

The Sport Flyer

October 2003

Published every month by mail/website

<http://www.georgiasportflyers.com>

Vol. 9

No. 10

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.

Recap of our September Meeting:

Richard Logue chaired the September GSFA meeting.

Richard reminded everyone of the “mini-rally” coming up September 28th at “Headquarters”. (Don Smith’s air-field on Route 1 in Centre, Alabama)

Ben Methvin reminded folks of another Fly-In October 3rd in Surfee, Alabama “Evergreen” which is about 200 miles from Cartersville, it’s a 1-stop fly-in with a refuel half way there. Plan to attend Ben Methvin will be hosting a talk at the fly-in and those interested meet at Cartersville Airport the morning of the fly in early to fly over there.

The progress on reconditioning the GSFA ultralight towing trailer was discussed work so far has removed the old flooring and it’s now ready for new primer/paint, wiring, lighting and tie downs. The trailer should be ready soon.

A clarification on the profit of the July rally was discussed. It was reported last newsletter that we “netted” \$900 from this years rally (this included a \$600 expense for half of Etowah Bend’s Insurance cost.) If profit was reported as in prior years the profit would have been \$1500 dollars, but the treasurer this year accounted for the cost of insurance as part of the rally and not a yearly expense, therefore the \$900 “net” profit figure.

The date and location for the Annual GSFA Christmas party was decided. Richard Logue offered to host the event at his home (again) for the gathering to take place December 6 starting at 6:30PM. Arrangements will be like last year catered food (shrimp tray, sandwiches, cheese tray, salads, sheet cake, etc from Publix), there will be door prizes and gifts. No budget was determined but last year about \$700 was spent.

Eddie Spain announced he is very close to finalizing paper work for opening an Ultralight Air Park in Lake Guntersville, Alabama with a landing strip of about 2000 feet. Keep your fingers crossed as everything hasn’t been finalized but should be soon!

Our next meeting nominations will be taken for 2004 GSFA Officers. Voting to take place either via the website or at a meeting.

The Coosa Valley Fly-In Oct 17-19 in Rome, GA was discussed. This event features a 40’s style Hanger dance a great couples activity! (see calendar for details).

Lonnie Sand’s told everyone he is looking for a new home for his 1997 Challenger 1 its for sale! See full details further in this newsletter!

Ben Methvin mentioned he was concerned with the “health” (solvency) of the USUA (United States Ultralight Association). Gerogia Sports Flyers are a USUA sponsored club. Ben has been trying to contact the USUA by

phone for two weeks running and keeps getting a recording , “If you can’t talk to us its because were talking to someone else, if you really want to contact us try e-mail”. Financially the USUA magazine is separate from the USUA assocaition. Ben believes that the USUA association is in (deep) financial trouble. Many folks will be left high and dry if USUA ceases to exist because they provide the BFI & AFI Certifications (Basic Flight Instructor and Advanced Flight Instructor) for ultralight instructors. If they do cease to exist then ultralight instructors would have to get certified by the EAA.

Don’t forget to send me any articles, for sale ads or pictures you want me to post in the newsletter!

See you at the October 11th Meeting, Etowah Bend, Kingston, GA.

Hugo Garcia h_garcia@bellsouth.net

Personal Note from the Newsletter Editor :

Please share with me in condolences for the passing of Mark Henderson’s father on September 15th. Also, a powered parachute went down Sept. 17th around 7PM in Thomson, GA. The man whose identity was unknown fell 30 feet after the parachute collapsed.

This might be a time to reflect on our families and also the safe operation of our aircraft we fly.

The driving directions to Etowah Bend Gliderport:

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

October 11th starting @ 11am

CALENDAR OF EVENTS:

Oct 11th Georgia Sports Flyers Monthly Meeting

Topic: nominations for 2004 GSFA Officers, plus general business meet at Etowah Bend, Kingston, GA starts a 11:00am

Oct 17-19th The Great Coosa Valley Fly-In @Rome, GA

Sponsored by EAA Chapter #709 Camping for aircraft arrivals and RV's beginning Friday evening. Weekend highlights include a 40's-style hanger dance to the music of Sentimental Journey. Food and showers. Contact Carol Callahan (706)235-0644

Nov 8th Georgia Sports Flyers Monthly Meeting

Location and meeting topic to be announced.

Dec 6th Georgia Sports Flyers Annual Christmas Party

Food to be catered (shrimp tray, cheese tray, sandwiches, sheet cake, Beverages, gifts, and door prizes. Hosted at Richard Logue's house (same location as last year!) starts at 6:30pm.

BEFORE ULTRALIGHTS *(Part 4 in the series)*

By Lloyd "Doc" Burns

Off to Sioux City, Iowa. I think I met members of my great future crew, but very briefly. Were they brave? Smart? Enthused, as I was? Good at their jobs, as I thought I was? I'm good at snap judgements, but not that good. Later in combat when I was required to drop one of my gunners, to be picked by me, I almost couldn't handle it. Finally one of them gae me a slight break by getting gonorrhoea. Poor reason for the choice.

I later found from other members of the crew that he was a tough, a hard worker, and perhaps the wrong choice. But even later the "keeper" proved his worth and is still a dear friend. Making decisions like that at barely nineteen? Not today!

Back to Sioux City. I had now come to the coldest place in the universe -- especially going to the Fortress after briefing at 4 a.m. Walking in snow, dressed in sheepskin boots, pants, jacket and hat. I could hardly stand, but you can do what you want to or have to. We were rapidly evaluating one another, without disappointment. Even in the teen-age First Pilot. A few close calls well handled sealed the bond. Such as being brought in for a landing too close behind the preceding plane, hitting the strong prop wash, and flying half the length of the runway with the right wing perpendicular to and 3 feet above it. I think I abandoned the rudder pedals and wrapped my entire body around the steering wheel. God is more than good! Flight control was screaming "go around, go around", quite unnecessarily.

We learned how to work together at Sioux City, and made some nice cross-country and night flights. My navigator was almost as young as I, and good. Sadly he lost his life, I think giving his parachute to someone else who had misplaced his own...a fine Catholic young man. One of those events where I may have chosen the wrong priority. I'll explain later.

Officers were permitted to live off base at Sioux City, so my co-pilot, his wife, my wife and I rented an Archie Bunker house in a factory section of town. Unfortunately some character flaws in my wife of which I was unaware first appeared, but so be it. An early vow of mine became, "Don't let the bastards get you down." So I pushed on.

At the end of that training we were told that we were ready to kill or be killed, outfitted, given a new B-17 and pointed the direction to Bangor, Maine. We landed at dusk with mountains (to me at least) every which way. More trust and togetherness. Next stop Labrador, then Reyhjavik, Iceland.

I forgot which one had a tricky and necessary way of disposing of your toilet paper after use. Dare not throw or drop it through the privy hole. You

gently tucked it to the side under the seat, and prayed for the upward gale (ventilation circuit) to die down. Otherwise, you received return fire. I'm not kidding.

At last our final leg to Prestwick, Scotland. Instrument take off. Magnetic hell. No stars. Suddenly breaking through the clouds to very clearly see a beautiful and scary sight -- Newfoundlands peaks. Way off course. Ninety degree turn south. Eventually, by either Catholic connections or superior navigation, back on course. The sleeping enlisted crew never knew the things they missed.

No problem with Scotland. It was like an aviation Grand Central Station without a flaw. Except that they took our new Fortress away from us to replace another. I'm glad I did not learn the fateful story.

While spending a couple of days in Prestwick we tried to pick up a few Scottish phrases. Hopeless. I took a hike into the so very quaint country side, met a young lad, and never understood a word he said. I think he was retarded. (Just joking).

We finally reached our permanent base by land. Next, Kimbolton.

"Doc"

Joe Horton's and Lonnie Sand's New Rides





The Gazebo - Social Area and Grill Area



A few of the ultralights and an Aerocoupe that flew-in



A Few folks refueling for the flight home





For Sale: 1997 Challenger 1 with Rotax 447



For Sale: 1997 Challenger 1 Long wing. 220TTAE. Rotax 447, CDI Ign. Electric start, 2 blade tenn. prop. Elec. fuel pump. 10 gal. tank. All the standard inst. plus dual CHT, dual EGT, carb air temp, fuel qty indicator. Doors, brakes, BRS, flaperons, four point harness, aluminum wheels. New wrap around windshield 7/03. New dacron sails 7/02. New polyfiber 7/02. All paint used was Aero-thane. Recently purchased another plane and have no room in my hangar. \$9000.00 Contact Lonnie Sand, 770-578-9808. 164 Wedgewood Ct. Marietta, Ga. 30068.

Would you like to Learn to fly Ultralights or Trikes? These folks are instructors you can call:

Chuck Goodrum	trikes@mindspring.com	770-426-7294
Joe Horton	jhorto1@bellsouth.net	770-975-0003
Bryan Jorgensen	bajorg@aol.com	770-439-5504
Richard Logue	loguer@earthlink.net	770-590-3071
Ben Methvin	adakb@aol.com	770-509-6753
Brad Methvin	bradm@brashley.com	678-461-4463
Bob Smedberg	bobsmdberg@bellsouth.net	770-966-0392

(If you know of other instructors please e-mail h_garcia@bellsouth.net)

- Page 8 -

A Continuing thanks to 2003 Rally Sponsors:

Penzoil

Bi-Lo

Hardy Chevrolet
Binkley's Exxon
Eye Works-Cartersville
Lake Pointe Advertising
Tracy O'Brien
Bellsouth
Locator Inc.
CPS
Lowes
Master Jeweler/Premier Designs

Horton Isuzu
John Bleakley Ford
Garmin
Staples
Flowers Bakery of Carrollton
Blue Sky
Westell
Aircraft Spruce & Specialty
Cartersville Tool Rental

Georgia Sport Flyers Association
584 Ripplewater Dr.
Marietta GA 30064



MAIL TO:

Meeting : Sat. October 11th starting @ 11:00 am

Meeting at: Etowah Bend Gliderport

Topic: Nominations for 2004 Officers

SEE INSIDE FOR DETAILS AND DIRECTIONS