

The Sport Flyer

February 2003
Published every month by mail/website
www.georgiasportflyers.com

Vol. 9 No. 2
Hugo Garcia, Editor
Brad Methvin, Web Editor

Members who elect to receive the newsletter by the US Postal Service, instead of by email, must pay \$10 in addition to the annual \$20 membership fee. Please refer potential members to Secretary-Treasurer: GSFA/ Richard Logue
584 Ripplewater Dr. Marietta Ga. 30064 770.590.3071



OUR BOARD of OFFICERS

Bryan Jorgenson, President
Mark Henderson, VP
Richard Logue, Sec Treas.

From the Vice Presidents Desk

Georgia Sport Flyers Members and Guest

I first want to thank all those who came out to our January meeting, and to welcome our newest members who joined in the last meeting. For those of you visiting, we want you to know that you're always welcome to come back anytime.

There were several topics discussed concerning the 2003 activities for the club and many suggestions made to improve and strengthen the membership. One of the hopes for this year is to increase the awareness of planned flyins and member gatherings. To accomplish this, we are hoping to publish known events by continuing to use our website with some added features that will promote more participation and awareness. In creating a planned calendar of events, we hope to better announce these events so that you can plan accordingly. Of course hi-tech is not always the only way, I encourage each of you to reach out by phone and let others know when you know of something interesting coming up, spread the word....

Finally, I would like to encourage you to get involved as we begin a new year. There will be many opportunities to help out as we begin to plan our air rally and other fun events. Our volunteers are vital to the success of this club's activities.

Let's all grab a piece of that rope and pull together!
Let's have a great year of fun, flying, and fellowship.
And as always, fly safe....

Mark Henderson, V.P.

VPC - 1st Quarterly Airport Authority Meeting Report – *NOT*

Ben Methvin and I showed up at the City offices building for the meeting, but the meeting was cancelled once again. As you may know, the meeting was originally scheduled for Jan. 7th, but was rescheduled for Jan. 14th. **Currently, the meeting has been postponed indefinitely for this quarter.** It appears that Mr. Robert Hite, the designated FAA Safety Counselor and board member is ill. Let's wish him a speedy recovery.

I will advise as other relevant news becomes available. Also, don't forget to touch base with Ben; he has his finger on the pulse at the airport and his ear to the ground for news.

Michael "Budman" Prosser

TIME TO RENEW

***Don't forget to renew your membership –
January is the start of a new year and new subscription dues.
It's a real bargain for all the perks the club members received.
Don't delay – Renew today!!!***



CALENDAR OF EVENTS:

*******EAA Sun-N-Fun: April 2 – 8th*******

Lakeland Linder Regional Airport
Lakeland, Fl. (941) 644-2431

EAA Oshkosh AirVenture '03: July 29 - August 4th

Whitman Airport
Oshkosh, WI (941) 644-2431

*******Previously, S-N-F started on a Sunday and ended on Saturday. However, this year it starts on a Wednesday and ends on Tuesday!!! This should keep the attendance up, due to the weekend crowd draw from mid-week to the latter part of the week. Yahoo!**

"Budman"



Recap of our Jan 11,2003 Meeting;

The January GSFA club meeting was held at Ben Methvin's hanger at the Cartersville airport. 28 people were in attendance. Mark Henderson (VP) chaired the meeting. (Bryan Jorgenson, Pres. was called out on assignment at his work.)

From the Secretary / Treasurer:

- * The club currently has \$1449.32 in the bank.
- * Year 2003 dues are now due for the year. Fees are \$20.00 for members who receive their newsletter VIA the club web site and \$30.00 for members who want a paper copy of the newsletter sent to their homes.
- * Checks should be made **payable to GSFA** and sent to:

Richard Logue
584 Ripplewater Dr.
Marietta Ga. 30064

- * Members need to review their home addresses and e-mail addresses for ccuracy.
- * Asked for 2 volunteers to audit the year 2002 bank statements. There were no volunteers and the majority of members decided an audit was not necessary due to the minimal amount of funds maintained in the treasury.
- * We had four new members join the club at this meeting and our current membership stands at 71 members.

General Meeting:

It was discussed that a current membership database was important and ways to keep it updated were discussed. Most members felt a self maintenance database on our GSFA website was both the best alternative and the most practical way for the database to stay current. In the near future will be spending time updating and revising our club website.

The members also discussed the yahoo news group and that it was not being used and better means for discussing issues, events, spur of the moment "fly-outs".

Brad Methvin mentioned that there is a new technology called "an avatar message system" which is better than the Yahoos message groups to post and list messages. This system can separate issues and discussions into distinct groupings within the total messages being discussed. Brad mentioned this was not an expensive or difficult item to add to our website and in the next 1-3 months he would be updating our GSFA site. It should be mentioned Brad Methvin is an independent Professional Webmaster (and past GSFA president) that volunteer's his work for the club. If you have need for a webmaster please contact him at bradm@brashley.com.

If you need access to the GSFA website, call or e-mail any club officer for the ID and password.

An issue that drew a long discussion and consideration was using club funds to buy an ultralight plane for club members to rent. This would provide a plane for members to fly, club projects and various types of maintenance training. The general consensus of the members was that any people wanting to participate in this type of activity should form a private consortium of owners.

Ben Methvin reminded members that the club has special Rotax engine rebuilding tools and equipment available for use to GSFA members. These tools are stored in his hanger.

The club has a 19 foot flat bed trailer available to members for use in transporting their ultralights. The trailer is currently licensed and uses a 2" ball for towing. To use the trailer call Richard Logue at 770-590-3071 he knows the where abouts of the trailer and coordinates it's use.

It was discussed that each member has probably had a LEARNING EXPERIENCE As pilots of ultralights that would be beneficial to share with the membership. Other members can benefit from the vast experience and expertise gathered together. It might be nice at each meeting have one person share something that could help fellow members: things like safety issues, things that were not planned that you do regularly now and could help fellow members, or just a sharing your expertise in areas like: engine spark plug diagnostics, Cross country navigation, useful ultralight websites, etc.

Prior to each months meeting, which is always the second Saturday of each month, three club members will be asked to call 1/3 of the club members and remind them

of the coming meeting. We will ask for volunteers at the end of each meeting and if we don't get volunteers, you may receive a call from the vice president asking for your help. Mark Henderson will greatly appreciate your help with this. This is a great opportunity to chat with members you should know better.

The members discussed this years Air Show in June 2003. Brad Methvin mentioned that our show is truly a SIGNATURE EVENT and we should push that fact to USUA. Brad said he could promote that idea with folks at USUA. Having Signature USUA status might mean we can draw more sponsors, sponsor programs and give-aways. It was also discussed that this is our primary fundraiser for the year and we will again sell hats, T-shirts, and food/drinks. It was also discussed that we should try to promote this years rally a bit more aggressively maybe contacting the AJC, Creative Loafing, Neal Boortz, and write up a little article or promotional information on our event. It was also discussed that we might this year use the services of a local Boy Scout troop to help as volunteers and take some of the work load off the membership to better enjoy and participate in the rally.

During the warmer flying weather, we will plan to fly to our meetings. We will plan on having meetings at various places around the flying area We need some volunteers to contact local FBO's and set up meeting space for us. Call Brian Jorgensen or Mark Henderson to volunteer. It was pointed out that one reason we are members of GSFA is to have FUN and the club should have at least one weekend a month a club fly-out to somewhere.

A member asked if there was a preferred brand of oil and gas to be used for our engines. PENNZOIL is the preferred oil since they have been great sponsors of our club at the air rally and in general. The majority of fliers had a preference for 93 Octane AMOCO Premimun or BP Premium.

The newsletter can be a great place to post "want ads" and also inform others of ongoing rebuilds or overhauls of members ultralights. Members might want to get involved in other members rebuilds and overhaul to gain knowledge and experience they may need on their own planes.

Members agreed that a "Calendar of EVENTS should be added to our web page that can be updated for "spur of the moment" fly-outs. Our club web page should be something that brings all our communication together.

The membership also discussed hosting 2 Air shows this year instead of one. The majority felt this would be a lot of work, a "Camp Out-Fly In" or a USUA contest

event might be a alternative event. A USUA contest would be nice to have and it would be cool to have some club member represent us at the national USUA competition...Since The USUA competition fosters safe flying and precision flying.

We discussed a variety of items this month and feel we are off to a good start for 2003. Everyone should plan on meeting at Etowa Bend **Feb. the 8th at 11AM** to meet all the ultralight folks. Here's hoping the weather will allow for us to fly-in. **The driving directions to Etowa Bend are:**

Driving from downtown Atlanta take: Hwy I-75 North exit 290 "Cartersville Exit" make left, follow to US 41, turn right on HWY 411, then follow signs to Rome. After 10 miles will cross Etowa River. Make U-turn after bridge then Etowa Bend clubhouse will be the **FIRST GATE** on the right after driving back over the bridge.

February 8th at 11AM

See you next month, Hugo Garcia

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Aviator Drops His Trousers In Public by Ben Methvin

When you fly over a populated area you can be sure that some of the people on the ground are looking up, drawn there by the engine sounds. Those who might have been looking up near the small town of Oxford, Georgia just north of Covington must have seen a strange sight. Headlines in the Oxford Times might have said: “**Aviator Drops His Trousers In Public**”. Alternatively it could have read:” **Pilot Airs Dirty Laundry** “. The second headline would have been wrong in that the pants were clean.

Mike Fouts and I planned several weeks ago to take a trip to Florida between the Christmas and New Year holidays. Our thought was that we would fly south until someone asked why we were wearing jackets. We wanted both warm weather and some relief from the usually grim days. Weather forecast said that Florida would be cold throughout the time allotted. I suggested that we visit Hilton Head Island instead



which was closer and not much colder. Mike agreed and I was able to visit with my son, daughter in law and granddaughter just after Christmas who live on the island. I had a great time flying them over the Island and along the beaches. Mike seemed to enjoy it as well.

The Super Cub and the Flightstar II were reasonably compatible and the airports were friendly along the way. Most of the time we had a tailwind and the flying was great. Both planes performed well and the pilots behaved as well until we landed at Covington.

While refueling we met a nice young man who assisted us and asked many questions about the Flightstar. Ever the salesman I gave him full attention while I made the plane ready for the next segment. I should have given my plane full attention, especially the zippered opening on my lower wing where I stow such things as fuel can, oil and on this flight my

clothes. While replacing the fuel can I use to mix oil and fuel I must have failed to zip the opening fully closed.

A few minutes after take-off my sloppy pre-flight resulted in a flapping of the zipper opening which caught my eye. Shortly after the first flapping the closure went full open and that meant that I had a hole in the lower surface of the wing approximately one foot by two. The 65 mph airspeed caused the kaki pants on a hanger in a clear plastic bag to begin to creep out into the slipstream. I warned Mike that he should get ready to dodge if he was behind and below me. The hanger broke and the pants began a journey of one thousand feet to the countryside below. Mike started laughing over an open microphone and said I should watch the aerodynamics of trousers. The front was open and each leg inflated. This resulted in a glider which fell slowly and prolonged my embarrassment for much longer than it should have. I can only guess what those below thought. It wasn't over yet.

Mike followed the pants down to the final resting place near a road, thinking I might want to go back and get them. Not likely! I began to be concerned that all that flapping might cause more damage to the wing covering and started looking for a place to land.



Whispering Pines community airport came up shortly and I landed. Three shirts evenly spaced themselves on the runway as I rolled out from the landing. Houses line this beautiful little strip and while I saw no one I am sure they were all giggling behind closed doors as I gathered my stuff. The zipper had gone and the fabric was beginning to tear. I stowed it as best I could and took off to rejoin Mike circling above. He said he didn't land because the strip looked short. I know it was because he didn't want to be seen with a laundry scatterer.

There must be some lessons here but I am not sure what they are. Perhaps I should take fewer clothes, certainly I should carefully close the zipper next time and maybe even tie the stuff in. Remarkably the aerodynamics of the wing did not seem to change with the two square feet hole in it. All in all a good trip.

Some rebuilding and restoration pictures of our members projects:

