

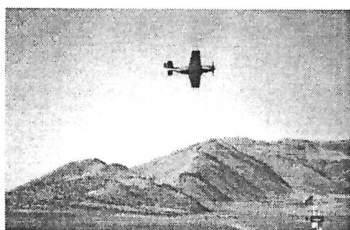
# The Sport Flyer

September 2004  
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<http://www.georgiasportflyers.com>

Vol. 10 No. 9  
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)



Reno Air Races  
September

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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 August Meeting

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## 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 September Meeting is at Etowah Bend or Jasper - Saturday  
September 11, 2004 at 11 am.**

**The driving directions to Etowah Bend Gliderport:**

Driving from downtown Atlanta take: Hwy I-75 North exit 290 "Cartersvilles Exit" make left, follow to US 41, turn right on HWY 411, then follow signs to Rome. After 10 miles will cross Etowah River. Make U-turn after bridge then Etowah Bend clubhouse road will be at the FIRST GATE on the right after driving back over the bridge.

**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: [primmees@quixnet.net](mailto:primmees@quixnet.net)

**Hello GSFA Members,**

**I'm so excited, we have some fun flying trips planned and they are on there way;**

**September 17-21 St. George Island {Friday - come home on Tues}**

If you plan on making this trip please RSVP [klocator@comcast.net](mailto:klocator@comcast.net) need contact number and how many coming with you. We don't want to leave anyone behind so we will make a list and keep you up to date on the travel plans. We will be talking about this trip the next meeting September 11.

**Kim Arrowood**

GSFA / Pres

## **From The President**

**Hello GSFA Members,**

We had a fun trip to Suches on August 7<sup>th</sup>, if you did not make it, maybe next year. The day started with breakfast at Rhodes Field, we then took off to Suches. What a trip. At the North end of Cartersville Airport we looked like we where in a box, ground speed was a full 38 mph. things did get better, as we had to climb to 5000 ft. {this was the highest I've ever been in my ultralight } It was very tricky coming down to the runway as well. Wind was wild. As Brad was the first of the group to land, he said that it was an 8-10 on difficulty.

Ok, that was I needed to hear just now, but it had to be done. Lets see just how good I was with landing this plane. Just two small bounces and I was on the ground, oh Happy Day. It was fun to watch everyone come in and cheer them on. We had a Great time, Louie and his family had a wonderful lunch ready for us. After all we do fly for food.

On this trip we had Ben, Brad, Kim, Stan, Lonnie, Greg & Mark Henderson. Thanks to Louie and family for a wonderful place to visit.

The next trip was a road trip, on the 13<sup>th</sup>. Richard and Helen came by and picked up myself and Steve. Off we went to see the Lighthouse Airport being built by club members, Eddie and Debrah Spain. What a nice place they have, we are looking forward to being the first guess at their Bed & Breakfast when it gets open sometime next year. We enjoyed a very good lunch in their new hanger. We will be planning a flying trip, as soon as the runway will be ready for us to land, from Cartersville it will be about 75 miles.

On the 14<sup>th</sup> we had ground school for those who needed to be ultralight pilots before Sept. 1<sup>st</sup>. Ben Methvin, Mark Shaddock, Richard Logue & My Self. We had 10 students ready to take the next step. We did our best not to have it on this day {could not be helped} because of the meeting for the GSFA was this day as well. Sometimes you have to do what needs to be done. It was a long day, but everyone got through the test and passed.

**President cont**

VP Lonnie Sand did a great job of filling in for me that day, Thanks Lonnie, I appreciate you taking care of business that day.

August 21st was the trip planned for Callaway gardens. Weather changed that plan for us, so for those who showed up at the Airport anyway, we took to the road and went to Cracker Barrel for breakfast. Guess by now you can tell that this group does not miss a meal. The plan is now that Sept 4<sup>th</sup> if weather is good we will try again to make the trip to Callaway. Meeting at Cartersville at 7:30am and leaving at 8:00am.

Our next meeting will be Sept. 11<sup>th</sup>, on this day there is a fly-in at Jasper TN., if the weather is good enough to fly this trip, will have our meeting there. If weather is bad we will be having the meeting at Etowah Bend. For those who will not be flying to Jasper you are welcome to have a meeting as well at Etowah if you can get someone to be in charge. You can contact me at [klocator@comcast.net](mailto:klocator@comcast.net) for more info about this trip to Jasper I will be sending out e-mail reminders as the time gets closer. Weather is a key factor Please keep that in mind.

Fly Safe

**Kim Arrowood**

GSFA / Pres

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## **New Pilot**

On 8/27/04, four months after his 16th birthday, Austin Tango made his solo flight flying Richard Logue's Flightstar II. Austin is the youngest member of the GSFA. Austin wants to go on for his Sport Pilot certificate.

**Richard Logue**

Sec. – Treas. – Proud Instructor.

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## **Impressions from a “Newbie”**

By  
Brian Sumpter

I wanted to start this section off on a slightly different slant. I would like to talk about the people involved in the ultra-light community rather than the flying aspect of the sport.

Since I have been involved in aviation related clubs and events, whether it is models or ultra-lights I have been impressed with the people involved. Most of the people involved are very personable (even Bob Smedberg). I have found that every one has an opinion when it comes down to equipment,

Newbie cont.

planes and flying techniques, but one thing for sure, everyone is concerned with helping the “newbie” get off to a good start and looking out for their safety and well being.

I was very impressed with the recent air rally, the event ran as smooth as it could and there was no shortage of help. All you had to do was ask and you got the help you needed. This is a testament to the people involved in the aviation community. Kim, I promised I wouldn't ask you any more questions after the air rally, BUT, How do you get splattered hamburger grease out of your shirt, pants, shoes, socks, hair, etc., etc.?

The people I have dealt with will bend over backwards to help the “newbie”. Mr. R.E.P. (really experienced pilot, remember?) has earned the respect of his fellow aviators through hard work and dedication to being the best pilot he can be.

I've always told my wife that there is not one person that I have meet through the aviation sport that I would not have in my home, (except maybe Bob Smedberg). This speaks a lot for the character of the people that the aviation community attracts.

I have to cut Bob some slack; he has been patient with me during my lessons with him and is one of the most consciences instructors I know. He is definitely a taskmaster, but I know this is for my own good. By the way, when are those “tundra” tires coming in for those off runway excursions? Bob, I love ya, Man!

Later,  
Brian  
“Love to Fly!”

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## New Claws For The Kitten

Jerry Perkins

When I bought my first airplane, a “basic” J-3 Cub, the old truism about take-offs being optional but landings being mandatory didn't really sink into my grey matter. After all, with a large airfield with beautiful golf fairway grass, landings were pure pleasure and there was no such thing as a “crosswind landing” to run up the “pucker factor” which is a built in feature of taildraggers.

Actually there was not much joy in going too far on x-country flights because the mountains of upstate NY were short of suitable clearings for emergency landings and there were no electronic nav aids in 1948. Then I launched my own business which required extensive regional travel and, naturally, an airplane made sense from the tax standpoint as well as faster coverage of the territory. This meant operating into airports which, for the most part, had paved runways. Unfortunately for me, I had the cheapest J-3 then available and it had NO Brakes. Not to worry for a nearby FBO could cure that problem in a hurry.

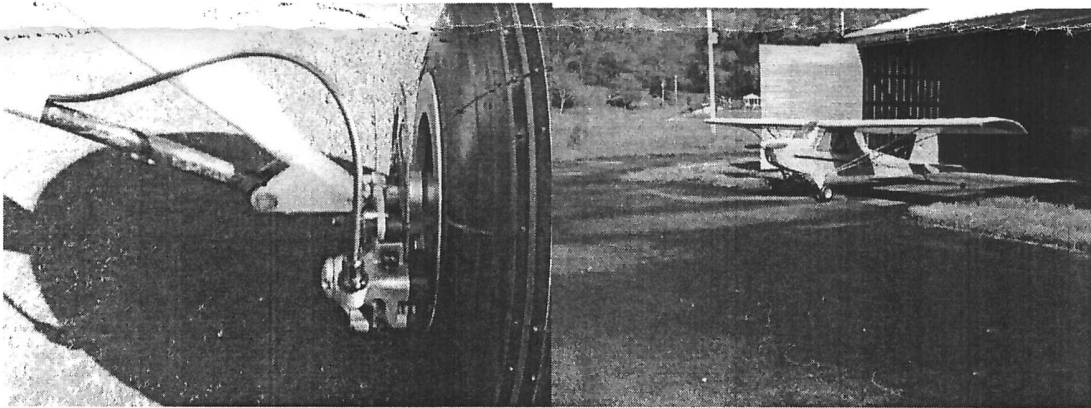
The A&E (now A&P) mechanic was backlogged for at least a month and I didn't think I could wait that long and, hey, I was doing just fine thank you without brakes. So, off I went to Massena, NY which is one of the windy Hells on the planet -- Canada exports all its worst weather to Massena.

**Brakes cont.**

Arriving at Massena with barely enough fuel to stay airborne, I made a low pass to check wind direction and to my horror was "waved off" by the tower with the old-timey red light. Worse still, winds at ground level were about 60 degrees to the runway, gusting to 20mph, and I had never made a cross-wind landing. Obviously I survived and the only damage was to my pride because two hulking hangar rats eventually grabbed the lift struts and walked the plane all the way to the hangar, kind of a fast taxi with muscular assist. And that, fellow aviators, made me a true believer in differential brakes.

Many years and several airplanes later, I stopped flying for various reasons. Then, while visiting the Ultraport in SC (Sharkey's operation) some 4 years ago, I learned about Part 103 and watched several trikes (sometimes called flying lawn chairs) bouncing around in the blue on a hot, summer day -- the rollout looked like 50 or 60 feet max. Also saw a newer version of the J-3 Kitten that had been manufactured in Hendersonville, NC and was hooked at once -- 3/4 scale of my first airplane. So, long story but happy ending when I located one for sale in Wisconsin and bought it "as is-where is" and secretly thought I had become senile at last..... 2-cycle engine, 5 gals. gas, and fuel burn like the Concorde as the FBO informed me as I loaded it into a big, old furniture van.

So the fun began when I crow-hopped down the 3500 ft. runway, nicely paved and 75 ft. wide, lots of bottom-land all around. Didn't need any brakes.



Until about a week later when I took a fairly long jaunt at over 1K ft. and a leisurely return. While I was away, the breeze came up and, you guessed it, showed me a 45 degree crosswind and I also became aware that the hay had been cut and bailed and was much too close to the runway and taxiways. That's when I found out how really bad those Kitten brakes were -- like none at all!!! Three go-arounds later, I was able to land safely if not elegantly.

Fast forward two years of experimenting with considerable help from Dana Simmons which gave me better brakes but not GOOD brakes. Scott Perkins happened to mention the availability of Disk brakes as used on mountain bikes, cable operated and hideously expensive. So I bought four complete front brakes and, again with Dana's help (this guy is so damned clever and willing to help I feel I should salute him here) and the loan of one of his gear legs from his Kitten got me halfway home.

## Brakes cont.

An instructor in machine shop practices at TN Tech did the computer modeling and actual machining of new hubs and the mounting brackets -- perfect retrofit and much lighter to boot.

Now, if you look closely at the not-so-good pix herewith, you will see the results of all this effort. What can I say other than "They are a good thing times 10" and have seen several picture perfect crosswind landings with fairly long roll-outs virtually un-aided with rudder/tailwheel steering. At present there are no plans to offer drawings or kits -- low volume and liability exposure militate against marketing anything these days. However, for any who love taildraggers as I do, I would be happy to pass along any source data and working knowledge if you want to go to and do likewise.

As for me, now that my Kitten has NEW CLAWS, I am now working on a slightly different version for a Z-max which I bought recently. Just gotta have those differential brakes!

Jerry Perkins 9/22/03

(I have similar brakes on my Phantom. I am very impressed with the quality and effectiveness of these brakes – Erick Baron)

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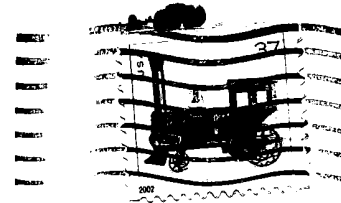
## Would you like to Learn to fly Ultralights or Trikes? Here are instructors you can call:

### Fixed Wing

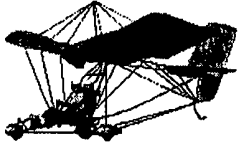
Bryan Jorgensen	<a href="mailto:bajorg@aol.com">bajorg@aol.com</a>	770-439-5504
Richard Logue	<a href="mailto:loguer@earthlink.net">loguer@earthlink.net</a>	770-590-3071
Ben Methvin	<a href="mailto:adakb@aol.com">adakb@aol.com</a>	770-509-6753
Brad Methvin	<a href="mailto:bradm@brashley.com">bradm@brashley.com</a>	678-461-4463
Bob Smedberg	<a href="mailto:bobsmedberg@bellsouth.net">bobsmedberg@bellsouth.net</a>	404-427-5739
Kim Arrowood	<a href="mailto:klocator@comcast.net">klocator@comcast.net</a>	770-547-3622

### Trikes

Chris Antoskow	<a href="mailto:flytrikes@aol.com">flytrikes@aol.com</a>	404-451-5656
Chuck Goodrum	<a href="mailto:trikes@mindspring.com">trikes@mindspring.com</a>	770-426-7294



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**Club Meeting— September 11, 2004**  
Etowah Bend or Jasper— 11:00 A.M. Sharp  
See inside and web site for details and Directions