

EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476



Editors Notes

by Bill Markstrum

Many of our members are deeply involved in snowmobiling, some in leadership and trail planning rolls. To them I say, enjoy this real Wisconsin winter. That's why we live here after all, to enjoy it's four distinct seasons. When winter is over and the warm days return, there will be many happy days of flying.

Our winter season also features one of our major social events, the chapter "Snowball". Our after-Christmas party is always a great event and was held in Syd Cohen's heated hangar at the Wausau Downtown Airport. As always, there was

an abundance of delicious food, the main course being the fingerlickin' chicken the Kruegers always arrange to pick up and no end of side dishes and desserts brought by various members. After the meal, Steve Krueger presided over a short business meeting. An-

nual awards were presented plus a gift of new video tapes to our videographer, Ron Detert. We also had a surprise gift for our gracious host, Syd Cohen, a new bench grinder to supplement

presents were exchanged and everything was cleaned up, turning Syd's hangar back to its usual tidy, quiet self. We all departed with lovely gifts and warm memories.

Our engineering thought for this month is credited to Bill Hannan in an old Model Builder's magazine: "It is easy to build things strong or light, but to do both at the same time is the art of a true engineer." Unfortunately, if you've already built it too heavy, you can't add lightness!

As you will note on the chapter calendar, our February meeting will be at the Antigo airport on Saturday, February 21st. The airport personnel are always gracious hosts and we can expect to visit with our favorite entertainer, J. J. Smith who hangars his beautiful CGS Hawk there.

See you there!
Bill Markstrum

I hear the Rotax engines
Beyond the lakes north shore,
Screaming as they fling their sleds
With throttles at full bore.
Some of those earthbound sleds, we know,
Have fliers at controls,
Chapter members of our own,
Racing up the woodland knolls.
Enjoy Wisconsin's winter sport,
The tracks, the thick warm glove,
Until, in spring, your Rotax sings
It's song from high above.



his existing tools. It was labeled, "From a grateful UL chapter 75". Thank you Syd for your many kindnesses and support over the years. Following the meeting, and presentations the noise levels rose many decibels as we played our usual take-away dice game. After the game,

Vol 9, Issue 2
February 2004

Inside this issue

Editors Notes	1
January 2004 Treasurer Report	2
View from the West Side	3
Next NCWLF Meeting	3
Chapter Gift	4
January NCWLF Minutes	4
any AWOS	5
UL/Light Aviation Safety Seminar	5
Calendar of Events	5
Your Event	6
Opportunity to Fly in an F-14	7
Buy Trade Sell	8

Try not to die all tensed up.

North Central Wisconsin Lite Flyers
PO Box 12
Schofield, WI

President:
Steve Krueger
715-536-8828

Vice President:
Dean Turner
715-453-4197

Secretary:
Dody Neubauer
715-536-2744

Treasurer:
Steve Norris
715-675-2876

Board Members:
Dan Marlenga
715-359-7377
Russell Post
715-848-0490

Newsletter Editor
Bill Markstrum
715-845-8673

Web Editor:
Tom Voss
715-443-2835

Videographer:
Ron Detert
715-845-1340

Safety Directors
Carl Greene
715-854-2111
Pat Kenny
715-479-5036
Jack LaSee
715-223-4540

Tech Counselors
Steve Kuchera
715-845-8673



NCWLF Treasurer Report January 2004

Balance Fwd	\$ 358.16	Disbursements	
Checking Deposits		Postage	24.32
2004 Calendars	114.00	Syd Cohen Gift	20.00
Total Deposits	<u>\$ 114.00</u>	Video Tapes	9.50
		Christmas Party Supplies	97.78
		Christmas Party Food	124.45
		Total Disbursements	<u>\$ 276.05</u>
		Ending Balance	<u>\$ 196.11</u>
		Savings Balance	<u>\$ 501.20</u>

EAA ULTRALIGHT CHAPTER 75
North Central Wisconsin Lite Flyers
Application Form for Membership and Subscription

Mail Check Payable To:
NCWLF
P.O. Box 12
Schofield, WI 54476

Date _____
Name _____ Phone _____
Address _____
City _____ State _____ Zip _____
USUA# _____ EAA# _____
Type of Ultralight you fly _____

Membership Dues Schedule

- \$ 12 May \$ 9 August \$ 6 November \$ 3 February
 \$ 11 June \$ 8 September \$ 5 December \$ 2 March
 \$ 10 July \$ 7 October \$ 4 January \$ 1 April

Payment of dues affords me voting privileges, and a subscription to news updates.

This newsletter is a monthly publication of the North Central Wisconsin Lite Flyers and is free to all club members. Items you would like included in the newsletter should be sent to:

*Thomas L. Voss
15203 Short Lane Marathon, WI 54448
tvoss@pcpros.net*

*Items received by the 5th are considered for that months' publication.
Change of address and membership inquiries should be directed to:*

Steve Norris (715) 675-2876

Comments, questions, suggestions, etc... can be sent to tvoss@pcpros.net

View from the West Side

Thanks to the Chapter 75 group that worked so hard to have a successful Christmas Party at Syd's hangar in Wausau in January. Mary and I had a fun time and I even came home with a helicopter and a really great cooler that fits right behind the seat in my new Rans S-6ES. We had a great time talking with everyone and renewing friendships. That is what Chapter 75 is all about; friends and flying. We have an Ultralight-Light Plane Seminar coming up 6 March 04 at the Mead Inn in Wisconsin Rapids. Hope to see you all there for a fun and informative time. We are working hard to bring a few more people with us again this year.

Gary Erickson bought a red Rans S-12 from Jeremy and is in the process of trying to get the weather to cooperate, so he can get some time in it and feel comfortable flying it. He got new skins, nosebow, and other items with the plane and plans to recover it when the weather gets warmer. He is like a kid with a new trike for Christmas and the snow is too deep to ride it. The only good day we have had was Saturday and Mary and I were with Chapter 75 in Wausau.

Brian Seely is recovering the tail of his Titan. He was

trying to get it a little lighter and clean up the finish on the previous job. Brian is very particular about how his plane looks. We appreciate



having him around to look at our projects and help with the details.

Wayne Stensgard is counting the days to freedom. He is a schoolteacher and plans to retire and build a home near us. His choice of plane is



still in the air, but it will get firmed up as the time to retire gets closer.

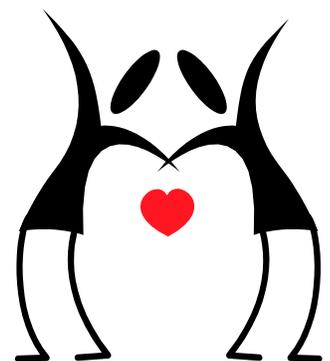
Kim Morivitz will be getting his Rans S-6S within the next week and is excited about getting started on his project. He plans to put a Rotax 912S in for the power plant. Will keep you posted as progress continues.

I just finished a Rans S-6ES with a Rotax 503 52HP engine. The goal was to build it as light as possible so there are no options included. We wanted to produce a simple flying machine. This one should fill the bill. I have included some pictures of it in the "barn" at Applegarth. I can't fly it out of here because of the snow on the runway and if I take it apart and transfer it to the hangar in Boyceville (3T3) I know I won't work on the little details in the cold, so it will stay here until every little thing is completed. Just because one airplane never fills the total needs (like a women and her shoes), we ordered a Rans S-6S with a Rotax 912S for our own plane. That way we have a slow and fast one. It should arrive sometime in late March. Mary says it will keep me out of trouble and busy in the barn.

We offered a weekend meeting of the Chapter 75 on our side of the state sometime this summer. Boyceville (3T3) has a campground with bathrooms, showers, sewer and electrical hookups at the airport. I believe the charge is \$5.00/night. Runway is 3400 feet 26-08. If preferred our home (Applegarth) is four miles south of Boyceville. We have lots of camping area, 105 acres to play in, (Continued on page 4)

Next NCWLF Meeting February 21

Our next meeting is at the Antigo Airport on Saturday, Feb 21 1:30 PM. Gather in the main lobby of the airport. Thank you to the Antigo FBO for having us again and thank you to Jerry (JJ) Smith for coordinating. Hope to see everyone there.



Don't Forget Valentines Day

Chapter Gift

I received word today that our Chapter has been graced with a combination TV/VCR from an anonymous donor. This gracious gift can be used by anyone in the Chapter who may be temporarily shut in or on the "mend" while in the hospital or WHATEVER!

If anyone of you should have the need for the use of this gift to watch the Chapter tapes or any other tape of your choice, please let me know by calling 845-1340. Arrangements for the use of this gift can be made at that time.

I personally want to thank this donor for a very wonderful thought, and I am sure the Chapter thanks him/her also!

Be sure to check out one of "your" tapes at the next meeting!

Ron Detert

View from the West Side cont...

(Continued from page 3)

1700 foot runway which is one way. Land to the east and depart to the west. After attending last years Christmas party at Syds hangar Mary got a dream of building a similar hangar. We ended up with a 44' x 70' heated hangar with kitchenette, bunks, full bath, and

greenhouse. I included some pictures of the barn to give you a tour.

If you ever find yourself in the area, the door is always open and you are welcome. We use the hangar for our builder assist program, but is only used for a short time if the builder has never put a project together before. Fre-

quently friends fly in and stay a day or two. That's why we built it the way we did. Flying is all about friends and flying. We look forward to seeing all of you in March at the Seminar.

See you in the air.

Ron Purvis



January 2004 NCWLF Minutes

Our January 24th meeting was held in Syd Cohen's hangar at the Wausau Downtown Airport. President Steve Krueger called the meeting to order and we introduced guests and members. The secretary and treasurer's reports were approved as read.

Old business Everyone was reminded that now is the time to pick up the 2004 calendar that you ordered last fall. Steve said that we received our certificate of insurance from EAA. Steve also announced that Joe Nor-

ris, of Oshkosh, is authorized to perform homebuilt aircraft inspections for airworthiness.

New business Chapter service awards were presented.

Coming Events Ultralight Safety Seminar to be held Saturday, March 6th, at the Meade Inn in Wisconsin Rapids. Ron and Mary Purvis invited members of UL Chapter 75 to spend a weekend at Boyceville. Bill Markstrum presented Syd Cohen with a bench grinder from

UL Chapter 75 in appreciation for Syd's promotion of aviation. Ron Detert was given a gift from Santa (videos tapes so that he may continue to film our chapter activities?). Our next meeting will be held on February 21st at the FBO in Antigo.

Dody Neubauer
Secretary

any AWOS

A new service allows anyone to access any publicly available Automated Weather Observing System (AWOS) or Automated Tower Information System (ATIS) via a toll-free number. It's called any AWOS, from Mackinac Software, LLC. Dial 877-any-AWOS (877-269-2967), enter any three-character airport identifier, choose from the possible airports

provided, and you'll be connected to that airport's AWOS or ATIS number.



The service allows users to easily access current weather conditions nationwide, and in the case of ATIS, current

airport information such as snow removal operations notices or runway closures. (Because not all AWOS/ASOS locations report METARs, current on-airport weather may only be available from the AWOS.) For more information visit www.anyAWOS.com, or e-mail info@anyAWOS.com.

11th Annual Wisconsin Ultralight / Light Aviation Safety Seminar



Mark your calendars for the 11th annual safety seminar at the Mead Inn in Wisconsin Rapids on Saturday, March 6th, sponsored by the Wisconsin Ultralight / Light

Aviation Advisory Counsel and the WI DOT Bureau of Aeronautics. Great guest speakers, free handouts, information, door prizes, and a raffle featuring big ticket items. The full day event is a wealth of great information and safety topics, look for a full page listing in next

months issue. For more information contact Steve Krueger 715-536-8828, Jack LaSee 715-223-4540, Dan Marlenga 715-359-7377 <http://www.geocities.com/bkshgee@sbcglobal.net/wulac/wulac.html>

months issue. For more information contact Steve Krueger 715-536-8828, Jack LaSee 715-223-4540, Dan Marlenga 715-359-7377 <http://www.geocities.com/bkshgee@sbcglobal.net/wulac/wulac.html>

NCWLF Calendar of Events

February 21, 2004 Chapter 75 Meeting

Antigo, WI 1:30 Antigo Airport Main Lobby

February 24, 2004 Spring Pilot Education Program

Sheboygan, WI Western Shore Aviation 7:00 pm

February 25, 2004 Spring Pilot Education Program

Green Bay, WI CAVU Aviation 7:00 pm

March 6, 2004 11th Annual Ultralight and Light Aviation Seminar

Wisconsin Rapids, WI Hotel Mead and Conference Center 9:00 am

March 20, 2004 Chapter 75 Meeting

Stevens Point, WI

March 23, 2004 Spring Pilot Education Program

La Crosse, WI Colgan Air Services 7:00 pm

March 24, 2004 Spring Pilot Education Program

Eau Claire, WI Heartland Aviation 7:00 pm

April 6 - 11, 2004 Bensen Days 2004

Wauchula Florida. Hosted by Sunstate Wing & Rotor Club. Lots of Vendors, Lots of Gyros. Fun for the whole family. Camping on airfield with or without

(Continued on page 6)

F-18 Mid-Air

Two F/A-18 Hornets from Top Gun were dog fighting, and made a head-on pass just a bit too close. One got home with part of the left wing and left vertical fin and rudder missing ; while the other jet is missing everything forward of the cockpit pressure bulkhead - and is a flying convertible because the canopy is shattered too. These guys are pretty lucky, or these photos demonstrate the ruggedness of these fighters.



Your Event

Why not have your event featured in the newsletter and on the website? Send your pictures, articles, notes, etc... Email to tvoss@pcpros.net or mail to Tom Voss - 15203 Short Lane, Marathon, WI 54448

Now is also a great time to send items for 2004 calendar of events. It is never too early but if you wait too long it could be too late.

NCWLF Calendar of Events cont...

(Continued from page 5)

power. Showers, porta pottys, food vendor. Come visit with the Family.

April 13 - 19, 2004 Sun N Fun

Lakeland Florida The City of Lakeland and the Lakeland Linder Regional Airport have hosted the Sun 'n Fun EAA Fly-In for over 30 years. This annual Spring Celebration of Flight brings together those from all over the world, and from all segments of the aviation community to enjoy the best fly-in experience ever.

April 17, 2004 Chapter 75 Meeting

Tomahawk, Wi

May 15, 2004 Chapter 75 Meeting

Location TBD

May 10 - 12, 2004 Wisconsin Aviation Conference

La Crosse, Wi Municipal LSE Pete Drahn 715-358-2802 daredem@nnex.net

June 19, 2004 Ultralight Day

Oshkosh, Wi Pioneer Airport

June 19, 2004 Chapter 75 Meeting

Oshkosh, Wi Pioneer Airport Ultralight Day.

July 10, 2004 Flote-in Fly In

Phillips, Wi Phillips Airport, Harborview Supper Club. Land on water off the end of runway 24. Harborview is located across the highway from the airport.

July 17, 2004 Jakel LaSee Fly In & Chapter 75 Meeting

Abbotsford, Wi

August 8, 2004 Musky Day Fly In

Boulder Junction, Wi

August 20 - 22, 2004 WI State UL Fly In

Wautoma, Wi Lake of the Woods

August 21, 2004 Chapter 75 Meeting

Location TBD

September 18 - 19, 2004 9th Annual Blume-Voss Fly In

Little Chicago, Wi Sponsored by EAA Chapter 243 & EAA UL Chapter 75

September 18 - 19, 2004 Chapter 75 Meeting

Little Chicago, Wi Blume-Voss Fly In Joint meeting with EAA Chapter 243

October 16, 2004 Chapter 75 Meeting

Location TBD

November 20, 2004 Chapter 75 Meeting

Location TBD

December 11, 2004 Chapter 75 Meeting

Location TBD

December 13 - 20, 2004 Centennial of Flight

Oshkosh, Wi A Week of Activities Surrounding the Centennial of Flight 902-426-6108

December 17, 2004 Centennial of Flight Banquet

Oshkosh, Wi Kate Robinson 920-426-6869 krobinson@eaa.org

Check these websites for other events

www.dot.state.wi.us/dtid/boa

Calendar of Events is updated monthly.

Contact Tom Voss tvoss@pcpros.net to list events in subsequent newsletters

Opportunity To Fly In An F-14



Rick Reilly wrote this article for Sports Illustrated. He details his experiences when given the opportunity to fly in a F-14 Tomcat... very amusing.

Now this message for America's most famous athletes: Someday you may be invited to fly in the back seat of one of your country's most powerful fighter jets. Many of you already have—John Elway, John Stockton, Tiger Woods to name a few. If you get this opportunity, let me urge you, with the greatest sincerity... Move to Guam. Change your name. Fake your own death. Whatever you do, do not go. I know. The U.S. Navy invited me to try it. I was thrilled. I was pumped. I was toast!

I should've known when they told me my pilot would be Chip (Biff) King of Fighter Squadron 213 at Naval Air Station Oceana in Virginia Beach. Whatever you're thinking a Top Gun named Chip (Biff) King looks like, triple it.

He's about six-foot, tan, ice blue eyes, wavy surfer hair, finger-crippling handshake—the kind of man who wres-

bles dyspeptic alligators in his leisure time. If you see this man, run the other way. Fast. Biff King was born to fly.

His father, Jack King, was for years the voice of NASA missions. ("T-minus 15 seconds and counting...." Remember?) Chip would charge neighborhood kids a quarter each to hear his dad. Jack would wake up from naps surrounded by nine-year-olds waiting for him to say, "We have a liftoff."

Biff was to fly me in an F-14D Tomcat, a ridiculously powerful \$60 million weapon with as much thrust as weight. I was worried about getting airsick, so the night before the flight I asked Biff if there as something I should eat the next morning.

"Bananas," he said. "For the potassium?" I asked. "No," Biff said, "because they taste about the same coming up as they do going down."

The next morning, out on the tarmac, I had on my flight suit with my name sewn over the left breast. (No call sign-like Crash or Sticky or Lead foot-but, still, very cool.) I

carried my helmet in the crook of my arm, as I'd been instructed. A fighter pilot named Psycho gave me a safety briefing and then fastened me into my ejection seat, which, when employed, would "egress" me out of the plane at such a velocity that I would be immediately knocked unconscious.

Just as I was thinking about aborting the flight, the canopy closed over me, and Biff gave the ground crew a thumbs-up. In minutes we were firing nose up at 600 mph. We leveled out and then canopy-rolled over another F-14. Those 20 minutes were the rush of my life. Unfortunately, the ride lasted 80. It was like being on the rollercoaster at Six Flags Over Hell. Only without rails. We did barrel rolls, sap rolls, loops, yanks and banks. We dived, rose and dived again, sometimes with a vertical velocity of 10,000 feet per minute. We chased another F-14, and it chased us. We broke the speed of sound. Sea was sky and sky was sea.

Flying at 200 feet we did 90-degree turns at 550 mph, creating a G force of 6.5, which is to say I felt as if 6.5 times my body weight was smashing against me.

And I egressed the bananas. I egressed the pizza from the night before. And the lunch before that. I egressed a box of Milk Duds from the sixth grade. I made Linda Blair look polite. Because of the G's, I was egressing stuff that did not even want to be

egressed.

I went through not one airsick bag, but two. Biff said I passed out. Twice. I was coated in sweat. At one point, as we were coming in upside down in a banked curve on a mock bombing target and the G's were flattening me like a tortilla and I was in and out of consciousness, I realized I was the first person in history to throw down.

I used to know cool. Cool was Elway throwing a touchdown pass, or Norman making a five-iron bite. But now I really know cool. Cool is guys like Biff, men with cast-iron stomachs and Freon nerves. I wouldn't go up there again for Derek Jeter's black book, but I'm glad Biff does every day, and for less money per year than a rookie reliever makes in a home stand.

A week later, when the spins finally stopped, Biff called. He said he and the other fighters had the perfect call sign for me. Said he'd send it on a patch for my flight suit. What is it? I asked.

"Two Bags."

Buy | Trade | Sell

✎ I have the muffler and various mounting brackets for a Quicksilver. Everything is painted and looks very good. New muffler is over \$350, make an offer. Ron 715-665-2431 rpurvis@purvisgrp.com



✎ StarLite Tail Dragger Selling due to 2 place upgrade Single seat rocket N112SL 120mph cruise 45mph stall Built 1986 featured in Sport Aviation Mag of that year. Rotax 447 dual carb, appx. 30 hours, aux.power outlet, electric fuel pump, inline pulse pump Condition inspection complete 9/9/03 \$8500 Firm Call or E-Mail for more info and pics.Steve Magdic 262-820-9938 steve.magdic@lpsg.com

✎ Wanted: Aircraft recovering supplies. Poly-tak, Poly-Brush, Fabric, 107wt, Acid wash, or aluminum cleaner, tapes, Bias and straight. 1" and 2" I could use what ever you have left. I need about 47 yards of fabric for a Bi-Wing. Call me with quantity and price. Pat Kenny Eagle River, WI 715-479-5036 stinkstix@nnex.net

✎ Looking for a long ratio C or E box for Rotax 503 DCDI 2.88 or 3:1 Richard Penney 715 235-2190

✎ 2001 Aventura HP503 Factory Built, < 50 hours, several extras! Rotax 503 dual CDI with duel Bing Carb upgrade. Electric flaps, electric starter, Ivo prop. BRS-750 soft-pack (\$1,835 value) Airspeed, Alt, RPM, CHT, duel EGT, VSI. Wing tip strobes bilge pump and extra Aux switches. Included not yet installed Auxiliary electric fuel pump, fuel gage, oil injection kit with mounting hardware. Not included but negotiable Comtronics Aero Pro-500 Helmet/Headset (\$500 retail), custom push to talk in joystick, Icom A-22 adaptor, Ram radio/GPS mount, secondary 12 Volt independent accessory power supply, always hangered \$17,900 Steve Norris 715-675-2876 715-551-8606 steve4022@charter.net

✎ Wanted: Used handheld or base aircraft radio. What I would really like is the older handheld STS radio, but it wouldn't have to be. Jeremy Viegut 715-613-6548 after 3:30 pm sir_jeremy@yahoo.com

✎ Challenger completed in 1997, Single Seat, 230 hrs AF&E, 503 Rotax with Carbon Fibre Warp-Drive Prop, Nickel-edge Dual CID Ignition, Icom A2Z Nav/com, Strobes, Garmin Handheld GPS Mounted, Cabin Heat off Exhaust, Plexiglas Doors, Skis, Extra prop and other stuff. Asking \$14,000.00 Ed Johnson 715-287-3263.

✎ Rotec Rally 2B 447 CDI B.R.S. 500# soft-pack 4 blade Ultra Prop ICOM A3 radio and headset. \$1750.00 Paul Zarnke 715-848-1816

✎ Kitfox Lite. Low time 2si engine, BRS chute, trailer and transport package available. Pictures at <http://www.geocities.com/Pipeline/Reef/9058> Asking \$14,000. Tim Duquaine DePere, WI tduquaine@new.it.com

✎ Looking to trade a 26 ft GMC motorhome for a Cherokee 180, 160, 140 or a Cessna 172. Something to train in and build hours. Does anyone have a Falcon XP for sale or trade, flying or a project? I also have a nice 18 ft sailboat I could trade for a Falcon-XP. Ron 573-348-4654 rbeller@midmo.com

✎ 1992 Challenger 2 503 Rotax engine, updated wings, new puddle

jumper floats with retractable wheels. BRS chute, new windows, fiberglass nose cone, flapperons, strobe lights, ski hardware, extra balloon type tires with hydraulic brakes. and held Delcom radio, instruments, and much more. \$ 15,500 or best offer. Glenn Wagner 715-453-8461.Glennsnr71@klinktech.net

✎ Titan 1 with custom paint - 582 Rotax with 0 rebuild time on engine. Fully updated by Gordy Radtke. Jump seat option / BRS-5 chute. Full instrumentation with EIS. \$ 18,500 Tim Hanagan 92 0/734-8682 Appleton, WI

11th Annual Ultralight and Light Aviation Safety Seminar 2004



Saturday, March 6th
9:00 a.m. – 4:00 p.m.
Hotel Mead & Conference Center
Wisconsin Rapids, Wisconsin.

Registration at 8:00 a.m.
Morning Refreshments and Lunch Available.

Morning Sessions include:

- Wi DOT Bureau of Aeronautics
Airport Etiquette for all aircraft:
Fixed wing, Flex wing and Powered Parachutes alike
- **USUA Ultralight Insurance Program**
Insurance for the “little Guy”
- Fox Valley Tech College Aviation Dept
ABC’s of Preventative Maintenance.
For ALL types of aircraft.

(Luncheon Break – Buffet line available on site)

Afternoon Sessions Include:

- EAA
Sport Pilot – It’s Coming, Will You Be Ready?
- L.E.A.F.
Rotax Engines and Bing Carbs
- Powered Parachute Clinic – **Chute Preflight and**

Seminar Lodging

- | | | |
|----------------------------|-----------------------------------|----------------|
| • Hotel Mead | 451 E. Grand Avenue | (800) 843-6323 |
| • Quality Inn | 3120 8 th Street South | (715) 423-5506 |
| • Super 8 Motel | 3410 8 th Street South | (800) 800-8000 |
| • AmericInn Motel & Suites | 3010 8 th Street South | (800) 634-3444 |

Big Ticket Raffle Items :

(2) Sets of 2 Week Long Passes to AirVenture 2004 - Courtesy of EAA

Comtronics Headset - Courtesy of Comtronics

Windsocks – Courtesy of Bruce Hawk

Ultralight Winter Skiis – Courtesy of Don Zank/Zanklites

MX Saddle Bags – Courtesy of Sue Brown

Pennzoil Motor Oil – Courtesy of Pennzoil

Amsoil – Courtesy of Amsoil

I-COM Radio –Courtesy of I-COM

GPS - TBA

Quicksilver 20% Discount –

WE'RE ON THE WEB
<http://www.pcprios.net/~tvoss>

PO Box 12
Schofield, WI 54476

EAA UL Chapter 75
North Central
Wisconsin Lite Flyers

