



# EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 ? Schofield, WI ? 54476



## Editors Notes

by Bill Markstrum

As-we turned on our TVs or radios Saturday morning, February 1st, expecting children's cartoons on TV or polkas on the radio, what we were seeing and hearing was beyond comprehension. "We have lost contact with the space shuttle Columbia". Our worst fears were realized and by 10:30 AM, I lowered my flag to half-mast and joined most of the world in sorrow and prayer for our lost heroes. May I offer these humble words in their memory. On a much happier note, Chapter 75 celebrated it's annual Christmas party on January 11th, again at Syd Cohen's beautiful, heated hangar on the Wausau Downtown Airport. Like the "Wise Men", (which of course we are!) the members arrived bearing gifts to be exchanged later. The food table, as well, was filled to capacity and so were we after dinner. The Kruegers always bring plenty of chicken while other members furnish the side dishes and a great variety of desserts. No one went away hungry!

President Krueger presided over the meeting during which he presented several awards to officers and working members of the chapter.

Following the business meeting we descended on the food table and when everyone had eaten their fill and wiped their sticky fingers, the games began. I don't know the proper name for this fun-filled, hectic game, but "Chaos" seems to best

We join with all the citizens  
Of this great land we love,  
To wish Godspeed to seven souls  
Who no more fly above.  
We shared with them earth's beauty  
As the realm of flight we'd probe,  
Our view, just far horizons,  
While theirs, our whole blue globe.  
As flyers, we are kindred  
To the astronauts that died.  
We send them to their final rest  
With honor, love and pride.

Bill Markstrum 2003

describe it. When all the shouting and laughter subsided, we eagerly opened the inexpensive gifts we were able to hoard during the game plus the very nice exchange gifts everyone brought.

I noticed several men besides myself received rolls of "Duck" tape in their game gifts and this brought out comments, mine included, on why companies can't spell the way it should be spelled, "Duct" tape. A few days later I had to "eat crow", or is it "eat duck" in this case. I read an authorita-

ive article on the history of this magic, do-it-all tape only to find that it was a G.I. (government issue) item during the second world war. The troops used it for everything we do now, and found it especially useful in waterproofing ammo boxes, boots, tarps) etc. It's ability to shed water earned it the name of "Duck" tape. Only after the war did heating and ventilating contractors start using it for sealing joints in duct work, hence it's secondary name. Now if we could just find a tape that would patch damaged space-shuttle wings at 12,000 mph!

Before ending these comments on the very enjoyable Christmas party we extend our thanks to Steve and Karen Krueger for putting this show together. As we've said before, both of you are the wind beneath our wings. Many thanks also to Syd Cohen for the use of his cozy hangar and to John Chmiel, the Wausau airport manager, not only for the use of the airport chairs and tables but for access to the secured airport.

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February 2003

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*Never fly the 'A' model of anything.*

*- Ed Thompson*

**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  
Lou Landucci  
715-612-2999



## NCWLF Treasurer Report January 2003

<b>Corrected Balance Fwd</b>	<b>\$ 848.48</b>		
<b>Checking Deposits</b>		<b>Disbursements</b>	
Calendar Advance	200.00	2003 Calendar Printing	897.11
Calendars	624.00	Christmas Party Chicken	125.00
Dues	15.00	Christmas Party Supplies	110.00
		Dec-Jan Postage	48.10
<b>Total Deposits</b>	<b>\$ 839.00</b>	<b>Total Disbursements</b>	<b>\$ 1180.21</b>
<b>Service Fee Adjustment</b>	<b>\$ 70.00</b>	<b>Ending Balance</b>	<b>\$ 437.27</b>

**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*

## Editors Notes - cont...

*(Continued from page 1)*

Speaking of security, we are all aware of the somewhat loose surveillance and smoking restrictions along the flight line at Oshkosh during AirVenture. Syd is now deeply involved in the safety/security program at EAA and is taking steps, often at his own expense, to improve security and restrict smoking. Rather than amplify this discussion here, I think we should ask Syd to attend one of our next meetings to explain these moves and let us know how we can help.

Inasmuch as this is a short month, I remind you to make plans to attend the 10th annual Ultralight Safety Semi-

nar at the Mead Inn, Wisconsin Rapids, March 1st. This is always an educational and fun event featuring knowledgeable speakers, door prizes and the chance to win a major item in the raffle. See you there!

In closing I'd like to encourage you far-flung chapter members that we don't see often enough, to send us news items we can use in our newsletter. So often I can only report on happenings involving chapter members in and around the Wausau area. It would be nice to broaden our horizons and hear what's happening in your flight pattern. No need to be an Ernest Hemingway to contribute to our pages.

Just call me or drop me a line at 2632 Elmwood Blvd. Wausau, 54403. Tell us about your adventures and projects. Also, don't forget our free Buy/Sell/Trade section. Someone in our chapter (or on our website) needs that run-out Rotax, radio or whatever. We also welcome requests for specific items or information. Our chapter is loaded with "experts" and bargain hunters.

See you at the next meeting in Tomahawk or at the Safety Seminar. Meanwhile, get those aircraft ready for the Spring flying weather.

Bill Markstrum

## A Texas Hello

My brother Bill and I arrived in Houston Tuesday, January 21 about 6:30pm; very pretty at night. The flight was uneventful for the most part. We departed from Tomahawk, WI around 11AM Monday morning after installing a new battery and fueling the plane. The temperature was in the single digits on the ground and well below zero at altitude. The coldest I noticed was negative 14. The sky was clear and we even had a tail wind component. After 1-hour of misery, we landed in Lacrosse, WI to warm up mainly our feet. The plane has a heater, but it was not enough to heat the drafty cabin. Immediately upon departing from Lacrosse, the

radiator boiled over and we returned to Lacrosse were I removed some of the shielding from the outside radiator; which means that the heater would produce even less heat for the remainder of the flight. We stopped every 30-minutes or so to warm up until we arrived at Pella, Iowa where we stayed for the night. I have been to Pella airport in the past; very friendly FBO, they put my plane in a heated hanger for the night and gave us a courtesy car so that we could get to the hotel. Also in Pella, we met up with my friends Derek and Ann (and their little girl Olivia) for dinner and a house tour. We went to Wal-Mart and picked up some foot warmers for the

next day. The first day's progress was not good as we were supposed to make it to Guthry, OK, but it is about all we could do considering the conditions. It would mean lots of flying on Tuesday as to stay between weather systems.

We departed Pella for a 4 hour, boring flight over Missouri and Oklahoma to some scary little town in Ok. Temperatures were in the teens when we departed, but the foot warmers did the trick and we were comfortable. The sky was clear for the first three and a half hours. It was interesting to see a very sharp snow line in northern Missouri. The line

*(Continued on page 4)*

## Attention Members

I try to keep our website as up to date as I possibly can. From time to time I will make a change here, a change there, just gotta tinker. Anyway, I am re-doing the Photo Gallery and thus need your assistance. If you are a current member and you would like your aircraft to be on display, send me your favorite photo. I'll return any hardcopies and if you send images to me electronically - please be kind and keep the image size under 1 mb. Us country folk are still operating with dial-up access. You could also write your images to cd and mail it to me. Whatever, just remember that if you don't send it to me your photo won't be there. Be sure to let me know the make and model of your craft, as well as any other tidbits of info.

Tom Voss

15203 Short Lane  
Marathon, WI 54448

## NCWLF Meeting February 15

Our next meeting is at the Tomahawk Airport on Saturday February 15 at 1:30 PM. The airport is located about 5 miles west of the city of Tomahawk on Hwy. 86. Look for airport sign and turn north on Loop Rd. See you there.

### Tech Tip



#### Dear Tech Guy!

I have a couple questions for you. The first one is about my engine temperature. My radiator is underneath my plane and has a flap that I can open or close, I'm assuming to control engine temps. It doesn't do anything when I close it. My temp. is always around 130 degrees. I put a piece of cardboard over

*(Continued on page 5)*

## A Texas Hello - cont...

*(Continued from page 3)*

was very well defined (within 3 miles) from snow on the north side to no snow on the south side. By the way, there was more snow in Iowa and Missouri than there was in Wisconsin. We borrowed a car in OK; that is what they called it, and went into town for lunch. We were told to leave the car running or we would not get it started again; ok... The temperatures were now in the high 40's and it felt like summer. We took some more tape off of the oil cooler to compensate for warmer air temperatures, fueled up and attempted a departure. Upon starting the Rotax, it was evident that something was out of adjustment; the engine would not idle smoothly. We shut down, looked in the cowl and found one of the clamps on the carburetor crossover tube was loose causing an intake leak. We tightened everything up and departed for the final leg of the flight. The first few hours of

this leg were the most challenging, as we had to scud-run the west edge of the Ozarks as a direct flight over the center of the Ozarks would not offer viable passage. The visibility was under 10, but it was still pretty. There were 100-mile stretches of no airports and very little civilization; kind of scary. There were places to land, but where would you walk to? As we crossed into Texas and flew across the proverbial cold front, the sky cleared, the wind shifted to the west and we were able to turn off the cabin heat as the outside temperature jumped to 60-degrees. We were lucky to have tail winds up to this point. Prior to landing at Hooks in Houston, we watched a nice sunset through the haze as we passed over Lake Conroe. Traffic was quite heavy at Hooks as there were two small jets, two helicopters and a few small planes doing pattern work as I made my direct approach on 17R. When we exited the

plane in Houston, it was 70 degrees and by this time, our feet felt like they were burning as the foot warmers were still going strong.

The total flight time was about 11-hours, however due to weather we were not able to fly direct, but we did have tail winds most of the way; so 11-hours is probably about the best we could have expected. Our average ground speed was 112mph, Min was 100mph and the max was 135mph. Average cruising altitude was 4,500MSL, Low 1,100MSL and high 7000 MSL. The CD player (including some of Howard Smith's music) made the adventure a pleasant one. The plane performed well and with minor adjustments along the way, all engine temperatures remained normal throughout the flight, despite the changing O A T .

Have googolplexes of fun all day, Lou Landucci

## January 2003 NCWLF Minutes

The January 11th, 2003 meeting (and Christmas party) was held in Syd Cohen's hangar at the Wausau Downtown Airport. President Steve Krueger called the meeting to order at 12:30 pm. We introduced members and guests. The secretary and treasurer's reports were approved as read.

#### Old Business

We thanked Steve Norris & Tony Borchardt for their efforts in creating the 2003 calendar. Members are en-

couraged to use our video library - see Ron Detert and check out our videos!

#### New Business

The UL Safety Seminar is scheduled for March 1, 2003 at the Mead Inn in Wisconsin Rapids. EAA is sponsoring a powered parachute clinic on March 15, 2003. If anyone is interested in attending the Air Academy Camp for youth, adults & families, see Steve Krueger. Chapter service awards were presented to Carl Green, Pat

Kenny, Steve Kuchera, Ron Detert, Bill Markstrum, Russ Post, Dan Marlenga, Steve Norris, Steve Krueger, & Dody Neubauer. We thanked Syd Cohen for the use of his hangar, even though he wasn't present. Next meeting is scheduled for Feb. 15th 2003 at the Tomahawk Airport. Meeting adjourned at 1 pm so that we could have our dinner, games, and exchange gifts.

Dody Neubauer Secretary

## Ultralight Flight Instructor Ground School



On March 15-16, 2003 (check in Friday, March 14<sup>th</sup>) EAA will host the 4th annual Ultralight Flight Instructor Ground School at the EAA Air Academy in Oshkosh, Wisconsin. The school is open to anyone looking for two days of high-quality ground school ultralight training. The ground school provides valuable training for those working towards becoming an ultralight flight instructor (UFI) as well as existing UFIs who want to sharpen their instruction skills. This school also meets the two-year requirement for a refresher seminar for current instructors for renewal.

Subject areas to include - Federal Aviation Regulation Part 103, EAA Two-Place Training Exemption, Airspace & Airport Operations, Vehicle Airworthiness Inspections, Radio Communications, Pre-Solo Testing and Training, Student and Pilot Endorsements, Fundamentals of Instruction (FOI), Weather, Aeromedical Fac-

tors, Performance and Aerodynamics.

At the end of the course the EAA Ultralight Flight Instructor written test will be offered to anyone wanting to take the test. If a score of at least 70% is achieved then this meets the written test requirement for Ultralight Flight Instructor. This written test is not the same as the Fundamentals of Instruction (FOI) written test. The FOI test will not be offered at this school, however FOI instruction will be given.

All course participants will receive a Certificate suitable for framing, and a logbook endorsement for the training received. \* Note - This school is ground instruction only and no actual flight time is included.

Registration Fee for EAA Member - \$295, Non-Member - \$345. Includes, 2 nights lodging, meals, and reference materials. There may be 2 people assigned to each bunk room. A limited number of single rooms are available for an additional \$60. Additional nights \$30 in a bunk room and \$60 in single rooms.

During your stay in Oshkosh for the UFI Ground School you will get a behind the scenes tour of the EAA AirVenture Museum, EAA Pioneer Airport, EAA Air Academy Lodge, EAA Eagle

Flight Leadership Center.

Various professional flight instructors and EAA staff will be used to present the course material. The school will be taught in a state of the art classroom environment with audiovisual teaching aids.

Register now at [https://secure.eaa.org/ultralights/ground\\_school.html](https://secure.eaa.org/ultralights/ground_school.html)

Comments from students of previous ground school:

*"Strictly first class and professional operation. All aspects of the program exceeded expectations and requirements. I would highly recommend this course to others."*

*"This class was well done, congratulations you did a great job."*

*"It was one of the most enjoyable classes I have taken."*

*"All sessions well presented, thanks for a super weekend."*

*"Thanks very much for a fun learning experience! It appears to fill a void for many aspiring instructors and other interested ultralight aviators."*

## Tech Tip

*(Continued from page 4)*

it and it still did nothing. What can I do to heat it up more so my heater puts off more heat?

And this leads into my second question. I took off my radiator cap to check the fluid level and it wasn't visible. And also my water pressure never moved while flying today. My radiator is under the plane (like I said) and my radiator cap is above the engine (blue head 582).

Jeremy Viegut  
sir\_jeremy@yahoo.com

## Tech Guy Responds

Sir Jeremy!

130 is not bad for a liquid, the ultimate is 140 degrees. Mine runs at 130-140 in the winter and 140-160 in the summer. 2 strokes should run much cooler than a 4 stroke will. Fill up the anti freeze and it sounds like you are close. I

*(Continued on page 6)*

**DON'T FORGET THE UL SAFETY SEMINAR  
MARCH 1, 2003**

**SPONSORED BY: WISCONSIN ULTRALIGHT LIGHT AVIATION ADVISORY COUNSEL  
WI DOT BUREAU OF AERONAUTICS.**

## Tech Tip

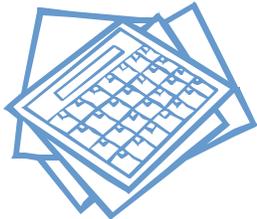
(Continued from page 5)

have to completely block my radiators in the winter in order to run at 140 F. I have the two small ones next to the engine. You may have to close the flap completely and it may still run cool. As long as the thermostat is there you should be OK.

Good luck and I can't wait to see your bird

Gordy

## 2003 Calendars



NCWLF 2003 Calendars are available now. If you did not pick yours up at the Christmas party, please send your \$16.00 per calendar to:

NCWLF  
Attn. Calendars  
P.O. 12  
Schofield, WI 54476

## NCWLF Calendar of Events

### February 15, 2003 Chapter 75 Meeting

Tomahawk Airport 1:30 pm

### March 1, 2003 UL Safety Seminar

Mead Inn, Wisconsin Rapids, WI Sponsored by the Wisconsin Ultralight Light Aviation Advisory Counsel and the WI DOT Bureau of Aeronautics. Steve Krueger 715-536-8828 Jack LaSee 715-223-4540 Dan Marlenga 715-359-7377

### March 15 - 16, 2003 Ultralight Flight Instructor Ground School

EAA Air Academy in Oshkosh, Wisconsin. The school is open to anyone working towards becoming an ultralight flight instructor (UFI) as well as existing UFIs who want to sharpen their instruction skills. Register at [https://secure.eaa.org/ultralights/ground\\_school.html](https://secure.eaa.org/ultralights/ground_school.html)

### March 15, 2003 Chapter 75 Meeting

Location TBA

### March 25 - 30, 2003 Bensen Days

Wauchula Florida, Lots of Gyrocopters and Flying. Food vendor on site, camping at airport with or without power, Showers, porta-pottys, shade from the big oak trees. Richard Oxnam PRA Ch #26 21971 N River Road Alva, FL 33920 Work 941-633-0156 Home 941-728-3774 Rotornut007@yahoo.com <http://chapters.rotorcrafter.com/26/sunstate/>

### April 2 - 8, 2003 Sun "N" Fun

Lakeland, FL Lakeland Linden Regional Airport 863-644-2431 [www.sun-n-fun.org](http://www.sun-n-fun.org)

### April 19, 2003 Chapter 75 Meeting

Turner Field, Lake Nokomis, WI

### May 17, 2003 Chapter 75 Meeting

John Verfuert's, Spencer WI

### June 14, 2003 EAA Ultralight Day

Wittman Airport, OSH Oshkosh, WI [www.airventure.org](http://www.airventure.org)

### June 21, 2003 Chapter 75 Meeting

Location TBA

### 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](mailto:gforgyro@medt.com) [prahq@medt.com](mailto:prahq@medt.com) [www.pra.org](http://www.pra.org)

### July 29-August 4, 2003 EAA AirVenture

Oshkosh, WI

### August 10, 2003 Musky Day Fly In

Boulder Jct. WI

### August 16, 2003 Chapter 75 Meeting

Lake Of The Woods

### August 15, 16, 17, 2003 WI State UL Fly In

Wautoma Lake Of The Woods

### September 5 - 7, 2003 Shelbyville Regional Fly-In

Shelbyville, IL Contact: Tom Milton at [gyroplanes@aol.com](mailto: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

(Continued on page 7)

## NCWLF Calendar of Events cont...

(Continued from page 6)

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](http://www.dot.state.wi.us/dtid/boa)

[www.brainerd.net/~syzygy/wisconsin2.htm](http://www.brainerd.net/~syzygy/wisconsin2.htm)

*Calendar of Events is updated monthly.*

Contact Tom Voss [tvoss@pcpros.net](mailto:tvoss@pcpros.net) to list events in subsequent newsletters

## Buy | Trade | Sell

✎ 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](mailto:curry@vbe.com)

✎ 1989 Challenger II Clipped Wing Special UL trainer. 503 DCSI Prov 4 \$7800 with flappers, doors, radio, intercom with two headsets, skis. New in box replacement parts include carb sockets with clamps, new tail struts, and all structural bolts and brackets with rivets, + the metal front seat kit. It of course needs a good wash and the time to install all. The motor 130 hrs SMOH should be inspected. It is intake fogged now. Local aircraft since 1990. Other goodies available. Richard Penney [rcpenney@presenter.com](mailto:rcpenney@presenter.com) 715 235-2190

✎ 1983 Tierra Ultralight, Originally 2 place converted to single, 503 Rotax single Bing 54 Carb, Single Ducati g-

inition 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 expack 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, Plexiglass 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](mailto: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. Some-

## Video Library

Hear Ye! Hear Ye!  
Be sure to check out a video tape of Chapter 75 activities. They are You.



Ron Detert

thing to train in and build hours. Do you know of anyone who has 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 [rbel-ler@2ultra.com](mailto:rbel-ler@2ultra.com)

✎ 1992 Challenger 2 503 Rotax engine, updated wings, new puddle jumper floats with retractable wheels. BRS chute, new windows, fiberglass nose cone, flappers, 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](mailto: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 Appleton, WI

# 10<sup>th</sup> Annual Ultralight and Light Aviation Safety Seminar 2003

Saturday, March 1<sup>st</sup>, 2003  
 Hotel Mead & Conference Center  
 451 E. Grand Avenue  
 Wisconsin Rapids, Wisconsin 54494

Convenient location in the center of downtown Wisconsin Rapids

## FREE ADMISSION

Registration 8:00 a.m. - 9:00 a.m.	FREE catalogues while supplies last
Morning seminars 9:00 a.m. - 12:00 p.m.	Speakers, door prizes
Lunch break 12:00 p.m. - 1:30 p.m.	Lunch available on site
Afternoon seminars 1:30 p.m. - 4:00 p.m.	Speakers, door prizes, BIG ticket raffle items

### Seminar Lodging

Hotel Mead and Conference Center (800) 843-6323  
 Special room rate for a limited time only, when making your reservation mention "SAFETY SEMINAR" for special rates.

### Other local lodging in Wisconsin Rapids:

• Quality Inn	3120 8th St. South	(715) 423-5506	
• Super 8 Motel	3410 8th St. South	(715) 423-8080	(800) 800-8000
• AmericInn Motel & Suites	3010 8 <sup>th</sup> St. South	(715) 424-3444	(800) 634-3444

### BIG ticket raffle drawing items

- |                                  |                               |                                |
|----------------------------------|-------------------------------|--------------------------------|
| • Lowrance Hand-held GPS         | • Hawk Sports Wind Sock       | • Zanklite Skills              |
| • ICom Hand-held Radio           | • Warp Drive Prop             | • Comtronics Headset           |
| • Pennzoil / AMSOIL cases of oil | • EIS System                  | • (4) Weekly AirVenture Passes |
| • Quicksilver Discount on a Kit  | • MX Saddle Bags by Sue Brown | • GPS Unit                     |

### For more information contact:

- |                                 |                                  |
|---------------------------------|----------------------------------|
| • Bart Gaffney (262) 567-4486   | • Dan Marlenga (715) 359-7377    |
| • Jim Beckman (608) 362-9118    | • Kenley Snyder (715) 423-1128   |
| • Steve Krueger (715) 536-8828  | • Chuck Stevenson (608) 752-4297 |
| • Harold Benisch (920) 623-4457 | • Jack LaSee (715) 223-4540      |
| • Ray Lake (920) 734-0547       | • John Glynn (608) 372-3396      |



Sponsored by:  
 W.U.L.A.C. and Wisconsin Department of Transportation- Bureau of Aeronautics





**Rick D. Husband**  
Commander



**William C. McCool**  
Pilot



**Michael P. Anderson**  
Payload Commander



**David M. Brown**  
Mission Specialist 1



**Laurel Blair Salton Clark**  
Mission Specialist 4



**Kalpana Chawla**  
Mission Specialist 2



**Ilan Ramon**  
Payload Specialist 1

**We join with all the citizens  
Of this great land we love,  
To wish Godspeed to seven souls  
Who no more fly above.  
We shared with them earth's beauty  
As the realm of flight we'd probe,  
Our view, just far horizons,  
While theirs, our whole blue globe.  
As flyers, we are kindred  
To the astronauts that died.  
We send them to their final rest  
With honor, love and pride.**

**Bill Markstrum 2003**