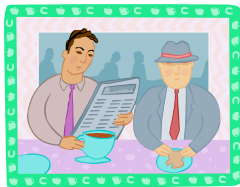


The Sport Flyer

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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



WELCOME TO THE NEW BOARD of OFFICERS

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



Hugo Garcia, Newsletter Editor

Brad Methvin, Website Administrator

A MESSAGE FROM THE PRESIDENT

On behalf of the new GSFA presidency I'd like to wish everyone a Happy New year. I'd like to thank Richard Logue and his wife for allowing us to hold our annual Christmas party at their house. We had a great turnout this year. A special thanks to Kim Arrowood for organizing the party, and to Steve Green for the live music. Plaques were handed out to our outgoing presidency as special thanks for a job well done.

2002 was a very successful year, thanks to all the dedication and hard work of all the volunteers. Terry Millers hard work as our air rally chairman for 2002 is a great example of the success we share when people get involved in our club activities. I challenge everyone this year to be involved. This year, we are planning on having two air rallies, so there will be many opportunities to get involved. Our first meeting of the year will be Jan. 11th at the usual place. Ben's hanger. We will be addressing this years upcoming events, and will be looking for input from everyone for this years events.

2002 also saw a few minor mishaps. Fortunately, nobody was seriously injured. As always, our biggest priority is to have fun but to do it safely.

Pres. Bryan Jorgensen

Your GSFA Safety Committee

Members should be contacted in the order in which they are listed for advisement, complaint or conflict resolution. If contact is not established in thirty minutes, please contact the next person on the list. Please provide as much detailed information as possible, in order for our Officer(s) to contact the correct individuals and /or identify the correct vehicle.

All issues will be addressed, logged and dated for future reference.



1. Michael W. Prosser: (770) 792-6229 home
(770) 429-4738 work
(404) 421-5930 cell

2. Ben Methvin (770) 509-6753 home

3. Bill Rouse (770) 917-9228 home
(678) 776-6208 cell

4. Chuck Goodrum (770) 426-7294 home
(770) 423-6304 work

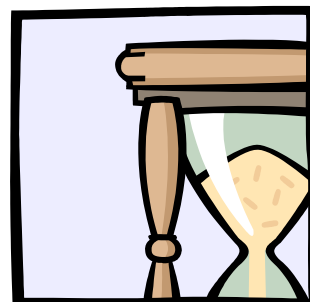
Mark your Calendar!

The next quarterly meeting of the Cartersville-Bartow County Airport Authority will be on January 7th '03. I recommend that the GSFA Executive Officers and Safety Committee attend.

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:

1st Membership Meeting of the New Year!

January 11, 2003 at 11:00 AM

Catersville Airport-Ben Methvin's Hanger

Fernbank Science Center, Atlanta, Ga: Jan 10, 2003

"Evolution of Flight" at 6:30 PM, **by Ben Methvin**

*******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

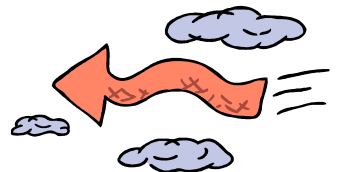
Oshkosh, WI (941) 644-2431

*****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"

WEATHERWISE FOLKLORE

Did you ever wonder if such sayings have any roots in actual meteorological fact? They do and here is a sample of a few & an explanation why. I hope that you enjoy it - Budman



"Red sky at night, pilot's delight. Red sky at morning, pilots take warning."

Have you ever marveled about a beautiful reddish sunset? We know that a simple red or pink sky at that time of day indicates the presence of dust and the absence of moisture on the western horizon. Because weather systems in our latitudes usually move from the west to east, the lack of moisture is a favorable sign.

However, a gray sky at sunset threatens to produce stormy weather. The stratiform clouds that usually precede approaching bad weather cause this gray sky.

Oh-oh; in the morning, if the rising sun is accompanied by a red sky, the air is loaded with both dust particles and moisture droplets. Together they are rain elements.

On the other hand a gray morning sky only appears during fair weather. The color is created by an early morning fog or mist caused by the earth's cooling process at night. Thus, a gray dawn promises a good day-yahoo!

"When dew is on the grass, rain will never come to pass. When the grass is dry at morning light, look for rain before night"

Dew is formed when the earth loses its heat after sundown and the moisture in the air condenses. Thus, dew cannot form unless the sky is clear to facilitate the rapid escape of the earth's heat. Dew, in conjunction with clear skies and a cool evening, are signs of good weather ahead.

"Sound traveling far and wide, a stormy day will betide."

Sound does not travel far when the air is dry. Clouds or humid air cause the sound waves that would normally dissipate in an arid atmosphere, to be sent back to earth, and heard farther away.

"When the moon or sun is in the house, there will soon be rain without."

A halo ring is formed by the sun or moon shining through the opaque white sheet of cirrostratus clouds. The halo merely indicates the presence of these high ice-crystal clouds and forecasts a forthcoming storm.

"Winds blowing from the east, bode no good for man or beast. Winds blowing from the west please everyone the best."

All major storm centers are zones of low pressure around which the wind blows in a counter-clockwise direction. Generally speaking, when a storm approaches, the northern most edge of the swirling storm systems arrives first. Thus, the wind blows from the east or northeast.

As the storm passes, the direction of the wind shifts and clear weather is on its way. A wind that shifts in a clockwise direction is associated with fair weather (high pressure area). A wind that shifts in a counter-clockwise direction is associated with foul weather (low pressure area).

"Rain long foretold, long to last; short notice, soon to past."

Prolonged storms always move in slowly. The slower the storm approaches, the longer it will take to pass. However, storms that appear out of nowhere or with short notice, seem to pass quickly and are short lived.

"Rain before seven, fine before eleven"

This short proverb describes the fact that continuous rainfall seldom lasts longer than four to five hours.

"The sharper the blast, the sooner it's past."

Wind following the passage of a low can be quite violent for a while, but soon abates as the high pressure moves in.

Submitted by "Michael "Budman" Prosser

Technically Speaking: Fuel Mixture - Do the Math

Well gang, it's that time of year to revisit the basics. Why not consider your fuel mixture since we've had a change of season? Has your two cycle engine suffered from stuck piston rings, high CHT/EGT even with sufficient cooling air & standard fuel mixture, excessive exhaust smoke or thick black oil "oozing" from the exhaust manifold? If so, there may be several reasons for this condition. The black oil leakage is referred to as "drool". It's usually a result of defective (leaking) exhaust manifold gaskets or most commonly, due to **over oiling the fuel mixture!** Also, *oil burns hotter than gas!* This mixture will probably result in higher CHT & EGT readings. It may also increase carbon deposits inside your cylinders. Bummer!

Most of us fly behind Rotax engines and a few use Kawasaki 2 cycle engines; both manufacturers recommend a 50:1 fuel-to-oil ratio. However, the standard recommendation on many containers is 3 ounces per gallon; this is inaccurate. These numbers are rounded up, to error on the side of being conservative (more verses less). This simple over oiling problem may be the cause of this series of woes.

To get a 50:1 mixture, you need 2.56 ounces per gallon. Do the math: there are 128 ounces per gallon, divide by 50 = 2.56 ounces per gallon. Or, do what I do. If I buy 5-gallons of gas, I pour in (with Ratio-Rite measuring cup) 12.8 ounces of oil in the container ($5 \times 2.56=12.8$). Okay, I admit it, because of the *meniscus of the oil (the tendency of a liquid to adhere to and ride up the sides of the container)* and the difficulty of measuring accurate 10ths of an ounce. I'm usually closer to 13 ounces per 5 gallons of fuel. But, that's still closer than 15

ounces (5 gal. X 3 ounces ea/gal). Or, if you buy a six-gallon fuel container, just adding a 16-ounce bottle of oil works just about right. **Okay, there you have it; the fuel and oil ratio (simple math).**

Now, reconsider the fuel that you use. Use a good name brand that you trust and choose the right "OCTANE". Please refer to your engine manufacturers recommendations and look for these numbers (#):

MON: motor octane #

RON: research octane #

AKI: anti-knock index

Here's more simple math. Add the MON & RON #'s together and divide by two. This equals the AKI or anti-knock index of the fuel you should be using. EXAMPLE for a Rotax 447: a MON of 83 plus a RON of 91 equals 174, divided by (2) = 87 octane (AKI). Believe me, using a higher octane fuel than that that is recommended by the manufacturer is not good. It costs you more money to feed & operate your bird and isn't good for the engine either! The higher octane fuel burns slower and therefore, quite possibly, may burn incompletely. These unburned combustion by-products may build-up inside the combustion chamber (head, piston, ring landing/gaps) and lead to stuck piston rings and worse woes.

Buy Pennzoil Products

Submitted by "Michael "Budman" Prosser

