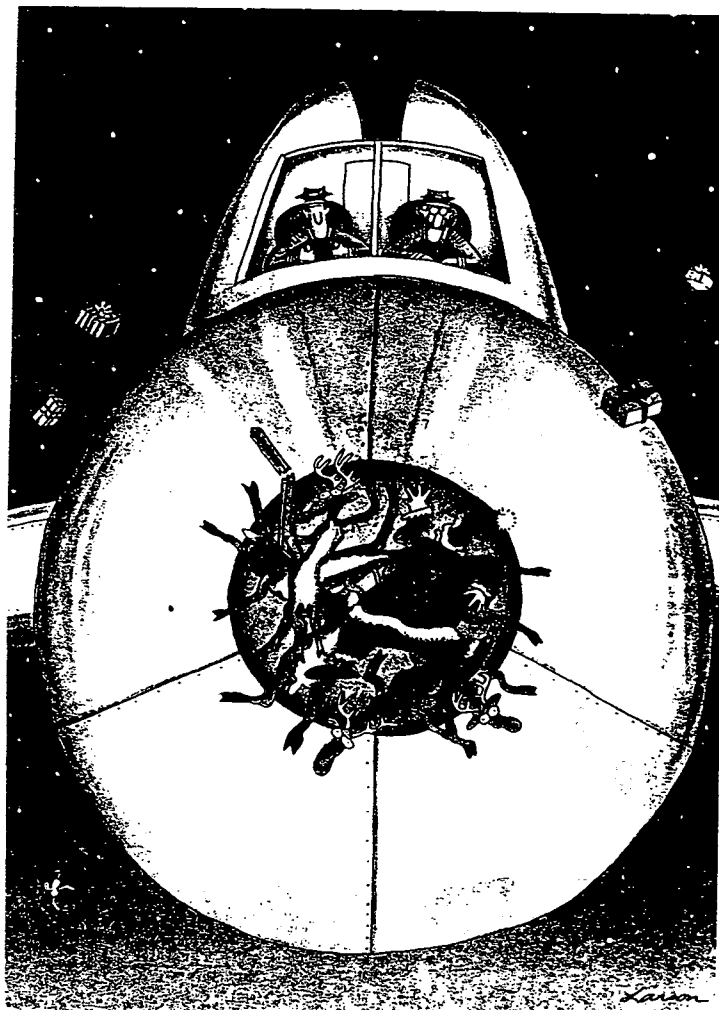
- Brad Methvin

# Comedy Corner



970815

... And here's why you didn't get that new altimeter for Christmas:



## Calculating Center Of Gravity

*The following is an actual step-by-step analysis of Center of Gravity on a Weed-Hopper ultralight. Scott Perkins has a computer program that makes it very easy. With a little encouragement, he might even share his software with club members!*

The mission is to replace a bent main fuselage root tube of a two seater tricycle light plane with a thicker heavier tube and add a BRS ballistic chute to the plane behind the pilot seat. We would also like to determine what corrective measures would be necessary to not alter the pre-existing Center of Gravity.

### STEP 1:

Determine the pre-existing center of gravity using a computer weight and balance program by entering the measured weights at each of the wheels of the fully loaded and ready-to-fly aircraft. Result: C. G. = 6.5" forward of the main axle.

### STEP 2:

Determine the effect on C. G. of adding new tube. New main tube (.125 wall) = 19 lbs (4.5 lbs heavier than old tube). Tube total length = 16 feet. The tube is centered 8 inches to the rear of the current C. G. By entering values on the computer screen, we see that adding 4.5 lbs at 8 feet behind the current C. G. moves the C. G. aft by -0.4 inches. The new C. G. after main root replacement is now = 6.1 inches forward of the main axle.

### STEP 3:

Add 25 lb BRS ballistic parachute 28 inches behind the main axle (behind the seat) and determine effect on the C. G. Entering this data into the Weight and Balance computer program results in a new C.G. location of 4.5 inches ahead of the main axle. The modifications to the

plane at this point have shifted the C. G. rearward by 2.0 inches. Among other things that could be done to correct for this; a weight can be added to the front of the plane to bring the plane back to the original C. G. location. Or, a shift of an existing weight further forward might compensate.

Lets see... What would it take?... (The idea is to keep the C. G. forward of the center of lift by a certain amount to ensure stable flight. We could relocate the wing forward or backward but at this point, such a drastic solution would be out of the question.)

If weight is added, where would be the best place to add it? In this case it seems that the nose gear mounting bracket which is 54" ahead of the main axle would be best. How much weight would have to be added? The computer program says 26 lbs would have to be added at this location to effect a shift of +2.0 inches FORWARD (back to the original location).

Nope. Not feasible. What about shifting the engine, which weighs 90 lb including carb, exhaust and prop, etc.? The computer program says a shift of 13.75" would be required. That also seems too much, but relocating the seat or wings is too involved of a proposition.

Things could be left alone and the plane flown with unknown and probably undesirably dangerous consequences. (No!!) Maybe a compromise can be worked out.



## STEP 4:

Let's determine what effect a shift forward of 6" of the engine would have on the C. G. (This is the maximum that could be considered.) Then, we'll see what additional weight might be required.

Well, by using the computer model, moving a 90 lb weight forward 6" shifts the C. G. to 5.5 inches ahead of the main axle. This is 1.0" away from the original C. G.

## STEP 5:

How much weight would have to now be added to the nose gear location (54 inches ahead of the axle) to restore the original C. G.? (This would move the existing C. G. exactly 1.0 inches forward to the original C. G. location.) The answer is 13 lb. This seems a little more reasonable.

If the permissible range of C. G. were precisely known for this plane, it is possible that the resulting 1" rearward shift of the C. G. would still be within the safe tolerances and no further weight would have to be added. Unfortunately, the precise data is not known and it is an assumption that the original C. G. (before chute and heavier main tube) was at the optimum location and should be preserved as much as possible.

If useful weight were to be added instead of dead weight, a POD enclosure or a larger engine might contribute the necessary weight ahead of the C. G. to bring the plane back to the

absolute original C. G. location. Let's see now. H'mm, a starter, battery, Pod, extra carb, upgrade to 503, "C" gearbox, spinner, a few instruments - yeah . . . "But honey, I have to! It's for safety reasons! Weight and balance, you know. ...We don't really need a refrigerator! We can buy fresh food every day and we don't have to have the furnace fixed now! ...We can wear extra clothes and build fires in the fireplace when it gets really cold." No! there's nothing wrong with my priorities. As a matter of fact, I might have to add some floats to really balance things out "safely".

"Even though I don't think we have to have a phone, I understand you like to talk to your friends. What? 32 cents. I know but it takes too long, and I have to be able to call the ultralight classifieds ads to get the good deals since they don't furnish mailing addresses. We'll keep the phone for now OK."

Well . . . I could do without the newer and bigger 503 engine . . . Naw. I'm gonna hafta have it to carry the floats around and I hafta have the floats to balance it out. Ask anybody (in the club)! "Besides, what if I ever went down over water? They'd save my life! It was a good thing I bent that tube!"

"Honey, I do so!" (I do a lot of things in the interest of safety. You'd be surprised...)

Incidentally, these things grow heavy in a hurry, don't they?

- Scott Perkins

## 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 hangered, \$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 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 - 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, \$50. 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.

FOR SALE - 32' W X 24' L hangar (can be extended), new, erected on your site. \$2500. Call Verle Rinehart (not a dealer), 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](mailto: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.

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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 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](mailto: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



\*\*\*\* PLEASE RENEW !! \*\*\*\*  
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Kennesaw, GA 30144

30144X2551

