

You want a different aircraft? What about the . . .
WOOPY-FLY INFLATABLE WING AIRCRAFT

Avweb May 17, 2010

The Woopy-Fly, a sort of paraglider/trike/ultralight hybrid shown on the world stage at Aero Friedrichshafen this April, 2010, in Germany, has a wing that folds for storage like a paraglider -- because it's inflatable. An evolution of the Woopy Jump, an inflatable wing used by Woopy enthusiasts to give them a more convenient hang gliding-type



experience while skiing, the Woopy-Fly (<http://fly.woopyjump.com/>) adds a weight shift trike with motor to the modest wing structure. The wing, while inflatable, does have a single aluminum and carbon fiber spar that helps provide structure, but the wing itself achieves most of its structure through inflation. Initially pumped (over the course of about 12 minutes) to semi-rigidity by a battery-powered fan, two small rigid air scoops on the wing's higher-pressure underside maintain the wing's shape in flight. According to enthusiasts, those scoops provide enough pressure to maintain the wing's structure even if the material suffers a small puncture. Fully inflated, the wing spans 31 feet and weighs 35 pounds. The manufacturers, which go by the same

name -- Woopy-Fly -- claim that when broken down, the vehicle is transportable in a normal automobile and launchable from your local cow pasture. Those wishing to buy the trike (plus wing) can expect a complete kit cost to run about 13,780 Swiss Francs, which currently is about US \$12,400 -- plus the legal disclaimer that releases the manufacturer of liability.

PILOT ARRESTED FOR BEACH LANDING

(DON'T LAND ON THE BEACH AT TYBEE)

Avweb May 24, 2010

What started as a nice walk on the beach with his mom ended with a trip to jail for an Arkansas pilot. Mark Jensen thought it might be nice to spend a sunny Saturday on the white sand of Tybee Island, in Savannah, Georgia, so he put his taildragger (looks like a Kitfox) down and they got out to spend the day, as they apparently have done at other beaches in the past. However, the local police took a dim view of Jensen's decision to drop in on the popular spot and, ironically, after surrounding the plane with ATVs and a Jeep, charged Jensen with operating a motorized vehicle on the beach and with reckless conduct. Mom escaped the handcuffs and was not charged.



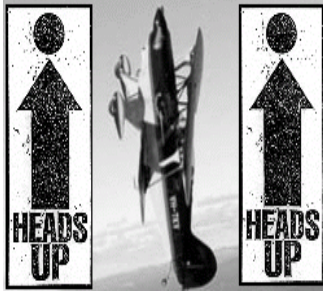
**FIRST APF-2 COPY BUILT BY DON & PAT MURPHY
FLEW ITS FIRST TEST FLIGHT RECENTLY AT THE PEA PATCH
UNDER PAT'S SKILLED HANDS**

Pat's flights were uneventful and performed about the same as the prototype. Papa Don flew his APF the first day of June. Don's legs are shorter than Pat's, requiring a slight modification to reach rudder pedals for good control. The only critical aspect of the flight was a slight right wing heaviness because of flap alignment.

The APF saga began in 1986 when the old Pea Patch at Evans was sold, and the move was made to Tom Hitt's old airstrip, establishing the new "PEA PATCH" at Blythe, Georgia. When hangars were being built, Ken Moore started building a copy of the APF (Al Patton's Folly). Before long, enthusiasm from a group of six to build copies of the APF with the designer providing drawings and help. Charlie Connell, a veritable optimist, declared that the group should have four completed within a year to fly in formation with military paint schemes to fly-ins. The APF being built by Charlie Connell and Ben Covington is just about ready for its test flight. This airplane has the rear sliding canopy in contrast to the Murphy and Patton side hinged canopies. Others who began this undertaking include: Steve and Marc Thompson.

General performance of the original APF: Cruise indicates about 130 mph; climb close to 1000 fpm. Approach speed around 75 mph; touchdown 55 mph.

Baldo Patton



EAA 172 Meeting
 June 12, 2010, 12:30 PM at the Pea Patch Aerodrome (61GA), Blythe, GA

EAA 172 Cold-Cuts Fly-in
 July 10, 2010, 12:30 PM at the Pea Patch Aerodrome (61GA), Blythe, GA

EAA Oshkosh Airventure® 2010
 July 26 - August 1 -- Oshkosh, Wisconsin

Birthdays

Keith C.	ROBBINS	06-05	Robbie	BRIDGES	06-04
Larry	GARNER	06-06	Judy	GOFF	06-06
Sam	HART	06-07	Teri	BIBEAU	06-11
Thomas	WHISNANT	06-10	Brenda	RAMSEY	06-11
William P.	BLANCHARD	06-20	Sherry	LOYER	06-12
Ross	WHEELER	06-20	Dana	DUDLEY	06-15
Jerry	CRAWFORD	06-23	Denise	BUTLER	06-17
Ray	WIGGINS	06-24	Tish	DIXON	06-24
Dudley H.	BOWEN, Jr.	06-25			

Anniversaries

Tom	&	Tish	DIXON	06-02
Randy	&	Jennie	POWELL	06-07
Brian	&	Cathy	MULHERIN	06-13
Dennis	&	Fay	ALLEN	06-24
Gene	&	Sandra	CRISWELL	06-27
Joe	&	Cindy	BRITT	06-29

PIG PICKIN' LOW COUNTRY BOIL AT THE HACIENDA DE GAY

Don & Langga Gay are holding a Pig Pickin' Low Country Boil at his house (Hacienda De Gay - 7GA3 - Garfield, GA) on Saturday, June 12th. It is the celebration of the first birthday of his grandson, Randon. Don writes "NO PRESENTS, PLEASE." The meal starts around 4:00 PM, in time to get there from the Club meeting earlier.



Grandpa Don Gay & Randon

Remember to land coming in over the pond on runway 17, NO MATTER WHAT THE WIND DIRECTION IS! The runway is grass, 2000 feet long, and is 75 feet wide but has an open space of 100 feet on each side of the runway. After landing, taxi back down the runway to the pond and someone will guide you to parking. If no one is there taxi between the little "outbuilding" and the pond to the parking area. The runway is located two miles EAST of Garfield off paved highway county number 289. GPS coordinates are: 32° 39.48' N / 82° 04.31' W. Elevation is 300 feet and the UNICOM is 122.9.

Land directions: If coming into Garfield from Millen on Highway 23, go into Garfield and turn left (east) at the signal light. Go through Garfield up the hill. At the top of the hill turn left on Augusta Road. Follow that road for a mile or so until you see Elam/Airstrip Road. Turn left there and follow the runway to the house. The address is 6250 Elam/Airstrip Road.

EVERYONE IS INVITED! BRING YOUR FAMILY, FRIENDS AND GUESTS.

Come enjoy the food, friends and camaraderie.

Contact Don Gay at: 478-982-7164

His e-mail is: dgay.savannah@glsp.org