

The Sport Flyer

FEBRUARY

Vol. 8, No. 2



Tracy Brien
Aircraft Specialties
www.tracyobrien.com



FLIGHTSTAR SPORT PLANES

COM ADD BEFORE FLIGHT



PRECISION TECH
155-B Hanger 33, Hwy 61 S.E. • Cartersville, GA 30120
www.fergy.net

**OFFICIAL NEWSLETTER
THE GEORGIA SPORT FLYERS
ASSOCIATION**



VP'S VIEW

The first meeting of the year was held at Ben Methvin's hanger at Cartersville Airport. Even though Ben had the heaters going it was still cold. President Bob Smedberg presented his goals for this year of which the key was club growth. He asked each member to recruit a new member this year. We voted to purchase Pierce Days' trailer and the Secretary/Treasurer Richard Logue was authorized to purchase the trailer. Dues for the year are due and payable now. A number of the members present paid their membership dues. We had a few new visitors who joined and some volunteered to assist the club before the meeting was over.

After the meeting was concluded Allen Benson told me he had a nice warm basement nearby that we could use for next months meeting. We thank Allen for his generous offer to take us in out of the cold weather. So see direction to Allen's basement near the airport for next months meeting.

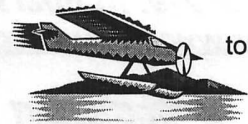
I did some airport hopping this past week and stopped in at Mike Prosser's hanger, which contains several aspects of ultralighters. Mike was busy putting his Hummelbird's canopy together when I interrupted him. We looked over his project, which he says is due out the door in February for test flight. Then there was his Challenger and his Trike, which he calls his "on the job take along flying machine". I also stopped by Ben's hanger but learned he was off to get his wet feet, which we will let him explain. So I came back to RYY and of course there was no ultralight activity there. The next day I visited AIR ACRES but found no ultralight activity there. They suggested going to Mathis but I ran out of time and our eastern split off group is mostly over there.

I have been checking the web daily for news of the pending publication of the NPRM in the Federal Register but as of this writing it has not appeared. I will continue checking and hopefully will be able to report the sports pilot rules content at the meeting.

See you all and visitors at Allen Benson's nice warm basement. See Directions.



Late breaking news the reason for the delay at the Federal Register is due the arrival of the backlog of anthrax mail, which arrived at the same time. It's going to take a little more patience.



DIRECTIONS TO NEXT MEMBERSHIP MEETING

- ❖ Go two miles south of the Cartersville Airport main entrance, pass the fire station and turn in the third driveway on the right. After you pull in the steep drive gateway please park off the driveway on the right hand side up to the garage area. Enter basement as directed by Allen.
- ❖ **Note:** Old Alabama Road is approximately 0.6 miles south of the airport main entrance. So turn left on to Highway 61 and go approximately 1.4 miles. *See above*

A Big Thank You to Allen Benson for his offer to host the next meeting.....Feb 9 at 11 am

***VP View created by Frank Eck
Thanks Frank! Great Job***

A Big Thank You To All Members Who Paid Their Dues &

WELCOME TO NEW MEMBERS!

**Chris Antoskow
James Bagley
Alan Dameron
Lee Hartley
Don Hooper
Bryan Jorgensen**

**Mike Mazany
Mark Rownd
Jeff Sands
Lonnie Sand
Edward Spain
Craig Parker**

CALENDER OF EVENTS

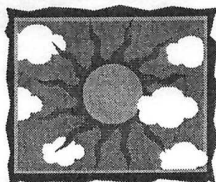
GSFA Membership Meeting

Feb 9th at 11 AM

Host Allen Benson - See directions, previously listed. (new location!)

USUA CONVENTION

**Feb 7-9: Annual Convention & Air Sports Expo. Ontario California. 301.695.9100
or www.usua.org**



SUN-N-FUN FLY-IN

April 7-13: Lakeland Florida 863.644.2431

www.sun-n-fun.com

Georgia Wings Weekend: May 3,4 and 5

Gwinnett County Airport (Briscoe field - LZU), Lawrenceville, Ga.

CSRA LINCOLNTON FLY-IN

May 24-25: Lincolnton Georgia - Gary Waggoner 706.359.6200

AIRVENTURE '02

July 223-29: Oshkosh Wisconsin 920.426.4800

Here's a note (from the EAA on-line newsletter) that may be of interest to us.
Sport Pilot Returned to OMB For Approval -

(*) The sport pilot/light-sport aircraft proposed rule is again in the hands of the Office of Management and Budget (OMB) for final review. Last week, the Department of
<http://www.eaa.org/communications/eaanews/011115_meigs.html>

Transportation (DOT) reinforced its commitment to the rulemaking package by signing off on FAA's answers to OMB's request for clarification on economic issues contained in the document. The following notice posted on the OMB website on December 19 confirmed receipt of the proposal, appropriately on December 17, the 98th anniversary of the Wright brothers' first flights:

DOT-FAA RIN: 2120-AH19

Certification of Pilots, Aircraft, & Repairmen for the Operation of Light Sport Aircraft STAGE: Proposed Rule
RECEIVED: 12/17/2001 LEGAL DEADLINE: None

This significant step brings us back to the point we were at during EAA AirVenture Oshkosh 2001, when Secretary of Transportation Norman Mineta described sport pilot as "sitting at the hangar door, all set to taxi, but not quite ready for the runway." Mineta had hoped to announce the release of the NPRM before the end of AirVenture 2001, but OMB later requested the clarifications.

FAA then spent approximately six weeks refining the document. FAA Administrator Jane Garvey signed off on those changes in late September, and the amended proposal was forwarded to the DOT for approval.

Assuming approval by OMB, the next step in the rulemaking process will be publication of the proposal as a notice of proposed rulemaking (NPRM) in the Federal Register. OMB lists no legal deadline on their website for completion of their review, however EAA hopes its review will be swift because OMB is only approving the clarifications requested, not the entire package.

http://www.eaa.org/communications/eaanews/011219_sportpilot.html

Submitted by Chuck Goodrum – Thanks Chuck!

Update

It is here! The long awaited NPRM for sport pilot and light sport aircraft.
You can get your own copy to peruse at one of these sites:

<http://www.faa.gov/avr/arm/sports013002.htm> (got my copy here), or

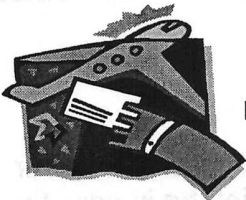
<http://www.faa.gov/avr/arm/nprm/nprm.htm>

http://www.access.gpo.gov/su_docs/aces/aces140.html or

Anyone into getting together to discuss and write our comments as a group to send to the FAA. Great reason to have a party!!

Chuck"

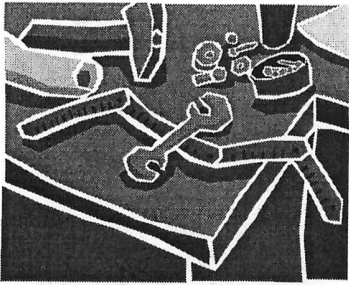
(*) Update!!!! By Frank Eck:



FAA announced this morning (1-30-02) sport pilot NPRM was on display at office of Federal Register and will be published in the Federal Register next Tuesday, February 5. The 90-day comment period closing on May 6, 2002.

The above news from EAA.

AOPA release says there are no differences from proposal made public last year.



Club Projects

Prosser's Hummelbird project is nearing completion! My Hummelbird is an all-metal low wing monoplane tail-dragon (oops... mean tail dragger). This has been an ongoing project for the last six years made by hand from plans! Morry Hummel created the Hummelbird variant and I'm using their 37 HP ½ VW Hummel engine kit that I also assembled. Of course, this is a

four-stroke engine. You may remember the liability issue that nearly stopped aviation in its tracks years ago. Back then, only the engine kits were sold to limit their liability. Thank goodness that has eased, so that complete engines are being sold today, such as the one on my Hummel engine trike. Finally, it's all coming together and I've been talking with a local DAR (Designated Airworthiness Rep. for the FAA) to review my final paperwork, application for an airworthiness certificate and the designated flight test area limitations.

The windscreen/canopy aspect of the job was one of those "show stoppers" that just stopped me cold until recently. Now I'm through that and I'm racing to finish the lesser details to finish the project. I hope to have the DAR out for the final inspection during the third week of February, yes...2002! Stay tuned, taxi testing to follow. Gotta make friends with that animal...tail-dragons can be difficult to slay or at least tame (smile). **My Hummel engine trike** (Hummel ½ VW – 37 HP) has proven itself to be a delight to fly and I really like the low fuel consumption and the fact that I don't have to add oil to the fuel – just gas-N-go. I haven't flown it since I returned home from my last field assignment in Illinois, during early November '01 and my back surgery. Currently, I don't have the upper body strength to fly the wing – gotta heal a bit more. Hope to get it "back in the wind" in early spring. Until then you may see me motoring around the airport in it like a go cart from time to time, so if you think that you are hearing a Harley roaring nearby at the airport, take a good look, it might just be Mike Prosser in his chariot coming to see you!

Mr. Richard Logue has been working very hard lately on his Phantom UL. Richard is installing a low time 503 with electric start on his bird. You probably know how many issues you can get hung up with in a process like that when you upgrade and add new stuff, such as major electrical wiring, solenoids, switches, battery and battery box, new CG issue (weight & balance), etc. Good Luck Richard!!! I heard a rumor that Richard is trying to get it completed and debugged for the pilgrimage to Sun-N-Fun. Anybody else flying down?

I noticed that **Mr. Bryan Jorgensen** has installed a 582 Rotax & strut fairings on his Fisher Biplane and man does that thing scoot! You gotta see that thing go to believe the incredible climb and top end speed. Maybe Bryan will give us a flight test & performance report? What do ya say Bryan??

Our very own venerable **Mr. Chuck Goodrum** has installed a new "B" gearbox on his JetAir 503 trike. Coupled to this is a 3-blade Powerfin prop. As this is going to print, he is adjusting & fine tuning his prop pitch. He's all set now! Also, rumor has it that he may be the proud owner of a two-place trike very, very soon. Can a BFI rating be far behind?

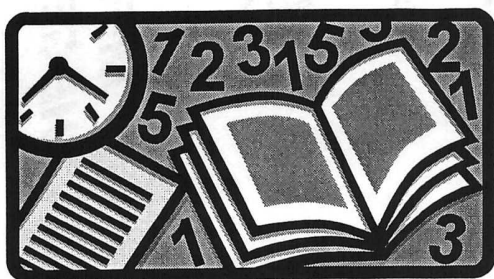
Mr. Chris Antoskow is the proud owner/operator of a brand spanking new Airborne Edge trike with a Streak Wing & Rotax 582 with electric start and all kinds of nice features. Yes, this thing is fast and climbs great. Currently, Chris is hangering his new steed with Dan Munson at Calhoun (David Field).

If you have a work in progress, let me know, write it up and send it and we'll publish it.



Michael "Budman" Prosser

An Issue of Taxes



Well boys & girls, it's just about that time again...aaaarhhhhh! Yep, tax time!#*! Not only do you have to deal with your annual income tax return, but also it's time for the tax notice from the Bartow or Cobb County Board of Tax Assessors Office (bummer). This is an Advalorem Tax for any vehicle used for air navigation, based on fair market value and is payable to the county in which the vehicle is based or primarily operated out of.

Don't be surprised when that little tax notice arrives in the mail. Other luxuries or recreational vehicles, boats and Jet skis and the like are required to be licensed or taxed, so even ultralights can't escape the taxman. This is a small price to pay for the privilege of operating out of a county airport with many nice amenities and services. Since other conventional aircraft are taxed in the same manner, we ultralighters shouldn't feel bad. This is a way for us to demonstrate that we are paying our fair share. It wasn't very long ago when we had to justify our right to operate out of Cartersville (VPC) and we (UL's) were accused of not paying our share of the tax burden and we were accused of being "freeloaders"!!!! I trust that each of you will do the right thing.

Michael "Budman" Prosser

Georgia Sport Flyers Association
584 Ripplewater Dr.
Marietta GA 30064

❖ *New Location*
GSFA Membership Meeting
Sat., Feb 9 at 11 am
Host Allen Benson

Full Details Inside!