

# The Sport Flyer

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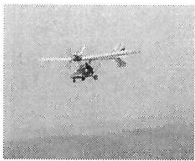
No. 6

Erick Baron, 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)



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## OUR BOARD of OFFICERS

Kim Arrowood, President  
Lonnie Sand, VP  
Richard Logue, Sec Treas.

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## Minutes from the June Meeting

### No Minutes

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Hello GSFA Members,

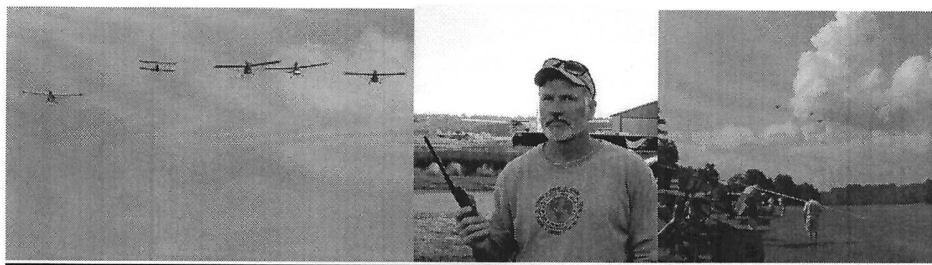
As a good many of you know by now that our Brother Aviator Joe Horton passed away on June 5<sup>th</sup> after an ultralight crash on that morning coming from Fergee field. Many of us knew Joe and there are some of us that got to fly with him, also some of us got training from Joe as well. I got to spend some time with Joe myself when I was training for my BFI. Joe was very good at teaching me things that would keep me safe. He will always be flying with me now. I have a lot of good memories of Joe, the flying trips that we went on. He always looked after me, would let me know when I was about to fly into some rough air. He was always positive about our flying. Joe was the kind of pilot that could fly anything; I always said that Joe could fly the box it came in. He had so many talents, many of us did not even know about, playing the guitar, sax, and the piano. So many letters after his name, I could not keep up with them all, UFI, BFI, CFI, AFI these are just the ones that I could remember. Joe was always there if you needed him. There are some of us that have our stories to tell about Joe, they are all good ones. When something like this happens to one of our own, it hits so close to us and what we do. We must always remember to be extra safe that safety comes first with our flying. Joe would always stress this when flying with me. He will be truly missed, we all loved Joe like the brother that he was, to many of us who knew and flew with him. Our prayers are with his Wife Glenda and his son Jarin, he is still recovering from the crash. It is said that Jarin should have a full recovery; this will take a good bit of time. He is still at Grady Hospital in ICU.

**(Joe Horton, cont.)**

**When we had a Air Rally the next weekend, we did include Joe in the opening ceremonies. The missing man formation was done with Kim Arrowood, Ben Methvin, Bryan Jorgensen, Brad Methvin & Eddie Spain. The Saltines where singing, Amazing Grace while the fly-by was taking place. {This song was a favorite of Joes}.**

**As always fly safe**

**Kim Arrowood  
GSFA / President**



## **GSFA 2004 Air Rally Report**

Mark Henderson

Thanks on a Job Well Done!

On behalf of the 2004 Air Rally committee, I would like to personally thank each volunteer for there contribution to the success of the GSFA Air Rally this year. I will refrain from mentioning names in fear that I might miss someone; you know who you are! Like each year, we were able to pull together to make this year's rally a success. We were able to provide a safe and fun event accommodating in excess of 50 aircraft and some 300 plus spectators. A special thanks to the club officers for their willingness to assist in the many tasks required to pull off such an event. I believe many will agree that our fly-in is among the best in the southeast and we certainly didn't disappoint this year. This is due in great part to our exclusive use of the Etowah Bend Gliderport. A big thank you to Jim Karlovich and family for your patience and involvement in providing this great venue.

I am exceptionally glad that we were able to honor Joe's life as part of the fly-in. I believe he would have been proud in knowing that we continue to pursue a passion for flight that he shared with all of us who knew him. I would also like to thank the Cartersville Civil Air patrol for their participation and the presentation of colors as well as those who sung our National Anthem and Amazing Grace, one of Joe's favorites. It was also great to look out across the field and know that Bartow County fire department was at the ready. We love to keep them as a spectator only!

(Air Rally, cont.)

In all, I hope that each one attending and volunteering was able to enjoy the experience despite the laborious tasks and hot weather. In a way this air rally, like those before it, is our way of celebrating our passion and freedom to fly.

Sincerely Grateful,

Mark Henderson  
2004 Air Rally Master

## **CALENDAR OF EVENTS:**

(for more up to date and late developing events go to the forum at  
<http://www.georgiasportflyers.com/cgi-bin/yabb/YaBB.pl> )

### **The GSFA July Meeting is at Charlie's - Saturday July 10, 2004 at 11 am.**

The GSFA July Meeting is Saturday July 10, 2004 at 11 am. It is a family gathering of all members and very close "friends." Each family is expected to bring food thereby contribute to the "pot-luck" picnic held immediately after the business meeting, which is expected to end at noon. The club will provide iced tea, lemon aid, and water. Bring bathing suits and towels as the gathering area is a beautifully landscaped family "park" lying at the bend of a river situated on the same 240 acre property as is the well-manicured, grass air strip and home of Charlie and Jackie.

The Calhoun Flyers are hosting this July event.

Aircraft can find the Charlie's field at coordinate N 34'36.358 - W 84'46.363 northeast of the Calhoun Airport. The air strip runs north and south. Use a right hand pattern to avoid flying over chicken houses to the northeast. Wind sock is located on hangar.

Ground vehicles can travel north past Calhoun, GA to Highway 136, leaving the Interstate and proceeding east on highway 136, pass the 19 mile marker. Cross a bridge and turn left (north) onto McDougal road. Three homes are visible along this asphalt road, which turns into a gravel, compacted dirt road, which leads to the family park in the northwest quadrant of the property.

Again, this is a member meeting, fly-in, and family picnic held on private property in Gordon County. The aero club is an invited guest of the property owners. Each family is expected to bring food to share at this mid-summer, country, river-side gathering. Tables and toilet facilities are on site. Paper plates, cups, utensils, and drink are provided. Family and aircraft can arrive no sooner than 9 AM and are expected to depart no later than sunset. Bring lounge chairs and other desired comfort items. Ground members are expected to provide a pilot ground transportation to the nearest gas station, as needed. Please come and enjoy the day with friends and family. Rain or shine.

Chuck Goodrum's phone on the day of the gathering is 404-213-7283.

John Echner's phone is 678-614-1816.

(Calendar, cont.)

## **CHATTANOOGA SPORT FLYERS ANNUAL ULTRALIGHT AIR RALLY & CLUB CHALLENGE**

September 10-12, at Marion County Airport, Jasper, Tennessee. INFORMATION; T.L. Primm (706)657-2318. e-mail: [primmes@quixnet.net](mailto:primmes@quixnet.net)

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### **Do you want to submit an article to the newsletter?**

**All articles and submissions welcome. Please submit via e-mail on Word format to Erick Baron ([ebaron@gardnermetal.com](mailto:ebaron@gardnermetal.com)) by the third week of the month. Or call to arrange mailing.**

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Hi guys & gals. I was asked to resubmit this article for the benefit of all Club members (thanks Hugo). Also, thanks Mike Fouts for your kind words on my article on Collision avoidance/scanning technique. Thanks Wayne Evans for your kind words of appreciation also. Please don't forget to express your appreciation for those Officers and Club members that make this association work so well.

**Budman**

### **Technically Speaking: Fuel Mixture & Octane - Do the Math**

Well gang, it's that time of year to revisit the basics. Many individuals are now using four-cycle engines and we are primarily concerned with octane. All of us are or should be concerned with pre-ignition and detonation (bad news-issues for another article). However, the majority of Club members fly behind two-cycle engines. For those two-cycle flyers with oil injection, make sure that you keep that oil tank topped off. If you're a two-cycle flyer using pre-mix (oil & fuel combination), **then why not consider your fuel mixture since, we've had a change of season?** Has your two-cycle engine suffered stuck piston rings, high CHT/EGT even with sufficient cooling air & standard fuel mixture, excessive exhaust smoke or thick black oil "oozing" from the exhaust manifold? If so, there may be several reasons for this condition. The black oil leakage is commonly referred to as "drool". It's not pretty and it's usually a result of defective (leaking) exhaust manifold gaskets or most commonly, due to **over oiling the fuel mixture!** Also, *oil burns hotter than gas!* This mixture will probably result in higher CHT & EGT readings. It may also increase carbon deposits inside your cylinders - bummer! Too much oil also causes more air pollution & smoke. I hate those exhaust stains on my sails, don't you?

Generally, two-cycle manufacturers recommend a 50:1 fuel-to-oil ratio. However, the standard recommendation on a typical container, such as Pennzoil, may be \*3 ounces per gallon; this \*number is rounded up, to err on the side of being conservative (more verses less). This simple over oiling problem may be the cause of this series of woes.

**To get a 50:1 mixture, you need 2.56 ounces per gallon. Do the math: there are 128 ounces per gallon, divide by 50 = 2.56 ounces per gallon.** Or, do what I do. If I buy 5-gallons of gas, I pour in (with Ratio-Rite measuring cup) 12.8 ounces of oil in the container (5 x 2.56=12.8). Okay, I admit it, because of the *meniscus of the oil (the tendency of a liquid to adhere to and ride up the sides of the container)* and the difficulty of measuring accurate 10ths of an ounce. I'm usually closer to 13 ounces per 5 gallons of fuel. But, that's still closer than 15 ounces (5 gal. X 3 ounces ea/gal). Or, if you buy a six-gallon fuel container, just adding a 16-ounce bottle of oil works just about right. **Okay, there you have it, the fuel and oil ratio - simple math.**

(Tech, cont.)

Now, reconsider the fuel (octane) that you use. Use a good name brand that you trust and choose the right "OCTANE".

Please refer to your engine manufacturers recommendations and look for these numbers (#):

**MON: motor octane #**

**RON: research octane #**

**AKI: anti-knock index**

*Here's more simple math.* Add the MON & RON #'s together and divide by two:

$(R + M) \div 2 = \text{AKI (octane)}$ . This equals the AKI or anti-knock index of the fuel you should be using. EXAMPLE for a Rotax 447: a MON of 83 plus a RON of 91 equals 174, divided by (2) = 87 octane (AKI). **Believe me, using a higher octane fuel than that recommended by the manufacturer is not good.** It costs you more money to feed & operate your bird and isn't good for the engine either! The additives that give it the higher octane may be detrimental to your engine, absorb water, etc. Higher octane fuel burns slower and therefore, quite possibly, may burn incompletely. These unburned combustion by-products may build-up inside the combustion chamber (head, piston, ring landing/gaps) and lead to stuck piston rings and worse woes.

*Buy Pennzoil Products*

Submitted by "Michael "Budman" Prosser



## Would you like to Learn to fly Ultralights or Trikes? Here are instructors you can call:

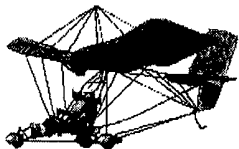
### Fixed Wing

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	bobsmedberg@bellsouth.net	404-427-5739
Kim Arrowood	klocator@comcast.net	770-547-3622

### Trikes

Chris Antoskow	flytrikes@aol.com	404-451-5656
Chuck Goodrum	trikes@mindspring.com	770-426-7294

*Georgia Sport Flyers Association  
584 Ripplewater Dr.  
Marietta GA 30064*



**Mail to:**

**Club Meeting & Picnic – July 10, 2004**

**Charlie's Field – 11:00 A.M. Sharp**

See inside for details and Directions