

EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476



Editors Notes

by Bill Markstrum

As I write my editorial on this snowy November day, I think back with pleasure to the beautiful day we shared at the Crivitz airport for our October meeting. Whether we came by land or air, there were many comments on the colorful autumn trees and those that wisely flew high above those forests saw the blue waters of the bay and Lake Michigan to the east.

We had a good turnout of chapter members and local Crivitz area fliers. I counted about a dozen ultralights and a powered parachute. After the meeting the aircraft

were arranged in a semi-circle and all present lined up for a group picture. I hope the attendance and the P.R. picture made a statement for the local city fathers. The Crivitz airport is a flat grass field, the kind you see in the old WW II movies with a squadron of "Spits" lifting off to engage the incoming bombers. The runways are marked with cones and are unusual in that they're oriented in an East-West, North-South direction, 36-18 and 27-90. I'm sure many owners/pilots envy those living in or near these small communities with laid-back, simple airports where they can organize to maintain and improve their field and even build

their own hangars. We wish the newly formed "Friends of Crivitz Airport" (FOCA) much success and support in their efforts to keep and improve their field.

Carl Greene, during our September meeting at Mark and Tom's, encouraged us to come to Crivitz and support their efforts and in return would furnish "snacks". The so called snacks Carl and friends provided more closely resembled a Thanks-

I guess, that simple and slow is the way to go.

giving dinner! They deep fried not one, but two flavor enhanced turkeys plus lots of trimmings and desserts. Thanks Carl and FOCA for the wonderful day.

Carl had prepared the drop zone for bombing practice. The theoretical bomb release point was marked with orange cones while the painted bull's-eye **was centered** on a large Woodchuck hole. "Professor" Greene briefed everyone on the mathematical theory involved when the "bomb" was dropped from fifty feet above the release point. The scientist that planned the WW II "Dam Buster" raids, Barnes Wallace, could not have given a better briefing. I'll be kind and say that the results of the

bombing runs made that Woodchuck the safest one on the field. One local area flier, in a Pterodactyl, was the overall winner, proving, I guess, that simple and slow is the way to go. By the way, Carl Greene is a teacher in the Crivitz High School. Carl, the refrigerator magnet I saw recently says it all: "Teaching is the profession that creates all others". Amen to that.

On Saturday evening, October 25th, Dee and I, along with Vivian and Ron Detert, were privileged to attend the Wisconsin Aviation Hall of

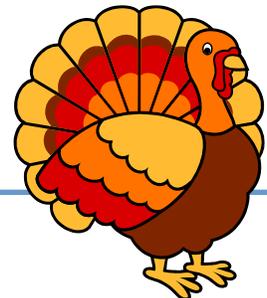
Fame banquet held in the Eagle Hangar of the EAA Museum at Oshkosh. That evening the following Wisconsin fliers were inducted into that prestigious group: P-51 Double Ace, Robert J. Goebel; Charles M. Wood, flight instructor and aviation promoter; Thomas F. Hamilton, pioneer flier and founder of the Hamilton Metal Plane Co.; Melvin J Thompson, Pioneer pilot, Gov. Kohler's personal pilot. Two Wausau pilots were also included in that induction ceremony, and the reason we were asked to attend. They were the late Archie Towle and his daughter, Marie Towle Schuette. Archie, of course, was the manager of

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November 2003

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There is no reason to fly through a thunderstorm in peacetime.

Once appearing over squadron ops desk at Davis-Monthan AFT, AZ

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NCWLF Treasurer Report October 2003

Balance Fwd	\$ 795.53	Disbursements	
Checking Deposits		Postage	22.2
Dues	12.00	Fly-In Porta Potty	73.85
2004 Calendars	<u>190.00</u>	Total Disbursements	<u>\$ 96.05</u>
Total Deposits	<u>\$ 202.00</u>	Ending Balance	<u>\$ 901.48</u>
		Savings Deposits/Int	1.20
		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

- | | | | |
|-------------------------------------|---|--|--|
| <input type="checkbox"/> \$ 12 May | <input type="checkbox"/> \$ 9 August | <input type="checkbox"/> \$ 6 November | <input type="checkbox"/> \$ 3 February |
| <input type="checkbox"/> \$ 11 June | <input type="checkbox"/> \$ 8 September | <input type="checkbox"/> \$ 5 December | <input type="checkbox"/> \$ 2 March |
| <input type="checkbox"/> \$ 10 July | <input type="checkbox"/> \$ 7 October | <input type="checkbox"/> \$ 4 January | <input type="checkbox"/> \$ 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

Editors Notes cont...

(Continued from page 1)

the Wausau Airport in the thirties and forties and was "Mr. Aviation" in the Wausau area and certainly an aviation promoter throughout the state. His accomplishments are well documented in Bob Wylies excellent book, "Wings North". As a young boy I was privileged to do volunteer work at the airport and learned many useful things working around mister Towle. I also got to fly with him in the F-2 Waco, sometimes even right

side up! Marie, his daughter, learned to fly with her dad and was the youngest licensed female pilot in Wisconsin at age sixteen. After Archies death, she and husband Lyle Grimm took over the running of the airport. Vivian Detert probably spent more evening hours at the airport since she was involved in babysitting many of these future fliers. Vivian and I both had a great time reminiscing with members of the Towle family. What a place to share memories sur-

rounded by all those pristine aircraft.

While I was not on the list of scheduled speakers, I was honored to be invited to the podium to make a personal presentation to Marie. After brief comments about being around and learning a great deal from her father Archie, I presented a monogrammed white flying scarf from Amelia Earhart's birthplace, Atcheson, Kansas. I concluded the presentation with the following poem.

Thanks for the memories,

*Marie,
We see Amelia's pictures
In Wausau's history books,
The darling of the flying world
With wit and charm and looks.
But by that time we had our own
Aviatrix you see,
Who at sixteen was licensed
While Earhart was twenty-three!
This night we honor you, Marie,
And Archie, your father, too,
The history making duo,
As over our town you flew.*

October 2003 NCWLF Minutes

Our October 18th meeting was held at The Friends of the Crivitz Airport hangar near Crivitz. President Steve Krueger called the meeting to order at 12:15 pm. We introduced guests and members. The secretary and treasurers reports were approved.

Old business Steve re-

minded us about the pilot education program to held at the Wausau Downtown Airport on Nov. 15th from 9 am to 11:30 am.

New business As of October 17th, the Young Eagles program has given plane rides to 986,520 kids. This is very close to the 1 million kids goal. Operation

Migration: The third flock of whooping cranes began heading south being lead by an ultralight plane. They left the Necedah Wildlife Refuge and are heading for a National Wildlife Refuge on Florida's gulf coast. If you would like a 2004 NCWLF calendar, sign up

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Next NCWLF Meeting November 15

Our next Chapter 75 meeting is on Saturday, November 15th at Jim Jakel's red square dancing barn up stairs in Abbotsford (511 West Bus. 29). The meeting starts at 1:30 PM. Bring a dish to pass. Apple cider, and soda provided. Dessert to pass optional. GPS coordinates N 44 56 33 W 90 19 56. The airstrip is 2900 Ft. with clear approaches. **Unicom is 122.9** but be aware of non radio traffic. Contact Jack LaSee (H) 715-223 4540 (W) 715 223 6324



Video Library

Yes, the weather is getting bad and un-flyable (unless you are on skis or floats.) Either way, you would still have to be dressed pretty warm. So, check out a tape from your library and relive those flying moments in the comfort and warmth of your favorite "left seat" chair.

Ron Detert

Your Event

Would you like your event featured in the newsletter and on the website? We can't publish what we don't have. Send your pictures, articles, notes, etc... You can 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.

October 2003 NCWLF Minutes cont...

(Continued from page 3)

now. This year the cost of the calendar is \$17 and this should be paid at sign-up time. If you have pictures to submit for the calendar, send them to Steve Norris or Tony Borchardt See Steve Krueger if you are

interested in our club apparel: shirts, hats, sweat-shirts, & jackets We thanked Carl & Barb Green and the Friends of the Critvitz Airport for their generous hospitality. Carl Green recapped the day; inviting us to lunch, and describing

the bomb drop (using the woodchuck hole as the center of the target). The next meeting will be held on Nov. 15th in Abbotsford. Meeting was adjourned at 12:45 pm.

Dody Neubauer
Secretary

EAA Young Eagles Program Enters Final Stretch Registrations Surpass 990,000

November 5, 2003 - Registration of the one millionth EAA Young Eagle is no longer a matter of "if" but "when." The EAA Young Eagles Office reports that as of this morning (October 22) it has registered 990,027 EAA Young Eagles (and counting) into the World's Largest Logbook and, given the current pace, will soon eclipse the goal of flying 1 million children ages 8-17. (You can follow the countdown of the final 10,000 kids on the EAA website, where the total is updated daily.)

Back on July 31, 1992, the first Young Eagles flights occurred during the program's official launch conducted at EAA Oshkosh '92. EAA President Tom Poberezny made the initial flight in a Piper Twin Comanche, with his daughter, Lesley, first in the logbook. Eleven years, two months and three weeks later, more than 35,000 volunteer pilots,

50,000-plus ground volunteers, EAA members, Chapters, and supporting organizations have brought the total less than 10,000 chil-

changing lives in both children and adults. More importantly, EAA and its members, through Young Eagles, are building aviation's future one kid at a time."

The child who becomes the millionth registered Young Eagle, and that flight's pilot, will be invited to the Wright Brothers National Memorial in Kill Devil Hills, North Carolina, for the First Flight Centennial Celebration on December 12-17. That child will be selected on a random basis as the registrations are received at the Young Eagles office. That Young Eagle and pilot will represent all the Young Eagles and pilots who have participated in the program.

Many thousands of children have used their Young Eagles flight as a springboard to a lifetime of aviation but the program has had an equally profound affect on the volunteer pilots and ground crews.



EAA Young Eagles Director Steve Buss brings another stack of Young Eagles registration forms to Sherry Harris. Photo by Trisha Lundquist

dren away from 1,000,000. "What an outstanding achievement!" remarked Poberezny. "Flying 990,000 kids is more than just a number, it's hundreds of thousands of stories telling about

The Case of the Missing Hat

Our good friend and honorary chapter member, Syd Cohen, made a late summer driving trip to the northwestern states and British Columbia with his wife Lois. In the chapter 640 newsletter, which Syd edits, he tells of the aviation oriented stops they made over and above the scenic treats so abundant in that part of the world. These included the Canadian Heritage Aviation Museum northeast of Vancouver B.C., the Museum of Flight in Seattle and the Evergreen Aviation Museum in McMinnville, Oregon, the later being the home of the

Hughes Spruce Goose which, Syd said, made the thirty other "normal" planes look like scale models. He had the same reaction at the Tillimook Air Museum which was housed in a WW II blimp hangar.

Syd and Lois also enjoyed a luncheon cruise on a Vancouver riverboat, that is until the wind blew Syd's favorite Musky Days hat into the river along with his Protect Our Planes and other special pins which adorned it. Not a good day for Syd.

Soon after they returned to Wausau, Syd came to the airport to get some air under

the wings of his lonesome Ercoupe. When he checked in at the FBO, Angela handed him a package addressed to his attention. It's contents? Syd's "magic hat" and a nice letter explaining how Valerie and Justin Stubbs, found his hat in the ocean while fishing off the West coast of Canada!

Syd was sure that hat had sunk to the bottom of the river and is still amazed at the detective work it must have taken to put it back on his head. I would keep it on while flying, Syd, it seems to be a man-made homing pigeon.

Cross Country Cruisin'

It is a long awaited rainy afternoon as I sit down to write this, but my memory of the picture perfect evening of my first cross-country is clear. I have been training with Steve Krueger in his Quicksilver for most of the summer now. Our training has been complicated by the fact that in June I moved from the Wausau/ Rib Mountain area to La Crosse, to stay close to my Fiancé as she began her career.

It was one of those late August days that everyone loves, but this year it seems we've had more than our share. On the drive up to Merrill from La Crosse, it seemed everyone was taking advantage of the beautiful, warm afternoon and going flying. On my way

up Highway 173, near the Necedah Wildlife Reserve, two F-18s were practicing low altitude maneuvers. I paused briefly along the side of the road to watch the pilots execute precision, high-speed 180 degree turns, bringing the aircrafts to a near 90 angle of bank! Later, while approaching CWA along highway 51, I watched a Northwest commuter turboprop leave the airport area, followed by a beautiful red and white Kitfox flying low over the highway south of the airport.

When I arrived at Merrill Municipal, I was greeted by my instructor, Steve, and we began to plot out our course. After about an hour of prep time, I performed my preflight and

made my first call to Green Bay Flight Service. I told the voice on the other end of the line I was a student pilot, and he was very helpful in relaying the information I needed to know before departing. It looked like everything was falling into place and the flight was a go.

Shortly after takeoff at Merrill, we reached cruise altitude and picked up our heading. Steve had the "pod" off the Quicksilver, so we were using his GPS for altitude and heading readings only. He held the sectional where we both could see it and we hit our first landmark right on schedule. Our first leg took us over the large Langlade marsh between

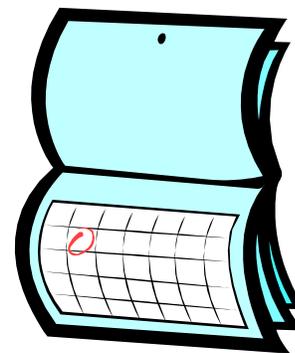
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2004 Chapter Calendars

Submit your pictures for the 2004 NCWLF calendar to Tony Borchardt Looper1@charter.net 715-845-3018 or Steve Norris steve4022@charter.net 715-675-2876. Deadline is November 30th. Send your order today to:

NCWLF
attn: Calendars
PO Box 12
Schofield, WI 54476

Please enclose \$17.00 for each calendar with your order



A Thanksgiving Poem

Twas the night of Thanksgiving, but I just couldn't sleep. I tried counting backwards I tried counting sheep. The leftovers beckoned – the dark meat and white but I fought the temptation with all of my might. Tossing and turning with anticipation the thought of a snack became infatuation. So, I raced to the kitchen, flung open the door and gazed at the fridge, full of goodies galore. I gobbled up turkey and buttered potatoes, pickles and carrots, beans and tomatoes. I felt myself swelling so plump and so round till all of a sudden, I rose off the ground. I crashed through the ceiling, floating into the sky with a mouthful of pudding and a handful of pie. But, I managed to yell as I soared past the trees... Happy eating to all, pass the cranberries, please. May your stuffing be

Cross Country Cruisin' cont...

(Continued from page 5)

Merrill and Antigo, so we kept the highway within safe gliding distance should we encounter engine difficulties. This plan did provide me with comfort, as I had practiced "dead stick" landings with Steve before, but not as much comfort as I had when we were back over open farm fields. Do to construction at Antigo; we were forced to execute a crosswind landing, which I was thankful to have Steve's assistance with. A quick refill and we were off for our second leg. Shortly after departing Antigo, we lost power on the GPS. Since we were flying by VFR and following our position on the sectional very closely, this did not present a problem, in fact it

was a good reminder that all the electrical convenience in the world is no substitute for good planning. Besides that, we had great visibility, so I just pointed the bird toward Rib Mountain. What a landmark! Again, our course took us over areas not conducive to landing, so we slightly altered our flight path to stay within glide distance of farm fields and clearings in the trees.

As we approached Downtown Wausau, we quickly discovered we were not the only ones taking advantage of the great flying weather. A little radio communication and two sets of peeled eyes kept us well within the margin of safety as we shared airspace with faster GA aircraft. Steve had

taken care of every detail and had fuel waiting for us on the ground. We were quickly back in the air and on our way home.

Bucking a slight headwind from the northwest, we again followed our course on the sectional and were able to maintain a flight path directly to Merrill. Some high clouds moved in as the sun sank in the sky to create a sunset an artist would be jealous of. Shortly after arriving at Merrill and securing the airplane, we were greeted by Steve's wife, Karen with fresh, homemade peach pie to celebrate a great evening of flying! Thanks to Steve and Karen for a memorable event.

Matt Keyes
La Crosse, WI

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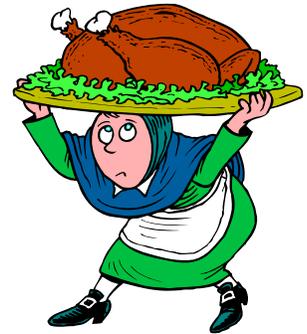


Jim Shnowske's plane at Vervuerth's 2003

A Thanksgiving Poem cont...

tasty, may your turkey be plump. May your potatoes 'n gravy have nary a lump, may your yams be delicious. May your pies take the prize, may your Thanksgiving dinner stay off your thighs.

Have a wonderful Thanksgiving.



NCWLF Calendar of Events

November 15, 2003 Chapter 75 Meeting

Abbotsford, Wi Jim Jakels Square Dance Barn 1:30 511 West Business 29

December 13, 2003 Chapter 75 Meeting

w/ EAA 640 & 243 Merrill Airport

January 17, 2004 4th Annual Ski-Plane / Wheel-Plane Fly-In and Dave's Chili Feed

Marshfield Municipal Airport MFI EAA 992 10 am - 2:00 pm Dave Levoy 715-687-4120 jcbremer@charter.net

January 24, 2004 Chapter 75 Meeting

Location TBD

February 21, 2004 Chapter 75 Meeting

Location TBD

March 6, 2004 Light Aviation Seminar

Wisconsin Rapids, Wi

March 20, 2004 Chapter 75 Meeting

Location TBD

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 with out 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

Location TBD

May 15, 2004 Chapter 75 Meeting

Location TBD

May 10 - 12, 2004 Wisconsin Aviation Conference

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NCWLF Calendar of Events cont...

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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 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

Check these websites for other events

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

www.brainerd.net/~szygy/wisconsin2.htm

Calendar of Events is updated monthly.

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

Buy | Trade | Sell



✈ 1983 QuickSilver MX. An early classic ultralight. 425 hrs tt. Approx 112 hrs on 377

Rotax single carb. BRS Soft chute, wingtip strobes, Rudder to Pedal conversion. 3 blade ground adj IVO Prop. Great flyer. \$4,000 obo Jim Cote 715-868-6669

✈ 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@1psg.co

m

✈ 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

(Continued on page 9)

Buy | Trade | Sell cont...

(Continued from page 8)

fabric for a Bi-Wing. Call me with quantity and price. Pat Kenny Eagle River, WI 715-479-5036 stinkstix@nnet.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 dual Bing Carb upgrade. Electric flaps, electric starter, Ivo prop. BRS-750 soft-pack (\$1,835 value) Airspeed, Alt, RPM, CHT, dual 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 any-

one 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. \$18,200 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 Hannagan 92 0/734-8682

DO IT NOW—BEFORE IT'S TOO LATE

We need your best shots from this past seasons flying for the 2004 edition of the NCWLF Calendar. Deadline is Nov 30th. Send your pictures TODAY to Tony Borchardt or Steve Norris.

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

