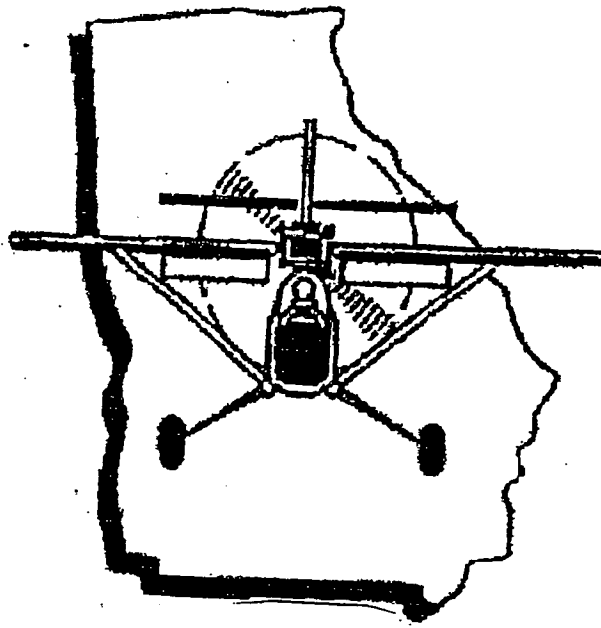


The Sport Flyer

DECEMBER 2000

Vol. 6, No. 12



**OFFICIAL NEWSLETTER
THE GEORGIA SPORT FLYERS
ASSOCIATION**



From the President's Cockpit

Ho Ho Ho!!! Another month has come and gone, where does the time go? Time sure fly's when you're having fun, as the old saying goes. For those of us who fly, it certainly has been fun. Have I told you guys & gals how nice the ole Challenger is? For those that didn't get to see it at the Tilley fly-in BBQ, just come by the hanger, say hello and check it out.

Oh, you mean that you not only missed the last meeting, but you missed the fly-in at Al Tilley's, missed seeing the sixteen planes that decorated the field and missed the free BBQ too? Oh my goodness, you guys just have to do better than that; you're missing way too much fun!

On to serious business: at the Nov. 11th GSFA meeting we appointed a Safety Committee to address and resolve safety concerns. We have addressed the concerns of Mr. Robert Hite, Jr.- FAA Safety Counselor and member of the Airport Authority Commission. Please give this committee your full support when and if any of us contact you for conflict resolution. As the Airport Authority Commission Board stated " you must police yourselves." In my opinion, it's not that we haven't been doing that, but we were never contacted in a timely manner when complaints or issues surfaced, therefore, we were unaware of certain safety / procedural concerns or infractions.

The GSFA Executive Committee and a host of the membership that are based at Cartersville showed up at the special Nov. 21st meeting of the Airport Authority. The meeting went well and we met with all affected parties on Nov. 27th, in the Phoenix Air FBO, to negotiate a realistic ultralight pattern & procedure document. This will nail down exactly what is expected from us from an airmanship perspective. A "draft" of it is enclosed in this newsletter for your information. The U/L Pattern & Procedure will be finalized within the next week or so and we will forward that to you as soon as possible.

Please make plans to attend our Christmas party. Enclosed in this issue are directions & address for your convenience. There will be a follow-on party with a band and we are invited to stay and have more fun!! Ray Woods was responsible for setting it up for the Club. Next time that you see him, give him a pat on the back and give him an "atta boy!"

At the November meeting we gathered food donations for the less fortunate. The food and \$37.00 in cash was donated to the "Must Industries". We are doing another charitable activity at the Christmas party: We may donate this to the "Salvation Army". A separate notice is enclosed within this issue.

Have fun and be careful out there. Remember, keep your head on swivel – after all, that 's why the good Lord gave us a neck!

"Budman"



The Sport Flyer Newsletter/ Website is under construction. Newly appointed Brad Methvin, Website Officer is currently working on a new location and format. We will inform you of the details as they develop.

Congratulations 2001 Club Officers

Michael W. Prosser – President, Second Consecutive Term

Ben Methvin – Vice President

Bill Rouse – Secretary/Treasurer – Second Consecutive Term

Jo Prosser – Newsletter Editor – Second Consecutive Term

Brad Methvin – Website Officer

News Articles Always Welcomed

&

UPDATING YOUR PERSONAL INFO

Please submit to Jo or Mike Prosser:

jomikep@bellsouth.net

301 Gibson Dr NW.

BUY PENNZOIL PRODUCTS

**Official Sponsor for the
Air Rally 2000**

Next exciting event you won't want to miss!

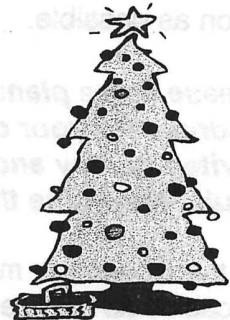
ALERT – ALERT – ALERT

Christmas Party Location & Time Change:

VCCI Clubhouse

6 – 8 pm

See Map for Directions & Address after President's Article



Be sure to check out Ben Cole's article in the December 2000 issue of the *Ultralight Flying!* Newspaper magazine. His article is on page 8 lower right hand corner entitled "Ben Cole Completes 16,000-Mile Flight". Congratulations Ben!

GSFA Christmas Party

Sat., Dec 9 6 - 8 pm



VCCI Civic Center Clubhouse

103 Myrtle St

Woodstock GA

The Club will be providing the meat & cheese tray & beverages. Please bring a covered dish & if you like a BYOB for those who care to imbibe.

Directions:

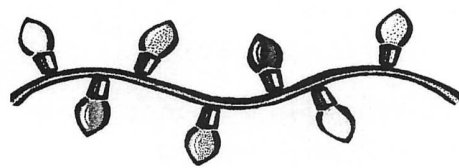
From Bells Ferry Rd thru the intersection at hwy. 92: Continue north on Bells Ferry Rd – 4 ½ miles to Victoria Rd (Shell Country Cupboard on left & Petro on right) – Turn left go to 3 way stop. Turn left still on Victoria Rd. Go thru a 4-way stop approx. .8 mile straight ahead (still on Victoria Rd) to Myrtle St – turn right.

The VCCI Clubhouse is immediately on the left at the intersection of Myrtle St & Bentwood Dr.

There will be a follow-on party with a band & we are invited to stay and have more fun!!

*****See you there!***

***Call 770.792.6229 to let us know you're coming so we know how many to plan for!*



Please remember to bring donations can foods, staples, toys, or cash. We would like to have a great collection of gifts to give those who are in need. Please help us help others as we have so much to be grateful for.

**See Article 5 Section 3 in the By-Laws*



Cartersville Ultralight Pattern and Procedures

1. Yield right of way to all aircraft, fixed wing or rotary wing, civilian or military.
2. Visual flight rules apply. Weather minimums are established as 1000 ft. ceiling & 3 miles visibility.
3. The use of a radio is strongly recommended; keep personal chatter to a minimum. Ask for an airport advisory & runway in use, on 123.05 mhz, prior to taxi and on approach –10 miles out. Local traffic operating less than 10 miles from VPC should obtain/provide advisory information as soon as practicable.
4. Use the runway directed by Unicom, unless safety dictates otherwise. Advise traffic of an immediate safety issue or declare an emergency.
5. The "Default Runway" is runway 19. This is defined as the preferred "use runway" when winds are not a major factor (usually less than 5 mph), there is not a Unicom advisory to use runway 01 and traffic is not currently using 01. This will coordinate a common runway for IFR & VFR traffic during default conditions.
6. Left hand traffic only, is authorized at VPC.
7. The ultralight traffic pattern altitude is 1300 ft. MSL (540 ft. AGL). The ultralight pattern downwind, base and crosswind legs are normally well inside & parallel to, the aircraft traffic pattern.
8. The runway "middle third" is designated as an ultralight take-off and landing area. All routine take-offs are to be initiated from this area, unless safety or training issues dictate otherwise. This will expedite vehicle departures and will alleviate potential traffic congestion on the taxiways and run-up areas. However, ultralights that are landing may land anywhere on the runway (excluding the over-run) from the threshold to the "middle third," at the pilots discretion.
9. Pattern entry should be performed on the 45-degree entry leg to downwind at 1300 ft. MSL (540 ft. AGL), in level flight. Straight in approaches are legal, but are discouraged, due to their potential for conflict and disruption of traffic flow.
10. Ultralights may cross / over-fly the active runway at 1300 ft. MSL (540 ft. AGL), via dedicated crossing points, to go to the pattern entry on the opposite side of the runway. Dedicated crossing points are approx. 2000 ft. from the approach end of the active runway. Ultralight pilots shall ensure that there will be no conflict with conventional traffic.
11. When landing and established on the downwind leg, fly the 1300 ft. MSL pattern (540 ft. AGL) past the approach end of the runway in use, prior to turning base leg. Example: when on downwind for 01, turn base south of "Old Alabama Rd." A good rule of thumb is to turn base leg at approx. 45 degrees past the end of the runway. Do not turn base leg north of "Old Alabama Rd."- inside the airport perimeter fence.
12. Do not land or take-off on the "over-run" at the extreme south end of 01.
13. Upon landing, clear the active runway as soon as possible and notify traffic when you are clear of the active.

14. Do not make departure turns prior to reaching the end of the runway. Depart the pattern straight out or exit at a 45-degree angle until clear of the aircraft traffic pattern.
15. Upon take-off or pattern departure, do not exceed 1300 ft. MSL (540 ft. AGL) prior to exiting the aircraft pattern area.
16. Use beacons, strobe lights and/or landing lights, if so equipped. The FAA has sanctioned a "lights on for safety program".
17. If equipped for flying after official sunset, ultralights shall land prior to the expiration of the thirty-minute grace period.

(*) Provisions are subject to final verification by the GSFA Executive Committee and Airport Authority.

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
Beeper: (770) 523-4188
- 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
- 5. Pierce Day** (770) 591-7284

VPC-ULTRALIGHT CROSS-OVER PATTERN

↓ RUNWAY 19

↑ RUNWAY 1

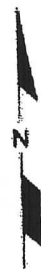
1300 FT. MSL

DO NOT ENTER!

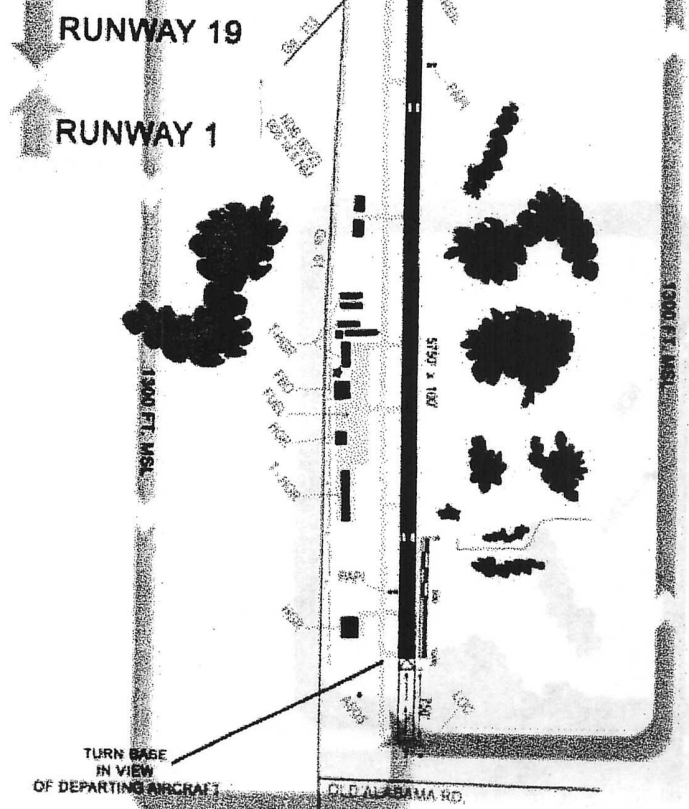
1300 FT. MSL

TURN BASE
IN VIEW
OF DEPARTING AIRCRAFT

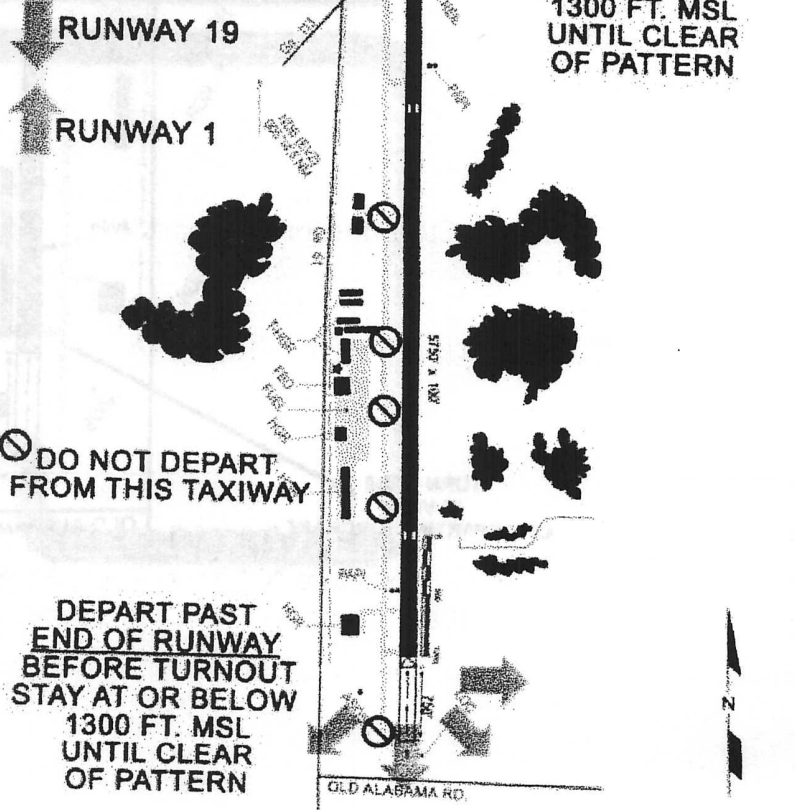
OLD ALABAMA RD.



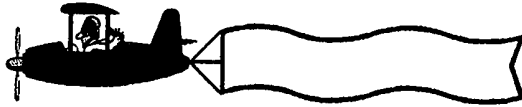
VPC-ULTRALIGHT STANDARD PATTERN



VPC-ULTRALIGHT DEPARTURE PROCEDURES



CLASSIFIED ADS



BRS FOR SALE

**NEW "BRS" MODEL: BRS-5 750 CANASTER
WAS INSTALLED ON MY HURRICANE IN MAY 2000
CALL OR E-MAIL BUCKY BUCKWALTER AT:
Phone: 770-925-8321
e-mail: buckwalter@worldnet.att.net**

Engine For Sale

35hp Fan cooled Kawasaki TA 440, CDI ignition, muffler, **equipped with electric starter & manual rewind pull start**, new-direct drive wood prop with prop covers. Set-up in the "pusher" configuration. Very good used engine, low operating hours. Complete and ready to run. Technical manual accompanies sale. **\$500.00. Buyer to pick-up or pay shipping charges.**

Contact : Michael W. Prosser at (770)792-6229 or via e-mail at jomikep@bellsouth.net

**'96 Hurricane, 447 Rotax with electric start, brakes, BRS chute, 200 hrs
TTAE, always hangered, looks & fly's good. \$7,500.00
Contact Lloyd "Doc" Burns 706.467.3658**

Rotax Engine Service

ULTIMATE ULTRALIGHTS - STUART FULLER

Custom service available, engine decarbs while you wait.

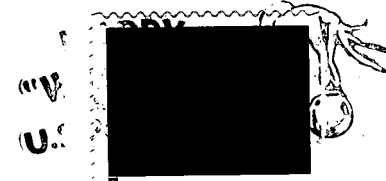
Schedule your appointment today!

Home 706.232.6581 Shop 706.234.2415 Email StuartFuller@sprintmail.com

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Complete "O" Time Rotax Engine Overhaul & Service
208 Horseshoe Drive, Goldsboro, NC 27534 919-778-8816

Georgia Sport Flyers Association
3764 Halyard Court
Acworth, GA 30102



GSFA Christmas Party

Sat., Dec 9 6 - 8 pm
VCCI Civic Center Clubhouse
103 Myrtle St
Woodstock GA



Full Details Inside!

Chuck Goodrum
2009 Jebs Ct.
Kennesaw, Ga. 30144

30144+2881

