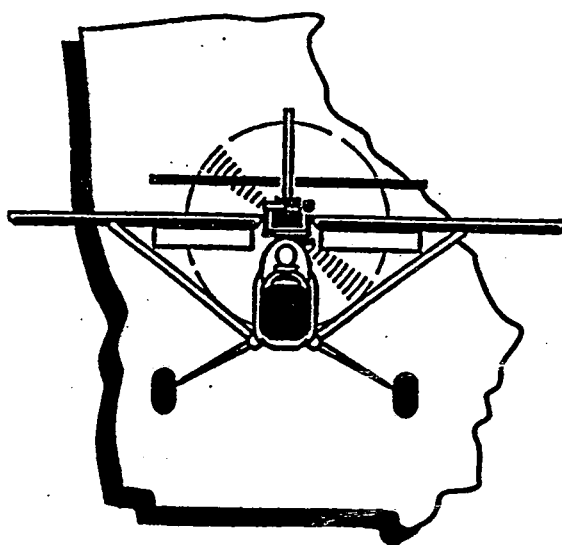


The Sport Flyer



The official newsletter of
The Georgia Sport Flyers Association

April 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	<i>Hurricane</i>
Norman H. Bethke	770-267-5126	Monroe, GA	<i>Super Weedhopper</i>
George Boerner	770-??-???	Dawsonville, GA	
David Brainard	770-938-4456	Atlanta, GA	
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	
Phillip Cataldo	404-523-5556	Canton, GA	<i>Quicksilver GT-400</i>
Tim Caviness	770-962-3433	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	Ferguson F-II
Eddie Crawford	770-957-5710	Locus Grove, GA	
Pierce Day (BFI)	770-591-7284	Woodstock, GA	<i>Hurricane</i>
Ben DeMayo	770-834-2661	Carrollton, GA	
Michael Doolittle	770-463-0845	Newnan, GA	
Kem Dunnebacke	770-338-0427	Lawrenceville, GA	Titan Tornado
Frank Eck	770-953-2231	Marietta, GA	
Randy Falkenberg	770-604-9806	Atlanta, GA	
Frank Flessel	404-761-8667	East Point, GA	Team Mini-Max
Stuart Fuller (AFI)	770-443-0911	Dallas, GA	Titan Tornado
Chuck Goodrum	770-426-7294	Kennesaw, GA	Jet Wing Trike
Steve Green	770-977-5572	Kennesaw, GA	<i>Phantom</i>
Jeffrey Hatle	770-251-2080	Sharpsburg, GA	<i>Rans S-12</i>
Chad Hilbert (BFI)	912-923-0256	Bonaire, GA	<i>Flightstar</i>
Don Hooper	770-642-6479	Alpharetta, GA	
Glen Horne	770-720-1877	Canton, GA	<i>Ferguson F-II</i>
Andy Isburgh	770-483-6646	Conyers, GA	<i>Team Mini-Max 1600R</i>
John Joiley	770-786-6524	Covington, GA	<i>Ferguson F-II</i>
Barry Jones (BFI)	770-921-0751	Lilburn, GA	Quicksilver
J. D. Jones	770-969-9399	Fayetteville, GA	Team Hi-Max 1400Z
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	Talon XP
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	Phantom
Larry Maynard	770-667-9638	Alpharetta, GA	<i>Titan Tornado</i>
Jim McKillip	706-548-6160	Athens, GA	Quicksilver MX
Ben Methvin	770-509-6753	Marietta, GA	<i>Team Mini-Max</i>
Brad Methvin	770-509-6753	Marietta, GA	<i>Phantom</i>
Dan Munson	770-516-5925	Woodstock, GA	<i>Tukan Trike</i>
Frank Nadolski	770-926-9752	Kennesaw, GA	Siemens Schuckert D1
Ed Noble (BFI)	770-457-9583	Chamblee, GA	Ferguson F-II
Scott Parker	770-908-7386	Jonesboro, GA	Weedhopper
Scott Perkins	770-422-2597	Marietta, GA	<i>Super Weedhopper</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, WT II
Howard Ray (BFI)	706-692-6500	Jasper, GA	<i>Flightstar II</i>

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Members of the 1997 Board:

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

Members (continued)

Robert Reese	770-476-9449	Duluth, GA	
Ron Reese	770-957-6883	McDonough, GA	<i>Phantom X-1</i>
Bill Rouse	770-917-9228	Acworth, GA	<i>Challenger II</i>
John Russel	706-802-0321	Rome, GA	<i>Kolb Firestar II</i>
David Shaw, Jr.	770-974-0611	Acworth, GA	
Dana Simmons	770-579-9091	Marietta, GA	<i>J3 Kitten</i>
"Lucky" V. R. Smith	770-562-4338	Temple, GA	<i>Phantom</i>
Dan Streib *	770-419-0440	Kennesaw, GA	
Ralph Sullivan	770-943-5986	Powder Springs, GA	<i>Kolb Firestar</i>
Stan Sullivan	770-422-1318	Kennesaw, GA	<i>Kolb Firestar</i>
Dennis Thisius	770-467-9211	Locus Grove, GA	<i>Ercoupe</i>
John E. Wicker	770-992-2609	Roswell, GA	
Steve Yothment	770-339-8394	Lawrenceville, GA	<i>Kolb Firestar II</i>

* New Member!

I (Hope) I Learned About Flying From This

By Ben Methvin

I had forgotten that March can be mean. Nature's way of seeing that trees make love at the right time and the right way is to make wind, swirly and squirrely wind. The Mini-Max is not a great fan of wind and when I'm in it I don't care for it much either, except of course as a constant tail wind.

A couple of weeks ago, Bill Rouse in his Challenger, Bob Leatherwood in his new Ferguson II, John Russell in his beautiful Kolb and Brad in his Phantom and I decided to visit Cedar Creek near Cave Springs. As you know from the year's schedule, we plan to have family day there in June. We wanted to meet with the owner, check out the place in general and just have a destination for a Saturday blue-sky flight.

It was windy and I actually got to see 80 plus MPH on the GPS as we overflew Alto Mountain on our way from Rome to Cedar Creek. This should have been my first clue. Descending to less than 1000 feet over the hills and dales of that beautiful countryside, we found that the hills were causing the winds to change to gusts. It was bumpy in the stiff-winged Mini-Max and I was very aware of the fact of wind and gust.

Several of us had previously landed on the Cedar Creek golf driving range (and airstrip) and knew it to be reasonably smooth and more importantly - long enough. It is well marked for the golfers with signs every 50 yards along the side. At breakfast, before the flight, someone mentioned that we should land from the south or highway side which has a low powerline and several trees which have to be flown over. From the other end there are tall trees, fast rising terrain and several houses marking the rough end of the driving range. Our previous landings had been over the houses and we thought there might be a better way over the highway.

Somehow, with my massive 277 powerplant, I was leading the pack and set up a pattern over a hill, through the valley and toward the telephone lines over the

highway to the strip. I had plenty of area over a cultivated field to set up a long straight-in approach. It was bumpy and I was aware that I should keep good airspeed down the slot. There were no good wind direction indicators, no leaves burning, no cows grazing, and I was getting busy just keeping the wings level and the nose pointed toward the wide unmarked strip. I crossed the wires and knew I was fast, much faster than the airspeed indicator read. The golf distance markers were going by fast and the house and tall trees on the other end were moving steadily toward me. To make matters worse I only then noticed that the strip slopes downward. Usually the "Max" drops like a rock when RPM are pulled off. It has a glide ratio of 5:1, nearly that of a house trailer. This time it wasn't dropping.

I kept feeling for the field and it just kept moving away. I finally forced a wheel landing on the rough turf beyond the 250 yard marker while simultaneously trying to warn the other guys in line behind me to go-around. Once committed, as I was, a go-around would not have been wise due to the trees and rising terrain in back of the houses. Leatherwood was also already committed and once I missed the 300 yard marker, came to a stop and looked behind, I saw his fast moving Fergy II heading my way. Bob has good brakes and used them to advantage for both of us.

I still have no idea of the wind direction or speed during that landing but you can be sure that next time I will. For sure the wind was behind me and fast. In that landing I used more than three times the distance I usually need in the Mini-Max. The remaining three guys behind Bob heard my high-pitched cry on the radio and set up for an uneventful landing from the other direction. The later takeoff, into the wind, was also easy and uneventful.

I hope I learned to always have some reasonable idea of the wind, the slope of the

airfield and the terrain at the far end. It would have been easy and even fun to make a pass over the field before deciding on the landing.

"Safe adventure with a group of good guys" was almost violated by my lack of prudence. Nothing was broken - but it nearly was.

Cedar Creek is not a bad airfield and I think it is a safe landing place for all of us to use in June. There is plenty of room but I do suggest that you carefully select your landing direction unless of course you just want some excitement.

- Ben Methvin, April 1997

It's Finished!

By Pierce Day

On April 1, 1997 at 1600 hours I made the first test flight on the Hurricane that I have been working on all winter. Winds were 15 and gusting so it was more of an endurance test than a test flight.

Nevertheless, it cumulated countless hours of sweating and swearing while twisting and tugging, pushing and pulling, drilling and reaming of numerous kit parts.

When the flight was completed 45 minutes later I decided that it was worth all the effort. Well, almost...

This was my fourth kit since selling the old Ercoupe. The first kit, a TEAM 103 with the 277, was probably the most rewarding. The kit consisted of a giant box of wood strips and plywood and a few pieces of raw metal to work with. The plans, instructions, and factory support was excellent.

The second kit was a Flightstar II. The quality of the materials was excellent and the finished product was a great flying trainer.

The third was a Titan. The plans and pre-

welded, pre-fabricated parts were of the highest quality. Everything fit according to plans and if it didn't, you had done something wrong!

I would recommend any of the above kits for ease of construction, for the fit and quality of factory supplied components, and most important, for the factory support.

But this post is really to thank the friends who made completion of this last kit possible: To Ben and Brad who were at my home countless times to help hold something up or to encourage me on, and who did all the work getting the plane to the airport. To Bill, who was always on call if I needed something. To Robert, who did a beautiful paint job on the pod and tank. And finally, to my wife, who encouraged me on during the times I wanted to walk away from the project.

A lucky guy, huh?

Thinking about the next project,

- Pierce

Congratulations to....

Ben Cole, who recently published another story in the April issue of Ultralight Flying magazine. See the story called "Water Ditching The Wet Eagle 1" on page 41. (My only question is, "Was it called the Wet Eagle *before* or *after* the encounter with the Florida swamp?")

GSFA 1997 Activity Calendar

The GSFA does not assume any liability for flight activities listed. Individual members of GSFA have liability for their personal sport and recreational flying. Check the GSFA voice mail system for updates on flying activities.

Month Day/Time	Coordinator	Site	Activity
April 5 6 - 12		Lakeland, FL	Sun-N-Fun EAA Fly-In
19 26	Brad Methvin Ben Methvin	Cartersville Airport Andersonville, GA	Membership Meeting Trip to Andersonville, GA
May 3 10 17 24 31	Pete Pettis	Thomaston Air Show Lookout Mountain	Fly-In / Membership Meeting Trip to Lookout Mountain
June 7 14 21 28		Wheeler Field Cave Springs, GA	GSFA Air Rally '97 Rain Date for Air Rally Cave Springs Family Day

Our Next Meeting

The next meeting of the GSFA will be at 1:00 PM on Saturday, April 19th, at the Cartersville Airport.

To get there, take I-75 N from Atlanta to Exit 122 (Emerson). Take a left, drive up the hill, under US 41 and then turn left 45 degrees onto Old Alabama Rd. Go through two 4-way stops, then 6 miles until it dead ends. The airport is on right. Go to the last entrance and park. Call 770-382-9800 if you can't find it.

If you are flying in, the coordinates are 34° 07.450' N, 84° 50.920' W. Unicom frequency is 123.05. Elevation is 760 ft.

Runways are 1 and 19 (left hand pattern).

Included in the meeting will be the following activities:

- Sun N Fun recap.
- Mike Prosser will give a presentation on navigation.
- Future trips/events will be discussed.

Note: Please Call Brad Methvin (770-509-6753) if you would like to speak or present any additional topics. More of the agenda will be added as we get closer to the meeting. You can get last-minute meeting details via the voice mail system.

We have no dates yet for the following activities:

- Jones Light Airfield Open Invitational, Smith, AL - May?
- Spring Fun Fly-In, State Line Ultraport, Gafney, SC - May?
- Fly-In at Flight-World Ultrapark, Greer, SC - June?
- Bellah Field Fly-In and Cookout - July?
- CSRA Invitational Fly-In, Wilson Field, Ringold, GA - August?
- Trip to Cape Fear - September?
- Huntsville EAA Fly-In - October?

Month Day/Time	Coordinator	Site	Activity		
July 5 12 11:00am	Howard Ray	Pickens County Airport, Jasper, GA	Fly-In and Membership Meeting		
19 26		Chilhowee, TN	Fly to Chilhowee, TN		
August 2 9 11:00am	Bill Ferguson	Ferguson Field	Fly-In and Membership Meeting		
16 23 30		St. George's Island	Fly to St. George's Island		
September 6 13 11:00am			Peach State Airport, Williamson, GA	Fly-In and Membership Meeting	
20 27	Talladega, AL		Fly to Talladega, AL		
October 4 11 11:00am		Cartersville Airport	Fly-In and Membership Mtg, Officer Nominations		
18 25		Loehle Aviation in TN	Fly to Loehle Aviation in TN		
November 1 8 11:00am		To be determined	Membership Meeting, Officer Elections		
15 22 29					
December 6 7:00pm				Cobb EMC Community Room, Marietta, GA	Membership Meeting, Annual Party
13 20					

Tighten The Caps?

By Pierce Day

The following opinions are excerpts from an internet discussion regarding the old style "screw-cap" B8ES plugs:

Don - "You really don't need the solid caps. Just tighten them a little extra with a small vice grip."

Chad - "Sorry Don, I must strongly disagree with you on this point. I have had the experience of having one of the little screwtops come off, taking the ignition wire with it while in flight. I too always "tightened them a little". Always use the solid cap plug."

Paul - "I agree with Chad. Tightening with pliers would have to be done VERY carefully - and then there is still the chance that the terminal will loosen. Using a moderate amount of pressure on the upper terminal can cause the upper electrode to break free within the plug. This breakage may not be immediately apparent because the upper electrode has only just separated from the copper mix inside. The spark plug can still operate normally. But after hours of vibration, the copper mix takes a beating from the separated electrode and the electrode begins to carve a path for itself out of the insulator. Eventually, the upper electrode falls out. Instead of using pliers,

perhaps a high temperature super glue would work to hold the screw terminal in place. A solid terminal is probably a safer bet."

David - "I have found two bad (new out-of-the-box) plugs." Also - "It is interesting to note that an NGK plug cap (an LB05EZ) was carbon (?) fouled inside and around the plug insulator and had to be replaced. The black residue was not from around the plug insulator (the plug was not leaking). The residue apparently came from the cap. The resistance of the cap rose from 4880 ohms (logged at installation) to 8900 ohms when found fouled at 118 total hours."

Don - "If your engine is inverted you should be using a nylon cable tie to tie the caps together so they can't fall out. I have been tightening the screw caps since 1983 and never had one fall off yet. But I have always safe-tied the caps."

Paul - "The internal "core rod" can crack or break in any spark plug. Repetitive side loads on the upper electrode can cause this. Support the high voltage leads as necessary to prevent the excessive side loads."

I welcome the club members comments on the views expressed above. I'm still learning.

- Pierce

E-mail Addresses

Here are the known e-mail addresses for members of the GSFA (as received in the membership survey) . . .

Ken	Adams, Jr.	k-cadams@juno.com
Phillip	Cataldo	480949@aol.com
Pierce	Day	loflyer@cyberatl.net
Ben	DeMayo	bdemayo@westga.edu
Chuck	Goodrum	trikes@mindspring.com
Jeffrey	Hatle	jhatle@aol.com
Charles	Kirtland	uflyer@aol.com
Jerry	Lynch	fantom@bellsouth.net
Ben	Methvin	adakb@aol.com
Brad	Methvin	adakb@aol.com
Scott	Parker	tms.sparker@capital.ge.com
Bill	Rouse	challenger4@juno.com
Dana	Simmons	dlsimmon@gpc.com
Steve	Yothment	steveyoth@aol.com

The GSFA Web Page

Check out the latest updates and additions to the Georgia Sport Flyers web page 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.

Southern Flyers Spring Fly-In

The Southern Flyers Spring Fly-In (in Alabama) is scheduled for April 26 and 27. Call 334-899-4442 for all the details.

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 - 15 meter Axis II trike flown by Chuck Goodrum who's buying another. Excellent condition. \$3850.00. Call Chuck at 770-426-7294.

FOR SALE - 1992 Ferguson F-2, Rotax 582 (65 hours), 3-blade flight-adjustable Ivoprop, Digital Instrument System, A&P built, beautiful condition. \$20,000. Call Glen Horne at 770-720-1877.

FOR SALE - Kolb Ultrastar, 40 hrs, factory welds, excellent condition. New Culver prop with hardened leading edge, Second Chantz chute, 8 gal. tanks, EGT, CHT, Alt, AS, Tach. Always hangared, \$4,700.00. Call Kenneth Grubbs at 770-267-2301 (day) or 770-267-5852 (nights).

FOR SALE - Weedhopper C, unmounted, zero time, Kawasaki 440, CDI with 5-belt magnum redrive, \$3,750.00. Call Scott Parker at 770-908-7386.

FOR SALE - Zephyr II, 2-place, Rotax 582, low time, loaded with every option, mint condition, \$16,900. Call Stuart Fuller, 770-443-0911.

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 - Fisher FP-101 with Kawasaki 440 engine. \$3,500. Call Ron Reese, day 770-957-0138 or night 770-957-6883.

FOR SALE - Team Mini-Max 1100R with 277, brand new, \$5950, mint condition. Call Andy Isburgh, 770-483-6646.

FOR SALE - Team MiniMax 1600R with 447 CDI, 15 hours, mint condition, ready to fly, will demo. \$7950. Call Andy Isburgh, 770-483-6646.

FOR SALE - Weedhopper airframe only (no engine). New, ready to put your engine on. \$2900.00. Call Howard Ray, 706-692-6500.

FOR SALE - Spalding single-place floats with all mounting hardware and instructions, new, \$1150. Call Stuart Fuller, 770-443-0911.

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.

WANTED - 750 lb. parachute, BRS or Second Chantz, Rocket or Air. Call Larry Ramsey at 423-344-5954.

WANTED - Repair parts for Weedhopper (2-seater or Super), whole plane or parts. Call Norm Bethke, 770-267-5126.

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 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
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Chuck Goodrum 1/98
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