



EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476



Editors Notes

by Bill Markstrum

I just finished watching the videotape Ron Detert loaned me of the May chapter meeting at John Verfuert's great field and hangar near Spencer. As always, our Videographer Ron, as they say on channel news, "Imbedded with the 75th Airborne", did an excellent job of recording the meeting and the combat activities. John's two-runway grass field reminded me of England in its fresh green springtime look. (And not a Spitfire in sight) You've got a great facility there John. We're all envious.

I was with Steve Krueger later that afternoon and he was still glowing from the morning flight to John's from Merrill. He led the flight in his Mini-Max while son Brian and Lyle Banser were his wingmen. They found perfectly smooth air just at cloud tops and he described the beauty of it all, skirting around and sometimes through the wispy tops. That's what flying is all about and then to have your son flying on your wingtip in a Quicksilver. You'll have that flight in your memory bank for sure, Steve.

Following the business meeting, some chapter members practiced their bombing and

torpedo runs on our battleship "USS PORKCHOP" in preparation for the upcoming Pioneer Days competition at Oshkosh. Lets keep that "Flight Log" in our chapter, guys.

Only one incident marred the day. While Dean Turner was making a low, slow bombing run in his SeaRey, a severe

They found perfectly smooth air just at cloud tops - the beauty of it, skirting around and sometimes through the wispy tops

gust of wind hit him. He skillfully recovered but not before one sponsoon was damaged when it hit the ground. Don't feel bad Dean; much larger planes have succumbed to such violent gusts. I well remember seeing a Gruman Widgeon do that same thing landing on a remote northern Minnesota lake. The tip float was almost torn off and I spent the better part of the day waist deep in the lake, helping the pilot carry to shore the three male passengers and then helping him remove the damaged float before his flight back to base.

The same Saturday of the meeting, the Kruegers,

Neubauers, Marlengas and the Markstrums attended the wedding of our talented J. J. Smith to Kim, the other half of the "Denim Duo". It was an unusual and beautiful ceremony that included several songs by Jerry. It seemed strange to see Jerry out of his denims or carharts and dressed in a black tux with a black cowboy hat. We all decided he looked like a lean, mean gunslinger of the old west. We all wish Kim and Jerry a long and happy life together.

Dee and I have been pushing to get our yard and landscaping in shape at our home bordering the airport. Late afternoon, when the labors of the day are over and we kick back with a cold one in the back yard, we are treated to the sights and sounds of our airport based chapter guys flying right over our heads. Our own personal airshow! Thanks guys, you don't know how good you look up there or how we enjoy seeing you on these great summer evenings.

Happy summer flying,
Bill Markstrum

Volume 8, Issue 6
June 2003

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If an airplane is still in one piece, don't cheat on it. Ride the bastard down.

*Ernest K Gann
Advice from the 'old pelican'*

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NCWLF Treasurer Report May 2003

Balance Fwd	\$ 749.13	
Checking Deposits		Disbursements
Dues	324.00	0.00
Hats	<u>20.00</u>	
Total Deposits	<u>\$ 344.00</u>	Total Disbursements
		Ending Balance
		\$ 1093.13
		Savings Deposits/Int
		.21
		Savings Balance
		<u>\$ 500.41</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:

Tom 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

2003 EAA Ultralight Day at Pioneer Airport

Once again EAA is sponsoring a fun filled event at Pioneer Airport June 14th (Rain date Sunday, June 15th.) Ultralight Day is designed to attract museum visitors to our light plane world. This unique invitation only event is held once a year. All pilots must attend the briefing with Ken Snyder at Omro prior to flying to Pioneer airport. EAA con-

trols the Pioneer airport operations even though it is inside the class D Wittman regional airport; a very cool and unique situation. Dan Marlenga is in charge of the Competition event for the State Flight Log, presently held by UL 75. The Flight Log is once again up

for grabs and will go to the winners of the friendly proficiency competition events between members of EAA UL Chapters 1, 41, 75 and 121. We need volunteers to

assist in set up, judging, and tear down of the proficiency events. Contact Dan 715-359-7377 if you can help out. EAA encourages our chapter to bring displays to attract others to the sport of light aviation. The volunteer bunkhouse is available again this year as most of our

group spends the night with a Sunday return home. Space for campers and motor homes is also plentiful at the Bunkhouse area. Pioneer Airport Ultralight day is one

of those great enjoyable memory makers that will stay with you forever. Enjoy, have fun and most of all be safe. EAA will have a registration table in the Main hangar at Pioneer Airport. Whether you drive or fly in please register upon arrival. Contact Steve Krueger at 715-536-8828, especially if you're flying so we can expect to meet up with you safely at the appropriate location.

Steve Krueger

Flight schedule for Ultralight Day
 Stevens Point Arrive 6:00 am Depart 6:20
 Wild Rose Arrive 7:00 am Depart 7:20
 Omro Arrive 8:15 am
8:30 am Mandatory Pilots Briefing
with Ken Snyder
 Depart Omro 8:45 am
 Arrive Pioneer Airport 9:00 am

A Lesson Learned

I had practiced short-field and soft-field take-offs at the airport, so when a buddy asked me to land at his 1000 ft. grass-strip, I said "sure". I knew there were trees at both ends of the strip but that would be no problem since 2 notches of flaps had me off the ground in 150 ft, during practice.

My main concern was wild-life on the strip so my buddy agreed to be in radio contact

with me as he watched from the edge of the strip.

I circled the strip once, at 500ft AGL, to look it over and then did a practice-run of my approach. I was the only aircraft in the area. Temperature was 68 degrees, humidity was low, the sky was clear and the wind was out of the east (100) at 4mph right down the runway. On final, I would come in from the west above the 40 ft.

power lines and the 50 ft. trees and keep an eye on that 100 ft. evergreen that was 200 ft. to the north of my glide-path. Then I'd make a steep descent, round-out and flare and be ready to hit the brakes.

My landing was good and I taxied back to the west end of the strip, visited, pre-flighted and prepared for take-off.

(Continued on page 4)

May 2003 NCWLF Minutes

Our May 17th, 2003 meeting was held at John Verfuert's field in Spencer. President Steve Krueger called the meeting to order at 12:30 pm. After introduction of members & guests, the secretary & treasurer's reports were approved as read.

Old Business

Dan Marlenga and Russ Post were re-elected as board members for the 2003-2004 year.

New Business

Pioneer day is scheduled for June 14th, and EAA has invited us to fly in to Pioneer Field as a group. They also want to know how many planes will attend and the number of people staying in the bunkhouse. We may have a competition event in the afternoon or a competition event plus an open flying time. The

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May 2003 NCWLF Minutes

(Continued from page 3)

Hatz reunion will be July 5, 6, & 7. The June meeting will be held at Dean Turner's field at Lake Nokomis on June 21st.

Dody Neubauer
Secretary

Thirty Thousand Feet

Thirty Thousand Feet is an aviation directory with thousands of links to web pages, aviation news, FAQs, and other sources of commercial, military, and general aviation information.
<http://www.thirtythousandfeet>.



A Lesson Learned

(Continued from page 3)

I warmed up the engine, set the flaps on the 2nd notch, held the brakes and throttled up to 3/4 throttle as I studied that 50 ft. tree ahead of me. I released the brakes and started rolling...but I wasn't rolling as fast as I did in practice. "What's wrong?" "Oh, Oh!!!"....I practiced on black-top..... and forgot about the grass holding back the tires. 150 ft. and not even close to lift-off, 300 ft. and not enough speed yet. That tree is getting bigger and I'm near the point where I have to lift-off or abort and hit the brakes hard. 400 ft. and we lift-off.... but not enough airspeed to climb. Forward on the stick to level off for

those few precious seconds. Airspeed increases fast. Back on the stick and up we go. Those tree-top branches sure look close when they're only 20 feet below you.

"OH, OH.....IT AIN'T OVER YET!" I lost airspeed during that steep climb-out and I've leveled-out 40 feet above the woods in an attempt to regain it....but I'm holding steady at 10 mph above stall speed. Throttle is wide open. Gently...gently.... retract the flaps to reduce drag. If I retract the flaps too fast I'll lose altitude and be down in the trees. I thank God that I invested in a good "Friction Throttle Lever" that stays in place as I use my left hand to retract the flap lever. Flaps

are up to notch-1 and I'm gaining airspeed and altitude....fast. Whew...what a relief! Flaps back to zero and I'm free and clear....with another chance to think over my mistake and be grateful to the One who works miracles.

From now on I'll practice short-field and soft-field take-offs on our GRASS runway at the airport....where there are no trees. And next time I'm at a short field I'll start my take-off from the very edge of the strip....not 50 feet forward of it. Also, my throttle will be wide open when I release the brakes to start my take-off.

JJ
Antigo



Congratulations Kim & Jerry Smith

May 17, 2003

The Trip of a Lifetime with Pacer 7740K

The plan - bring Bob Payzers Piper Pacer 7740K From Wausau to it's home base in Cincinnati Ohio were Bob's partner Harris True will be using it again in the Cincinnati area. Karen and I decided to fly the Pacer with Brian and Sarah and visit our dear friends Lloyd and Nancy Brewer in Franklin Indiana located just south of Indianapolis for a couple days. Continue to Cincinnati and catch a return flight home with Harris in his twin Baron. This is my story..... The weather was forecasted from Green Bay flight service for VFR weather the entire trip, and we discussed our intended flight route via the lake shore of Chicago. The flight service briefer said OK with the route, just don't circle any power plants, sky scrapers or large sporting events - made sense to me, and we were ready to go.

We left out of Merrill late Friday afternoon of Memorial weekend in route to our first stop Griffith-Merrillville Indiana (near Gary). We caught up with Chicago center for VFR flight following just south of Waupaca. What a great tool to use if they don't get too busy. Center deviated us a couple of times for traffic along our leg to Griffith Indiana. We passed high 4500 MSL over Horicon Marsh, just west of Milwaukee, Kenosha, and Racine. Our 155-degree heading took us over Gurnee, IL. We all thought how great it was to be flying pleasantly through

the air while crowded lines at Six Flags Great America were probably an hour long. The roller coaster enthusiasts could only dream of a fractional view that the 7740K was giving us. How fortunate we felt. We could see the Chicago skyline 20 miles out as we flew along the lake shore. The butterflies were starting in all of us. Chicago approach canceled our flight following so it was back to squawking 1200 on the mode C transponder. We approached Chicago's famous Navy Pier, flew over the end of the pier leveling off at 1600 MSL, (1000 AGL). The tops of Sears Tower, John Hancock, and the Standard Oil buildings were well above us as Karen snapped pictures from the right window. What a spectacular view. We also flew along side Meigs Field hoping that law makers for aviation will get her back in service soon.

After a quick fuel stop at Griffith/ Merrillville it was on to Franklin IN. our final destination for a couple of days. We picked up a smooth 10 mph tailwind with only an hour left. Indy approach kept us well clear of the Brickyard 500 festivities as our hopes for a picture of the race track drifted into the horizon. We circled the home of Lloyd and Nancy Brewer and safely landed just before sunset at the Franklin flying field. Lloyd picked us up at the airport and drove us to the Brewer home where Nancy had dinner waiting, the Lasa-

gna and Sassafras tea with lemon tasted soo good! Saturday Lloyd, Brian and I flew up to Mentone Indiana for a Popular Rotorcraft Association fly in. Mentone is also where the huge PRA National Convention is held July 23 - 27. The winds picked up that afternoon so no rotorcraft were flying, oh well, we did have a famous Chicago's Maxwell St. pork chop sandwich with grilled onions, baked beans and potato salad. It was awesome. Can you tell I like to eat? The joke was that very little 100LL would be needed in the pacer for the trip back to Franklin with a meal like that! The people were great and we enjoyed their warm hospitality. Definitely Need to go back there some day.

Sunday morning came and it Karen, Brian, Sarah, and I were off to Blue Ash airport in Cincinnati. Calm winds and a high overcast cloud cover gave us a smooth ride. We stopped for fuel at Greensburg, OH and had a nice chat with a pilot who flew skydivers (17 at a time) with a Cessna Caravan. He said it flies like a super high performance 182. Greensburg is a very active skydiving airport; it was a neat little pit stop. We approached Cincinnati Blue Ash and made our pattern to land. It is right traffic landing on 8 and all went well. Harris True greeted us with a warm welcome and we climbed in his twin Beech Baron that was wait-

(Continued on page 6)

Tailwheel Clinic

You may have heard about the Wausau Flying Service, Inc. "Tailwheel Clinic" from issues of "CONTACT!" I was talking to Steve Krueger the other day and thought the ultralight pilots and other EAA members could benefit from the course, since many of the ultralight craft are tailwheel equipped. The next Clinic is in August if I can get 10 more students signed up. I look forward to hearing from you.

John P. Chmiel

Wausau Flying Service

715 845-3400

taildraggerflyer@yahoo.com



NCWLF Meeting June 21

Our next meeting is on Saturday, June 21 at 5:00 PM **note the unusual time** at Dean turners three T's resort, Lake Nokomis. Dean is planning a brat fry after the meeting, please bring a dish to pass. 9:00 AM poker run, Pontoon boat rides, Water skiing, Swimming, Shuffleboard, and a Bonfire at dusk. Call Dean Turner 715-453-4197 for details on activities. See Map for driving directions.

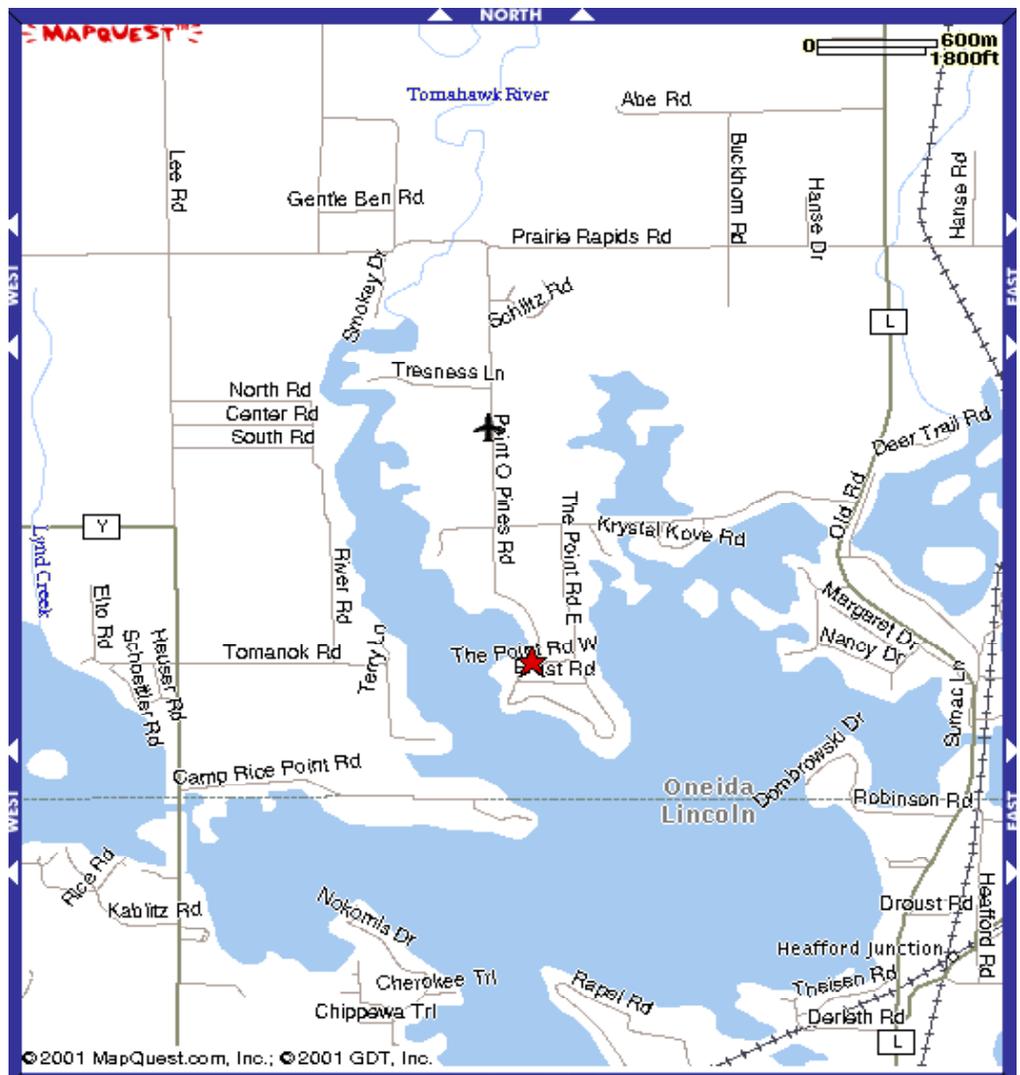
The Trip of a Lifetime with Pacer 7740K

(Continued from page 5)
ing on the ramp. The Baron cruises around 200 mph and in 2 hours 45 minutes we were home in Merrill. Flew at 8500 ft. VFR to Muskegon, MI. direct Green Bay and landed in Merrill. We had a slight headwind all the way back to Merrill. At 200 mph what's a little 10 mph headwind. I was impressed with the professionalism of Harris on the controls; he had that Baron doing exactly what he wanted it to do.

Constantly checking flight gauges and our route, he was dialed in like a pilot should be! As we flew over the center of Lake Michigan we could see both shores of Wisconsin and Michigan, what a sight! As we passed over Green Bay we looked down at Lambeau field with only 30 minutes to go to Merrill. As Harris set up a left downwind for runway 07 things were starting to come back to reality, too much to absorb. Some actual Pacer

flight times: RRL to Griffith 2.5 hrs, Griffith to Franklin 1 hr, Franklin to Blue Ash 45 minutes. Blue Ash to RRL (twin Baron) 2 hrs 45 min. It was great to fly the trip in the Pacer, see Lloyd and Nancy Brewer, have cooperative weather, and see all of the neat sights along the way, truly making it an unforgettable trip of a life time. Thank You Bob for the opportunity

Steve Krueger



2003 NCWLF Calendar of Events

June 10 Tuesday Night Fly Night

Shawano Norrie Brook Buss's 5:00 pm Depart for Shawano Arrive 5:30 Shawano 6:00 pm for a Burger

June 14 EAA Ultralight Day

Wittman Airport, OSH Oshkosh, WI www.airventure.org

June 17 Tuesday Night Fly Night

Abbotsford Arrive 6:00 pm

June 21, 2003 Chapter 75 Meeting

Dean Turners Lake Nokomis 1:30 Pontoon boat rides, water-skiing, swimming, shuffleboard, trap shooting, bonfire, and of course a cook out. Enjoy a great day around the Resort. Come early and stay late. Camping available. Dean Turner 715-453-4197

June 24 Tuesday Night Fly Night

Podeweltz Field, Merrill 6:00 pm Group fly out to Wayne's Podeweltz's Airstrip Arrive 6:30 pm

July 1 Tuesday Night Fly Night

Stevens Point Arrive 6:00 pm

July 8 Tuesday Night Fly Night

Merrill 6:00 pm Group fly out to Darrell Kuehn's Air Strip Arrive 6:30 pm

July 12, 2003 Gumps Flying Circus

Northport Private, New London, WI. Ultralight Plane Competition, Pig Roast, Raffle, Prizes, Kids Games, Camping, Plane Rides, Burgers, Brats, Ski Divers. Dan or Tweet Hurst (920) 788-5708 EAA Chapter 4

July 19, 2003 Chapter Meeting

Jim Jakel, Jack LaSee Barnstormer Fly In, Abbotsford, WI

July 23 - 27, 2003 PRA National Convention

Mentone, IN Glenn Bundy at gforgyro@medt.com prahq@medt.com www.pra.org

July 27, 2003 EAA Chapter 993 Fly-In Drive-In Pancake Breakfast

Marshfield, WI Marshfield Airport KMFI Breakfast 8 - noon, fly-in 8 - 3, airplane rides, Young Eagle flights. Jack Bremer 715-384-8700 jcbremer@charter.net

July 29-August 4, 2003 EAA AirVenture

Oshkosh, WI

July 25 - 27, 2003 35 Anniversary HatZ Reunion

Merrill Airport, Merrill, WI Steve Krueger 715-536-8828

August 10, 2003 Musky Day Fly In

Boulder Jct. WI

August 16, 2003 Chapter 75 Meeting

Lake Of The Woods

August 15 - 17, 2003 WI State UL Fly In

Wautoma Lake Of The Woods

August 17, 2003 Tomahawk Air Show

Tomahawk Regional Airport T08 Tomahawk, WI 7:00 am - 4:30 pm Pancake breakfast, craft market, military and civilian displays, plane rides, lunch, air show 1:00 pm Ray Marvin 715-453-3482

August 24, 2003 Merrill Airport Day

Merrill Airport KRRL Merrill, WI 8:30 am - 4:00 pm Pancake Breakfast, hamburgers, drinks provided by Lion's Club, airplane rides, ultralights, radio controlled aircraft display. Beverly Cornelius 715-536-2842

September 5 - 7, 2003 Shelbyville Regional Fly-In

Tuesday Night Is Fly Night

This year try something different. Dan and Steve have put together a schedule of flights. Contact for additional details, questions, or if it is a go or not due to the weather. Wednesday rain date. Get the word out to everyone. All club members, flyers and non flyers are invited to participate at our final destinations. We hope to see you in your neighborhood. Direct ideas for future destinations to Dan Marlenga 432-5990 or Steve Krueger 536-

June 10

Shawano Norrie Brook Buss's 5:00 pm Depart for Shawano Arrive 5:30 Shawano 6:00 pm for a Burger.

June 17

Abbotsford Arrive 6:00 pm

June 24

Podeweltz Field, Merrill 6:00 pm Group fly out to Wayne's Podeweltz's Airstrip Arrive 6:30 pm

July 1

St. Point Arrive 6:00 pm

July 8

Merrill 6:00 pm Group fly out to Darrell Kuehn's Air Strip Arrive 6:30 pm

(Continued on page 8)

Remember



**Fathers Day
is
June 15**



2003 NCWLF Calendar of Events cont...

(Continued from page 7)

Shelbyville, IL Contact: Tom Milton at gyroplanes@aol.com for Rotorcraft information

September 20, 2003 8th Annual Blume-Voss Fly-In & Chapter 75 Meeting

Little Chicago, WI

October 18, 2003 Chapter 75 Meeting

Location TBA

November 15, 2003 Chapter 75 Meeting

Location TBA

December 13, 2003 Chapter 75 Meeting

w/ EAA 640 & 243 Merrill Airport

Check these websites for other events:

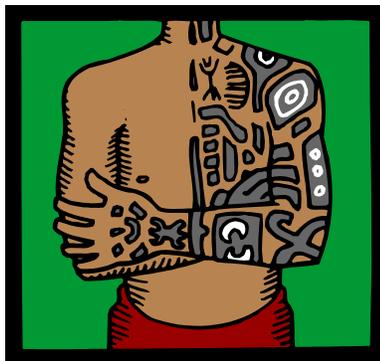
www.dot.state.wi.us/dtid/boa

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

Calendar of Events is updated monthly.

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

Opinions on Tattoos



Of late I often seem to meet
Folks who think it's smart
To use entire bodies
For epidermal art.

I cannot see the charm
Of tattoos so extreme,
I much prefer girls unadorned,
Shapely, tanned and lean.

Okay perhaps, a rose on breast,
Some gimmick on a thigh,
Or even tiny heart -placed
For only a lovers eye.

My body has it's artwork though,
A logbook of events,
Recording all the mishaps,
The punctures, scrapes and dents.

There's a scar upon my leg
From axe glanced off a log,
A raised kneecap, a mended thumb,
When I crashed my Harley Hog.

And then the time I slipped and fell,
My leg fixed with steel plate.
The scar, the length, the ten raised
screws,
That ones really great!

Though some have long since faded,
They're not tattoos uncouth.
They only tell life's story
From now back through my
youth.

Bill Markstrum

Buy | Trade | Sell

✦ Rotax 503 DCDI, 3hours TT, pull start, primer kit and enrichers(Choke kit) new heavy duty fuel pump. No exhaust. New seals and inspected. Replaced by a 582. \$2700 obo. Richard Penney 715 235-2190

✦ Anywhere Map tm with Garmin 95 GPS bundle, color ipac pocket PC running ms Mobile tm. Terrain & tower warning, cities, lakes , airspaces, airport freq. And much more. Retail over \$1,300.00 sell for \$995.00 Steve Norris 715-675-2876 715-551-8606 s t e - ve4022@charter.net

✦ 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 715-571-1425 after 3:30 p m sir_jeremy@yahoo.com

✦ 2002 Quicksilver Sport 2S, strut braced, 582, oil injection, blue with yellow trim, dealer built, new with 50 hours TT, no damage, \$17,500 Sean Curry 920-787-1810 or curry@vbe.com

✦ 1983 Tierra Ultralight, Originally 2 place converted to single, 503 Rotax single Bing 54 Carb, Single Ducati ignition from late 90s Ski Doo engine time approx 60 hrs new, full enclosure, new IVO ground adjustable prop, new tow UL SC strobe, new battery and rectifier and voltage regulator, BRS 4 canister chute (past repack date), fuel gauge, airspeed, new cylinder head temp, dual exhaust gas temp gauges, variometer, Tiny Tach & Hobbs

meter. \$5,000 Tom Corso weekdays 262-786-4450, home 262-521-2794 cell 262-474-1977.

✦ 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

✦ 1997 T-Bird 1 325hr. Rotax 503 dual ignition / single carb, oil inj, elec start. Cockpit has full enclosure, full compliment of analog gauges mounted in lexan panel. Includes streamlined strut covers, hyd. brakes, 6 & 12 gallon gas tanks, snow ski's, and BRS 750 Soft

Pack parachute. Asking \$ 8,000. Also available: Hanger rental on premises \$90 month. Bob Zaretzke 4720 Martha Lane Pewaukee WI 53072 262-781-2251 cell 414-791-7670

✦ 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. \$ 18,200 or best offer. Glenn Wagner 715-453-8461. Glensnr71@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 920/734-8682 Appleton, WI

WE'RE ON THE WEB
<http://www.pcprows.net/~tvoos>

Chapter 75
North Central Wisconsin
Lite Flyers
PO Box 12
Schofield, WI 54476

