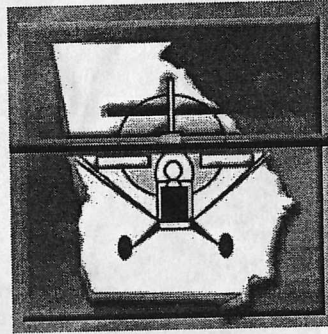


# GEORGIA SPORT FLYERS



AUGUST 2001

Vol. 7, No. 8



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**OFFICIAL NEWSLETTER  
THE GEORGIA SPORT FLYERS  
ASSOCIATION**

# The Sport Flyer

August, 2001



## From The Presidents Cockpit

Hello again gang! Wow, where does the time go? Seems like just yesterday that Jo & I were starting on the last newsletter and here it is time to do it again (smile). The July meeting at Pickens County Airport (Host – Howard Ray) was really nice. We had about ten UL vehicles that flew over. However, the weather was marginal and created a little bit of a “pucker factor” for us. Why is it that every time that I go to Pickens County that the wind is always blowing as a direct crosswind? Congratulations to the skilled pilot that here to fore will remain unnamed, who skillfully & gracefully extricated himself from a pesky post landing ground loop. We had a new member join us at Pickens County; his name is **Roland “Rollie” Lambert**. Welcome Rollie.

It's always fun to be with other Club members, whether it's just talking and/or flying. Prior to the July meeting there was a Poker Run that was eventually won by Allen Benson – Congrats! I heard that the prize money changed hands three times before Allen kept it in his pocket! Ha ha. This past Saturday, 7-21, Dwayne Woods championed another Poker Run and I heard from Brad that Dwayne “Bud” Woods won that round with four Aces!!!! Mr. **Bob Smedburg** - the new Owner of Brad's Phantom also went on the Poker Run. Hope that you join our Club Bob and welcome. Thanks to Jimmy Stiles for hosting the BBQ lunch at VPC, after the Pickens County flyout.

My trike project is now complete and by the time this article goes to press, I will have soloed the little creation. Since it is an enhanced **Jetwing** trike with a LaMouette **Ghost** 14.5 meter wing, I have named it the “**JetGhost**”. It is powered by a 1/2 VW Morry Hummel engine. Look further into this issue for the performance statistics known to date.

I am now looking forward to getting back to my Hummelbird project and completing it. Mike “Boom Boom” Fouts always encourages me to not forget the Hummelbird and finish it up. Thanks Mike, this Buds for you! Now, if my day job will just leave me alone for a while longer so that I can work and play (smile).

Please check the calendar of events. The next meeting is on August 11<sup>th</sup> at Ben Methvin's hanger, #4 North at VPC at 10 am. Hope to see you there. Remember, whether you are flying or driving, keep your eyes out of the cockpit & your head on swivel and for goodness sakes, be careful out there!

**Michael “Budman” Prosser**

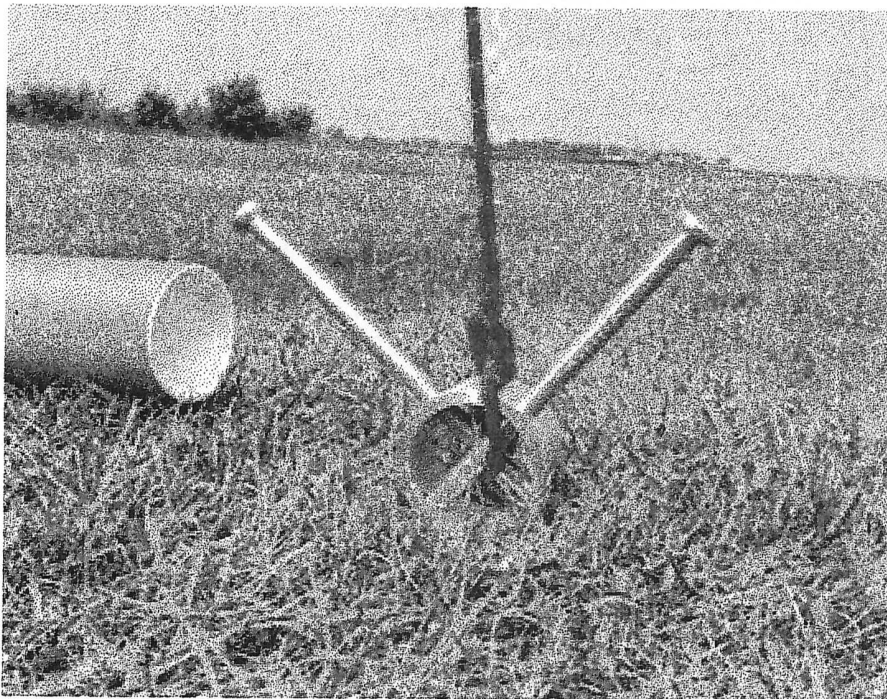
### ***Submitted by Chuck Goodrum***

Firstly let me give credit where credit is due. I think this idea was originally published in MF, then David Bremner (editor of MF) provided a little more detail, then Jeremy Harris kindly made me some of the bits to try it out.

The bit that does the business is thick walled 2" aluminum tubing cut to a length of about 2". Two pairs of holes then need to be drilled at right angles to each other so that when you put 2 tent pegs through them, they cross in the middle. You need to offset the pairs of holes by the thickness of the tent peg – in this case 8mm - so that the pegs can pass each other. It's quite important that the pegs should not be a sloppy fit in the holes.

Put the circle of aluminum on the ground curvy side down so that you can push the pegs in at an angle of 45 degrees. My pegs came with fancy green nylon bits for tying string to, but I chucked them away as they just took up unnecessary room. You can push the pegs in quite well by hand or with your foot, and in very hard ground you can use a hammer or a rock. They don't have to go all the way home to be effective, but the further the better I guess. You can get the pegs at any camping shop – they are heavy duty 9 inch ones. Most of them seem to be 8mm diameter, so make sure you drill the holes 8mm.

Once your spikes are in place you can loop your tie-down either under the top lip of the aluminum ring or as I have done, under the cross-over point of the two pegs. It takes a huge amount of force to dislodge this arrangement – why? – Well it seems to me that the upward force is resisted by compression within the top part of the aluminum ring joining the tops of the two pegs. If the tops can't move, then neither can the pointy ends 6 or 7 inches under the surface. So it's like trying to physically dislodge a 15inch by 6-inch piece of ground. With the spiral ground spike it's more like 10 inches by 2 inches, and there is a tendency for the spike to unwind. By the way to save space in the trike, we buy incredibly strong windsurfing line – it's about 4 mm in diameter but has some ridiculous breaking strain like 1200kg. You need at least 3 m for one tie-down.



## Update: Presidents Trike Project

The good news is that I remembered how to fly a trike; I flew the JetGhost trike for a twenty minutes on Thursday, 7-26-01, just before sunset! All went well and it brought me safely home. Chuck Goodrum & "Wifey" Jo were there to witness the event and give me moral support. I hate test flying, don't you? Boy, is it scary!!!

However, my cylinder head and oil temperatures were at redline (too hot), so before I fly it again and most certainly by the time that you all read this article I will have fabricated and installed "eyebrow" cooling shrouds to cool the cylinders and thereby reduce the engine & oil temperature. If I need too, I will install an oil inter-cooler; further flight-testing will determine that.

The performance figures noted so far are: cruise speed 50 mph at 2900 rpm and top speed 70 mph (topped out the 0 - 70 Halls airspeed indicator) at 3180 rpm. Climb rate is about 400 feet per minute at full throttle. Anticipated stall is 28 mph.

Wish me luck and keep me in your prayers, as I continue this project.

*Budman*

### Get Um While There Hot!

**2001 GSFA Shirts** and hats are still available. See Ben or Brad at Hanger 4 North at Cartersville.  
**GET YOURS TODAY**

Remember, these shirts & hats make great gifts too!



## **Safety Topic**

**To go or not to go, that is the question.** We, as pilot in command, have a truly awesome responsibility - to determine whether we fly or not on any given day. Part 103-Ultralight Vehicles, of the Airman's Information Manual (AIM) does not specifically address this prime "pilot in command" responsibility. **However, Part 91.3 of the AIM states that for civil aircraft, "The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft."**

What are the qualifications for our go-no go decision-making? It's a personal matter; after all, it's our butt in the sling if we screw up. Nobody wants to embarrass themselves get hurt, lose their investment in their UL or damage the property of others. Certainly, we don't want to be accused of operating a UL vehicle in a careless and/or reckless manner. Each individual should set their own personal minimums.

### **Questions to ask oneself: what's your "Pucker Factor?"**

Is my UL airworthy?

Am I flying to a familiar destination or did I plan my flight well, for an adventure to an unfamiliar destination. Surely, you're not just going to follow someone else in blind faith. What, no sectional chart either!

Is the airport of departure, such as VPC, VFR (basic visual flight rules weather minimums apply)? This is required in the VPC UL pattern & procedures document and therefore by our Club Code of Conduct. Obtain AWOS/ASOS weather at VPC by calling 770.606.0375 or on the radio frequency 120.525.

Am I flying into worsening weather(including visibility) or better weather enroute or at my ultimate destination?

Are the winds within my and my UL's capabilities?

Will the turbulence make this an uncomfortable adventure? Severe turbulence can break UL's and/or make navigation by pilotage difficult.

Do I feel well today? It's sort of a daily self-certification medical. Don't fly if you don't feel well or are on medication that may affect your ability to operate moving equipment or may affect your decision-making abilities.

No drinking alcoholic beverages prior to flight - flying and drinking don't mix. A common axiom is "eight hours bottle to throttle".

Am I making conservative decisions? Overly optimistic decisions may not be realistic.

What is that other old saying? Oh yes, ... there are old pilots and there are bold pilots, but there aren't any old bold pilots. Be careful out there!

***Budman***

# Calendar of Events

**GSFA August 11<sup>th</sup> Meeting:** Cartersville, Ga. Hanger #4 North at 10am.  
*Host - Ben Methvin Vice President.*

**August 25 - EAA Chapter #268 Fly-in Breakfast/Young Eagle Rally.**  
*For info call 770.529-9023.*

**GSFA Sept. 8<sup>th</sup> Meeting:** Etowah bend fly-in meeting and fish fry – 10am until?  
*This is our Quarterly GSFA cookout. Host – Mike "Boom Boom" Fouts (Budman twisted his arm – ha ha)*

**News Articles Always Welcomed &**

**UPDATING YOUR PERSONAL INFO**

Please submit to Jo or Mike Prosser:

[jomikep@bellsouth.net](mailto:jomikep@bellsouth.net)

2016 Jebbs Ct.

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***So what's new with you let us know what you are doing and what projects are in the works. Please send updates to us, travels, escapes, and projects via the newsletter.***

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**Georgia Sport Flyers Association**  
**3764 Halyard Court**  
**Acworth, GA 30102**

## **NEXT MEETING**

**Aug. 11 - 10 am Cartersville AP**  
**Host: Ben Methvin, VP, #4N**

***See Inside for Compete Details!***